Overview

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

This Annual Evaluation Report summarizes activities that occurred between October 1, 2016 and September 30, 2017. Activities listed in this report that can be directly tied to a specific county reached 92.06 percent of Ohio’s population (approximately 10.6 million people). Grants with the OSHP and our Paid Media contract potentially reach the entire state, for 100 percent reach.

Mission Statement

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

Accomplishments

The Drug Recognition Expert (DRE) tablet has continued to evolve and shape the future of how Ohio DRE’s receive information and complete their evaluations. The Ohio DRE software review function has proven to be an effective way to establish peer reviewed reporting and maintain consistency. Since January 1st 2017 Ohio DRE’s have been required to complete all evaluations utilizing the DRE software. In 2017 the DRE software saw the enhancement of the narrative section with the ability to attach a file, updated sync features between the website and software, required review process, and the management console. Currently Ohio is the only state that is utilizing the management console function of the DRE software to provide valuable insight into impaired driving enforcement. Ohio currently has 206 certified DREs.

Safe Communities programs reported over 1,100 events/activities that received over 40,000,000 gross impressions using print, radio, television, web, Facebook, Twitter and Instagram. Volunteers also donated over 6,000 hours to the program for a value of $151,985.44.

Ohio partnered with AAA to hold a second Drugged Driving Summit in FFY2017. Nearly 200 people including law enforcement, judges, prosecutors, traffic safety educators, toxicologists and other stakeholders attended the summit in Columbus. Stakeholders had an opportunity to talk about the real life problems they face from the roadside to the courtroom – where the problems/needs are and share best practices to address issues.

In FFY2017, Ohio upgraded the current web-based grants management system (GRANTS) to GRANTS Plus. The upgraded functionality will allow for more complete and efficient review of grant related activity and reimbursement requests.

In collaboration with the Ohio Department of Transportation and the State Highway Safety Plan (SHSP), a distracted driving speaker was brought to Ohio in April, 2017. Dr. Paul Atchley presented “The Science of Distracted Driving” in Bowling Green (NW Ohio), Medina (NE Ohio) and Cincinnati (SW Ohio). Sub-recipients and other traffic safety stakeholders were encouraged to attend.
## Crash Data

### Ohio Performance Measures

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<tr>
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<tbody>
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<td><strong>C-1</strong> Traffic Fatalities (FARS)</td>
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<tr>
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<td>1,046</td>
<td>1,043</td>
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<td><strong>Reduce traffic fatalities by 2.00 percent from 1,043 (2010 – 2014 average) to 1,023 by 2017.</strong></td>
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<td><strong>C-2</strong> Serious Injuries in Traffic Crashes (State Crash Data)</td>
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<td><strong>C-3b</strong> Rural Fatalities/VMT (FARS/FHWA)</td>
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<td><strong>Reduce the rural fatalities/VMT rate by 6.68 percent from 1.72 (2010 – 2014 average) to 1.60 by 2017.</strong></td>
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<td><strong>C-3c</strong> Urban Fatalities/VMT (FARS/FHWA)</td>
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<td><strong>Reduce the urban fatalities/VMT rate by 1.25 percent from 0.56 (2010 – 2014 average) to 0.55 by 2017.</strong></td>
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<td><strong>C-4</strong> Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)</td>
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<td><strong>Reduce unrestrained passenger vehicle occupants fatalities (all seat positions) by 1.01 percent from 381 (2010 – 2014 average) to 378 by 2017.</strong></td>
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<td>325</td>
<td>320</td>
<td>315</td>
<td>318</td>
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<td><strong>Reduce alcohol impaired driving fatalities by 1.25 percent from 320 (2010 – 2014 average) to 319 by 2017.</strong></td>
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<td><strong>C-6</strong> Speeding-Related Fatalities (FARS)</td>
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<td>273</td>
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<td>306</td>
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<td>304</td>
<td>281</td>
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<td><strong>Reduce speeding-related fatalities by 2.74 percent from 304 (2010 – 2014 average) to 296 by 2017.</strong></td>
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<td><strong>C-7</strong> Motorcyclist Fatalities (FARS)</td>
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<td>136</td>
<td>168</td>
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<td>5-Year Moving Average</td>
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<td>159</td>
<td>153</td>
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<td><strong>Reduce motorcyclist fatalities by 5.06 percent from 153 (2010 – 2014 average) to 146 by 2017.</strong></td>
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### CORE OUTCOME MEASURES

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<td><strong>C-8</strong></td>
<td><strong>Un-helmeted Motorcyclist Fatalities (FARS)</strong></td>
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<td><strong>C-9</strong></td>
<td><strong>Drivers Age 20 or Younger involved in Fatal Crashes (FARS)</strong></td>
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<td></td>
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<td>5-Year Moving Average</td>
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<td>153</td>
<td>146</td>
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<tr>
<td></td>
<td>Reduce drivers age 20 and younger involved in fatal crashes by 2.86 percent from 146 (2010 – 2014 average) to 142 by 2017.</td>
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<tr>
<td><strong>C-10</strong></td>
<td><strong>Pedestrian Fatalities (FARS)</strong></td>
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<td>87</td>
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<td></td>
<td></td>
<td>5-Year Moving Average</td>
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<td>96</td>
<td>96</td>
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<tr>
<td></td>
<td>Reduce pedestrian fatalities by 0.78 percent from 96 (2010 – 2014 average) to 95 by 2017.</td>
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<tr>
<td><strong>C-11</strong></td>
<td><strong>Bicyclist Fatalities (FARS)</strong></td>
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<td>5-Year Moving Average</td>
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### CORE BEHAVIOR MEASURES

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<tr>
<td><strong>B-1</strong></td>
<td><strong>Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)</strong></td>
<td>84.5</td>
<td>85.0</td>
<td>83.9</td>
<td>83.8</td>
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<td></td>
<td>Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.3 percentage points from 83.9 percent in 2015 to 84.2 percent in 2017.</td>
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### CORE ACTIVITY MEASURES

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<tr>
<td><strong>A-1</strong></td>
<td><strong>Number of seat belt citations (Ohio GRANTS)</strong></td>
<td>46,135</td>
<td>37,881</td>
<td>43,663</td>
<td>54,430</td>
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<td><strong>A-2</strong></td>
<td><strong>Number of impaired driving arrests (Ohio GRANTS)</strong></td>
<td>8,140</td>
<td>7,155</td>
<td>8,315</td>
<td>9,342</td>
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<td><strong>A-3</strong></td>
<td><strong>Number of speeding citations issued (Ohio GRANTS)</strong></td>
<td>150,142</td>
<td>266,995</td>
<td>154,880</td>
<td>153,633</td>
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### OHIO VEHICLE MILES OF TRAVEL

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<th>Year</th>
<th>Miles</th>
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<tr>
<td>2012</td>
<td>111,467,908,450 (Ohio Department of Transportation)</td>
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<tr>
<td>2013</td>
<td>112,737,236,100 (Ohio Department of Transportation)</td>
</tr>
<tr>
<td>2014</td>
<td>112,751,463,800 (Ohio Department of Transportation)</td>
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<tr>
<td>2015</td>
<td>117,828,869,300 (Ohio Department of Transportation)</td>
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<td>2016</td>
<td>118,505,816,550 (Ohio Department of Transportation)</td>
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### Traffic Fatalities

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<tr>
<th>Year</th>
<th>Yearly Fatality Count</th>
<th>5 Year Moving Average</th>
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<tbody>
<tr>
<td>2012</td>
<td>1,121</td>
<td>1,086</td>
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<tr>
<td>2013</td>
<td>989</td>
<td>1,046</td>
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<tr>
<td>2014</td>
<td>1,006</td>
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<tr>
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<td>1,049</td>
</tr>
<tr>
<td>2016</td>
<td>1,132</td>
<td>1,072</td>
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### Serious Injuries

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<td>2013</td>
<td>9,780</td>
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<td>9,307</td>
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<td>2016</td>
<td>9,307</td>
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Urban Fatalities/VMT

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Unrestrained Passenger Fatalities

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

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<th>Yearly Fatality Count</th>
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<tr>
<td>2012</td>
<td>389</td>
<td>342</td>
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<tr>
<td>2013</td>
<td>266</td>
<td>325</td>
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<td>2016</td>
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### Speed-Related Fatalities

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Motorcycle Fatalities

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Un-helmeted Motorcycle Fatalities

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<th>2014</th>
<th>2015</th>
<th>2016</th>
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<td>117</td>
<td>109</td>
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Drivers Age 20 or Younger Involved in a Fatal Crash

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<th>2014</th>
<th>2015</th>
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<tr>
<td>5 Year Moving Average</td>
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<td>153</td>
<td>146</td>
<td>145</td>
<td>144</td>
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</table>

Pedestrian Fatalities

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<th>2015</th>
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<tbody>
<tr>
<td>Yearly Fatality Count</td>
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<tr>
<td>5 Year Moving Average</td>
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<td>96</td>
<td>96</td>
<td>101</td>
<td>107</td>
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*Began using the new NHTSA approved methodology in 2012.

Bicyclist Fatalities

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<thead>
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<th>Yearly Fatality Count</th>
<th>5 Year Moving Average</th>
</tr>
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<tbody>
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<td>16</td>
</tr>
<tr>
<td>2013</td>
<td>19</td>
<td>17</td>
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<td>2014</td>
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<td>2015</td>
<td>25</td>
<td>18</td>
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<tr>
<td>2016</td>
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<td>18</td>
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Observed Seat Belt Usage*

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<td>2013</td>
<td>84.5</td>
</tr>
<tr>
<td>2014</td>
<td>85.0</td>
</tr>
<tr>
<td>2015</td>
<td>83.9</td>
</tr>
<tr>
<td>2016</td>
<td>83.8</td>
</tr>
<tr>
<td>2017</td>
<td>82.8</td>
</tr>
</tbody>
</table>
Grant Funded Seat Belt Citations

<table>
<thead>
<tr>
<th>Year</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>46,135</td>
<td>37,881</td>
<td>43,663</td>
<td>54,430</td>
<td>56,950</td>
</tr>
</tbody>
</table>

Grant Funded Impaired Driving Arrests

<table>
<thead>
<tr>
<th>Year</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>8,140</td>
<td>7,155</td>
<td>8,315</td>
<td>9,342</td>
<td>7,908</td>
</tr>
</tbody>
</table>
Grant Funded Speed Citations

- 2013: 150,142
- 2014: 266,995
- 2015: 154,880
- 2016: 153,633
- 2017: 142,486
Overview

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

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

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

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

Project Number: SA-2017-00-00-00
Project Title: Safe Communities
Funded Agencies: See Chart below under Project Results

Project Description:

According to NHTSA’s website, “the U.S. Department of Transportation has made a commitment to the philosophy that communities are in the best position to affect improvements in motor vehicle and other transportation-related safety problems.” For FFY2017, the OTSO conducted an in-depth analysis of traffic crash data to identify and prioritize traffic safety problems and to target fatal crash locations for traffic safety programming. Maximum amounts for each county were set based on the average number of fatal crashes for 2013, 2014 and 2015. New programs had to have a minimum of a 3 year average of 5.66 fatal crashes to be eligible for funding.

Project Results:

Funded Agencies

<table>
<thead>
<tr>
<th>Agency</th>
<th>County</th>
<th>Population</th>
<th>Awarded Amount</th>
<th>Expended Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adena Health Systems</td>
<td>Ross</td>
<td>78,064</td>
<td>18,640.48</td>
<td>7,877.76</td>
</tr>
<tr>
<td>Anazao Community Partners</td>
<td>Holmes</td>
<td>42,366</td>
<td>25,000.00</td>
<td>20,506.22</td>
</tr>
<tr>
<td>Anazao Community Partners</td>
<td>Wayne</td>
<td>114,520</td>
<td>42,000.00</td>
<td>40,210.48</td>
</tr>
<tr>
<td>Atrium Medical Center</td>
<td>Warren</td>
<td>212,693</td>
<td>42,000.00</td>
<td>34,915.16</td>
</tr>
<tr>
<td>Bethesda North Hospital</td>
<td>Hamilton</td>
<td>802,374</td>
<td>90,000.00</td>
<td>70,468.47</td>
</tr>
<tr>
<td>Bowling Green State University</td>
<td>Wood</td>
<td>125,488</td>
<td>50,000.00</td>
<td>46,880.52</td>
</tr>
<tr>
<td>Carroll County General Health District</td>
<td>Carroll*</td>
<td>28,836</td>
<td>25,000.00</td>
<td>17,799.57</td>
</tr>
<tr>
<td>Clark County Combined Health</td>
<td>Clark</td>
<td>138,333</td>
<td>49,588.62</td>
<td>36,358.96</td>
</tr>
<tr>
<td>Columbus Health Department</td>
<td>Franklin</td>
<td>1,163,414</td>
<td>125,000.00</td>
<td>115,912.62</td>
</tr>
<tr>
<td>Defiance Co. General Health District</td>
<td>Defiance*</td>
<td>39,037</td>
<td>35,000.00</td>
<td>21,818.00</td>
</tr>
<tr>
<td>Delaware General Health District</td>
<td>Delaware*</td>
<td>174,214</td>
<td>42,000.00</td>
<td>41,999.98</td>
</tr>
<tr>
<td>Educational Service Center of Lake Erie West</td>
<td>Lucas</td>
<td>441,815</td>
<td>85,000.00</td>
<td>65,995.63</td>
</tr>
<tr>
<td>Erie County Health Department</td>
<td>Erie*</td>
<td>77,079</td>
<td>34,999.87</td>
<td>33,152.19</td>
</tr>
<tr>
<td>Family Recovery Center</td>
<td>Columbiana</td>
<td>107,841</td>
<td>42,000.00</td>
<td>39,951.24</td>
</tr>
<tr>
<td>Fowler Township Police Department</td>
<td>Trumbull</td>
<td>210,312</td>
<td>50,000.00</td>
<td>48,184.67</td>
</tr>
<tr>
<td>Fulton County Health Department</td>
<td>Fulton</td>
<td>42,698</td>
<td>37,205.87</td>
<td>25,261.31</td>
</tr>
<tr>
<td>Greene County Combined Health District</td>
<td>Greene</td>
<td>161,573</td>
<td>25,000.00</td>
<td>25,000.00</td>
</tr>
<tr>
<td>Knox County Health Department</td>
<td>Knox</td>
<td>60,921</td>
<td>25,000.00</td>
<td>22,236.85</td>
</tr>
<tr>
<td>Lake County General Health</td>
<td>Lake</td>
<td>230,041</td>
<td>42,000.00</td>
<td>34,222.29</td>
</tr>
<tr>
<td>Licking County Health Department</td>
<td>Licking</td>
<td>166,492</td>
<td>50,000.00</td>
<td>49,912.17</td>
</tr>
<tr>
<td>Lima-Allen County Regional Planning Comm.</td>
<td>Allen</td>
<td>106,333</td>
<td>35,000.00</td>
<td>32,837.35</td>
</tr>
<tr>
<td>Lorain County General Health District</td>
<td>Lorain</td>
<td>301,356</td>
<td>50,000.00</td>
<td>46,071.22</td>
</tr>
<tr>
<td>Madison County London City Health District</td>
<td>Madison</td>
<td>43,435</td>
<td>25,008.78</td>
<td>17,543.83</td>
</tr>
<tr>
<td>Medina County Health Department</td>
<td>Medina</td>
<td>172,332</td>
<td>35,000.00</td>
<td>33,492.68</td>
</tr>
<tr>
<td>Mental Health and Recovery Services Board</td>
<td>Seneca*</td>
<td>56,745</td>
<td>35,000.00</td>
<td>23,986.32</td>
</tr>
</tbody>
</table>
These coordinated communities played an active role in addressing traffic safety issues. Each program focused on seat belt use, impaired driving and motorcycle safety. Ohio's Safe Communities network used local coalitions to deliver traffic safety messages and programs throughout the year at the local level. Safe Communities provided the education/earned media portion of our enforcement campaigns while our law enforcement agencies including the Ohio State Highway Patrol conducted the enforcement portion.

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

Each Safe Community program was required to conduct Fatal Data Review meetings to review each fatal crash in the county to determine if trends or patterns could be identified. The committees made
recommendations to the coalition on how the fatal crash might have been avoided. Overall, Safe Community coordinators reported that 169 countermeasures were recommended last year and 172 have been or are in the process of being implemented.

Safe Community programs reported $60,743 in monetary donations to their programs in addition to donations of advertising, space, food, time, door prizes, etc.

Volunteers donated 6,296 hours to the Safe Communities program. Using the national estimated dollar value of volunteer time of $24.14 per hour, volunteers contributed $151,985.44.

Coordinators reported 1,120 events, including 86 that were “in-kind”. The “in-kind” activities were traffic safety related activities conducted by the coordinators or coalition members that were not charged to the grant. The reported events reached over two million people in person. These events received the following gross impressions:

<table>
<thead>
<tr>
<th>Type of Media</th>
<th>Gross Impressions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print</td>
<td>12,416,906</td>
</tr>
<tr>
<td>Radio</td>
<td>7,934,024</td>
</tr>
<tr>
<td>Television</td>
<td>12,511,484</td>
</tr>
<tr>
<td>Web</td>
<td>6,080,503</td>
</tr>
<tr>
<td>Facebook</td>
<td>7,093,799</td>
</tr>
<tr>
<td>Twitter</td>
<td>170,737</td>
</tr>
<tr>
<td>Instagram</td>
<td>108,279</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Media/Press Releases/Social Media</th>
</tr>
</thead>
<tbody>
<tr>
<td>Press Releases Issued</td>
</tr>
<tr>
<td>Press Releases Published</td>
</tr>
<tr>
<td>Additional Media Stories Received</td>
</tr>
<tr>
<td>Number of Facebook Posts</td>
</tr>
<tr>
<td>Number of Facebook Likes</td>
</tr>
<tr>
<td>Number of Facebook Followers</td>
</tr>
<tr>
<td>Number of Instagram Posts</td>
</tr>
<tr>
<td>Number of Tweets</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gross Impressions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print</td>
</tr>
<tr>
<td>Radio</td>
</tr>
<tr>
<td>Television</td>
</tr>
<tr>
<td>Web</td>
</tr>
<tr>
<td>Facebook</td>
</tr>
<tr>
<td>Instagram</td>
</tr>
<tr>
<td>Twitter</td>
</tr>
<tr>
<td>Other</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Message</th>
<th>Number Distributed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Click It or Ticket</td>
<td>381,003</td>
</tr>
<tr>
<td>Drive Sober or Get Pulled Over</td>
<td>629,876</td>
</tr>
<tr>
<td>Don’t TXT &amp; Drive</td>
<td>130,777</td>
</tr>
<tr>
<td>Watch Out for Motorcycles</td>
<td>148,575</td>
</tr>
<tr>
<td>Other Traffic Safety Related Messaging (Ride Sober, Buckle Up in Your Truck, Distracted Driving, Buzzed Driving, pedestrian, etc.)</td>
<td>250,949</td>
</tr>
</tbody>
</table>

In FFY2017, Ohio funded 45 countywide Safe Communities programs which involved more than 1,200 communities. These counties reached 81.73 percent of Ohio’s population (approximately 9.4 million people) through earned media and education.

| Awarded: 2,152,652.66 | Expended: 1,732,502.77 | Funding Source: 402 SA |

Project Number: RS-2017-00-00-00
Project Title: Roadway Safety Training
Funded Agency: Ohio Department of Transportation (ODOT)

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

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

<table>
<thead>
<tr>
<th>Training Course</th>
<th>Number of Courses</th>
<th>Number of Students Taught</th>
<th>Number of Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modern Roundabouts</td>
<td>3</td>
<td>72</td>
<td>32</td>
</tr>
<tr>
<td>Guardrail Installation Training</td>
<td>6</td>
<td>132</td>
<td>34</td>
</tr>
<tr>
<td>Road Safety Audits</td>
<td>5</td>
<td>101</td>
<td>61</td>
</tr>
<tr>
<td>Combatting Roadway Departures</td>
<td>3</td>
<td>73</td>
<td>38</td>
</tr>
</tbody>
</table>

Awarded: 155,700.00 Expended: 125,670.00 Funding Source: 402 RS
Evaluation

- C-1) Ohio had 1,132 traffic fatalities in 2016. The goal was to reduce traffic fatalities to 1,023 by 2017. Ohio did not meet this goal.
- C-2) Ohio had 9,207 serious traffic injuries in 2016. The goal was to reduce serious injuries to 9,339 by 2017. Ohio exceeded this goal.
- C-3a) Ohio’s fatalities/VMT rate for 2016 was 0.95. The goal was to reduce it to 0.92 by 2017. Ohio did not meet this goal.
- C-3b) Ohio’s rural fatalities/VMT rate for 2016 was 1.78. The goal was to reduce it to 1.60 by 2017. Ohio did not meet this goal.
- C-3c) Ohio’s urban fatalities/VMT rate for 2016 was 0.61. The goal was to reduce it to 0.55 by 2017. Ohio did not meet this goal.
- C-4) Ohio had 355 unrestrained passenger vehicle occupant fatalities (all seat positions) in 2016. The goal was to reduce unrestrained fatalities to 378 by 2017. Ohio exceeded this goal.
- C-5) Ohio had 324 impaired driving fatalities (.08 and above) in 2016. The goal was to reduce impaired driving fatalities (.08 and above) to 319 by 2017. Ohio did not meet this goal.
- C-6) Ohio had 257 speeding-related fatalities in 2016. The goal was to reduce speeding-related fatalities to 296 by 2017. Ohio exceeded this goal.
- C-7) Ohio had 199 motorcycle fatalities in 2016. The goal was to reduce motorcycle fatalities to 146 by 2017. Ohio did not meet this goal.
- C-8) Ohio had 145 un-helmeted fatalities in 2016. The goal was to reduce un-helmeted motorcycle fatalities to 102 by 2017. Ohio did not meet this goal.
- C-9) Ohio had 156 drivers aged 20 or younger involved in fatal crashes in 2016. The goal was to reduce this number to 142 by 2017. Ohio did not meet this goal.
- C-10) Ohio had 134 pedestrian fatalities in 2016. The goal was to reduce pedestrian fatalities to 95 by 2017. Ohio did not meet this goal.
- C-11) Ohio had 18 bicycle fatalities in 2016. The goal was to reduce bicycle fatalities to 14 by 2017. Ohio did not meet this goal.
- Ohio had 12 distracted driving fatal crashes in 2016. The goal was to reduce this to 25 by 2017. Ohio met this goal.
- Ohio had 4,028 distracted driving injury crashes in 2016. The goal was to reduce this to 3,026 by 2017. Ohio did not meet this goal.
- B-1) Ohio’s certified 2017 observed seat belt compliance rate is 82.8 percent. The goal was to reach 84.2 percent by 2017. Ohio did not meet this goal.

All of these goals are listed under the Fatal/Serious Injury Program Area, however only C-1, C-2, C-3a, C-3b, and C-3c are exclusive to this program area. Out of these goals, Ohio met C-2. See each program area for specific strategies that were either put in place or are being developed to target areas of concern. Additional goal evaluations will also be addressed in each program area.
Impaired Program Area

Overview

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

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

Programming Efforts

Project Number: NF-2017-00-00-00
Project Title: Drive Sober or Get Pulled Over Earned Media Plan
Project 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.

Project Results:
Earned media was one of Ohio’s communication and outreach strategies to inform the public of the dangers of impaired driving. Ohio used many different networks to ensure earned media was achieved statewide (e.g. law enforcement, Safe Communities, corporate partners, etc.). The earned media plan spanned the entire federal fiscal year 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 included 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 were 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.
### Earned Media

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>TV news stories</td>
<td>72</td>
</tr>
<tr>
<td>Radio news stories</td>
<td>57,652</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>N/A</th>
<th>Expended:</th>
<th>N/A</th>
<th>Funding Source:</th>
<th>N/A</th>
</tr>
</thead>
</table>

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

**Project Title:** Impaired Driving Earned Media/Educational Materials

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Impaired driving earned media/educational materials are one of Ohio’s communication and outreach strategies to inform the public of the dangers of impaired driving. The national Drive Sober or Get Pulled Over alcohol crackdown around the Labor Day Holiday combines highly visible enforcement with both local and national media exposure. Paid media during the crackdown will highlight that law enforcement will be strictly enforcing impaired driving laws. All law enforcement agencies across the state will be encouraged and funded agencies are required to participate in the 2017 crackdown scheduled for August 18 – September 3, 2017.

**Project Results:**

In FFY2017, Ohio used the Drive Sober or Get Pulled Over (DSOGPO) campaign messages for its sustained impaired driving campaign throughout the year. Sustained materials were used in conjunction with high visibility enforcement efforts during time periods outside of the DSOGPO mobilization to help decrease statewide impaired driving fatalities.

OTS O allocated funds to purchase/print materials to promote the Drive Sober or Get Pulled Over campaign. Materials purchased in FFY2017 include highly visible magnetic car signs, banners, litter bags, and table cloths with messaging for on ground events. Materials were distributed to Safe Communities, Law Enforcement, and business partners to raise awareness among their community and/or employees of the dangers of impaired driving. The materials provided a visual reminder to the public and provided our partners a great educational opportunity while engaging the public. Uniform collateral pieces were used throughout the state to provide earned media to compliment the paid media and enforcement efforts aimed at reducing impaired driving.

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>250,000.00</th>
<th>Expended:</th>
<th>Funding Source:</th>
<th>164 AL</th>
</tr>
</thead>
</table>

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

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

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

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

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

**Project Results:**

The OTSO paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 28,105,371.

<table>
<thead>
<tr>
<th>Medium</th>
<th>Paid Spots</th>
<th>Bonus Spots</th>
<th>Total Spots</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>TV/Cable</td>
<td>68</td>
<td>72</td>
<td>140</td>
<td>$48,806.64</td>
</tr>
<tr>
<td>Radio</td>
<td>3,046</td>
<td>3,054</td>
<td>6,098</td>
<td>$56,761.82</td>
</tr>
<tr>
<td>Internet</td>
<td></td>
<td></td>
<td></td>
<td>$66,830.21</td>
</tr>
<tr>
<td>Out of Home/Other</td>
<td>54,452</td>
<td>54,452</td>
<td>108,904</td>
<td>$283,930.90</td>
</tr>
<tr>
<td><strong>Total Media Cost</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$456,329.57</strong></td>
</tr>
</tbody>
</table>

**Awarded:** 400,000.00  **Expended:** 456,329.57  **Funding Source:** 405d

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

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

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Ohio will continue to implement and expand the national impaired driving mobilization efforts in FFY2017. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.
Ohio’s Law Enforcement Liaisons (LELs) will continue to seek commitments from agencies to participate in the national mobilizations and increase participation in the mobilizations to more than 570 agencies and encourage agencies to report their results.

**Project Results:**

OTSO worked to increase the level of law enforcement participation, partner reporting levels and expand its partnership network. Nearly 400 agencies participated and reported in the 2017 enforcement mobilization. With Ohio working toward decreasing the number of impaired driving crashes and deaths on Ohio roads, the OTSO made it a priority for sub-recipients and non-recipients to participate in the 2017 crackdown. All four LELs again gained the support of the statewide OVI Task Forces during *Drive Sober or Get Pulled Over* and unified the participating agencies to conduct OVI checkpoints and saturation patrols. Media events were coordinated and agencies were required to conduct public education processes before and after each checkpoint.

Ohio participated in one Tri-State Kickoff (Ohio, Kentucky and West Virginia) event.

<table>
<thead>
<tr>
<th>Drive Sober or Get Pulled Over Crackdown Agency Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Law Enforcement Agencies</strong></td>
</tr>
<tr>
<td>Highway Patrol</td>
</tr>
<tr>
<td>County Sheriffs</td>
</tr>
<tr>
<td>City / Town Police</td>
</tr>
<tr>
<td>Other</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Drive Sober or Get Pulled Over Crackdown Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Enforcement Activity</strong></td>
</tr>
<tr>
<td>Number of Checkpoints</td>
</tr>
<tr>
<td>Enforcement Hours</td>
</tr>
<tr>
<td>OVI Arrests</td>
</tr>
<tr>
<td>Adult Restraint Citations</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
</tr>
<tr>
<td>Speed Citations</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
</tr>
<tr>
<td>Felony Arrests</td>
</tr>
</tbody>
</table>

Awarded: 0  Expended: 0  Funding Source: 0

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

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

**Funded Agency:** Ohio Traffic Safety Office

**Project 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.
Project Results:
The OTSO paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airings or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 34,050,771.

<table>
<thead>
<tr>
<th>Medium</th>
<th>Paid Spots</th>
<th>Bonus Spots</th>
<th>Totals Spots</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>TV/Cable</td>
<td>106</td>
<td>106</td>
<td>212</td>
<td>$20,684.55</td>
</tr>
<tr>
<td>Radio</td>
<td>2,318</td>
<td>2,318</td>
<td>4,635</td>
<td>$13,805.73</td>
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<tr>
<td>Internet</td>
<td></td>
<td></td>
<td></td>
<td>$48,063.97</td>
</tr>
<tr>
<td>Out of Home/Other</td>
<td>57,186</td>
<td>56,794</td>
<td>113,980</td>
<td>$108,361.14</td>
</tr>
</tbody>
</table>

Total Media Cost $190,915.39

Awarded: 200,000.00 Expended: 190,915.39 Funding Source: 405d

Project Number: M6OT-2017-00-00-00
Project Title: Sustained Impaired Driving Paid Media Plan
Funded Agency: Ohio Traffic Safety Office
Project Description:
Paid media is an important component of Ohio’s communication and outreach strategies to inform the public of the dangers of impaired driving. In FFY2017, Ohio will continue to model the NHTSA National Communications Plan to bridge the media gaps around the national alcohol crackdowns with an appropriate mix of media, enforcement and social-norming initiatives to extend highway safety messages.

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

An emphasis was placed on working with media partners who not only reached our target audience, but also embraced traffic safety messages and were 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 OTSO paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 20,290,356.

<table>
<thead>
<tr>
<th>Medium</th>
<th>Paid Spots</th>
<th>Bonus Spots</th>
<th>Totals Spots</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>TV/Cable</td>
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<td>124</td>
<td>248</td>
<td>$140,064.82</td>
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<tr>
<td>Radio</td>
<td>4,131</td>
<td>3,845</td>
<td>7,890</td>
<td>$65,405.34</td>
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<tr>
<td>Internet</td>
<td></td>
<td></td>
<td></td>
<td>$65,230.33</td>
</tr>
<tr>
<td>Out of Home/Other</td>
<td>58,183</td>
<td>56,029</td>
<td>114,212</td>
<td>$175,391.71</td>
</tr>
</tbody>
</table>

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

| Awarded: | 500,000.00 | Expended: | 446,092.20 | Funding Source: | 405d |

Evaluating Effectiveness of Alcohol Impaired Media Messages

During FFY2017, the Ohio Traffic Safety Office (OTSO) paid media components consisted primarily of television, radio, and outdoor media “buys” combined with earned media. The following is a summary of information collected by statewide telephone surveys used to evaluate the effectiveness of the FFY2017 paid media plan for preventing alcohol impaired driving.
The Applied Research Center (ARC) for Policy Research at Miami University conducted four random-digit dialing statewide telephone surveys of drivers across the nine designated Ohio State Highway Patrol districts. It is important to note that the 2009 through 2012 survey results were stratified by five specified Ohio regions; the 2013 and 2014 survey results were stratified by eight specified Ohio regions; and the 2015 through 2017 survey results were stratified by nine specified Ohio regions. Each survey consisted of approximately 1,000 respondents; overall, 3,975 interviews were completed. The surveys were conducted between April and October 2017 to identify changes in public opinion resulting from Ohio’s media campaigns and law enforcement initiatives. The questionnaires covered a variety of topics, including general driving habits; seat belt use; opinions and actions regarding drinking and driving; and opinions and actions pertaining to Ohio laws and law enforcement. Also, in accordance with a 2010 National Highway Traffic Safety Administration (NHTSA) initiative, the 2017 survey collected data on distracted driving (i.e., cell phone use, texting, etc. while driving) and speeding in Ohio.

Thirty-five percent of the 2017 survey participants reported that during the 30 days prior to participating in the survey, they had seen or heard messages in Ohio discouraging drinking and driving (representing an 11 percent decrease from 2016).

During each survey, respondents who reported seeing or hearing an alcohol-impaired driving slogan identified the following slogans without prompting:

- **Drunk Driving. Over the Limit: Under Arrest** – less than one percent (baseline survey), less than one percent (survey-2), seven percent (survey-3), and six percent (survey-4)
- **Buzzed Driving is Drunk Driving** - 10 percent (baseline), 12 percent (survey-2), 12 percent (survey-3), and 13 percent (survey-4)
- **Drive Sober or Get Pulled Over** - 13 percent (baseline), 20 percent (survey-2), 14 percent (survey-3), and 29 percent (survey-4).

The fourth telephone survey was conducted immediately after the media and enforcement initiatives on alcohol-impaired driving. Overall, recall of the NHTSA slogans to reduce alcohol-impaired driving from survey-3 to survey-4 decreased one percent overall as a result of media and enforcement initiatives. In contrast, a 15 percent increase was observed for the Drive Sober or Get Pulled Over campaign.

Respondents who maintained they had not heard or seen a slogan discouraging drinking and driving during the 30 days prior to the survey, as well as those who claimed to have seen or heard a slogan, were then read a list of slogans. Overall, when prompted with the list of slogans, 59 percent claimed to have heard Drive Sober or Get Pulled Over. Additionally, 52 percent indicated they had heard the slogan Buzzed Driving is Drunk Driving and 28 percent said they had heard Drunk Driving. Over the Limit. Under Arrest.

Based on the statewide telephone survey results, earned media, paid media education, and enforcement efforts will be re-evaluated to determine proper segmentation and geographic location of campaign components.
Project Number: M6OT-2017-00-00
Project Title: OVI Task Force Program
Funded Agencies: See chart below under Project Results

Project Description:
Ohio's OVI Task Force program is a countywide initiative to conduct high visibility enforcement, public awareness and education focusing on impaired driving. In order to reach our goal of reducing fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher, Ohio concentrated its OVI Task Force program in the counties that experience the highest number of alcohol-related crashes. The counties that have a yearly average of at least six alcohol related fatal crashes were eligible to apply. Each OVI Task Force was required to conduct a minimum of 16 checkpoints* (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.

*Mahoning and Trumbull Counties did not meet the eligibility requirements for a task force. Both counties were funded through an exit strategy. Mahoning County was funded at 75% of the 2015 level (12 checkpoints) and Trumbull County was funded at the FFY2016 level (16 checkpoints).

Project Results:

<table>
<thead>
<tr>
<th>Agency</th>
<th>County</th>
<th>Population</th>
<th>Awarded</th>
<th>Expended</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oxford Division of Police</td>
<td>Butler</td>
<td>368,130</td>
<td>224,917.16</td>
<td>210,140.69</td>
</tr>
<tr>
<td>University Hospitals of Cleveland</td>
<td>Cuyahoga</td>
<td>1,280,122</td>
<td>225,000.00</td>
<td>208,719.35</td>
</tr>
<tr>
<td>Franklin County Sheriff’s Office</td>
<td>Franklin</td>
<td>1,163,414</td>
<td>224,574.05</td>
<td>184,648.29</td>
</tr>
<tr>
<td>Blue Ash Police Department</td>
<td>Hamilton</td>
<td>802,374</td>
<td>225,000.00</td>
<td>200,066.80</td>
</tr>
<tr>
<td>North Ridgeville Police Department</td>
<td>Lorain</td>
<td>301,356</td>
<td>224,841.72</td>
<td>186,308.50</td>
</tr>
<tr>
<td>Lucas County Sheriff’s Office</td>
<td>Lucas</td>
<td>441,815</td>
<td>215,850.88</td>
<td>172,280.76</td>
</tr>
<tr>
<td>Canfield Police Department</td>
<td>Mahoning</td>
<td>238,823</td>
<td>168,712.28</td>
<td>156,565.57</td>
</tr>
<tr>
<td>Dayton Police Department</td>
<td>Montgomery</td>
<td>535,153</td>
<td>224,623.90</td>
<td>150,691.23</td>
</tr>
<tr>
<td>Stark County Sheriff’s Office</td>
<td>Stark</td>
<td>375,586</td>
<td>224,894.94</td>
<td>197,494.88</td>
</tr>
<tr>
<td>Summit County Sheriff’s Office</td>
<td>Summit</td>
<td>541,781</td>
<td>225,000.00</td>
<td>187,572.84</td>
</tr>
<tr>
<td>Warren Police Department</td>
<td>Trumbull</td>
<td>210,312</td>
<td>159,623.45</td>
<td>99,440.83</td>
</tr>
</tbody>
</table>

A summary of all task force activity is listed below.
<table>
<thead>
<tr>
<th>Total Checkpoint Activity</th>
<th>FFY2013</th>
<th>FFY2014</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>OVI Checkpoints Conducted</td>
<td>228</td>
<td>262</td>
<td>242</td>
<td>224</td>
<td>238</td>
</tr>
<tr>
<td>Vehicles Through Checkpoint</td>
<td>105,136</td>
<td>107,378</td>
<td>88,981</td>
<td>100,046</td>
<td>96,233</td>
</tr>
<tr>
<td>Vehicles Checked</td>
<td>93,834</td>
<td>96,957</td>
<td>79,345</td>
<td>90,605</td>
<td>86,730</td>
</tr>
<tr>
<td>OVI Arrests Under 21</td>
<td>19</td>
<td>13</td>
<td>16</td>
<td>17</td>
<td>11</td>
</tr>
<tr>
<td>OVI Arrests 21 and Over</td>
<td>281</td>
<td>274</td>
<td>192</td>
<td>231</td>
<td>202</td>
</tr>
<tr>
<td>Refusals</td>
<td>99</td>
<td>77</td>
<td>64</td>
<td>77</td>
<td>58</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
<td>489</td>
<td>536</td>
<td>425</td>
<td>570</td>
<td>548</td>
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<tr>
<td>No Operator License Citations</td>
<td>233</td>
<td>247</td>
<td>209</td>
<td>257</td>
<td>231</td>
</tr>
<tr>
<td>Restraint Citations</td>
<td>296</td>
<td>267</td>
<td>225</td>
<td>320</td>
<td>204</td>
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<tr>
<td>Other Citations Issued</td>
<td>660</td>
<td>736</td>
<td>556</td>
<td>941</td>
<td>598</td>
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<tr>
<td>Vehicles Seized</td>
<td>247</td>
<td>317</td>
<td>251</td>
<td>277</td>
<td>211</td>
</tr>
<tr>
<td>Felony Arrests</td>
<td>34</td>
<td>54</td>
<td>30</td>
<td>63</td>
<td>46</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Saturation Patrol Activity</th>
<th>FFY2013</th>
<th>FFY2014</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daytime Overtime Hours</td>
<td>989</td>
<td>1,092</td>
<td>421</td>
<td>99</td>
<td>24</td>
</tr>
<tr>
<td>Nighttime Overtime Hours</td>
<td>17,414</td>
<td>19,422</td>
<td>18,943</td>
<td>20,023</td>
<td>21,026</td>
</tr>
<tr>
<td>Total Overtime Hours</td>
<td>18,403</td>
<td>20,514</td>
<td>19,364</td>
<td>20,122</td>
<td>21,050</td>
</tr>
<tr>
<td>Number of Traffic Stops</td>
<td>23,619</td>
<td>28,852</td>
<td>28,670</td>
<td>29,411</td>
<td>31,967</td>
</tr>
<tr>
<td>OVI Arrests Under 21</td>
<td>93</td>
<td>82</td>
<td>77</td>
<td>125</td>
<td>60</td>
</tr>
<tr>
<td>OVI Arrests 21 and Over</td>
<td>537</td>
<td>713</td>
<td>564</td>
<td>949</td>
<td>611</td>
</tr>
<tr>
<td>Refusals</td>
<td>170</td>
<td>277</td>
<td>228</td>
<td>170</td>
<td>215</td>
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<tr>
<td>Adult Restraint Citations</td>
<td>1,264</td>
<td>1,382</td>
<td>1,249</td>
<td>1,083</td>
<td>1,065</td>
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<tr>
<td>Child Restraint Citations</td>
<td>118</td>
<td>129</td>
<td>97</td>
<td>106</td>
<td>119</td>
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<tr>
<td>Speed Citations</td>
<td>4,142</td>
<td>4,620</td>
<td>4,706</td>
<td>5,184</td>
<td>5,519</td>
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<tr>
<td>Distracted Driving</td>
<td>68</td>
<td>134</td>
<td>181</td>
<td>217</td>
<td>203</td>
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<tr>
<td>Driving Under Suspension</td>
<td>1,468</td>
<td>1,485</td>
<td>1,555</td>
<td>1,847</td>
<td>1,890</td>
</tr>
<tr>
<td>No Operator License</td>
<td>394</td>
<td>576</td>
<td>608</td>
<td>625</td>
<td>704</td>
</tr>
<tr>
<td>Felony Arrests</td>
<td>151</td>
<td>253</td>
<td>196</td>
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<td>286</td>
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<tr>
<td>Other Citations</td>
<td>4,539</td>
<td>4,919</td>
<td>4,578</td>
<td>5,642</td>
<td>6,013</td>
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<table>
<thead>
<tr>
<th>Daytime Saturation Patrol Activity</th>
<th>FFY2013</th>
<th>FFY2014</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daytime Overtime Hours</td>
<td>989</td>
<td>1,092</td>
<td>421</td>
<td>99</td>
<td>24</td>
</tr>
<tr>
<td>Number of Traffic Stops</td>
<td>1,331</td>
<td>1,852</td>
<td>619</td>
<td>209</td>
<td>27</td>
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<tr>
<td>OVI Arrests Under 21</td>
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<td>3</td>
<td>2</td>
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</tr>
<tr>
<td>OVI Arrests 21 and Over</td>
<td>8</td>
<td>9</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Refusals</td>
<td>0</td>
<td>8</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Adult Restraint Citations</td>
<td>125</td>
<td>165</td>
<td>46</td>
<td>40</td>
<td>11</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
<td>11</td>
<td>10</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Speed Citations</td>
<td>453</td>
<td>531</td>
<td>176</td>
<td>26</td>
<td>4</td>
</tr>
<tr>
<td>Distracted Driving</td>
<td>17</td>
<td>1</td>
<td>11</td>
<td>19</td>
<td>0</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
<td>79</td>
<td>61</td>
<td>37</td>
<td>25</td>
<td>2</td>
</tr>
<tr>
<td>No Operators License</td>
<td>11</td>
<td>22</td>
<td>6</td>
<td>12</td>
<td>1</td>
</tr>
<tr>
<td>Felony Arrests</td>
<td>6</td>
<td>7</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Other Citations</td>
<td>124</td>
<td>128</td>
<td>73</td>
<td>67</td>
<td>2</td>
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### Nighttime Saturation Patrol Activity

<table>
<thead>
<tr>
<th></th>
<th>FFY2013</th>
<th>FFY2014</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nighttime Overtime Hours</td>
<td>17,414</td>
<td>19,422</td>
<td>18,943</td>
<td>20,023</td>
<td>21,026</td>
</tr>
<tr>
<td>Number of Traffic Stops</td>
<td>22,288</td>
<td>27,000</td>
<td>28,051</td>
<td>29,411</td>
<td>31,940</td>
</tr>
<tr>
<td>OVI Arrests Under 21</td>
<td>92</td>
<td>79</td>
<td>75</td>
<td>125</td>
<td>60</td>
</tr>
<tr>
<td>Refusals</td>
<td>529</td>
<td>704</td>
<td>562</td>
<td>949</td>
<td>611</td>
</tr>
<tr>
<td>Adult Restraint Citations</td>
<td>1,139</td>
<td>1,217</td>
<td>1,203</td>
<td>1,043</td>
<td>1,054</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
<td>107</td>
<td>119</td>
<td>97</td>
<td>106</td>
<td>119</td>
</tr>
<tr>
<td>Speed Citations</td>
<td>3,689</td>
<td>4,089</td>
<td>4,530</td>
<td>5,158</td>
<td>5,515</td>
</tr>
<tr>
<td>Distracted Driving</td>
<td>51</td>
<td>133</td>
<td>170</td>
<td>198</td>
<td>203</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
<td>1,389</td>
<td>1,424</td>
<td>1,518</td>
<td>1,822</td>
<td>1,888</td>
</tr>
<tr>
<td>No Operators License</td>
<td>383</td>
<td>554</td>
<td>602</td>
<td>613</td>
<td>703</td>
</tr>
<tr>
<td>Felony Arrests</td>
<td>145</td>
<td>246</td>
<td>195</td>
<td>213</td>
<td>286</td>
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<tr>
<td>Other Citations</td>
<td>4,415</td>
<td>4,791</td>
<td>4,505</td>
<td>5,575</td>
<td>6,011</td>
</tr>
</tbody>
</table>

Of the 238 checkpoints conducted by the Countywide OVI Task forces, 218 or 91.6 percent were low-manpower (14 officers or less). Thirty-four checkpoints were conducted during Drive Sober or Get Pulled Over.

OVI Task Forces reached 54.25 percent of Ohio’s population (approximately 6.2 million people) through earned media, education and high visibility enforcement.

### Alcohol-Related Fatal Crashes

<table>
<thead>
<tr>
<th>Year</th>
<th>Statewide</th>
<th>Task Force Counties*</th>
<th>Percent in Task Force Counties</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>274</td>
<td>109</td>
<td>39.78%</td>
</tr>
<tr>
<td>2014</td>
<td>271</td>
<td>128</td>
<td>47.23%</td>
</tr>
<tr>
<td>2015</td>
<td>316</td>
<td>125</td>
<td>39.56%</td>
</tr>
<tr>
<td>2016</td>
<td>313</td>
<td>138</td>
<td>44.09%</td>
</tr>
<tr>
<td>2017**</td>
<td>232</td>
<td>85</td>
<td>36.64%</td>
</tr>
</tbody>
</table>

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

**2017 only includes preliminary numbers January 1, 2017 through October 31, 2017. It is only included to show progress toward stated goals.

### Awarded: 2,343,038.38  Expended: 1,954,078.97  Funding Source: 405d

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

### Project Title: Impaired Driving Enforcement Program

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

### Project Description:

High Visibility is designed to convince the public that there are consequences to traffic violations. Grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2013, 2014 and 2015. Each agency conducted impaired driving enforcement activity to impact their fatal crashes.
**Project Results:**

**Funded Agencies**

60 Sheriff Offices and 30 local jurisdictions

<table>
<thead>
<tr>
<th>Agency</th>
<th>County</th>
<th>Population</th>
<th>Award Amount</th>
<th>Total Expended</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adams County Sheriff's Office</td>
<td>Adams*</td>
<td>28,550</td>
<td>14,618.19</td>
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<td>Lima Police Department</td>
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<td>23,710.78</td>
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<td>Ashland</td>
<td>53,139</td>
<td>18,458.82</td>
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<td>Athens</td>
<td>64,757</td>
<td>16,195.87</td>
<td>16,168.74</td>
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<td>Auglaize Co. Sheriff's Office</td>
<td>Auglaize*</td>
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<td>Brown Co. Sheriff's Office</td>
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<td>15,549.51</td>
<td>11,949.98</td>
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<td>Butler Co. Sheriff's Office</td>
<td>Butler</td>
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<td>25,023.37</td>
<td>21,490.81</td>
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<td>Middletown Police Dept.</td>
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<td>Delaware Co. Sheriff's Office</td>
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<td>41,034.05</td>
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<td>Erie Co. Sheriff's Office</td>
<td>Erie</td>
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<td>15,794.79</td>
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<td>Perkins Twp. Police Dept.</td>
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<td>Columbus Police Dept.</td>
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<td>35,233.33</td>
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<tr>
<td>Fulton Co. Sheriff's Office</td>
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<td>16,616.00</td>
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<td>Geauga Co. Sheriff's Office</td>
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<td>26,685.91</td>
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<td>Greene*</td>
<td>161,573</td>
<td>38,054.92</td>
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<tr>
<td>Guernsey Co. Sheriff's Office</td>
<td>Guernsey*</td>
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<td>42,535.24</td>
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<td>Cincinnati Police Dept.</td>
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<td>Knox Co. Sheriff's Office</td>
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<td>Department</td>
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<td>FFY 2017</td>
<td>FFY 2016</td>
<td>FFY 2015</td>
</tr>
<tr>
<td>------------------------------------</td>
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<tr>
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<td>Lucas</td>
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<td>Toledo Police Dept.</td>
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<td>238,823</td>
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<td>31,732.67</td>
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<td>Pickaway Co. Sheriff's Office</td>
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<td>Canton Police Dept.</td>
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<td>8,981.97</td>
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<td>22,615</td>
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<td>17,606.87</td>
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*Counties that did not have high visibility activities in all years (2013 – 2017). Crash numbers are not included for these counties in the table below.
Highly visible enforcement activities were conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar.

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<thead>
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<th>Dates</th>
<th>Blitz/National Campaign</th>
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<td>October 27 – October 31, 2016</td>
<td>Halloween</td>
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<tr>
<td>November 18 – November 27, 2016</td>
<td>Thanksgiving</td>
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<tr>
<td>December 9, 2016 – January 2, 2017</td>
<td>Christmas/New Years</td>
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<tr>
<td>February 5 – February 6, 2017</td>
<td>Super Bowl</td>
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<tr>
<td>March 17 – March 19, 2017</td>
<td>St. Patrick’s Day</td>
</tr>
<tr>
<td>April – May 2017</td>
<td>Prom</td>
</tr>
<tr>
<td>July 1 – July 5, 2017</td>
<td>4th of July</td>
</tr>
<tr>
<td>August 18 – September 3, 2017</td>
<td>Drive Sober or Get Pulled Over</td>
</tr>
<tr>
<td>October 2016 and/or September 2017</td>
<td>Homecoming</td>
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### 2013 – 2017 IDEP Counties

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<th>Year</th>
<th>Fatal Crashes</th>
<th>Alcohol-Related Injury Crashes</th>
<th>Alcohol-Related Fatal Crashes</th>
<th>Injury Crashes</th>
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<tr>
<td>2013</td>
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<td>4,057</td>
<td>203</td>
<td>58,855</td>
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<tr>
<td>2014</td>
<td>699</td>
<td>4,133</td>
<td>214</td>
<td>59,446</td>
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<tr>
<td>2015</td>
<td>783</td>
<td>4,190</td>
<td>242</td>
<td>64,414</td>
</tr>
<tr>
<td>2016</td>
<td>801</td>
<td>4,199</td>
<td>235</td>
<td>66,502</td>
</tr>
<tr>
<td>2017*</td>
<td>667</td>
<td>3,132</td>
<td>176</td>
<td>49,199</td>
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</tbody>
</table>

*2017 only includes preliminary numbers (January 1, 2017 through October 31, 2017). It is only included to show progress toward stated goals.

### Total Overtime Enforcement

<table>
<thead>
<tr>
<th>Total Overtime Enforcement</th>
<th>FFY2015*</th>
<th>FFY2016</th>
<th>FFY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Overtime Hours</td>
<td>34,055</td>
<td>30,455</td>
<td>31,565</td>
</tr>
<tr>
<td>Number of Traffic Stops</td>
<td>47,529</td>
<td>42,667</td>
<td>43,303</td>
</tr>
<tr>
<td>OVI Arrests Under 21</td>
<td>118</td>
<td>91</td>
<td>71</td>
</tr>
<tr>
<td>OVI Arrests 21 and Over</td>
<td>656</td>
<td>606</td>
<td>492</td>
</tr>
<tr>
<td>Refusals</td>
<td>215</td>
<td>207</td>
<td>154</td>
</tr>
<tr>
<td>Adult Restraint Citations</td>
<td>1,866</td>
<td>1,449</td>
<td>1,248</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
<td>183</td>
<td>154</td>
<td>146</td>
</tr>
<tr>
<td>Speed Citations</td>
<td>11,232</td>
<td>11,238</td>
<td>10,516</td>
</tr>
<tr>
<td>Distracted Driving</td>
<td>222</td>
<td>143</td>
<td>173</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
<td>2,588</td>
<td>2,337</td>
<td>2,371</td>
</tr>
<tr>
<td>No Operator License Citations</td>
<td>982</td>
<td>906</td>
<td>795</td>
</tr>
<tr>
<td>Felony Arrests</td>
<td>307</td>
<td>263</td>
<td>301</td>
</tr>
<tr>
<td>Other Citations Issued</td>
<td>6,459</td>
<td>5,846</td>
<td>5,243</td>
</tr>
</tbody>
</table>
Ohio FFY2017 Annual Evaluation Report

<table>
<thead>
<tr>
<th>Checkpoint Activity**</th>
<th>FFY2015*</th>
<th>FFY2016</th>
<th>FFY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>OVI Checkpoints Conducted</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Vehicles Through Checkpoint</td>
<td>617</td>
<td>903</td>
<td>756</td>
</tr>
<tr>
<td>Vehicles Checked</td>
<td>617</td>
<td>260</td>
<td>756</td>
</tr>
<tr>
<td>OVI Arrests Under 21</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>OVI Arrests 21 and Over</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Refusals</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
<td>0</td>
<td>6</td>
<td>2</td>
</tr>
<tr>
<td>No Operator License Citations</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Adult Restraint Citations</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other Citations Issued</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Vehicles Seized</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Felony Arrests</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

*2015 was the first year HVEO was split into two separate grants, IDEP and STEP. All stats from previous years are reported under the speed category under STEP.

**Both checkpoints were conducted during the night timeframe (6:00 pm to 6:00 am).

IDEP agencies reached 89.08 percent of Ohio's population (approximately 10.3 million people) through earned media and high visibility enforcement.

Awarded: 2,410,432.02  Expended: 1,667,897.77  Funding Source: 405d

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

Project Title: Statewide Impaired Driving Enforcement

Funded Agency: Ohio State Highway Patrol

Project Description:
There were 1,605 alcohol related fatal crashes and 25,572 alcohol related injury crashes in Ohio between 2012 and 2016.

Project Results:
In FFY2017, the Ohio State Highway Patrol (OSHP) continued their Impaired Driving Enforcement grant. The OSHP focused on increasing manpower at problem locations throughout the year and used low manpower sobriety checkpoints to be more visible on Ohio roads during blitz periods and mandatory campaigns. They conducted 110 checkpoints and saturation patrols. Twenty-seven of these checkpoints were conducted during Drive Sober or Get Pulled Over and 68 of the 110 (61.82 percent) checkpoints were low manpower checkpoints. OSHP offered training courses through the OSHP Academy to train law enforcement officers throughout the state on issues related to impaired driving. All activity in FFY2017 occurred between 6 p.m. and 6 a.m.
### Total Overtime Enforcement

<table>
<thead>
<tr>
<th></th>
<th>FFY2013</th>
<th>FFY2014</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daytime Overtime Hours</td>
<td>834</td>
<td>1,760</td>
<td>510</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Nighttime Overtime Hours</td>
<td>7,084</td>
<td>17,739</td>
<td>34,217</td>
<td>36,767</td>
<td>26,596</td>
</tr>
<tr>
<td>Total Overtime Hours</td>
<td>7,918</td>
<td>19,499</td>
<td>34,727</td>
<td>36,767</td>
<td>26,596</td>
</tr>
<tr>
<td>Number of Traffic Stops</td>
<td>15,015</td>
<td>34,831</td>
<td>47,293</td>
<td>64,111</td>
<td>46,797</td>
</tr>
<tr>
<td>OVI Arrests Under 21</td>
<td>55</td>
<td>100</td>
<td>129</td>
<td>165</td>
<td>170</td>
</tr>
<tr>
<td>OVI Arrests 21 and Over</td>
<td>422</td>
<td>867</td>
<td>1303</td>
<td>1,546</td>
<td>1,466</td>
</tr>
<tr>
<td>Refusals</td>
<td>91</td>
<td>220</td>
<td>328</td>
<td>451</td>
<td>417</td>
</tr>
<tr>
<td>Adult Restraint Citations</td>
<td>1,299</td>
<td>3,458</td>
<td>5,821</td>
<td>6,328</td>
<td>4,614</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
<td>52</td>
<td>105</td>
<td>184</td>
<td>228</td>
<td>215</td>
</tr>
<tr>
<td>Speed Citations</td>
<td>3,489</td>
<td>10,908</td>
<td>18,142</td>
<td>18,257</td>
<td>12,907</td>
</tr>
<tr>
<td>Distracted Driving</td>
<td>12</td>
<td>15</td>
<td>69</td>
<td>523</td>
<td>532</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
<td>490</td>
<td>1,077</td>
<td>1,891</td>
<td>2,276</td>
<td>1,649</td>
</tr>
<tr>
<td>No Operator License Citations</td>
<td>85</td>
<td>322</td>
<td>482</td>
<td>680</td>
<td>486</td>
</tr>
<tr>
<td>Adult Restraint Citations</td>
<td>64</td>
<td>174</td>
<td>347</td>
<td>404</td>
<td>353</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
<td>1,501</td>
<td>3,199</td>
<td>5,257</td>
<td>5,446</td>
<td>4,328</td>
</tr>
</tbody>
</table>

### Total Checkpoint Activity

<table>
<thead>
<tr>
<th></th>
<th>FFY2013</th>
<th>FFY2014</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>OVI Checkpoints Conducted***</td>
<td>28</td>
<td>187</td>
<td>101</td>
<td>86</td>
<td>110</td>
</tr>
<tr>
<td>Vehicles Through Checkpoint</td>
<td>10,540</td>
<td>68,835</td>
<td>43,053</td>
<td>34,489</td>
<td>52,727</td>
</tr>
<tr>
<td>Vehicles Checked</td>
<td>9,027</td>
<td>66,007</td>
<td>40,213</td>
<td>31,529</td>
<td>48,280</td>
</tr>
<tr>
<td>OVI Arrests Under 21</td>
<td>3</td>
<td>18</td>
<td>7</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>OVI Arrests 21 and Over</td>
<td>34</td>
<td>241</td>
<td>99</td>
<td>100</td>
<td>151</td>
</tr>
<tr>
<td>Refusals</td>
<td>7</td>
<td>56</td>
<td>30</td>
<td>25</td>
<td>30</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
<td>19</td>
<td>110</td>
<td>47</td>
<td>54</td>
<td>58</td>
</tr>
<tr>
<td>No Operator License Citations</td>
<td>25</td>
<td>43</td>
<td>30</td>
<td>26</td>
<td>27</td>
</tr>
<tr>
<td>Restraint Citations</td>
<td>10</td>
<td>77</td>
<td>27</td>
<td>40</td>
<td>39</td>
</tr>
<tr>
<td>Other Citations Issued</td>
<td>7</td>
<td>257</td>
<td>165</td>
<td>117</td>
<td>213</td>
</tr>
<tr>
<td>Vehicles Seized</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>Felony Arrests</td>
<td>2</td>
<td>32</td>
<td>17</td>
<td>8</td>
<td>15</td>
</tr>
</tbody>
</table>

***An additional 12 checkpoints were conducted in FFY2013 using state dollars. Low-manpower checkpoints have become an integrated part of operations to reduce alcohol related fatalities.

### Total Awarded:

<table>
<thead>
<tr>
<th></th>
<th>Total Awarded:</th>
<th>Expended:</th>
<th>Funding Source:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enforcement</td>
<td>2,445,401.85</td>
<td>1,525,800.48</td>
<td>405d</td>
</tr>
<tr>
<td>Training</td>
<td>2,434,046.45</td>
<td>1,524,787.98</td>
<td></td>
</tr>
<tr>
<td>Supplies</td>
<td>1,012.50</td>
<td>1,012.50</td>
<td></td>
</tr>
</tbody>
</table>

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

### Project Title:
Officer Training (Impaired)

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

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

OPOTA continued to train Ohio officers in Standardized Field Sobriety Testing (SFST) Instructor and Advanced Roadside Impaired Driving Enforcement (ARIDE). Under grant OPOTA provided law enforcement training to 152 officers in the various courses listed in the following chart.

<table>
<thead>
<tr>
<th>Grant Funded Training Course</th>
<th>Number of Courses</th>
<th>Number of Students Taught</th>
<th>Number of Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>SFST Instructor</td>
<td>2</td>
<td>41</td>
<td>36</td>
</tr>
<tr>
<td>Advanced Roadside Impaired Driving Enforcement (ARIDE)</td>
<td>4</td>
<td>111</td>
<td>75</td>
</tr>
</tbody>
</table>

In addition, OPOTA taught an additional 14 students in ARIDE.

| Awarded: | 40,000.00 | Expended: | 40,000.00 | Funding Source: 405d |

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

Project Title: Trace Back Program

Funded Agency: Ohio State Highway Patrol

Project Description:

The Ohio State Highway Patrol, Ohio Investigative Unit continued to implement a statewide Trace Back program that was initiated in FFY2013 where Agents are 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 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 paid for trace back investigations that were completed in an overtime status.

Project Results:

OIU conducted 159 trace back investigations during FFY2017. These investigations have resulted in enforcement action being taken against the establishment as well as positive media coverage. Federal funding is only used for overtime.

<table>
<thead>
<tr>
<th>Result</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dismissed – Paid Court Costs</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Dismissed with Prejudice</td>
<td>0</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Guilty</td>
<td>6</td>
<td>10</td>
<td>18</td>
</tr>
<tr>
<td>Guilty of Lesser</td>
<td>*</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Nolle Pros</td>
<td>2</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Pending</td>
<td>4</td>
<td>42</td>
<td>29</td>
</tr>
<tr>
<td>Reprimanded &amp; Released</td>
<td>6</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Sealed</td>
<td>0</td>
<td>11</td>
<td>2</td>
</tr>
<tr>
<td>Civil Citations</td>
<td>*</td>
<td>20</td>
<td>12</td>
</tr>
<tr>
<td>Diversion</td>
<td>*</td>
<td>6</td>
<td>5</td>
</tr>
<tr>
<td>Unfounded</td>
<td>*</td>
<td>0</td>
<td>99</td>
</tr>
</tbody>
</table>

*data not collected in FFY2015
Awarded: 79,719.12  Expended: 26,437.00  Funding Source: 405d

Project Number: M6OT-2017-00-00
Project Title: Drug Recognition Expert Program
Funded Agency: Ohio Traffic Safety Office

Project Description:
The Ohio Drug Evaluation and Classification (DEC) program is entering the sixth year of programming. Ohio currently has 206 certified Drug Recognition Experts (DREs). DRE courses and Advanced Roadside Impaired Driving Enforcement (ARIDE) were scheduled for FFY2017.

Project Results:

<table>
<thead>
<tr>
<th>Agency Type</th>
<th>Number of DREs</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Patrol</td>
<td>78</td>
</tr>
<tr>
<td>City Police Department</td>
<td>101</td>
</tr>
<tr>
<td>County Sheriff’s Office</td>
<td>27</td>
</tr>
<tr>
<td>Total</td>
<td>206</td>
</tr>
</tbody>
</table>

These 206 DREs are housed in 129 different agencies. Four DRE training courses were conducted; training an additional 43 DREs in FFY2017. Ohio also conducted two 8-hour Recertification classes. Ohio currently has 23 DRE Instructors and conducted two instructor courses in FFY2017. Thirty-five ARIDE courses were taught with 739 students.

<table>
<thead>
<tr>
<th>Drug Category Name</th>
<th>Total Opinions</th>
<th>Evaluations with completed Toxicology</th>
<th>Confirmed Matches of Completed Toxicology</th>
<th>Rate of Accuracy of Completed Toxicology</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stimulants</td>
<td>60</td>
<td>75</td>
<td>38</td>
<td>63.3%</td>
</tr>
<tr>
<td>Depressants</td>
<td>67</td>
<td>72</td>
<td>40</td>
<td>59.7%</td>
</tr>
<tr>
<td>Hallucinogens</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>100%</td>
</tr>
<tr>
<td>Dissociative</td>
<td>5</td>
<td>4</td>
<td>3</td>
<td>60.0%</td>
</tr>
<tr>
<td>Anesthetic</td>
<td>71</td>
<td>88</td>
<td>56</td>
<td>78.9%</td>
</tr>
<tr>
<td>Narcotic</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Inhalant</td>
<td>118</td>
<td>146</td>
<td>106</td>
<td>89.8%</td>
</tr>
</tbody>
</table>

Other

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poly Drug Use</td>
<td>146</td>
</tr>
<tr>
<td>Alcohol Rule Outs</td>
<td>5</td>
</tr>
<tr>
<td>Medical Impairment</td>
<td>13</td>
</tr>
<tr>
<td>No Opinion of Impairment</td>
<td>9</td>
</tr>
<tr>
<td>Toxicology Results Pending</td>
<td>189</td>
</tr>
<tr>
<td>Toxicology Found No Drugs</td>
<td>26</td>
</tr>
<tr>
<td>Toxicology Refused</td>
<td>113</td>
</tr>
</tbody>
</table>

Awarded: 625,000.00  Expended: 462,929.14  Funding Source: 405d
Project Number: M6OT-2017-00-00-00
Project Title: DRE Mentorship Program
Funded Agency: Ohio State Highway Patrol

Project Description:
Drug Recognition Experts (DREs) will ride along with inexperienced officers or officers who would like to enhance their skill in the apprehension of alcohol/drug impaired drivers in Ohio. The DRE will provide hands-on-training to officers to enhance their successful apprehension of impaired drivers. This program will allow for several of Ohio’s DREs to invest mentorship hours each month in developing a better trained and more confident officer to remove drug and alcohol impaired drivers and make Ohio’s roadways safer. The DRE will be on federal overtime and will report the generated activity. The officer being mentored will be on a scheduled work day to avoid overtime.

Project Results:
The Ohio State Highway Patrol utilized minimal hours for DRE Mentorship. Outside agencies were not able to participate in the pilot program due to local rules/regulations.

<table>
<thead>
<tr>
<th>Awarded</th>
<th>Expended</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>49,961.84</td>
<td>8,426.49</td>
<td>405d</td>
</tr>
</tbody>
</table>

Project Number: M6OT-2017-00-00-00
Project Title: Drugged Driving Summit
Funded Agency: AAA

Project Description:
AAA partnered with the Ohio Traffic Safety Office (OTSO) to hold a second “Drugged Driving” summit in FFY2017 in central Ohio.

Project Results:
Nearly 200 people including law enforcement, judges, prosecutors and traffic safety educators attended the summit. The event featured a lineup of subject matter experts discussing issues and challenges surrounding Ohio’s drugged driving problem.

<table>
<thead>
<tr>
<th>Awarded</th>
<th>Expended</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>10,000.00</td>
<td>4,087.41</td>
<td>405d</td>
</tr>
</tbody>
</table>
**Project Number:** M6OT-2017-00-00-00  
**Project Title:** OVI Toxicology Program  
**Funded Agency:** Ohio State Highway Patrol  

**Project Description:**

The grant for the OSHP was used 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 in the state.

**Project Results:**

The OSHP lab provided toxicology services for hundreds of law enforcement agencies throughout Ohio. In FFY2017, 12,074 cases were processed. Some highlights from this grant include: reduction of unassigned cases from 913 to 920; reduction of backlog from 224 to 54; completed over 1,000 cases in one month for the first time.

<table>
<thead>
<tr>
<th>Awarded</th>
<th>Expended</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>91,663.25</td>
<td>71,702.27</td>
<td>405d</td>
</tr>
</tbody>
</table>

**Project Number:** M6OT-2017-00-00-00  
**Project Title:** Toxicology Program  
**Funded Agency:** Ohio State Highway Patrol  

**Project Description:**

The grant for the OSHP was never executed.

**Project Results:**

Due to Buy America Act issues, equipment for the toxicology program was not pursued in FFY2017.

<table>
<thead>
<tr>
<th>Awarded</th>
<th>Expended</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00</td>
<td>0.00</td>
<td>405d</td>
</tr>
</tbody>
</table>

**Project Number:** M6OT-2017-00-00-00  
**Project Title:** Court Monitoring  
**Funded Agency:** Mothers Against Drunk Driving  

**Project Description:**

Mothers Against Drunk Driving (MADD) trained volunteers in advanced data collection, tracking/disseminating results to increase courtroom visibility and collected the data/results. Data was compiled by the program coordinator to track strengths, weaknesses and inconsistencies. The program Coordinator met with judges, prosecutors and bailiffs to strengthen court relationships.
Project Results:

MADD monitored 563 cases in 14 counties during FFY2017.

<table>
<thead>
<tr>
<th>County</th>
<th>Cases Monitored</th>
<th>Cases Closed</th>
<th>Guilty</th>
<th>Amended Charges</th>
<th>Dismissed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Athens County</td>
<td>12</td>
<td>7</td>
<td>6</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Butler County</td>
<td>7</td>
<td>4</td>
<td>4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Delaware County</td>
<td>15</td>
<td>12</td>
<td>11</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Fairfield County</td>
<td>35</td>
<td>9</td>
<td>9</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Franklin County</td>
<td>111</td>
<td>39</td>
<td>30</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>Hamilton County</td>
<td>45</td>
<td>27</td>
<td>23</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Lorain County</td>
<td>37</td>
<td>5</td>
<td>4</td>
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</tr>
<tr>
<td>Lucas County</td>
<td>59</td>
<td>20</td>
<td>18</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Montgomery County</td>
<td>32</td>
<td>15</td>
<td>13</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Noble County</td>
<td>11</td>
<td>4</td>
<td>3</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Pickaway County</td>
<td>40</td>
<td>15</td>
<td>14</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Portage County</td>
<td>85</td>
<td>38</td>
<td>35</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Warren County</td>
<td>29</td>
<td>18</td>
<td>14</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Washington County</td>
<td>45</td>
<td>12</td>
<td>11</td>
<td>0</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>563</strong></td>
<td><strong>225</strong></td>
<td><strong>195</strong></td>
<td><strong>2</strong></td>
<td><strong>19</strong></td>
</tr>
</tbody>
</table>

Awarded: 28,482.71 Expended: 18,022.84 Funding Source: 405d

Evaluation

- C-5) Ohio had 324 impaired driving fatalities (.08 and above) in 2017. The goal was to reduce impaired driving fatalities (.08 and above) to 319 by 2017. Ohio did not meet this goal.
- Ohio completed 833 DRE evaluations in 2017. Ohio exceeded the goal of 779.
- Ohio had 206 DREs by the end of 2017. Ohio is on track to meet the 2018 goal of 243.

<table>
<thead>
<tr>
<th>Year</th>
<th>Alcohol-Related FatalCrashes</th>
<th>Total Fatal Crashes</th>
<th>Percent of Total Fatal Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>274</td>
<td>918</td>
<td>29.8</td>
</tr>
<tr>
<td>2014</td>
<td>271</td>
<td>919</td>
<td>29.5</td>
</tr>
<tr>
<td>2015</td>
<td>316</td>
<td>1,029</td>
<td>30.7</td>
</tr>
<tr>
<td>2016</td>
<td>313</td>
<td>1,054</td>
<td>29.7</td>
</tr>
<tr>
<td>2017*</td>
<td>232</td>
<td>868</td>
<td>26.7</td>
</tr>
</tbody>
</table>

*2017 only includes preliminary numbers January 1, 2017 through October 31, 2017. It is only included to show progress toward stated goals.

Ohio did not meet the Core Measure, exceeded one of the additional and is on track to meet the other additional goal under Impaired Driving. Ohio will continue to review data and implement impaired driving countermeasures to impact the impaired driving fatal and serious injury crashes.
Overview

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

Programming Efforts

Project Number:   NF-2017-00-00-00
Project Title:   Click It or Ticket (CIOT) Earned Media Plan

Project Description:
Ohio’s earned media plan spanned the entire federal fiscal year with the heaviest emphasis during the national CIOT mobilization. Ohio continued to use What’s Holding You Back? as a secondary message throughout the year.

Project Results:
Ohio used many different networks to ensure earned media was 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. Messaging was consistent with the National Communications Plan and consisted 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 included 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 were 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.

<table>
<thead>
<tr>
<th>Earned Media</th>
</tr>
</thead>
<tbody>
<tr>
<td>TV news stories</td>
</tr>
<tr>
<td>Radio news stories</td>
</tr>
</tbody>
</table>

Awarded: N/A  Expended: N/A  Funding Source: N/A
Project Number: M2X-2017-00-00-00  
Project Title: Seat Belt Earned Media/Educational Materials  
Funded Agency: Ohio Traffic Safety Office  

Project Description:
In FFY2017, Ohio continued to use the CIOT message for sustained seat belt messaging throughout the year. The goal of the sustained effort was to increase statewide usage of seat belts. The objective was 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.

Project Results:
In FFY2017, Ohio used the Click It or Ticket (CIOT) campaign messages for its sustained seat belt campaign throughout the year. Sustained materials were used in conjunction with high visibility enforcement efforts during time periods outside of the CIOT mobilization to help increase statewide seat belt usage.

OTSO allocated funds to purchase/print materials to promote the Click It or Ticket campaign. Materials purchased in FFY2017 include highly visible magnetic car signs, banners, litter bags, and table cloths with messaging for on ground events. Materials were distributed to Safe Communities, Law Enforcement, and business partners to raise awareness among their community and/or employees of the importance of buckling up. The materials provided a visual reminder to the public and provided our partners a great educational opportunity while engaging the public. Uniform collateral pieces were used throughout the state to provide earned media to complement the paid media and enforcement efforts aimed at increasing seat belt usage.

Awarded: 250,000.00  
Expended: 170,462.50  
Funding Source: 405b

Project Number: M2X-2017-00-00-00  
Project Title: Holiday Click It or Ticket Paid Media  
Funded Agency: Ohio Traffic Safety Office  

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

Project Results:
The OTSO paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airings or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 5,587,528.
Ohio FFY2017 Annual Evaluation Report

Awarded: 200,000.00  Expended: 196,872.79  Funding Source: 405b

<table>
<thead>
<tr>
<th>Medium</th>
<th>Paid Spots</th>
<th>Bonus Spots</th>
<th>Totals Spots</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>TV/Cable</td>
<td>118</td>
<td>114</td>
<td>232</td>
<td>$91,323.66</td>
</tr>
<tr>
<td>Radio</td>
<td>2,079</td>
<td>2,079</td>
<td>4,158</td>
<td>$10,038.93</td>
</tr>
<tr>
<td>Internet</td>
<td></td>
<td></td>
<td></td>
<td>$43,605.62</td>
</tr>
<tr>
<td>Out of Home/Other</td>
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<td></td>
<td></td>
<td>$51,904.58</td>
</tr>
<tr>
<td>Total Media Cost</td>
<td></td>
<td></td>
<td></td>
<td>$196,872.79</td>
</tr>
</tbody>
</table>

Project Number: M2X-2017-00-00-00
Project Title: Click It or Ticket Paid Media
Funded Agency: Ohio Traffic Safety Office
Project Description:
Ohio continued to implement and expand the national seat belt mobilization model in FFY2017. Campaign components included earned media (education and outreach), paid media, high visibility law enforcement and evaluation.

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

Project Results:
The OTSO paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for seat belts. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 34,001,020.
<table>
<thead>
<tr>
<th>Medium</th>
<th>Paid Spots</th>
<th>Bonus Spots</th>
<th>Totals Spots</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>TV/Cable</td>
<td>326</td>
<td>326</td>
<td>652</td>
<td>$133,089.01</td>
</tr>
<tr>
<td>Radio</td>
<td>3,554</td>
<td>3,554</td>
<td>7,108</td>
<td>$71,268.51</td>
</tr>
<tr>
<td>Internet</td>
<td></td>
<td></td>
<td></td>
<td>$95,998.82</td>
</tr>
<tr>
<td>Out of Home/Other</td>
<td></td>
<td></td>
<td></td>
<td>$188,766.83</td>
</tr>
<tr>
<td><strong>Total Media Cost</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$489,123.17</strong></td>
</tr>
</tbody>
</table>

**Awarded:** 500,000.00  **Expended:** 489,123.17  **Funding Source:** 405b

**Project Number:** NF-2017-00-00-00  
**Project Title:** Click It or Ticket Mobilization  
**Funded Agency:** Ohio Traffic Safety Office  
**Project Description:**

Ohio continued to implement and expand the national seat belt mobilization efforts in FFY2017. Campaign components included earned media (education and outreach), paid media, high visibility law enforcement and evaluation. Ohio’s Law Enforcement Liaisons (LELs) continued to seek commitments from agencies to participate in the national mobilizations.

**Project Results:**

OTSO worked to increase the level of law enforcement participation, partner reporting levels and expand its partnership network. More than 400 agencies participated and reported in the 2017 enforcement mobilization. With Ohio working toward decreasing the number of unrestrained fatalities, the OTSO made it a priority for sub-recipients and non-recipients to participate in the 2017 mobilization.

Ohio participated in one Tri-State Kickoff (Ohio, Kentucky and West Virginia) event. Ohio also participated in the national B2B project.

**Click It or Ticket Mobilization Agency Participation**

<table>
<thead>
<tr>
<th>Law Enforcement Agencies</th>
<th>Total in State</th>
<th>Participating</th>
<th>Reporting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Patrol</td>
<td>59</td>
<td>59</td>
<td>59</td>
</tr>
<tr>
<td>County Sheriffs</td>
<td>88</td>
<td>76</td>
<td>67</td>
</tr>
<tr>
<td>City / Town Police</td>
<td>633</td>
<td>474</td>
<td>314</td>
</tr>
<tr>
<td>Other</td>
<td>23</td>
<td>20</td>
<td>11</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>803</strong></td>
<td><strong>629</strong></td>
<td><strong>451</strong></td>
</tr>
</tbody>
</table>
### Click It or Ticket Mobilization Activity

<table>
<thead>
<tr>
<th>Enforcement Activity</th>
<th>FFY2013</th>
<th>FFY2014</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enforcement Hours</td>
<td>194,952</td>
<td>151,650</td>
<td>160,185</td>
<td>154,712</td>
<td>151,767</td>
</tr>
<tr>
<td>OVI Arrests</td>
<td>2,019</td>
<td>2,378</td>
<td>1,907</td>
<td>2,274</td>
<td>2,402</td>
</tr>
<tr>
<td>Restraint Citations</td>
<td>15,997</td>
<td>16,995</td>
<td>14,179</td>
<td>13,885</td>
<td>15,112</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
<td>530</td>
<td>767</td>
<td>402</td>
<td>552</td>
<td>451</td>
</tr>
<tr>
<td>Speed Citations</td>
<td>42,608</td>
<td>47,221</td>
<td>47,055</td>
<td>43,315</td>
<td>38,959</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
<td>6,709</td>
<td>7,450</td>
<td>6,320</td>
<td>6,900</td>
<td>7,173</td>
</tr>
<tr>
<td>Felony Arrests</td>
<td>1,458</td>
<td>1,576</td>
<td>1,172</td>
<td>2,233</td>
<td>1,764</td>
</tr>
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</table>

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

**Project Number:** M2X-2017-00-00-00  
**Project Title:** Sustained Belt Paid Media Plan  
**Funded Agency:** Ohio Traffic Safety Office  

**Project Description:**

In FFY2017, Ohio continued to model the national communications media plan to bridge the media gaps around the national seat belt mobilization with an appropriate mix of media, enforcement and social-norming initiatives to extend highway safety messages.

The goal was to sustain the message throughout the year and to hit the highest peak during the national mobilization when we are deploying what we know works best in changing behavior. Throughout the year, using other recognized brands like What’s Holding You Back? provided an opportunity to extend the core safety messages. Embracing social-norming messages allowed 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 helped to avoid these conflicts and provided us with more opportunities to keep our messages in front of the public and our target audiences.

**Project Results:**

An emphasis was placed on working with media partners who not only reached our target audience, but also embraced traffic safety messages and were 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 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 included a combination of radio, television, outdoor advertising, theater ads, print materials and social media to maximize the amount of resources for the sustained belt paid media plan.
High Risk Populations

Teens
Ohio worked to target rural teen seat belt usage. Huddle High Schools, Inc. distributed high school tickets for regular season events (sports, plays, etc.) for high schools throughout Ohio. Last year, OTSO cosponsored over 200 high schools (over three million ticket backs) in southeast Ohio, Columbus and Cleveland markets with a “Buckle-Up in Your Truck” seat belt message during the school year to direct target this audience.

Rural
Ohio worked 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, 25 rural school bus shelter locations statewide are also printed with the same message. These bus shelters are located along rural routes. The message is placed on the outside of the shelter for passing traffic to see.

18 – 34 year old Male
This target audience was identified throughout the state of Ohio as a low-usage population. Qualitative research information has generally identified the younger men (16 -24 years) within this demographic as the most “high risk” drivers and passengers. These men are also less likely to use safety belts if they travel in pick-up trucks, consume alcohol, or ride at night. Ohio worked closely with both the state and national media buyer to target 18 – 34 year old male seat belt usage. Ohio ran seat belt messages during home games throughout the season with the following sports teams in Ohio to target this high risk population: Cincinnati Reds, Cleveland Indians, Cleveland Cavaliers Columbus Clippers, Toledo Mudhens, The Ohio State University and the Columbus Crew.

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

The OTSO paid media component consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for seat belts. There were no non-paid PSA airings or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 25,852,008.

<table>
<thead>
<tr>
<th>Medium</th>
<th>Paid Spots</th>
<th>Bonus Spots</th>
<th>Totals Spots</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>TV/Cable</td>
<td>96</td>
<td>97</td>
<td>192</td>
<td>$ 43,656.22</td>
</tr>
<tr>
<td>Radio</td>
<td>46</td>
<td>46</td>
<td>97</td>
<td>$ 17,022.52</td>
</tr>
<tr>
<td>Out of Home/Other</td>
<td></td>
<td></td>
<td></td>
<td>$ 358,661.03</td>
</tr>
</tbody>
</table>

Total Media Cost $ 419,339.77

Awarded: 500,000.00  Expended: 419,339.77  Funding Source: 405b
Evaluating Effectiveness of Seat Belt Usage Media Messages

The Ohio Traffic Safety Office’s (OTSO) paid media components pertaining to seat belt use consisted primarily of television and radio “buys” with earned media television, radio, and outdoor advertising. An information summary of data collected via statewide telephone surveys was used to evaluate the effectiveness of the FFY2017 paid media plan for enhancing the statewide use of seat belts.

As reported in the Impaired Driving Program Area, the ARC conducted four random-digit dialing statewide telephone surveys of 3,975 drivers across the nine designated Ohio State Highway Patrol districts. These four surveys, conducted between April and October 2017, provided data to identify changes in public opinion in reaction to media campaigns and law enforcement initiatives. The surveys covered an array of topics pertaining to highway safety, including general driving habits; seat belt use; opinions and actions regarding drinking and driving; distracted driving; and opinions and actions related to Ohio laws and law enforcement.

Overall, 64 percent of survey participants reported that during the 30 days prior to completing the survey, they had “definitely” or “probably” seen or heard messages in Ohio encouraging people to wear their seat belts. Approximately 41 percent of those respondents saw or heard the message on television while 27 percent reported being exposed to seat belt messages through the radio. Additionally, 14 percent of respondents reported they were exposed to these messages through both the television and the radio. When respondents were asked to identify other places they had seen or heard messages encouraging seat belt use, 44 percent cited billboards and 37 percent said road signs. Others places respondents reported seeing messages regarding seat belt use included electronic roadway signs (35 percent), banners (18 percent), and signs on buses (six percent).

During FFY2017, the majority of respondents (81 percent) reported that the number of seat belt messages they had seen or heard in the 30 days prior to the survey had been about the same, while 14 percent claimed they had seen or heard more messages than usual. Those who reported seeing or hearing a slogan identified the following specific slogan names without prompting: During the first (baseline) survey, respondents mentioned Click It or Ticket (82 percent) and What’s Holding You Back? (less than one percent). During the second survey, which was congruent with the first paid media initiative, respondents mentioned Click It or Ticket (76 percent) and What’s Holding You Back? (less than one percent). During the third survey, which preceded the second paid media initiative, respondents mentioned Click It or Ticket (83 percent) and What’s Holding You Back? (one percent). As expected, recall of slogans encouraging seat belt use increased from survey- 1 to survey- 2; specifically, recall of Click It or Ticket increased six percent from survey- 1 to survey- 2.

Finally, it is also significant that respondents who maintained that they had not heard or seen a slogan encouraging seat belt use during the 30 days prior to the survey as well as those who saw or heard a slogan were then questioned specifically about the Click It or Ticket and What’s Holding You Back? slogans by name. When prompted, 75 percent of those respondents had heard Click It or Ticket and 32 percent said they had heard the What’s Holding You Back? slogan.
Based on results from the Miami University ARC’s statewide telephone surveys, earned media, paid media, and education and enforcement efforts will be re-evaluated to establish proper campaign segmentation and geographic location.

### Funding: Incl. in Traffic Safety Program Management

<table>
<thead>
<tr>
<th>Project Number:</th>
<th>M2X-2017-00-00-00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Title:</td>
<td>State Seat Belt Tac Squads</td>
</tr>
<tr>
<td>Funded Agency:</td>
<td>Ohio State Highway Patrol</td>
</tr>
<tr>
<td>Project Description:</td>
<td>The OTSO conducted seat belt tac squads with all nine Ohio State Highway Patrol Districts. Each district utilized hours in November 2016 and mid-April through mid-June 2017 for seat belt tac squads between 6 a.m. and 6 p.m. in areas that have high numbers of unbelted fatalities.</td>
</tr>
</tbody>
</table>

**Project Results:**

<table>
<thead>
<tr>
<th></th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Daytime Overtime Enforcement</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Daytime Overtime Hours</strong></td>
<td>798</td>
<td>16,499</td>
<td>11,180</td>
</tr>
<tr>
<td><strong>Number of Traffic Stops</strong></td>
<td>1,755</td>
<td>31,201</td>
<td>22,470</td>
</tr>
<tr>
<td><strong>OVI Arrests Under 21</strong></td>
<td>0</td>
<td>15</td>
<td>5</td>
</tr>
<tr>
<td><strong>OVI Arrests 21 and Over</strong></td>
<td>4</td>
<td>46</td>
<td>48</td>
</tr>
<tr>
<td><strong>Refusals</strong></td>
<td>1</td>
<td>9</td>
<td>14</td>
</tr>
<tr>
<td><strong>Adult Restraint Citations</strong></td>
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<td>14,185</td>
<td>10,547</td>
</tr>
<tr>
<td><strong>Child Restraint Citations</strong></td>
<td>20</td>
<td>158</td>
<td>131</td>
</tr>
<tr>
<td><strong>Speed Citations</strong></td>
<td>174</td>
<td>8,685</td>
<td>5,810</td>
</tr>
<tr>
<td><strong>Distracted Driving</strong></td>
<td>1</td>
<td>222</td>
<td>191</td>
</tr>
<tr>
<td><strong>Driving Under Suspension</strong></td>
<td>75</td>
<td>903</td>
<td>660</td>
</tr>
<tr>
<td><strong>No Operator License Citations</strong></td>
<td>3</td>
<td>285</td>
<td>249</td>
</tr>
<tr>
<td><strong>Felony Arrests</strong></td>
<td>4</td>
<td>68</td>
<td>51</td>
</tr>
<tr>
<td><strong>Other Citations Issued</strong></td>
<td>68</td>
<td>2,319</td>
<td>2,126</td>
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**Awarded:** 702,973.70  **Expended:** 603,920.14  **Funding Source:** 405b

<table>
<thead>
<tr>
<th>Project Number:</th>
<th>PT-2017-00-00-00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Title:</td>
<td>Selective Traffic Enforcement Program</td>
</tr>
<tr>
<td>Funded Agencies:</td>
<td>See chart under Project Results</td>
</tr>
<tr>
<td>Project Description:</td>
<td>High Visibility is designed to convince the public that there are consequences to traffic violations. Grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2013, 2014 and 2015. Each agency conducted enforcement activity (i.e., speed, seat belt, aggressive, etc.) to impact their fatal crashes.</td>
</tr>
</tbody>
</table>
Project Results:

Funded Agencies
60 Sheriff Offices and 30 local jurisdictions

<table>
<thead>
<tr>
<th>Agency</th>
<th>County</th>
<th>Population</th>
<th>Award Amount</th>
<th>Total Expended</th>
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<td>Adams County Sheriff's Office</td>
<td>Adams*</td>
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<td>Lima Police Department</td>
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<td>37,250.47</td>
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<td>14,582.59</td>
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<td>2013 Crash Numbers</td>
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*Counties that did not have high visibility activities in all years (2013 – 2017). Crash numbers are not included for these counties in the table below.
Highly visible enforcement activities were conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar.

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<th>Dates</th>
<th>Blitz/National Campaign</th>
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<td>November 18 – November 27, 2016</td>
<td>Thanksgiving</td>
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<td>April – May 2017</td>
<td>Prom</td>
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<tr>
<td>May 22 – June 4, 2017</td>
<td>Click It or Ticket</td>
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<tr>
<td>October 2016 and/or September 2017</td>
<td>Homecoming</td>
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<table>
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<th>Year</th>
<th>Fatal Crashes</th>
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<td>58,855</td>
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<td>2014</td>
<td>699</td>
<td>59,446</td>
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<td>2015</td>
<td>783</td>
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<td>2016</td>
<td>801</td>
<td>66,502</td>
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<td>2017*</td>
<td>667</td>
<td>49,199</td>
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*2017 only includes preliminary numbers (January 1, 2017 through October 31, 2017). It is only included to show progress toward stated goals.

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<th>Total Overtime Enforcement</th>
<th>FFY2013</th>
<th>FFY2014</th>
<th>FFY2015*</th>
<th>FFY2016</th>
<th>FFY2017</th>
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<td>Nighttime Overtime Hours</td>
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<td>Total Overtime Hours</td>
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<td>65,794</td>
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<td>112</td>
<td>24</td>
<td>28</td>
<td>12</td>
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<td>OVI Arrests 21 and Over</td>
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<td>685</td>
<td>149</td>
<td>138</td>
<td>86</td>
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<td>171</td>
<td>49</td>
<td>39</td>
<td>25</td>
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<td>Adult Restraint Citations</td>
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<td>2,323</td>
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<td>Child Restraint Citations</td>
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<td>Distracted Driving</td>
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<td>102</td>
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<td>Driving Under Suspension</td>
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<table>
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<tr>
<th>Daytime Overtime Enforcement</th>
<th>FFY2013</th>
<th>FFY2014</th>
<th>FFY2015*</th>
<th>FFY2016</th>
<th>FFY2017</th>
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<tr>
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<tr>
<td>OVI Arrests 21 and Over</td>
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<td>Refusals</td>
<td>17</td>
<td>20</td>
<td>8</td>
<td>11</td>
<td>9</td>
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<td>3,551</td>
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<td>1,378</td>
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<td>104</td>
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<td>8,617</td>
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<td>683</td>
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<td>2,032</td>
<td>1,813</td>
<td>1,662</td>
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### Nighttime Overtime Enforcement

<table>
<thead>
<tr>
<th></th>
<th>FFY2013</th>
<th>FFY2014</th>
<th>FFY2015*</th>
<th>FFY2016</th>
<th>FFY2017</th>
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<tbody>
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<td>10,360</td>
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<td>10,940</td>
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<td>20</td>
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<td>OVI Arrests 21 and Over</td>
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<td>615</td>
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<td>104</td>
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<td>Speed Citations</td>
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<td>12,706</td>
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<td>4,178</td>
<td>3,801</td>
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<td>Distracted Driving</td>
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<td>16</td>
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<td>Driving Under Suspension</td>
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<td>1,920</td>
<td>1,556</td>
<td>1,526</td>
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</tbody>
</table>

*2015 was the first year HVEO was split into two separate grants, IDEP and STEP. IDEP stats are reported under the Impaired Driving section.

STEP agencies reached 89.08 percent of Ohio’s population (approximately 10.2 million people) through earned media and high visibility enforcement.

**Awarded:** 1,729,710.74  **Expended:** 1,271,602.74  **Funding Source:** 402 PT

**Project Number:** M2X-2017-00-00-00  
**Project Title:** Occupant Protection Coordinator Program  
**Funded Agency:** Ohio Department of Health  
**Project Description:**

In FFY2017, Ohio Department of Health (ODH) continued to be the lead agency for the Occupant Protection Coordinator (OPC) program. ODH contracted with seven OPC Coordinators to provide occupant restraint programming to all 88 Ohio counties. The OPC responsibilities included coordinating a child safety seat distribution program for low-income families, conducting car seat check-up events, coordinating the NHTSA 32-hour Standardized Child Passenger Safety (CPS) Technician Training course and associated refresher course, disseminating occupant protection education and training for youth, and the National Campaigns for CPS and booster seats.

**Project Results:**

This program was responsible for coordinating the child safety seat distribution program for low-income families. Last year this program distributed a total of 4,026 seats. Additional activities conducted by the regional OPC coordinators are listed in the table below.

<table>
<thead>
<tr>
<th>Activity</th>
<th>FFY2013</th>
<th>FFY2014</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car Seat Check Events</td>
<td>114</td>
<td>121</td>
<td>127</td>
<td>107</td>
<td>92</td>
</tr>
<tr>
<td>Car Seats Checked at Events</td>
<td>1,402</td>
<td>1,542</td>
<td>1,506</td>
<td>1,287</td>
<td>1,505</td>
</tr>
<tr>
<td>32-Hour Technician Classes</td>
<td>17</td>
<td>12</td>
<td>14</td>
<td>13</td>
<td>16</td>
</tr>
<tr>
<td>New CPS Technicians</td>
<td>174</td>
<td>134</td>
<td>143</td>
<td>186</td>
<td>81</td>
</tr>
<tr>
<td>Refresher/Continuing Education Courses</td>
<td>63</td>
<td>49</td>
<td>0</td>
<td>24</td>
<td>22</td>
</tr>
<tr>
<td>Refresher/Continuing Education Attendees</td>
<td>317</td>
<td>155</td>
<td>0</td>
<td>339</td>
<td>394</td>
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</tbody>
</table>
Awarded: 403,245.89  Expended: 388,990.67  Funding Source: 405b

Project Number: M2X-2017-00-00-00
Project Title: University Evaluation
Funded Agency: Miami University of Ohio

Project Description:
Miami University of Ohio (MU) assisted by conducting both the statewide and county seat belt observation surveys.

Project Results:

Statewide Observation Survey of Seat Belt Use FFY2017

During 2011, the National Highway Traffic Safety Administration (NHTSA) issued new Uniform Criteria for conducting state observational surveys of seat belt use. The ARC’s Director and staff submitted a proposal adhering to those guidelines, which was approved; consequently, the methodology used in the observational surveys of seat belt use in 2012 through 2017 uses the NHTSA’s updated requirements.

The policy-related goal of this annual research is to determine the percentage of Ohio drivers and/or passengers who wear seat belts while traveling in a motor vehicle. The observation survey was conducted by retired Ohio State Highway Patrol troopers during April/May and June of FFY2017. For this project, the ARC reviewed, monitored, and, when necessary, updated observation site information for newly selected sites for 2017; collected data from observers; completed data entry and statistical analysis; and reported the findings of the annual statewide observation survey data to the OTSO and NHTSA. Data were collected in the 57 Ohio counties that comprise 86 percent of highway fatalities. During the April/May survey, direct observations were made of 17,240 drivers and 3,418 front-seat passengers throughout the state; Ohio’s baseline seat belt use rate for 2017 was 81.8 percent with a standard error of 1.03 and a 95 percent confidence interval between 79.8 percent and 88.8 percent. In June, 18,601 drivers and 4,592 passengers were observed, and the seat belt use rate increased to 82.8 percent, with a standard error of 1.49 and a 95 percent confidence interval from 79.8 percent to 85.7 percent. This represents an increase of approximately one percent.

County Seat Belt Observation Survey FFY2017

Prior to FFY2013, OTSO required county sub-grantees to conduct seat belt observations to determine a county seat belt rate. Beginning in FFY2013, OTSO removed this requirement from sub-grantees and requested the surveys, as well as the analysis, to be conducted by the ARC. In 2017, the ARC used the same sites (sampling additional sites as necessary in counties not already covered in the statewide survey) and methodology as in the statewide survey to collect data for the county surveys, including the use of trained retired Ohio State Highway troopers to conduct vehicle observations.

The ARC completed data entry, analyzed the data, and prepared reports for sub-grantees on the findings. In April and May, 24,721 drivers and front-seat passengers were observed for the county
surveys; in June, 26,851 drivers and front-seat passengers were observed. The seat belt use rate for the baseline observations in April/May 2017 was 83.2 percent, and the rate for the June 2017 follow-up observations increased to 87 percent, an increase of four percent. The improved methodology will continue to provide more consistent and accurate data collection, so subsequent years’ results can be directly compared to results from 2013 through 2017.

**Report Collaboration**

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

| Awarded: | 240,000.00 | Expended: | 207,364.48 | Funding Source: | 405b |

**Evaluation**

- **C-4)** Ohio had 355 unrestrained passenger vehicle occupant fatalities (all seat positions) in 2016. The goal was to reduce unrestrained fatalities to 378 by 2017. Ohio exceeded this goal.
- **B-1)** Ohio’s certified 2017 observed seat belt compliance rate is 82.8 percent. The goal was to reach 84.2 percent by 2017. Ohio did not meet this goal.

Ohio’s seat belt observations were completed using the new NHTSA approved methodology. Ohio exceeded the Core Performance Measure, but did not meet the Core Behavior Measure. Ohio’s Statewide observed seat belt usage rate declined again in 2017. In FFY2018, Ohio will continue the Seat Belt Tac Squad pilot program with all OSHP Districts to concentrate enforcement efforts on unbelted fatalities.
Overview

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

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

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

Programming Efforts

Project Number: PT-2017-00-00-00
Project Title: Statewide STEP and Training
Funded Agency: Ohio State Highway Patrol

Project Description:
The Ohio State Highway Patrol conducted speed, occupant restraint, and motorcycle enforcement activity to impact statewide fatal crashes.

Project Results:
The OSHP focused on increasing manpower at problem locations throughout the year to be more visible on Ohio roads during blitz periods and mandatory campaigns. The OSHP offered training courses through the OSHP Academy to train law enforcement officers throughout the state on issues relating to speed and crash investigation.

<table>
<thead>
<tr>
<th>Total Overtime Enforcement</th>
<th>FFY2013</th>
<th>FFY2014</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daytime Overtime Hours</td>
<td>15,097</td>
<td>12,111</td>
<td>9,026</td>
<td>9,454</td>
<td>13,993</td>
</tr>
<tr>
<td>Nighttime Overtime Hours</td>
<td>6,258</td>
<td>674</td>
<td>273</td>
<td>61</td>
<td>55</td>
</tr>
<tr>
<td>Total Overtime Hours</td>
<td>21,355</td>
<td>12,785</td>
<td>9,299</td>
<td>9,515</td>
<td>14,048</td>
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<td>17,951</td>
<td>30,204</td>
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<td>7</td>
<td>7</td>
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<td>Category</td>
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<td>FFY2014</td>
<td>FFY2015</td>
<td>FFY2016</td>
<td>FFY2017</td>
</tr>
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<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
</tr>
<tr>
<td>OVI Arrests 21 and Over</td>
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<td>Refusals</td>
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<td>15</td>
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<td>11</td>
<td>17</td>
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<td>Speed Citations</td>
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<td>Distracted Driving</td>
<td>33</td>
<td>18</td>
<td>35</td>
<td>143</td>
<td>284</td>
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<tr>
<td>Driving Under Suspension</td>
<td>995</td>
<td>483</td>
<td>357</td>
<td>408</td>
<td>613</td>
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<td>No Operator License Citations</td>
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<td>174</td>
<td>108</td>
<td>133</td>
<td>444</td>
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<td>Felony Arrests</td>
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<td>68</td>
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<td>1,934</td>
<td>1,085</td>
<td>1,161</td>
<td>2,073</td>
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</tbody>
</table>
| **2015 was the first year HVEO was split into two separate grants, IDEP and STEP. IDEP stats are reported under the Impaired Driving section**

**Daytime Overtime Enforcement**

<table>
<thead>
<tr>
<th>Category</th>
<th>FFY2013</th>
<th>FFY2014</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
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<tr>
<td>Daytime Overtime Hours</td>
<td>15,097</td>
<td>12,111</td>
<td>9,026</td>
<td>9,454</td>
<td>13,993</td>
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<td>OVI Arrests 21 and Over</td>
<td>51</td>
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<td>66</td>
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<td>Refusals</td>
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<td>14</td>
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<td>17</td>
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<td>14,303</td>
<td>11,070</td>
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<td>17</td>
<td>34</td>
<td>143</td>
<td>284</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
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<td>449</td>
<td>345</td>
<td>406</td>
<td>611</td>
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<td>No Operator License Citations</td>
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<td>167</td>
<td>105</td>
<td>132</td>
<td>444</td>
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<td>1,813</td>
<td>1,013</td>
<td>1,161</td>
<td>2,070</td>
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**Nighttime Overtime Enforcement**

<table>
<thead>
<tr>
<th>Category</th>
<th>FFY2013</th>
<th>FFY2014</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nighttime Overtime Hours</td>
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<td>55</td>
</tr>
<tr>
<td>Number of Traffic Stops</td>
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<td>1,824</td>
<td>572</td>
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<td>47</td>
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<td>OVI Arrests Under 21</td>
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<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>OVI Arrests 21 and Over</td>
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<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Refusals</td>
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<td>0</td>
<td>0</td>
<td>0</td>
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<td>4</td>
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<td>1</td>
<td>0</td>
<td>0</td>
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<td>Driving Under Suspension</td>
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<td>2</td>
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<td>7</td>
<td>3</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Felony Arrests</td>
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<td>0</td>
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<td>1</td>
</tr>
<tr>
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## Crash Related Training

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<th>Training Course</th>
<th>Number of Courses</th>
<th>Number of Students Taught</th>
<th>Number of Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electronic Speed Measuring Device (ESMD) Operator</td>
<td>1</td>
<td>24</td>
<td>14</td>
</tr>
<tr>
<td>Basic Traffic Crash Investigation</td>
<td>1</td>
<td>28</td>
<td>18</td>
</tr>
<tr>
<td>Intermediate Collision Investigation</td>
<td>1</td>
<td>14</td>
<td>10</td>
</tr>
<tr>
<td>Technical Crash Investigation</td>
<td>1</td>
<td>16</td>
<td>7</td>
</tr>
<tr>
<td>Event Data Recorder Use</td>
<td>1</td>
<td>24</td>
<td>7</td>
</tr>
</tbody>
</table>

### Total Awarded: 809,819.06 Expended: 667,221.18 Funding Source: 402 PT

<table>
<thead>
<tr>
<th>Category</th>
<th>Awarded</th>
<th>Expended</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enforcement</td>
<td>644,392.56</td>
<td>601,568.30</td>
<td>402 PT</td>
</tr>
<tr>
<td>Travel</td>
<td>3,870.00</td>
<td>3,315.95</td>
<td></td>
</tr>
<tr>
<td>Training</td>
<td>47,556.50</td>
<td>16,794.70</td>
<td></td>
</tr>
<tr>
<td>Education</td>
<td>114,000.00</td>
<td>45,542.23</td>
<td></td>
</tr>
</tbody>
</table>

### Project Number: PT-2017-00-00-00
### Project Title: Officer Training
### Funded Agency: Ohio Attorney General’s Office – Ohio Peace Officer’s Training Academy
### Project Description:

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

### Project Results:

OPOTA continued to train Ohio officers in speed enforcement and crash investigation. Under grant OPOTA provided law enforcement training to 236 officers in the various courses listed in the following chart. Ninety of these students were taught outside of grant funding.

<table>
<thead>
<tr>
<th>Grant Funded Training Course</th>
<th>Number of Courses</th>
<th>Number of Students Taught</th>
<th>Number of Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>RADAR and LIDAR Instructor</td>
<td>1</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>RADAR and LIDAR Operator</td>
<td>2</td>
<td>40</td>
<td>23</td>
</tr>
<tr>
<td>Traffic Collision Investigation Level I</td>
<td>3</td>
<td>89</td>
<td>53</td>
</tr>
<tr>
<td>Traffic Collision Investigation Level II</td>
<td>2</td>
<td>49</td>
<td>33</td>
</tr>
<tr>
<td>Vehicle Dynamics Level III</td>
<td>2</td>
<td>43</td>
<td>33</td>
</tr>
</tbody>
</table>

Awarded: 80,000.00 Expended: 80,000.00 Funding Source: 402PT
Project Number: SF-2017-00-00-00

Project Title: Construction Zone Safety Project

Funded Agency: See chart under Project Results

Project Description:
ODOT and ODPS formalized a partnership to reduce crashes in Ohio’s construction zones. The purpose of this program was to have an enforcement presence and education campaign in identified interstate highway construction zones. Grants were awarded to sub-grantees (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. Between 2011 and 2015, there were 95 fatal crashes and 6,397 injury crashes in construction zones.

Project Results:

Funded Agencies

<table>
<thead>
<tr>
<th>Agency</th>
<th>County</th>
<th>Award Amount</th>
<th>Expended Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cincinnati Police Department</td>
<td>Hamilton</td>
<td>42,477.80</td>
<td>39,166.62</td>
</tr>
<tr>
<td>Cleveland Police Department</td>
<td>Cuyahoga</td>
<td>8,454.54</td>
<td>6,984.60</td>
</tr>
<tr>
<td>Akron Police Department</td>
<td>Summit</td>
<td>12,737.72</td>
<td>166.66</td>
</tr>
<tr>
<td>Ohio State Highway Patrol</td>
<td>Cuyahoga, Hancock, Lucas,</td>
<td>185,683.97</td>
<td>118,181.46</td>
</tr>
<tr>
<td></td>
<td>Mahoning, Miami, Montgomery,</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Summit, Trumbull, Wood</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The Ohio Department of Transportation (ODOT) designated federal safety funds to be spent directly on work zone enforcement presence in the 2017 construction season. The ODOT, the ODPS, and the agencies listed above formalized a partnership to reduce crashes in Ohio’s work zones. The work zones targeted in FFY2017 were:

<table>
<thead>
<tr>
<th>Route</th>
<th>Counties</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-75</td>
<td>Hancock, Hamilton, Lucas, Miami, Wood</td>
</tr>
<tr>
<td>I-475</td>
<td>Lucas</td>
</tr>
<tr>
<td>I-271</td>
<td>Cuyahoga, Summit</td>
</tr>
<tr>
<td>I-71</td>
<td>Hamilton</td>
</tr>
<tr>
<td>I-70</td>
<td>Montgomery</td>
</tr>
<tr>
<td>I-76</td>
<td>Mahoning, Summit</td>
</tr>
<tr>
<td>I-80</td>
<td>Mahoning, Trumbull</td>
</tr>
<tr>
<td>US-6</td>
<td>Cuyahoga</td>
</tr>
<tr>
<td>Enforcement Activity</td>
<td>FFY2013</td>
</tr>
<tr>
<td>---------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>Daytime Enforcement Hours</td>
<td>4,746</td>
</tr>
<tr>
<td>Nighttime Enforcement Hours</td>
<td>868</td>
</tr>
<tr>
<td>Total Enforcement Hours</td>
<td>5,614</td>
</tr>
<tr>
<td>Number of Traffic Stops</td>
<td>12,472</td>
</tr>
<tr>
<td>OVI Arrests Under 21</td>
<td>0</td>
</tr>
<tr>
<td>OVI Arrests 21 and Over</td>
<td>5</td>
</tr>
<tr>
<td>Refusals</td>
<td>0</td>
</tr>
<tr>
<td>Adult Restraint Citations</td>
<td>406</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
<td>22</td>
</tr>
<tr>
<td>Speed Citations</td>
<td>9,157</td>
</tr>
<tr>
<td>Distracted Driving</td>
<td>9</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
<td>603</td>
</tr>
<tr>
<td>No Operators License Citations</td>
<td>154</td>
</tr>
<tr>
<td>Felony Arrests</td>
<td>8</td>
</tr>
<tr>
<td>Other Citations</td>
<td>1,244</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Daytime Enforcement Activity</th>
<th>FFY2013</th>
<th>FFY2014</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daytime Enforcement Hours</td>
<td>4,746</td>
<td>5,568</td>
<td>5,325</td>
<td>3,295</td>
<td>2,386</td>
</tr>
<tr>
<td>Number of Traffic Stops</td>
<td>9,464</td>
<td>9,541</td>
<td>9,132</td>
<td>5,647</td>
<td>4,094</td>
</tr>
<tr>
<td>OVI Arrests Under 21</td>
<td>0</td>
<td>3</td>
<td>4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>OVI Arrests 21 and Over</td>
<td>3</td>
<td>5</td>
<td>8</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Refusals</td>
<td>0</td>
<td>3</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Adult Restraint Citations</td>
<td>311</td>
<td>502</td>
<td>919</td>
<td>590</td>
<td>366</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
<td>19</td>
<td>11</td>
<td>31</td>
<td>15</td>
<td>8</td>
</tr>
<tr>
<td>Speed Citations</td>
<td>6,873</td>
<td>6,607</td>
<td>5,942</td>
<td>3,757</td>
<td>2,998</td>
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<tr>
<td>Distracted Driving</td>
<td>9</td>
<td>33</td>
<td>42</td>
<td>60</td>
<td>103</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
<td>323</td>
<td>134</td>
<td>219</td>
<td>101</td>
<td>57</td>
</tr>
<tr>
<td>No Operators License Citations</td>
<td>0</td>
<td>61</td>
<td>83</td>
<td>49</td>
<td>26</td>
</tr>
<tr>
<td>Felony Arrests</td>
<td>0</td>
<td>10</td>
<td>10</td>
<td>6</td>
<td>3</td>
</tr>
<tr>
<td>Other Citations</td>
<td>878</td>
<td>788</td>
<td>1,007</td>
<td>368</td>
<td>175</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Nighttime Enforcement Activity</th>
<th>FFY2013</th>
<th>FFY2014</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nighttime Enforcement Hours</td>
<td>868</td>
<td>1,041</td>
<td>1,086</td>
<td>724</td>
<td>309</td>
</tr>
<tr>
<td>Number of Traffic Stops</td>
<td>3,008</td>
<td>1,312</td>
<td>1,592</td>
<td>1,090</td>
<td>466</td>
</tr>
<tr>
<td>OVI Arrests Under 21</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>OVI Arrests 21 and Over</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Refusals</td>
<td>0</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Adult Restraint Citations</td>
<td>95</td>
<td>44</td>
<td>31</td>
<td>37</td>
<td>14</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Speed Citations</td>
<td>2,284</td>
<td>890</td>
<td>891</td>
<td>605</td>
<td>450</td>
</tr>
<tr>
<td>Distracted Driving</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>8</td>
<td>0</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
<td>280</td>
<td>46</td>
<td>88</td>
<td>35</td>
<td>45</td>
</tr>
<tr>
<td>No Operators License Citations</td>
<td>154</td>
<td>25</td>
<td>47</td>
<td>31</td>
<td>16</td>
</tr>
<tr>
<td>Felony Arrests</td>
<td>8</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Other Citations</td>
<td>366</td>
<td>122</td>
<td>209</td>
<td>104</td>
<td>40</td>
</tr>
</tbody>
</table>

Awarded: 249,354.03  Expended: 164,499.34  Funding Source: ODOT
Evaluation

- C-1) Ohio had 1,132 traffic fatalities in 2016. The goal was to reduce traffic fatalities to 1,023 by 2017. Ohio did not meet this goal.
- C-2) Ohio had 9,207 serious traffic injuries in 2016. The goal was to reduce serious injuries to 9,339 by 2017. Ohio exceeded this goal.
- C-3a) Ohio’s fatalities/VMT rate for 2016 was 0.95. The goal was to reduce it to 0.92 by 2017. Ohio did not meet this goal.
- C-3b) Ohio's rural fatalities/VMT rate for 2016 was 1.78. The goal was to reduce it to 1.60 by 2017. Ohio did not meet this goal.
- C-3c) Ohio’s urban fatalities/VMT rate for 2016 was 0.61. The goal was to reduce it to 0.55 by 2017. Ohio did not meet this goal.
- C-6) Ohio had 257 speeding-related fatalities in 2016. The goal was to reduce speeding-related fatalities to 296 by 2017. Ohio exceeded this goal.
- C-7) Ohio had 199 motorcycle fatalities in 2016. The goal was to reduce motorcycle fatalities to 146 by 2017. Ohio did not meet this goal.
- C-9) Ohio had 156 drivers aged 20 or younger involved in fatal crashes in 2016. The goal was to reduce this number to 142 by 2017. Ohio did not meet this goal.

Ohio exceeded the speed Core Measure goal set in the 2017 HSP. Ohio implemented speed measuring devices (trailers) statewide in FFY2014 and FFY2016 to address speed. Ohio is also funding a speed enforcement pilot project starting in FFY2018.

Motorcycle Safety Program Area

Overview

- C-7) Reduce motorcyclist fatalities by 5.06 percent from 153 (2010 – 2014 average) to 146 by 2017.

Programming Efforts

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

Project Title: Motorcycle Safety Earned Media Plan

Project Description:
Ohio’s earned media plan spanned the entire riding season.
**Project Results:**

Ohio used many different networks to ensure earned media is achieved statewide (e.g. law enforcement, Safe Communities, Ohio Partnership for Traffic Safety (OPTS), etc.) Ohio’s earned media plan spanned the entire motorcycle riding season. Ohio’s messaging contained 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 consisted 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 included 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 were 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.

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>N/A</th>
<th>Expended:</th>
<th>N/A</th>
<th>Funding Source:</th>
<th>N/A</th>
</tr>
</thead>
</table>

**Project Number:** M9MA-2017-00-00-00  
**Project Title:** Motorcycle Awareness (Share the Road)  
**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Look Out for Motorcycle outreach/educational materials are one of Ohio’s communication and outreach strategies to inform the public about sharing the road.

**Project Results:**

In FFY2017, Section 2010 and Section 405f funding were used to purchase motorcycle awareness outreach/educational materials aimed to increase motorists’ awareness of motorcyclists. Materials purchased in FFY2017 include bumper magnets, banners, and table cloths with messaging for on ground events. Materials were distributed to Safe Communities, law enforcement, and business partners to raise awareness among their community and/or employees of the importance of sharing the road. The materials provide a visual reminder to the public and provide our partners an educational opportunity while engaging the public. In FFY2017, Ohio budgeted funds for uniform collateral pieces to be used throughout the state to provide earned media to complement the paid media and enforcement efforts aimed at increasing motorcycle awareness.

| Awarded: | 180,000.00 | Expended: | 84,727.50 | Funding Source: | 405f |
Project Number: MC-2017-00-00-00  
Project Title: Motorcyclist Safety Earned Media/Educational Materials  
Funded Agency: Ohio Traffic Safety Office  

**Project Description:**
Ride “SMART” (Sober, Motorcycle endorsed, Alert, with the Right gear, and properly Trained) earned media/educational materials are one of Ohio’s communication and outreach strategies to inform the riding public about the importance of riding “SMART”.  

**Project Results:**
OTS0 allocated funds to purchase/print materials to promote “Ride SMART”. Materials purchased in FFY2017 highly visible magnetic car signs, banners, litter bags, and table cloths with messaging for on ground events. Materials were distributed to Safe Communities, law enforcement, and business partners to raise awareness among their community and/or employees of the importance of riding “SMART”. The materials provided a visual reminder to the public and provided our partners a great educational opportunity while engaging the public. Uniform collateral pieces were used throughout the state to provide earned media to complement the paid media and enforcement efforts aimed at increasing seat belt usage.

| Awarded: 50,000.00 | Expended: 8,195.00 | Funding Source: 402 MC |

| Project Number: PM-2017-00-00-00  
M9MA-2017-00-00-00 | Project Title: Motorcycle Safety Paid Media  
Funded Agency: Ohio Traffic Safety Office |

**Project Description:**
Ohio’s messaging contained 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. Messaging was sustained throughout the riding season. Ride SMART messaging was funded with 402 PM. Share the Road messaging was funded with 405f.

**Project Results:**
An emphasis was placed on working with media partners who not only reached our target audience, but also embraced traffic safety messages and were 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 helped reach specific segments of our targeted audience.

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

The OTSO’s paid media components consisted primarily of television and radio buys combined with earned media. The following is a summary of information from the paid media plan for motorcycle safety. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 66,835,597. The size of the audience reached with the Share the Road Message exceeded 63,708,470. The size of the audience reached with the Motorcyclist Safety Message exceeded 3,127,127.

<table>
<thead>
<tr>
<th>Medium</th>
<th>Paid Spots</th>
<th>Bonus Spots</th>
<th>Totals Spots</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>TV/Cable</td>
<td>39</td>
<td>38</td>
<td>77</td>
<td>$27,663.78</td>
</tr>
<tr>
<td>Radio</td>
<td>1,625</td>
<td>1,625</td>
<td>3,250</td>
<td>$22,880.90</td>
</tr>
<tr>
<td>Print/Out of Home</td>
<td></td>
<td></td>
<td></td>
<td>$16,883.88</td>
</tr>
<tr>
<td>Internet</td>
<td></td>
<td></td>
<td></td>
<td>$17,640.03</td>
</tr>
<tr>
<td><strong>Total Media Cost</strong></td>
<td></td>
<td></td>
<td></td>
<td>$85,068.59</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Medium</th>
<th>Paid Spots</th>
<th>Bonus Spots</th>
<th>Totals Spots</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Out of Home</td>
<td></td>
<td></td>
<td></td>
<td>$88,763.07</td>
</tr>
<tr>
<td><strong>Total Media Cost</strong></td>
<td></td>
<td></td>
<td></td>
<td>$88,763.07</td>
</tr>
</tbody>
</table>

Awarded: 100,000.00   Expended: 85,068.59   Funding Source: 402 PM
100,000.00           88,763.07          405f
Project Number: SC-2017-00-00-00

Project Title: Safe Communities

Funded Agencies: See Fatal/Serious Injury Program Area for full list of Safe Communities

Project Description:
See Fatal/Serious Injury Program Area for full description of Safe Communities. Each Safe Communities program conducted activity in their grant for the motorcycle riding season. Each Safe Communities developed partnerships and held events at the grassroots level to reach motorcyclists in their communities. Safe Communities provided the education/earned media portion of the motorcycle campaign while our law enforcement agencies including the OSHP conducted motorcycle enforcement.

Project Results:
See Fatal/Serious Injury Program Area for full description and funding information. Since FFY 2008, each Safe Communities program has been required to conduct motorcycle safety activities. Some examples of education/earned media that were provided last year are participation in local bike nights, safety awareness rides, safety fairs, kickoff events for the riding season and distributing materials. Safe Communities also spoke to the motoring public at community events (fairs, safety events, etc.) about the importance of sharing the road with motorcyclists. They distributed safety materials branded with the “Look Out for Motorcycles” message. The reported events reached almost 1.2 million people in person. These events received the following gross impressions:

<table>
<thead>
<tr>
<th>Type of Media</th>
<th>Gross Impressions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print</td>
<td>4,562,126</td>
</tr>
<tr>
<td>Radio</td>
<td>2,802,238</td>
</tr>
<tr>
<td>Television</td>
<td>6,869,363</td>
</tr>
<tr>
<td>Web</td>
<td>2,171,745</td>
</tr>
<tr>
<td>Facebook</td>
<td>2,207,353</td>
</tr>
<tr>
<td>Twitter</td>
<td>47,890</td>
</tr>
<tr>
<td>Instagram</td>
<td>27,649</td>
</tr>
</tbody>
</table>

Funding: Included in Fatal/Injury Program Area

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

Project Title: Motorcycle Ohio Rider Education/Enhancement/Enrichment

Funded Agency: Ohio Traffic Safety Office

Project Description:
In FFY2017, Motorcycle Ohio moved away from the Motorcycle Safety Foundation curriculum and improved the rider education program. Funds were utilized to develop and print the new student workbooks, instructor guides, and range cards. Additional funds were used to paint the training ranges.
Project Results:

Funds were utilized to develop and print the new student workbooks, instructor guides, and range cards. Additional funds were used to paint the training ranges.

| Awarded:       | 50,000.00 | Expended:  | 49,959.65 | Funding Source: | 405f |

Project Number: SF-2017-00-00-00  
Project Title: Motorcycle Ohio Program  
Funded Agency: Office of Criminal Justice Services – Motorcycle Ohio  

Project 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 provided 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. Separate courses are available for experienced riders and motorcyclists interested in becoming a motorcycle instructor; tuition is charged for all three of these courses.

Project Results:

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

The program’s 16-hour Basic Riding Course (BRC) is mandatory for 16 and 17 year olds to obtain a motorcycle endorsement. Successful completion of the basic course waives the state on-cycle skill test.

In 2017, MO trained 9,601 students at 35 training sites across the state. Private providers trained an additional 1,562 students.

Motorcycle Ohio gained 41 new instructors in 2017.

| Awarded:  | 3,280,563.00 | Expended:  | 2,208,520.00 | Funding Source: | State |

Project Number: PT-2017-00-00-00  
Project Title: Selective Traffic Enforcement Program  
Funded Agencies: See Speed Program Area for full list of funded agencies
Project Description:
See Speed Program Area for full description. High Visibility is designed to convince the public that there are consequences to traffic violations.

Project Results:
See Speed Program Areas for full description and funding information. Selective Traffic Enforcement Program grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2013, 2014 and 2015. All agencies were required to conduct highly visible enforcement activities during the following strategic periods:

<table>
<thead>
<tr>
<th>Homecoming</th>
<th>Click It or Ticket</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thanksgiving</td>
<td>Prom Season</td>
</tr>
</tbody>
</table>

All funded agencies were required to focus on these goals: reduce the number of traffic-related fatalities and increase seat belt usage. In addition to these goals, jurisdictions including OSHP whose problem identification indicates a motorcycle problem were encouraged to conduct motorcycle enforcement. Enforcement efforts were conducted on locations and times where high visibility enforcement would achieve success in these goals.

Funding: Included in Speed Program Area

Project Number: M6OT-2017-00-00-00
Project Title: Impaired Driving Enforcement Program
Funded Agency: See Impaired Driving Program Area for full list of funded agencies

Project Description:
See Impaired Driving Program Area for full description. High Visibility is designed to convince the public that there are consequences to traffic violations.

Project Results:
See Impaired Driving Program Area for full description and funding information. Impaired Driving Enforcement Program grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2013, 2014 and 2015. All agencies were required to conduct highly visible enforcement activities during the following strategic periods:

<table>
<thead>
<tr>
<th>Halloween</th>
<th>Thanksgiving</th>
</tr>
</thead>
<tbody>
<tr>
<td>Christmas/New Year’s</td>
<td>Super Bowl</td>
</tr>
<tr>
<td>St. Patrick’s Day</td>
<td>Prom Season</td>
</tr>
<tr>
<td>4th of July</td>
<td>Drive Sober or Get Pulled Over</td>
</tr>
<tr>
<td>Homecoming</td>
<td></td>
</tr>
</tbody>
</table>

All funded agencies were required to focus on these goals: reduce the number of traffic-related fatalities and decrease the number of alcohol-related fatalities. In addition to these goals, jurisdictions including OSHP whose problem identification indicates a motorcycle/alcohol problem
were encouraged to conduct motorcycle/alcohol enforcement. Enforcement efforts were conducted on locations and times where high visibility enforcement would achieve success in these goals.

**Project Number:** CP-2017-00-00-00  
**Project Title:** Motorcycle Campaign Evaluation (University Evaluation)  
**Funded Agency:** Miami University  
**Project Description:**
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.

**Evaluation**

- C-7) Ohio had 199 motorcycle fatalities in 2016. The goal was to reduce motorcycle fatalities to 146 by 2017. Ohio did not meet this goal.
- C-8) Ohio had 145 un-helmeted fatalities in 2016. The goal was to reduce un-helmeted motorcycle fatalities to 102 by 2017. Ohio did not meet this goal.

<table>
<thead>
<tr>
<th>Year</th>
<th>Motorcycle Crashes</th>
<th>Motorcycle Fatal Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>3,768</td>
<td>132</td>
</tr>
<tr>
<td>2014</td>
<td>3,651</td>
<td>134</td>
</tr>
<tr>
<td>2015</td>
<td>3,800</td>
<td>158</td>
</tr>
<tr>
<td>2016</td>
<td>4,235</td>
<td>194</td>
</tr>
<tr>
<td>2017*</td>
<td>3,343</td>
<td>139</td>
</tr>
</tbody>
</table>

*2017 only includes preliminary numbers January 1, 2017 through October 31, 2017. It is only included to show progress toward stated goals.

Ohio did not meet either of the Core Performance Measures goals listed in the FFY2017 HSP. Ohio continues to analyze the data to determine what programming will best address the motorcycle issues. Ohio will continue to make motorcycle safety a priority and will continue to allocate funding based on problem identification.
Youthful Driver Program Area

Overview

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

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

Programming Efforts

<table>
<thead>
<tr>
<th>Project Number:</th>
<th>TSP-2017-00-00-00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Title:</td>
<td>Peer to Peer Youth Programming</td>
</tr>
<tr>
<td>Funded Agency:</td>
<td>Students Against Destructive Decisions</td>
</tr>
</tbody>
</table>

Project Description:

Students Against Destructive Decisions (SADD) used evidence-based programming to facilitate peer-to-peer education statewide in FFY2017. SADD partnered with RADD with the Drugged Driving pilot in Ohio.

Project Results:

SADD physically reached out to 109 Ohio communities to educate teens about the risks teens face on the road. Over 400 students and 40 advisors/parents were reached at events throughout the state. These events include Dome Shift, Cleveland Cavaliers events, leadership conferences, presentations and county fairs.

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>100,000.00</th>
<th>Expended:</th>
<th>87,070.53</th>
<th>Funding Source:</th>
<th>402 TSP</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Project Number:</th>
<th>SC-2017-00-00-00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Title:</td>
<td>Safe Communities</td>
</tr>
</tbody>
</table>

Project Description:

See Fatal/Serious Injury Program Area for full description of Safe Communities. Each Safe communities program had activity in their grant for Prom and Homecoming in addition to activities throughout the year. Safe Communities conducted programming in schools that is evidence based.
Project Results:
Safe Communities coordinators reported 309 events during FFY2017 that focused on youth. Some examples include mock car crashes, prom/homecoming events, teen mentoring programs, Impact Teen Driver, seat belt challenges, etc. Youth messages reached approximately 400,000 people at the event and the following gross impressions.

<table>
<thead>
<tr>
<th>Type of Media</th>
<th>Gross Impressions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print</td>
<td>3,226,380</td>
</tr>
<tr>
<td>Radio</td>
<td>653,198</td>
</tr>
<tr>
<td>Television</td>
<td>3,843,645</td>
</tr>
<tr>
<td>Web</td>
<td>972,156</td>
</tr>
<tr>
<td>Facebook</td>
<td>2,082,027</td>
</tr>
<tr>
<td>Twitter</td>
<td>29,460</td>
</tr>
<tr>
<td>Instagram</td>
<td>7,406</td>
</tr>
</tbody>
</table>

Funding: Included in Fatal/Injury Program Area

Project Number: PT-2017-00-00-00
Project Title: Selective Traffic Enforcement Program
Funded Agencies: See Speed Program Area for full list of funded agencies
Project Description:
See Speed Program Area for full description of Selective Traffic Enforcement Program (STEP). Each STEP grant must have overtime enforcement for prom and homecoming. 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.

Project Results:
Each STEP grant was required to work prom and homecoming. See Appendix A for Prom Activity.

Funding: Included in Speed Program Area

Project Number: M6OT-2017-00-00-00
Project Title: Impaired Driving Enforcement Program
Funded Agencies: See Impaired Driving Program Area for full list of funded agencies
Project Description:
See Impaired Driving Program Area for full description of Impaired Driving Enforcement Program (IDEP). Each IDEP grant must have overtime enforcement for prom and homecoming. High Visibility 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.

Project Results:

Each IDEP grant was required to work prom and homecoming. See Appendix A for Prom Activity.

### Funding: Included in Speed Program Area

**Evaluation**

- C-9) Ohio had 156 drivers aged 20 or younger involved in fatal crashes in 2016. The goal was to reduce this number to 142 by 2017. Ohio did not meet this goal.
- Ohio had 12 distracted driving fatal crashes in 2016. The goal was to reduce this to 25 by 2017. Ohio met this goal.
- Ohio had 4,028 distracted driving injury crashes in 2016. The goal was to reduce this to 3,026 by 2017. Ohio did not meet this goal.

<table>
<thead>
<tr>
<th>Year</th>
<th>Youth Crashes</th>
<th>Youth Fatal Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>61,407</td>
<td>128</td>
</tr>
<tr>
<td>2014</td>
<td>60,246</td>
<td>134</td>
</tr>
<tr>
<td>2015</td>
<td>60,963</td>
<td>161</td>
</tr>
<tr>
<td>2016</td>
<td>62,899</td>
<td>164</td>
</tr>
<tr>
<td>2017*</td>
<td>45,693</td>
<td>122</td>
</tr>
</tbody>
</table>

*2017 only includes preliminary numbers January 1, 2017 through October 31, 2017. It is only included to show progress toward stated goals.

Ohio did not meet the Core Performance Measure for Youth. Ohio had set two additional goals about distracted driving, but we only met one. Ohio will continue to monitor and analyze youth data to ensure youth fatalities continue to decrease.

**Pedestrian Safety Program Area**

**Overview**

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

**Programming Efforts**

**Project Number:** SA-2017-00-00-00  
**Project Title:** Safe Communities  
**Funded Agencies:** See Fatal/Serious Injury Program Area for full list of Safe Communities
Project Description:
See Fatal/Serious Injury Program Area for full description of Safe Communities. Each Safe Communities program can direct programming based on local problem identification. Butler County, Franklin County and Hamilton County have proposed pedestrian activities in their grants to address their pedestrian issues. These counties had 73 pedestrian fatalities between 2010 and 2014. These fatalities are 25.70 percent of the statewide pedestrian fatalities in those years. Butler, Franklin and Hamilton County Safe Communities will conduct evidence based programs that will specifically address their pedestrian problem identification.

Project Results:
See Fatal/Serious Injury Program Area for full description and funding information. Safe Communities coordinators reported 96 events during FFY2017 that focused on pedestrians. Some examples community festivals, college safety events, bike rodeos, etc. Pedestrian messages reached over 700,000 people at the events and the following gross impressions.

<table>
<thead>
<tr>
<th>Type of Media</th>
<th>Gross Impressions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print</td>
<td>692,642</td>
</tr>
<tr>
<td>Radio</td>
<td>15,000</td>
</tr>
<tr>
<td>Television</td>
<td>540,000</td>
</tr>
<tr>
<td>Web</td>
<td>10,181</td>
</tr>
<tr>
<td>Facebook</td>
<td>70,940</td>
</tr>
<tr>
<td>Twitter</td>
<td>27,571</td>
</tr>
<tr>
<td>Instagram</td>
<td>100</td>
</tr>
</tbody>
</table>

Funding: Incl. in Fatal/Serious Injury Program Area

Project Number: NF-2017-00-00-00
Project Title: Strategic Highway Safety Plan Pedestrian Programs
Project Description:
Through the SHSP, ODOT works with local governments to identify areas with a disproportionate number of pedestrian crashes and to make recommendations and investments that improve safety for pedestrians.

Project Results:
ODOT continued to fund projects to assist communities in developing and implementing projects and programs that support safety for all road users.

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

Evaluation
• C-10) Ohio had 134 pedestrian fatalities in 2016. The goal was to reduce pedestrian fatalities to 95 by 2017. Ohio did not meet this goal.
Pedestrian Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>113</td>
</tr>
<tr>
<td>2013</td>
<td>85</td>
</tr>
<tr>
<td>2014</td>
<td>87</td>
</tr>
<tr>
<td>2015</td>
<td>116</td>
</tr>
<tr>
<td>2016</td>
<td>140</td>
</tr>
<tr>
<td>2017*</td>
<td>98</td>
</tr>
</tbody>
</table>

*2017 only includes preliminary numbers January 1, 2017 through October 31, 2017. It is only included to show progress toward stated goals.

Ohio did not meet the Core Performance Measure goal set in the FFY2017 HSP. Ohio will continue to monitor and analyze pedestrian fatality data to support local programming. ODOT will be gathering and analyzing pedestrian fatality crash data in FFY2018.

Distracted Driving Program Area

Overview

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

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

Programming Efforts

Project Number: NF-2017-00-00-00
Project Title: Distracted Driving Earned Media Plan

Project Description:

Ohio’s earned media plan spanned the entire year.

Project Results:

Ohio used many different networks to ensure earned media was achieved statewide (e.g. law enforcement, Safe Communities, Ohio Partnership for Traffic Safety (OPTS), etc. The earned media plan consisted 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 included 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.

<table>
<thead>
<tr>
<th>Project Number:</th>
<th>DD-2017-00-00-00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Title:</td>
<td>Distracted Driving Earned Media/Educational Materials</td>
</tr>
<tr>
<td>Funded Agency:</td>
<td>Ohio Traffic Safety Office</td>
</tr>
<tr>
<td>Project Description:</td>
<td></td>
</tr>
<tr>
<td>In FFY2017, money was allocated to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with earned media/educational materials (e.g. banners, signs, posters, etc.) to promote the distracted driving message.</td>
<td></td>
</tr>
<tr>
<td>Project Results:</td>
<td></td>
</tr>
<tr>
<td>OTSO allocated funds to purchase/print materials to promote the distracted driving message. Materials purchased in FFY2017 include, highly visible magnetic car signs, banners, litter bags, and table cloths with messaging for on ground events. Materials were distributed to Safe Communities, Law Enforcement, and business partners to raise awareness among their community and/or employees of the dangers of texting and driving. The materials provided a visual reminder to the public and provided our partners a great educational opportunity while engaging the public. Uniform collateral pieces were used throughout the state to provide earned media to compliment the paid media and enforcement efforts aimed at reducing distracted driving.</td>
<td></td>
</tr>
</tbody>
</table>

| Awarded:         | 250,000.00 |
| Expended:        | 28,942.50  |
| Funding Source:  | 402 DD     |

<table>
<thead>
<tr>
<th>Project Number:</th>
<th>PM-2017-00-00-00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Title:</td>
<td>Sustained Distracted Driving Paid Media</td>
</tr>
<tr>
<td>Funded Agency:</td>
<td>Ohio Traffic Safety Office</td>
</tr>
<tr>
<td>Project Description:</td>
<td></td>
</tr>
<tr>
<td>A limited amount of paid media was used on distracted driving. An emphasis was being placed on working with media partners who not only reached all the driving population, but also embraced traffic safety messages and were 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.</td>
<td></td>
</tr>
</tbody>
</table>
Project Results:

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

- Social media included space on multiple social media sites.
- Outdoor advertising was limited and used only when it reached the segment of the desired target audience.
- Currently, 25 rural school bus shelter locations statewide are printed with the Stay Alive! Don’t TXT & drive message. These bus shelters are located along rural routes. The message is placed on the outside of the shelter for passing traffic to see.

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

The OTSO’s paid media components consisted primarily of outdoor combined with earned media. The following is a summary of information from the paid media plan for distracted driving. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 20,636,834.

<table>
<thead>
<tr>
<th>Medium</th>
<th>Paid Spots</th>
<th>Bonus Spots</th>
<th>Totals Spots</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Out of Home</td>
<td></td>
<td></td>
<td></td>
<td>$15,405.00</td>
</tr>
<tr>
<td>Internet</td>
<td></td>
<td></td>
<td></td>
<td>$83,526.94</td>
</tr>
<tr>
<td>Total Media Cost</td>
<td></td>
<td></td>
<td></td>
<td>$98,931.94</td>
</tr>
</tbody>
</table>

Awarded: 100,000.00   Expended: 98,931.94   Funding Source: 402 PM

Evaluating Effectiveness of Distracted Driving Media Messages

As previously mentioned, during 2017, the Miami University Applied Research Center conducted four statewide random-digit dialing telephone surveys of 3,975 drivers. Survey results were stratified by the nine designated Ohio State Highway Patrol districts. For comparative purposes, the 2017 survey replicated questions about drivers’ distraction, speeding and overall driving safety practices that were used during the 2009 through 2016 surveys. As previously reported, it is important to note that the 2009 through 2012 survey results were stratified by five specified Ohio regions; the 2013 and 2014 survey results were stratified by eight specified Ohio regions; and the 2015, 2016, and 2017 survey results were stratified by nine specified Ohio regions. The following information summarizes the 2017 survey results regarding survey issues.

Respondents were asked if they recalled hearing or seeing the slogan Stay Alive! Don’t Text and Drive. On the baseline survey, approximately 84 percent indicated they had definitely or probably
heard or seen the slogan. On the final survey, it decreased slightly to 82 percent who reported they had definitely or probably heard or seen the slogan.

Nearly 84 percent of respondents acknowledged seeing other drivers talk on a cell phone daily or almost every day. In addition, 63 percent of respondents reported seeing other drivers text messaging daily or almost every day.

When asked about their own driving behavior, 51 percent of respondents said they personally use a cell phone to make or receive a call while driving always, most of the time, or some of the time. In addition, 26 percent of respondents indicated they use a cell phone to send or receive a text message while driving either always, most of the time, or some of the time.

Nearly 46 percent of respondents agreed that they can determine when it is safe to use a cell phone to make a call while driving; however, 74 percent said that it is dangerous to make a call while driving, and 53 percent indicated they would feel uncomfortable as a passenger with the driver talking on a cell phone. Furthermore, 49 percent agreed that using a hands-free device makes calling safe while driving.

Approximately 17 percent of those surveyed agreed they can determine when it is safe to text while driving; conversely, 96 percent reported it is dangerous to text while driving and 85 percent indicated they would feel uncomfortable as a passenger with the driver texting on a cell phone.

Fifty-three percent of respondents said that Ohio definitely or probably has a law banning cell phone use while behind the wheel. Approximately five percent of respondents reported to have received a ticket or warning in Ohio for cell phone use while driving; however, approximately 42 percent of respondents think the chances of getting a ticket for using a cell phone while driving are somewhat or very likely.

<table>
<thead>
<tr>
<th>Funding: Included in Traffic Safety Program Management</th>
</tr>
</thead>
</table>

**Project Number:** PT-2017-00-00-00  
**Project Title:** Selective Traffic Enforcement Program  
**Funded Agencies:** See Speed Program Area for full list of funded agencies

**Project Description:**

See Speed Program Area for full description. High Visibility is designed to convince the public that there are consequences to traffic violations. In addition to speed and seat belts, law enforcement focused on distracted driving. Highly visible enforcement activities were conducted at strategic times throughout the year consistent with the NHTSA Communication Calendar. All STEP sub-recipients were encouraged to participate in multiple Distracted Driving blitzes throughout the year. One during National Distracted Driving Month in April and one the last week of July through the first week of August. These HVE activities followed the model including publicizing the activity, earned media and enforcement.
Project Results:

See Speed Program Area for full description, funding information and results. Selective Traffic Enforcement Program (STEP) grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2013, 2014 and 2016. Highly visible enforcement activities were conducted at strategic times throughout the year consistent with the NHTSA Communication Calendar.

Funding: Included in Speed Program Area

<table>
<thead>
<tr>
<th>Project Number:</th>
<th>PT-2017-00-00-00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Title:</td>
<td>Statewide STEP and Training</td>
</tr>
<tr>
<td>Funded Agency:</td>
<td>Ohio State Highway Patrol</td>
</tr>
</tbody>
</table>

Project Description:

See Speed Program Area for full description. The Ohio State Highway Patrol (OSHP) conducted speed, occupant restraint, alcohol-related and motorcycle enforcement activity statewide to impact fatal crashes.

Project Results:

See Speed Program Area for full description, funding information and results.

Funding: Incl. in Speed Program Area

<table>
<thead>
<tr>
<th>Project Number:</th>
<th>SA-2017-00-00-00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Title:</td>
<td>Safe Communities</td>
</tr>
<tr>
<td>Funded Agencies:</td>
<td>See Fatal/Serious Injury Program Area for full list of Safe Communities</td>
</tr>
</tbody>
</table>

Project Description:

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

Project Results:

Safe Communities conducted over 700 events addressing distracted driving. These events reached approximately 1.5 million people at the events FFY2017. Events reached all audiences, however many events were conducted at high schools or intended to reach high school students.
<table>
<thead>
<tr>
<th>Type of Media</th>
<th>Gross Impressions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print</td>
<td>7,942,599</td>
</tr>
<tr>
<td>Radio</td>
<td>4,896,703</td>
</tr>
<tr>
<td>Television</td>
<td>6,901,979</td>
</tr>
<tr>
<td>Web</td>
<td>3,651,573</td>
</tr>
<tr>
<td>Facebook</td>
<td>6,462,955</td>
</tr>
<tr>
<td>Twitter</td>
<td>145,588</td>
</tr>
<tr>
<td>Instagram</td>
<td>98,839</td>
</tr>
</tbody>
</table>

Funding: Incl. in Fatal/Serious Injury Program Area

### Evaluation

- Ohio had 12 distracted driving fatal crashes in 2016. The goal was to reduce this to 25 by 2017. Ohio met this goal.
- Ohio had 4,028 distracted driving injury crashes in 2016. The goal was to reduce this to 3,026 by 2017. Ohio did not meet this goal.

<table>
<thead>
<tr>
<th>Distracted Driving Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year</td>
</tr>
<tr>
<td>------</td>
</tr>
<tr>
<td>2013</td>
</tr>
<tr>
<td>2014</td>
</tr>
<tr>
<td>2015</td>
</tr>
<tr>
<td>2016</td>
</tr>
<tr>
<td>2017*</td>
</tr>
</tbody>
</table>

*2017 only includes preliminary numbers January 1, 2017 through October 31, 2017. It is only included to show progress toward stated goals.

Ohio met the fatal Distracted Driving Goal, but not the injury Distracted Driving goal listed in the FFY2017 HSP. However, due to incomplete/lack of data these goals need to be re-evaluated for FFY2018. Ohio will continue to monitor and analyze distracted driving fatality and serious injury data to determine problem identification.

### Traffic Records Program Area

#### Overview

- Currently 69.8 percent of Ohio's crash reports are submitted electronically. Ohio’s goal is to increase this to 62 percent by December 31, 2017.
- Revised the TRCC Strategic Plan by December 31, 2016.
Programming Efforts

Project Number: NF-2017-00-00-00
Project Title: Traffic Records Coordinating Committee (TRCC)

Project Description:
The TRCC is comprised of state, local and federal agencies who are stakeholders in the traffic crash records system. Committee members oversaw implementations of the Traffic Records Strategic Plan.

Project Results:
OTSO participated in the TRCC working group which met three times. In FFY2017, the TRCC focused on implementing the priority projects that were identified in the 2015 Traffic Records Assessment.

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>N/A</th>
<th>Expended:</th>
<th>N/A</th>
<th>Funding Source: N/A</th>
</tr>
</thead>
</table>

Project Number: M3DA-2017-00-00-00
Project Title: Crash Mapping

Funded Agency: Ohio Department of Transportation

Project Description:
This project was approved through the TRCC to develop an application for in-vehicle crash location collection as well as a web-based map solution. The application will target in-vehicle (police cruiser) deployment to better facilitate more accurate and timely crash location data entry and capture.

Project Results:
This project did not incur costs.

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>0.00</th>
<th>Expended:</th>
<th>0.00</th>
<th>Funding Source: 405c</th>
</tr>
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</table>

Project Numbers: K9-2017-00-00-00
M3DA-2017-00-00-00
Project Title: TRCC Projects Grant

Funded Agency: Ohio State Highway Patrol

Project Description:
The Ohio State Highway Patrol (OSHP) chairs the TRCC committee. In an effort to streamline the project management process, the OSHP was awarded a grant to oversee the TRCC grant projects. All project suggestions continued to be submitted to the TRCC Committee. The committee decided whether or not to submit the project(s) to NHTSA for funding approval. Projects that were completed by internal ODPS agencies were overseen by OSHP through this grant. Projects that were
completed by external agencies through a grant process continued to be awarded as sub-grants to the individual agencies. The projects funded under the OSHP grant included:

**Electronic Crash Submissions**

**Description:**

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 which will increase the accuracy and reduce processing time.

**Results:**

Currently 69.8 percent of crashes are reported electronically. This project will continue in FFY2018.

| Awarded: 275,000.00 | Expended: 0.00 |

**Citation Tracking System**

**Description:**

This project will be based on documents from federal and state sources and interviews with key personnel from representative agencies and stakeholders within the State. Ohio’s goal for FFY2017 was to continue the pilot project with electronic submission to courts.

**Results:**

Ohio has 90 courts that are fully capable of receiving electronic citations and 184 local law enforcement agencies have signed up for eCitation. This project will continue in FFY2018.

| Awarded: 3,714,400.00 | Expended: 91,820.00 |

**Citation Tracking – Mobile Printers**

**Description:**

This project was an extension of the pilot for the E-Citation project. Printers and mounting brackets were purchased and provided to law enforcement agencies (county and local) that agreed to participate in both the E-Citation and the E-Crash program along with additional guidelines.

**Results:**

This project was expanded in 2016 to include the purchase of printers for any agency (county and local) to encourage agencies to participate in both the E-Citation and the E-Crash program. 2,400 printers were purchased at the end of the grant year. As of September 30, 2017, over 66 percent of the printer has been distributed to 184 different law enforcement agencies. New printers were not purchased in FFY2017. This project will continue in FFY2018.

| Awarded: 1,200,000.00 | Expended: 0.00 |

**Citation Tracking – Scanners**
**Description:**
This project allowed for the purchase of a dedicated eCitation scanner for each Ohio State Highway Patrol post. The implementation of the scanners will ensure a more consistent and efficient system for adjudication of citations and the integrity of records kept on each traffic citation.

**Results:**
The scanners have been purchased and deployed into the field for use.

| Awarded: 27,000.00 | Expended: 26,932.91 |

**Drivers’ Records Retrieval System**

**Description:**
This project will result in an Ohio Drivers Records Retrieval System that will electronically integrate driver record information with the Ohio Law Enforcement Information System (OLEIS) eCitation process. This will allow Ohio Law Enforcement agencies to electronically attach an Ohio Driving Record extract with a citation upon submission of the citation to courts. This project will also begin the development of the data dictionary for the eCitation System.

**Results:**
There were no charges for this project in FFY2017. Charges are anticipated to begin in FFY2018.

| Awarded: 187,000.00 | Expended: 69,300.99 |

**Crash Reconstruction**

**Description:**
This project equipped the OSHP Crash Reconstruction Unit with the additional equipment and software needed to meet the increased demand for services. These services are available for all fatal and serious crashes in Ohio regardless of the agency (state, county, local) that is handling the crash. Crash reconstruction provides Ohio with valuable information that will improve the timeliness, accuracy, and completeness of crash data.

**Results:**
This project has equipped the Ohio State Highway Patrol with equipment and software that will be used throughout the state regardless of agency (state, county, local) to improve crash data. This purchase was the final piece of the FFY2016 project.

| Awarded: 18,060.00 | Expended: 18,060.00 |
Travel

Description:
Travel expenses for attendance at traffic safety data conferences and trainings.

Results:
TRCC staff attended the Traffic Records Forum in 2017.

<table>
<thead>
<tr>
<th>Awarded:</th>
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<td>5,034,280.00</td>
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<td>0.00</td>
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</table>

Evaluation

- Ohio had 69.8 percent of Ohio’s crash reports submitted electronically. The goal was to have 62% submitting crash reports electronically by December 31, 2017. Ohio met this goal.
- Ohio is currently revising the TRCC Strategic Plan. The goal was to have it revised by December 31, 2017. Ohio has revised the TRCC Strategic Plan and met this goal.

The Crash Data Export project is taking longer than expected, but is progressing as Ohio adds more agencies that are submitting crash reports electronically. The other projects will continue into FFY2017 as mentioned in the individual descriptions. As these projects continue and as new projects are added, Ohio continues to improve the timeliness and accuracy of traffic records. This improves the problem identification used to determine funding and programming.

Bicycle Safety Program Area

Overview

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

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

Programming Efforts

Project Number: NF-2017-00-00-00
Project Title: Strategic Highway Safety Plan Bicycle Programs
Project Description: Through the SHSP, ODOT worked with local governments to identify areas with a disproportionate number of bicycle crashes and to make recommendations and investments that improved safety for bicyclists.
Project Results:

ODOT continued to fund projects to assist communities in developing and implementing projects and programs that support safety for all road users.

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

Evaluation

- C-11) Ohio had 18 bicycle fatalities in 2016. The goal was to reduce bicycle fatalities to 14 by 2017. Ohio did not meet this goal.

Ohio did not meet the Core Performance Measure goal set in the FFY2017 HSP. Ohio will continue to monitor and analyze bicycle fatality data to support local programming.

Traffic Safety Program Management Program Area

Overview

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

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

Programming Efforts

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

Project Title: Traffic Safety Grant Program Management

Funded Agency: Ohio Traffic Safety Office

Project Description:

Housed under the Ohio Department of Public Safety (ODPS) with oversite from 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.

Project Results:

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

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>Expended:</th>
<th>Funding Source:</th>
</tr>
</thead>
<tbody>
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<td>$702,325.03</td>
<td>402 PA</td>
</tr>
<tr>
<td>$350,000.00</td>
<td>$345,038.39</td>
<td>402 CP</td>
</tr>
<tr>
<td>$900,000.00</td>
<td>$702,325.03</td>
<td>State Soft Match</td>
</tr>
</tbody>
</table>

**Project Number:** PA-2017-00-00-00  
**Project Title:** Web-Based Grants Management System  
**Funded Agency:** Ohio Traffic Safety Office  
**Project Description:**

The Web-based grants management system called GRANTS (Grant Records and Application Network for Traffic Safety) was launched in 2005 to receive grant proposals for FFY2006. 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 FFY2017, the grant management system began the eleventh year of use. The funding allocated to this project was for maintenance service, training and system enhancements. Ohio will be pursing an upgrade to the system in FFY2017. The funding allocated to this project is for maintenance service, training and system enhancements.

**Project Results:**

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

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>Expended:</th>
<th>Funding Source:</th>
</tr>
</thead>
<tbody>
<tr>
<td>$400,000.00</td>
<td>$247,504.00</td>
<td>402 PA</td>
</tr>
<tr>
<td>$400,000.00</td>
<td>$247,504.00</td>
<td>State Soft Match</td>
</tr>
</tbody>
</table>

**Project Number:** NF-2017-00-00-00  
**Project Title:** Regional Strategy  
**Project 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.
**Project Results:**
Ohio has found that the regional approach encourages staff to build relationships with a broader array of traffic safety advocates in a geographic area of the State; allows for more consistency for sub-grantees by reducing the number of staff assigned to a sub-grantee agency; and broadens staff’s knowledge of all grant program areas.

Quarterly meetings, chaired by the OSHP District Captain, were a requirement for each FFY2017 sub-grantee. Other agencies were encouraged to attend as well. These quarterly meetings were designed to have all sub-grantees coordinating activities and resources within each district.

<table>
<thead>
<tr>
<th>Awarded:</th>
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<th>Expended:</th>
<th>N/A</th>
<th>Funding Source:</th>
<th>N/A</th>
</tr>
</thead>
</table>

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

**Project Number:** NF-2017-00-00-00  
**Project Title:** Ohio Strategic Highway Safety Plan Coordinating Committee  
**Project Description:**  
Ohio’s Strategic Highway Safety Plan (SHSP) identifies the State’s most critical traffic safety issues and problems, countermeasures being implemented and partners contributing resources to impact those problems and issues.

**Project Results:**  
OTSO participated in the SHSP coordinating committee and chaired the High-Risk Behaviors/Drivers subcommittee. Ohio has had an active role in the SHSP Committee since the inception.

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>N/A</th>
<th>Expended:</th>
<th>N/A</th>
<th>Funding Source:</th>
<th>N/A</th>
</tr>
</thead>
</table>

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

**Project Number:** CP-2017-00-00-00  
**Project Title:** Traffic Safety Resource Prosecutor Program  
**Funded Agency:** Stark County Sheriff’s Office  
**Project Description:**  
A Traffic Safety Resource Prosecutor’s (TSRP) role was designed to increase the ability of prosecutors and law enforcement to effectively present and prosecute traffic safety violations, particularly focusing on impaired driving. The TSRP works with the Law Enforcement Liaisons (LELs) and was a valuable resource to the office and to all of our partners.

**Project Results:**  
Ohio’s newest TSRP started in FFY2017.

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>146,080.33</th>
<th>Expended:</th>
<th>124,393.61</th>
<th>Funding Source:</th>
<th>402 CP</th>
</tr>
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</table>
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.

Project Results:

<table>
<thead>
<tr>
<th>Agency</th>
<th>OSHP Districts</th>
<th>Awarded</th>
<th>Expended</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue Ash Police Department</td>
<td>Wilmington, Piqua</td>
<td>87,765.48</td>
<td>74,416.21</td>
</tr>
<tr>
<td>Hilliard Police Department</td>
<td>All</td>
<td>85,988.20</td>
<td>80,101.38</td>
</tr>
<tr>
<td>Sharon Twp. Police Department</td>
<td>Cambridge, Columbus, Jackson</td>
<td>87,419.00</td>
<td>49,868.65</td>
</tr>
<tr>
<td>Shawnee Twp. Police Department</td>
<td>Findlay, Bucyrus</td>
<td>86,609.00</td>
<td>58,835.07</td>
</tr>
<tr>
<td>Summit County Sheriff’s Office</td>
<td>Cleveland, Warren</td>
<td>89,333.42</td>
<td>59,904.04</td>
</tr>
</tbody>
</table>

In FFY2017, the Ohio Traffic Safety Office (OTSO) continued with five Law Enforcement Liaisons (LEL). The LELs worked with law enforcement agencies across the state to encourage participation in both the *Click It or Ticket* and the *Drive Sober or Get Pulled Over* national mobilizations. In addition to working closely with law enforcement, the LELs worked with the Safe Community programs throughout the state on projects including motorcycle safety, occupant protection, and teen driving. The LELs assisted with the Drug Recognition Expert (DRE) program recruiting applicants and arranging Advanced Roadside Impaired Driving Enforcement (ARIDE) classes and attended National Lifesavers.

<table>
<thead>
<tr>
<th>Awarded: 351,126.90</th>
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</tr>
</thead>
<tbody>
<tr>
<td>85,988.20</td>
<td>80,101.38</td>
<td>402 PA</td>
</tr>
</tbody>
</table>

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

Project Title: University Evaluation

Funded Agency: Miami University of Ohio

Project Description:

Miami University of Ohio (MU) assisted by evaluating the effectiveness of several campaigns and programs such as the seat belt mobilization, the alcohol crackdowns, and motorcycle safety initiatives.
Project Results:

A Geographical and Temporal Analysis of Fatal Crashes in Ohio

In consultation with ODPS personnel, the Geographical and Temporal Analysis of Fatal Crashes in Ohio has been restricted to developing and geocoding new sites as mandated by the 2012 NHTSA seat belt observation protocol.

Report Collaboration

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

| Awarded         | 240,000.00 | Expended   | 163,856.51 | Funding Source: 402 CP |

Evaluation

- Ohio processed FFY2017 sub-recipient reimbursement claims in an average of 10 days. The goal was 6 days. Ohio did not meet this goal.
- Ohio spent 46.3 percent of grant funds to local benefit. The goal was 45 percent. Ohio exceeded this goal.
- Ohio liquidated 38.5 percent of its funds in FFY2017. The goal was 60 percent. Ohio did not meet this goal.
- Ohio had 71.7 percent of agencies report mobilization efforts in FFY2017. The goal was 85 percent. Ohio did not meet this goal.

The OTSO administered the State and Community Highway Safety Grant Program and other state and federal funded highway safety programs; planned for the coordinated highway safety activities listed in this document; and used strategic resources effectively to reduce traffic related fatalities and injuries. Ohio did not meet the 6 day review goal due to staffing issues. Ohio is in the process of hiring staff. Being fully staffed and with the new GRANTS Plus System, Ohio expects to meet or exceed this goal in FFY2018. Ohio exceeded the 45 percent local benefit goal with 46.3 percent of all funds going to local benefit. On the funds with a required 40 percent local benefit (402 and 164AL), Ohio exceeded both the required 40 percent and the goal of 45 percent with 52.8 percent of the Section 402 funds going to local benefit and 100 percent of Section 164AL funds going to local benefit. Ohio did not meet the liquidation, but has showed a significant improvement in Sections 408, 405b, 405d and 405f. Ohio continues to analyze liquidation and anticipates an increase in liquidation in FFY2018. Ohio did not met the mobilization goal. Ohio continues to encourage law enforcement to not only participate but to report.
<table>
<thead>
<tr>
<th>Federal Fund</th>
<th>Code</th>
<th>Program Descriptions</th>
<th>Federal Obligated</th>
<th>Expended</th>
<th>% Spent</th>
<th>Local Benefit</th>
<th>% Local</th>
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<tbody>
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<td>Impaired Driving Low</td>
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## Total Enforcement Activity

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<tr>
<th>Activity</th>
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<td>385,688</td>
<td>449,758</td>
<td>467,419</td>
<td>523,516</td>
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<td>Number of Traffic Stops</td>
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<td>346</td>
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<td>463</td>
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<td>OVI Arrests 21 and Over</td>
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<td>Felony Arrests</td>
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<td>Vehicles through Checkpoint</td>
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Activity includes Construction Zone Activity.
Grant Funded Enforcement Activity by Blitz/Mobilization

**OVI Arrests Under 21**

<table>
<thead>
<tr>
<th>Event</th>
<th>Arrests</th>
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<tbody>
<tr>
<td>Homecoming</td>
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<tr>
<td>Halloween</td>
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<tr>
<td>Thanksgiving</td>
<td>39</td>
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<tr>
<td>Christmas/New Year's</td>
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</tr>
<tr>
<td>Super Bowl</td>
<td>6</td>
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<tr>
<td>St. Patrick's Day</td>
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<tr>
<td>Prom</td>
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<td>CIOT</td>
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<tr>
<td>4th of July</td>
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<td>DSOGPO</td>
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**OVI Arrests 21 and Over**

<table>
<thead>
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<tr>
<td>Christmas/New Year's</td>
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<tr>
<td>Super Bowl</td>
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<td>Prom</td>
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Distracted Driving

<table>
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<tr>
<td>Christmas/New Year's</td>
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<tr>
<td>Super Bowl</td>
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<td>St. Patrick's Day</td>
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<tr>
<td>Prom</td>
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<tr>
<td>CIOT</td>
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DUS

<table>
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