Contents

Mission Statement .................................................................................................................................................. 2

Overview ............................................................................................................................................................. 2

  402 Program ..................................................................................................................................................... 2

  Highway Safety Office Program ...................................................................................................................... 2

  Accomplishments ........................................................................................................................................... 3

Annual Report Planning Process .......................................................................................................................... 4

Evidence-Based Traffic Enforcement Plan ........................................................................................................ 4

FFY2019 Performance Targets .......................................................................................................................... 8

Crash Data .......................................................................................................................................................... 10

Communications (Media) .................................................................................................................................. 19

Community Traffic Safety Program ................................................................................................................... 28

Distracted Driving ............................................................................................................................................... 31

Driver Education and Behavior .......................................................................................................................... 33

Impaired Driving (Alcohol) .................................................................................................................................. 36

Impaired Driving (Drug and Alcohol) .................................................................................................................. 42

Impaired Driving (Drug) .................................................................................................................................... 45

Motorcycle Safety ............................................................................................................................................... 50

Non-Motorized (Pedestrians) .............................................................................................................................. 52

Occupant Protection (Adult and Child Passenger Safety) .................................................................................. 53

Occupant Protection (Child Passenger Safety) .................................................................................................. 54

Planning & Administration .................................................................................................................................. 56

Police Traffic Services ......................................................................................................................................... 60

Roadway Safety / Traffic Engineering ............................................................................................................... 68

Speed Management ........................................................................................................................................... 69

Teen Traffic Safety Program ................................................................................................................................ 71

Traffic Records ................................................................................................................................................... 73

Appendix A .......................................................................................................................................................... 78

  FFY2019 Financial Summary Table .................................................................................................................. 78

  FFY2019 Financial Summary Chart .................................................................................................................. 79

Appendix B .......................................................................................................................................................... 80

  Goal Status updates .......................................................................................................................................... 80

Appendix C .......................................................................................................................................................... 84

  FFY2019 Summary Enforcement by Project ..................................................................................................... 84

  Total Enforcement Activity ............................................................................................................................... 85
**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.

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**Overview**

**402 Program**

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

**Highway Safety Office Program**

Housed under the Ohio Department of Public Safety (ODPS) with oversight provided by The Ohio State Highway Patrol (OSHP), the Ohio Traffic Safety Office (OTSO) administers the Section 402 State and Community grants, Section 405 National Priority Safety Program grants, related National Highway Traffic Safety Administration (NHTSA) awards and initiatives and contracts for traffic safety activities. The staff consists of the Traffic Safety Commander, Traffic Safety Program Administrator, Grants Administrator, Regional Programs Manager / Law Enforcement Liaison (LEL) Coordinator, Special Projects Coordinator, Program Administrator, Administrative Professional 3, three Planners, Grant Coordinator 2, and an Administrative Professional 2. The programmatic staff oversees a geographical region of the state, rather than focusing solely on grant program area(s). The state is divided into OSHP districts. Planners and LELs are assigned grants based on the highway patrol districts so that each district will have the same planner and LEL. The Planner is responsible for overseeing the programmatic activity on each grant. The Regional Programs Manager/LEL Coordinator oversees the planners and coordinates the five LELs. The Program Administrator assists with the web-based grants management system, the Grant Solicitation Package, Highway Safety Plan (HSP) and Annual Evaluation Report (AER). The Administrative Professional 2 and Grants Coordinator 2 are responsible for the fiscal activity on each grant. The Grants Administrator oversees the Program Administrator, Administrative Professional 2 and Grants Coordinator 2, manages the web-based grants management system, coordinates the Grant Solicitation Package, the Highway Safety Plan (HSP) and the Annual Evaluation Report (AER). The Administrative Professional 3 and Special Projects Coordinator assist with the national campaigns, planning assessments, and other projects as needed throughout the year. The Traffic Safety Program Administrator oversees all staff mentioned above and is responsible for all activities of the office. The Traffic Safety Commander oversees the OTSO.

Ohio uses a regional approach. The state is divided into patrol districts and a planner is assigned to manage most agreements within each District. The regional strategy reinforces national goals by focusing programmatic staff on lowering fatal crashes within their assigned region. It also encourages staff to build relationships with a broader array of traffic safety advocates who have
interest in a geographic area of the state and allows staff to identify potential partners who are not involved in the planning and implementation of traffic safety initiatives. A regional strategy reduces the number of planning staff assigned to a sub-recipient agency, which allows for consistency within regions and across the state. In addition, it broadens each staff member’s knowledge of all program areas.

The FFY2019 competitive grant process solicited grant proposals for highway safety activities from state agencies, non-profit organizations, colleges, universities, hospitals, political subdivisions and other interested groups within Ohio counties and jurisdictions (based upon the number of fatal crashes). OTSO used a targeted approach to ensure a statewide effort that satisfied state highway safety goals and that a minimum of 40 percent of federal funds were allocated to local jurisdictions.

This Annual Evaluation Report summarizes activities that occurred between October 1, 2018 and September 30, 2019. Activities listed in this report that can be directly tied to a specific county reached 94.02 percent of Ohio’s population (approximately 10.8 million people). Grants with the OSHP and our Paid Media contract potentially reached the entire state, for 100 percent reach.

**Accomplishments**

The Ohio Drug Recognition Expert (DRE) Program held two DRE Schools and trained 27 new DRE’s. At the end of FFY2019 Ohio had 215 DRE’s from 92 different agencies. Ohio also trained over 600 officers in ARIDE.

Safe Communities programs reported almost 1,300 events/activities that directly reached over 3 million people. In FFY2019, Safe Community activities received 234,311,616 gross impressions using print, radio, television, web, Facebook, Twitter, Instagram, and other mediums.

Ohio’s baseline seat belt use rate for 2019 was 80.50 percent with a standard error of 0.93. In June, 27,662 drivers and passengers were observed, and the seat belt use rate increased to 85.9 percent, with a standard error of 1.0. This represented an increase of approximately 2.5 percent. The official seat belt observation rate for FFY2019 of 85.9 is the highest rate achieved in Ohio.

In FFY2019, Ohio developed partnerships with the Ohio State University, FCCLA, and Children’s Hospital of Philadelphia. Ohio began working on four new projects with an emphasis on youthful drivers. These projects will be implemented in FFY2020.
Ohio conducted an in-depth analysis of traffic crash data to identify and prioritize the state’s traffic safety problems and to target fatal crash locations for programming. This analysis was used to develop Ohio’s Evidence-Based Traffic Enforcement Plan. Once the problems and locations were determined, *The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Eighth Edition, 2015* was reviewed to determine the most effective evidence-based programming to address Ohio’s problems.

### Evidence-Based Traffic Enforcement Plan

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

For FFY2019, an in-depth analysis of traffic crash data was conducted to not only identify and prioritize the state’s traffic safety problems, but to target fatal crash locations for traffic safety programming. The traffic crash data used for this analysis was from Fatality Analysis Reporting System (FARS) calendar years 2013, 2014, 2015, 2016 and 2017 and the Ohio Department of Public Safety (ODPS) Ohio Crash Facts calendar years 2013, 2014, 2015, 2016 and 2017.

#### Safe Communities

Deployment of resources based upon that analysis:

- Maximum amounts for each county were set based on the average number of fatal crashes for 2015, 2016 and 2017. New programs had to have a minimum of a three-year average of 6.27 fatal crashes to be eligible for funding.
- Based on a county’s three-year fatal crash average, a grant proposal must specify strategies in specific safety program areas for FFY2019.
o Programs with a three-year fatal crash average between 0.00 and 10.49 may conduct strategies focusing on a maximum of three specific traffic safety areas.

o Programs with a three-year fatal crash average between 10.50 and 20.98 may conduct strategies focusing on a maximum of four specific traffic safety areas.

o Programs with a three-year fatal crash average of 20.99 and higher may conduct strategies focusing on a maximum of five specific traffic safety areas.

o These three specific traffic safety program areas must be addressed:
  ▪ Impaired Driving/Alcohol-related fatal crashes
  ▪ Seat Belt Usage/"Click It or Ticket" initiatives
  ▪ Motorcycle Awareness
  ▪ If additional program area(s) are submitted in the proposal for consideration, the program area(s) must be justified by local fatal crash problem identification.

See Project Number SA-2019-00-00-1 under Community Traffic Safety Program on page 28 for project results.

**OVI Task Force**
Deployment of resources based upon that analysis:

- To qualify for FFY2019 OVI Task Force grant funding, an OVI Task Force agency must be in the top alcohol-related fatal crash counties. The top alcohol-related fatal crash counties must have an average of at least 6.0 alcohol-related motor vehicle related fatal crashes during 2015, 2016 and 2017 (total of eighteen or more alcohol-related fatal crashes during these three years).
  
  o When an existing OVI Task Force no longer meets the above requirements, they will be eligible for one more year at the existing funding level. The following year will be at 75 percent of that funding level and the following year at 50 percent.

- Each task force must:
  
  o Enlist a diverse task force membership
  o Conduct, at a minimum, sixteen sobriety checkpoints in areas and time prioritized by the problem ID process - two are required during Drive Sober or Get Pulled Over (DSOGPO)
  o Alcohol-related overtime enforcement activity must be conducted in the areas and time periods of alcohol-related problems identified through a site selection process.
  o A minimum of three press conference events (one during DSOGPO)

See Project Number M6OT-2019-00-00-06 under Impaired Driving (Drug and Alcohol) on page 42 for project results.

**Impaired Driving Enforcement Program (IDEP)/ Selective Traffic Enforcement Program (STEP)**
Deployment of resources based upon that analysis:

- Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2015, 2016 and 2017.
• Each agency must conduct impaired driving enforcement activity to impact their fatal crashes.
• Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar.
• In addition to the required Blitzes and National Campaign listed below, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding.

See Project Number 164AL-2019-00-00-1 under Impaired Driving (Alcohol) on page 36 and Project Number PT-2019-00-00-04 under Police Traffic Services on page 63 for project results.

**National Mobilizations**
Ohio will continue to implement and expand the national impaired driving mobilization efforts in FFY2019. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility law enforcement and evaluation.

OTSO will work to increase the level of law enforcement participation, partner reporting levels and expand its partnership network during both the Click It or Ticket and the Drive Sober or Get Pulled Over national mobilizations.

**Paid Media**
Paid media is a big component of Ohio’s communication and outreach strategies to:
• Inform the public of the dangers of impaired driving
• Encourage the public to buckle up
• Encourage motorcyclists to ride “SMART” (Sober, Motorcycle endorsed, Alert, with the Right gear, and properly Trained)
• Encourage motorists to share the road: “Watch Out for Motorcycles”

For paid media see Project Numbers M6OT-2019-00-00-02 on page 20 and M2X-2019-00-00-02 on page 23. Project Numbers NF-2019-00-00-02 and NF-2019-00-00-03 under Police Traffic Services on pages 61 and 62 for project results.

**Continuous follow-up and Adjustment of the enforcement plan:**
During the grant year, all sub-recipients are required to attend District meetings. At each meeting, sub-recipients re-cap previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and current data shared at these meetings to ensure all activities are highly visible and are based on problem identification. Strategies are adjusted as needed throughout the year based on current data.

In addition to coordination within each district, activity has been coordinated between districts as well. OSHP staff has been encouraged to reach into other districts to coordinate enforcement activity on routes that cross multiple districts.

Task Force sub-recipients plan the checkpoints and saturations patrols, IDEP and STEP sub-recipients plan their overtime enforcement for either impaired driving enforcement or
speed/belts/aggressive, the OSHP plans their checkpoint, saturation, or speed/belt/aggressive overtime and Safe Communities can coordinate the educational/outreach or “softer side” approach. All of this planning is based on current trends that are happening in the district.
## MINIMUM OUTCOME MEASURES

<table>
<thead>
<tr>
<th>Measure Description</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Fatalities (FARS)</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>M-1</strong></td>
<td>Annual</td>
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<tr>
<td></td>
<td>Total</td>
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<td>1,006</td>
<td>1,110</td>
<td>1,132</td>
<td>1,179</td>
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<tr>
<td></td>
<td>5-Year Moving Average</td>
<td>1,046</td>
<td>1,043</td>
<td>1,049</td>
<td>1,072</td>
<td>1,083</td>
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<td>Reduce total fatalities by 1.00 percent per year from the 2013 – 2017 average of 1,083 to 1,062 by 2019.</td>
<td></td>
<td></td>
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<td>Serious Injuries in Traffic Crashes (State Crash Data)</td>
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<td><strong>M-2</strong></td>
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<tr>
<td></td>
<td>Total</td>
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<td>9,079</td>
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<td>5-Year Moving Average</td>
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<td>9,529</td>
<td>9,307</td>
<td>9,216</td>
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<td>Reduce serious traffic injuries by 1.00 percent per year from the 2013 – 2017 average of 9,013 to 8,834 by 2019.</td>
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<tr>
<td>Fatalities/VMT (FARS/FHWA)</td>
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<tr>
<td><strong>M-3a</strong></td>
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<td>Total</td>
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<td>0.94</td>
<td>0.93</td>
<td>0.93</td>
<td>0.94</td>
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<td>Reduce fatalities/VMT rate by 1.00 percent per year from the 2013 – 2017 average of 0.93 to 0.91 by 2019.</td>
<td></td>
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<tr>
<td>Rural Fatalities/VMT (FARS/FHWA)</td>
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</tr>
<tr>
<td><strong>M-3b</strong></td>
<td>Annual</td>
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</tr>
<tr>
<td></td>
<td>Total</td>
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<td>1.49</td>
<td>1.46</td>
<td>1.46</td>
<td>1.56</td>
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<td></td>
<td>5-Year Moving Average</td>
<td>1.78</td>
<td>1.72</td>
<td>1.62</td>
<td>1.54</td>
<td>1.50</td>
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<td>Reduce rural fatalities/VMT rate by 4.41 percent per year from the 2013 – 2017 average of 1.45 to 1.35 by 2019.</td>
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<tr>
<td>Urban Fatalities/VMT (FARS/FHWA)</td>
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<td></td>
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<tr>
<td><strong>M-3c</strong></td>
<td>Annual</td>
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<tr>
<td></td>
<td>Total</td>
<td>0.59</td>
<td>0.64</td>
<td>0.76</td>
<td>0.73</td>
<td>0.74</td>
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<tr>
<td></td>
<td>5-Year Moving Average</td>
<td>0.53</td>
<td>0.56</td>
<td>0.62</td>
<td>0.67</td>
<td>0.69</td>
</tr>
<tr>
<td>Reduce urban fatalities/VMT rate by 1.25 percent per year from the 2013 – 2017 average of 0.67 to 0.65 by 2019.</td>
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<td></td>
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<tr>
<td>Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>M-4</strong></td>
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<tr>
<td></td>
<td>Total</td>
<td>352</td>
<td>374</td>
<td>385</td>
<td>352</td>
<td>376</td>
</tr>
<tr>
<td></td>
<td>5-Year Moving Average</td>
<td>386</td>
<td>381</td>
<td>377</td>
<td>376</td>
<td>368</td>
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<tr>
<td>Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 2.71 percent per year from the 2013 – 2017 average of 358 to 339 by 2019.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Alcohol-Impaired Driving Fatalities (FARS)</td>
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<tr>
<td><strong>M-5</strong></td>
<td>Annual</td>
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<tr>
<td></td>
<td>Total</td>
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<td>302</td>
<td>309</td>
<td>331</td>
<td>329</td>
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<tr>
<td></td>
<td>5-Year Moving Average</td>
<td>325</td>
<td>320</td>
<td>315</td>
<td>319</td>
<td>307</td>
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<tr>
<td>Reduce alcohol impaired driving fatalities (.08 and above) by 2.14 percent per year from the 2013 – 2017 average of 298 to 265 by 2019.</td>
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<td></td>
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<td></td>
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<tr>
<td>Speeding-Related Fatalities (FARS)</td>
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<tr>
<td><strong>M-6</strong></td>
<td>Annual</td>
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<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Total</td>
<td>273</td>
<td>274</td>
<td>207</td>
<td>257</td>
<td>252</td>
</tr>
<tr>
<td></td>
<td>5-Year Moving Average</td>
<td>307</td>
<td>304</td>
<td>281</td>
<td>273</td>
<td>253</td>
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<tr>
<td>Reduce speeding-related fatalities by 2.78 percent per year from the 2013 – 2017 average of 250 to 236 by 2019.</td>
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<td></td>
<td></td>
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<td></td>
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<tr>
<td>Motorcyclist Fatalities (FARS)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>M-7</strong></td>
<td>Annual</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>132</td>
<td>136</td>
<td>168</td>
<td>199</td>
<td>157</td>
</tr>
<tr>
<td></td>
<td>5-Year Moving Average</td>
<td>159</td>
<td>153</td>
<td>153</td>
<td>159</td>
<td>158</td>
</tr>
<tr>
<td>Reduce motorcyclist fatalities by 1.25 percent per year from the 2013 – 2017 average of 157 to 153 by 2019.</td>
<td></td>
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</tr>
</tbody>
</table>
## Minimum Outcome Measures

<table>
<thead>
<tr>
<th>Measure Description</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>M-8 Un-helmeted Motorcyclist Fatalities (FARS)</td>
<td>Annual</td>
<td>87</td>
<td>91</td>
<td>112</td>
<td>145</td>
<td>109</td>
</tr>
<tr>
<td>5-Year Moving Average</td>
<td>117</td>
<td>109</td>
<td>107</td>
<td>112</td>
<td>109</td>
<td>110</td>
</tr>
<tr>
<td>M-9 Drivers Age 20 or Younger involved in Fatal Crashes (FARS)</td>
<td>Annual</td>
<td>123</td>
<td>138</td>
<td>153</td>
<td>156</td>
<td>151</td>
</tr>
<tr>
<td>5-Year Moving Average</td>
<td>153</td>
<td>146</td>
<td>145</td>
<td>144</td>
<td>144</td>
<td>145</td>
</tr>
<tr>
<td>M-10 Pedestrian Fatalities (FARS)</td>
<td>Annual</td>
<td>85</td>
<td>87</td>
<td>116</td>
<td>134</td>
<td>142</td>
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<tr>
<td>5-Year Moving Average</td>
<td>96</td>
<td>96</td>
<td>101</td>
<td>107</td>
<td>113</td>
<td>121</td>
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<tr>
<td>M-11 Bicycle Fatalities (FARS)</td>
<td>Annual</td>
<td>19</td>
<td>11</td>
<td>25</td>
<td>18</td>
<td>19</td>
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<tr>
<td>5-Year Moving Average</td>
<td>17</td>
<td>15</td>
<td>18</td>
<td>18</td>
<td>18</td>
<td>19</td>
</tr>
</tbody>
</table>

Reduce un-helmeted motorcyclist fatalities by 1.27 percent per year from the 2013 – 2017 average of 107 to 104 by 2019.

Reduce drivers age 20 or younger involved in fatal crashes by 3.96 percent per year from the 2013 – 2017 average of 136 to 125 by 2019.

Reduce pedestrian fatalities by 1.25 percent per year from the 2013 – 2017 average of 115 to 112 by 2019.

Reduce bicycle fatalities by 1.25 percent per year from the 2013 – 2017 average of 18 to 17 by 2019.

## Minimum Behavior Measures

<table>
<thead>
<tr>
<th>Measure Description</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
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<tbody>
<tr>
<td>B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)</td>
<td>85.0</td>
<td>83.9</td>
<td>83.8</td>
<td>82.8</td>
<td>84.9</td>
<td>85.9</td>
</tr>
</tbody>
</table>

Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.35 percent per year from 82.8 percent in 2017 to 83.4 in 2019.

## Activity Performance Measures

<table>
<thead>
<tr>
<th>Measure Description</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-1 Number of seat belt citations (Ohio GRANTS)</td>
<td>43,663</td>
<td>54,430</td>
<td>56,950</td>
<td>53,383</td>
<td>38,559</td>
</tr>
<tr>
<td>A-2 Number of impaired driving arrests (Ohio GRANTS)</td>
<td>8,315</td>
<td>9,342</td>
<td>7,908</td>
<td>8,596</td>
<td>7,081</td>
</tr>
<tr>
<td>A-3 Number of speeding citations issued (Ohio GRANTS)</td>
<td>154,880</td>
<td>153,633</td>
<td>142,486</td>
<td>141,842</td>
<td>128,343</td>
</tr>
</tbody>
</table>

## Ohio Vehicle Miles of Travel

<table>
<thead>
<tr>
<th>Year</th>
<th>Miles (Ohio Department of Transportation)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>112,751,463,800</td>
</tr>
<tr>
<td>2015</td>
<td>117,828,869,300</td>
</tr>
<tr>
<td>2016</td>
<td>118,505,816,550</td>
</tr>
<tr>
<td>2017</td>
<td>119,266,845,200</td>
</tr>
<tr>
<td>2018</td>
<td>112,860,387,100</td>
</tr>
</tbody>
</table>

See Appendix B for goal status updates.
### Crash Data

#### Traffic Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>Yearly Fatality Count</th>
<th>5 Year Moving Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>1,006</td>
<td>1,043</td>
</tr>
<tr>
<td>2015</td>
<td>1,110</td>
<td>1,049</td>
</tr>
<tr>
<td>2016</td>
<td>1,132</td>
<td>1,072</td>
</tr>
<tr>
<td>2017</td>
<td>1,179</td>
<td>1,083</td>
</tr>
<tr>
<td>2018</td>
<td>1,068</td>
<td>1,099</td>
</tr>
</tbody>
</table>

#### Serious Injuries

<table>
<thead>
<tr>
<th>Year</th>
<th>Yearly Fatality Count</th>
<th>5 Year Moving Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>8,785</td>
<td>9,529</td>
</tr>
<tr>
<td>2015</td>
<td>9,079</td>
<td>9,307</td>
</tr>
<tr>
<td>2016</td>
<td>9,216</td>
<td>9,216</td>
</tr>
<tr>
<td>2017</td>
<td>8,763</td>
<td>9,013</td>
</tr>
<tr>
<td>2018</td>
<td>7,627</td>
<td>8,692</td>
</tr>
</tbody>
</table>
### Fatalities/VMT

<table>
<thead>
<tr>
<th>Year</th>
<th>Yearly Fatality Count</th>
<th>5 Year Moving Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>0.89</td>
<td>0.93</td>
</tr>
<tr>
<td>2015</td>
<td>0.98</td>
<td>0.93</td>
</tr>
<tr>
<td>2016</td>
<td>0.95</td>
<td>0.94</td>
</tr>
<tr>
<td>2017</td>
<td>0.99</td>
<td>0.94</td>
</tr>
<tr>
<td>2018</td>
<td>0.95</td>
<td>0.95</td>
</tr>
</tbody>
</table>

### Rural Fatalities/VMT

<table>
<thead>
<tr>
<th>Year</th>
<th>Yearly Fatality Count</th>
<th>5 Year Moving Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>1.49</td>
<td>1.72</td>
</tr>
<tr>
<td>2015</td>
<td>1.46</td>
<td>1.62</td>
</tr>
<tr>
<td>2016</td>
<td>1.46</td>
<td>1.54</td>
</tr>
<tr>
<td>2017</td>
<td>1.56</td>
<td>1.50</td>
</tr>
<tr>
<td>2018</td>
<td>1.36</td>
<td>1.47</td>
</tr>
</tbody>
</table>
**Urban Fatalities/VMT**

<table>
<thead>
<tr>
<th>Year</th>
<th>Yearly Fatality Count</th>
<th>5 Year Moving Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>0.64</td>
<td>0.56</td>
</tr>
<tr>
<td>2015</td>
<td>0.76</td>
<td>0.62</td>
</tr>
<tr>
<td>2016</td>
<td>0.73</td>
<td>0.67</td>
</tr>
<tr>
<td>2017</td>
<td>0.74</td>
<td>0.69</td>
</tr>
<tr>
<td>2018</td>
<td>0.74</td>
<td>0.72</td>
</tr>
</tbody>
</table>

Legend:
- Blue: Yearly Fatality Count
- Red: 5 Year Moving Average

**Unrestrained Passenger Vehicle Fatalities**

<table>
<thead>
<tr>
<th>Year</th>
<th>Yearly Fatality Count</th>
<th>5 year Moving Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>374</td>
<td>381</td>
</tr>
<tr>
<td>2015</td>
<td>385</td>
<td>385</td>
</tr>
<tr>
<td>2016</td>
<td>377</td>
<td>377</td>
</tr>
<tr>
<td>2017</td>
<td>376</td>
<td>376</td>
</tr>
<tr>
<td>2018</td>
<td>368</td>
<td>364</td>
</tr>
</tbody>
</table>

Legend:
- Blue: Yearly Fatality Count
- Red: 5 year Moving Average
Fatalities Involving a Driver or Motorcycle Operator with a BAC .08 or Higher

<table>
<thead>
<tr>
<th>Year</th>
<th>Yearly Fatality Count</th>
<th>5 Year Moving Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>302</td>
<td>320</td>
</tr>
<tr>
<td>2015</td>
<td>309</td>
<td>315</td>
</tr>
<tr>
<td>2016</td>
<td>331</td>
<td>319</td>
</tr>
<tr>
<td>2017</td>
<td>329</td>
<td>307</td>
</tr>
<tr>
<td>2018</td>
<td>294</td>
<td>313</td>
</tr>
</tbody>
</table>

Speeding-Related Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>Yearly Fatality Count</th>
<th>5 Year Moving Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>274</td>
<td>304</td>
</tr>
<tr>
<td>2015</td>
<td>207</td>
<td>281</td>
</tr>
<tr>
<td>2016</td>
<td>257</td>
<td>273</td>
</tr>
<tr>
<td>2017</td>
<td>253</td>
<td>252</td>
</tr>
<tr>
<td>2018</td>
<td>256</td>
<td>256</td>
</tr>
</tbody>
</table>
Motorcyclist Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatality Count</td>
<td>136</td>
<td>168</td>
<td>199</td>
<td>157</td>
<td>145</td>
</tr>
<tr>
<td>5 Year Moving Average</td>
<td>153</td>
<td>153</td>
<td>159</td>
<td>158</td>
<td>161</td>
</tr>
</tbody>
</table>

Un-helmeted Motorcyclist Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatality Count</td>
<td>91</td>
<td>112</td>
<td>145</td>
<td>109</td>
<td>95</td>
</tr>
<tr>
<td>5 Year Moving Average</td>
<td>109</td>
<td>107</td>
<td>112</td>
<td>109</td>
<td>110</td>
</tr>
</tbody>
</table>
Drivers Age 20 or Younger Involved in a Fatal Crash

Yearly Fatality Count

<table>
<thead>
<tr>
<th>Year</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Count</td>
<td>138</td>
<td>153</td>
<td>156</td>
<td>151</td>
<td>127</td>
</tr>
</tbody>
</table>

5 Year Moving Average

<table>
<thead>
<tr>
<th>Year</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Count</td>
<td>146</td>
<td>145</td>
<td>144</td>
<td>144</td>
<td>145</td>
</tr>
</tbody>
</table>

Pedestrian Fatalities

Yearly Fatality Count

<table>
<thead>
<tr>
<th>Year</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Count</td>
<td>87</td>
<td>116</td>
<td>134</td>
<td>142</td>
<td>127</td>
</tr>
</tbody>
</table>

5 Year Moving Average

<table>
<thead>
<tr>
<th>Year</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Count</td>
<td>96</td>
<td>101</td>
<td>107</td>
<td>113</td>
<td>121</td>
</tr>
</tbody>
</table>
Bicyclist Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>Yearly Fatality Count</th>
<th>5 Year Moving Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>11</td>
<td>15</td>
</tr>
<tr>
<td>2015</td>
<td>25</td>
<td>18</td>
</tr>
<tr>
<td>2016</td>
<td>18</td>
<td>18</td>
</tr>
<tr>
<td>2017</td>
<td>19</td>
<td>18</td>
</tr>
<tr>
<td>2018</td>
<td>22</td>
<td>19</td>
</tr>
</tbody>
</table>

Observed Seat Belt Usage

<table>
<thead>
<tr>
<th>Year</th>
<th>Observed Seat Belt Usage</th>
</tr>
</thead>
<tbody>
<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>
<tr>
<td>2018</td>
<td>84.9</td>
</tr>
<tr>
<td>2019</td>
<td>85.9</td>
</tr>
</tbody>
</table>
Ohio's earned media spanned the entire federal fiscal year with the heaviest emphasis during national mobilizations/crackdowns. Ohio used many different networks to ensure earned media was achieved statewide (e.g., law enforcement, Safe Communities, corporate partners, etc.). Messaging was consistent with the National Highway Traffic Safety Administration (NHTSA) National Communications Plan.

**Project Results:**

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

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

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

---

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

**Project Results:**

The OTSO paid media component consisted of a mix of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airings or print ads prior to FFY1999.

<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>94</td>
<td>154</td>
<td>248</td>
<td>$20,175.90</td>
</tr>
<tr>
<td>Radio</td>
<td>165</td>
<td>156</td>
<td>321</td>
<td>$16,940.59</td>
</tr>
<tr>
<td>Internet</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$35,226.48</td>
</tr>
<tr>
<td>Out of Home/Other</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$110,694.10</td>
</tr>
<tr>
<td><strong>Total Media Cost</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$183,037.07</strong></td>
</tr>
</tbody>
</table>

Awarded: 200,000.00  Expended: 183,037.07  Funding Source: 405d

**Project Number:** M6OT-2019-00-00-02

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

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Paid media was an important component of Ohio’s communication and outreach strategies to inform the public of the dangers of impaired driving. The national Drive Sober or Get Pulled Over alcohol crackdown around the Labor Day holiday combined highly visible law enforcement with both local and national media exposure. Advertising during the crackdown highlighted that law enforcement would be strictly enforcing impaired driving laws during the crackdown period. Law enforcement agencies across the state were encouraged to participate in the 2019 crackdown.

The goal of the paid media plan for the 2019 alcohol crackdown was to decrease the number of impaired drivers and alcohol related fatalities. The media objective is to increase awareness of highly visible enforcement with both local and national media exposure.

**Project Results:**

The OTSO paid media component consisted of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 10,333,310.
<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>70</td>
<td>84</td>
<td>154</td>
<td>$22,014.44</td>
</tr>
<tr>
<td>Radio</td>
<td>120</td>
<td>95</td>
<td>215</td>
<td>$11,766.71</td>
</tr>
<tr>
<td>Internet</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$27,078.62</td>
</tr>
<tr>
<td>Out of Home/Other</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$198,900.93</td>
</tr>
</tbody>
</table>

**Total Media Cost** $259,760.70

**Awarded:** 300,000.00  **Expended:** 259,760.70  **Funding Source:** 405d

**Project Number:** M6OT-2019-00-00-03  
**Project Title:** Sustained Impaired Driving Paid Media Plan  
**Funded Agency:** Ohio Traffic Safety Office  
**Project Description:**

Paid media was an important component of Ohio's communication and outreach strategies to inform the public of the dangers of impaired driving. In FFY2019, Ohio continued to model the NHTSA National Communications Plan to bridge the media gaps around the national alcohol crackdowns with an appropriate mix of media, enforcement and social-norming initiatives to extend highway safety messages.

The goal was to sustain impaired driving messaging throughout the year with the highest concentration of paid media conducted during the Drive Sober or Get Pulled Over Crackdown and the December/January crackdown. Between these times, using secondary messages like *Fans Don’t Let Fans Drive Drunk* and *Buzzed Driving is Drunk Driving* provided an opportunity to extend the core safety messages.

**Project Results:**

An emphasis was placed on working with media partners who 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 OTSO paid media component consisted of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 46,031,388.
### Sustained Drugged Driving Paid Media Plan

**Project Number:** M6OT-2019-00-00-11  
**Funded Agency:** Ohio Traffic Safety Office  
**Project Description:**
Paid media was planned to be an important component of Ohio’s communication and outreach strategies to inform the public of the dangers of drugged driving.

**Project Results:**
The funding set aside for specific drug impaired driving paid media was not utilized in FFY2019.

### Holiday Click It or Ticket Paid Media

**Project Number:** M2X-2019-00-00-01  
**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 of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airings or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 7,440,347.
### Media Costs

<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>80</td>
<td>44</td>
<td>124</td>
<td>$91,752.40</td>
</tr>
<tr>
<td>Radio</td>
<td>23</td>
<td>20</td>
<td>43</td>
<td>$8,667.45</td>
</tr>
<tr>
<td>Internet</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$28,926.37</td>
</tr>
<tr>
<td>Out of Home/Other</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$68,667.01</td>
</tr>
<tr>
<td><strong>Total Media Cost</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$198,013.23</strong></td>
</tr>
</tbody>
</table>

**Awarded:** 200,000.00  **Expended:** 198,013.23  **Funding Source:** 405b

---

### Project Details

**Project Number:** M2X-2019-00-00-02  
**Project Title:** Click It or Ticket Paid Media  
**Funded Agency:** Ohio Traffic Safety Office  
**Project Description:**

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

Media tactics 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 of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for seat belts. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 17,627,705.

<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>165</td>
<td>269</td>
<td>434</td>
<td>$47,723.50</td>
</tr>
<tr>
<td>Radio</td>
<td>2,226</td>
<td>1,745</td>
<td>3,971</td>
<td>$122,059.75</td>
</tr>
<tr>
<td>Internet</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$93,653.89</td>
</tr>
<tr>
<td>Out of Home/Other</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$180,963.79</td>
</tr>
<tr>
<td><strong>Total Media Cost</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$444,400.93</strong></td>
</tr>
</tbody>
</table>

**Awarded:** 500,000.00  **Expended:** 444,400.93  **Funding Source:** 405b
Project Number: M2X-2019-00-00-03
Project Title: Sustained Belt Paid Media Plan
Funded Agency: Ohio Traffic Safety Office

Project Description:
In FFY2019, Ohio continued to model the national communications media plan to bridge the media gaps around the national seat belt mobilization with an appropriate mix of media, enforcement and social-norming initiatives to extend highway safety messages.

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

Project Results:
An emphasis was placed on working with media partners who 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.

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, over two million high school ticket backs were printed 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 were 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 was placed on the outside of the shelter for passing traffic to see.

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

The OTSO paid media component consisted of radio buys and out of home placement combined with earned media. The following is a summary of information from the paid media plan for seat belts. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 25,457,622.

<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>Radio</td>
<td>39</td>
<td>39</td>
<td>78</td>
<td>$ 19,132.29</td>
</tr>
<tr>
<td>Out of Home/Other</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$ 470,036.22</td>
</tr>
<tr>
<td><strong>Total Media Cost</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$ 489,168.51</strong></td>
</tr>
</tbody>
</table>

Awarded: 500,000.00  Expended: 489,168.51  Funding Source: 405b

Project Number:  PM-2019-00-00-01  
Project Title:  Motorcycle Safety Paid Media  
Funded Agency:  Ohio Traffic Safety Office  

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

Project Results:
The OTSO’s paid media components consisted primarily of radio buys, print, and internet combined with earned media. The following is a summary of information from the paid media plan for motorcycle safety. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 15,186,346.

<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>Radio</td>
<td>105</td>
<td>102</td>
<td>207</td>
<td>$ 43,932.47</td>
</tr>
<tr>
<td>Internet</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$ 25,055.19</td>
</tr>
<tr>
<td>Print</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$ 13,802.00</td>
</tr>
<tr>
<td><strong>Total Media Cost</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$ 82,789.66</strong></td>
</tr>
</tbody>
</table>

Awarded: 100,000.00  Expended: 82,789.66  Funding Source: 402 PM
Project Number: M9MA-2019-00-00-01
Project Title: Motorcycle Awareness Paid Media
Funded Agency: Ohio Traffic Safety Office

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

Project Results:
The OTSO’s paid media components consisted of internet and out of home combined with earned media. The following is a summary of information from the paid media plan for motorcycle safety. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 2,010,000.

<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>Internet/Other</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$10,925.98</td>
</tr>
<tr>
<td>Out of Home</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$60,770.00</td>
</tr>
</tbody>
</table>

Total Media Cost: $71,695.98

Awarded: $100,000.00  Expended: $71,695.98  Funding Source: 405f

Project Number: PM-2019-00-00-02
Project Title: Sustained Distracted Driving Paid Media
Funded Agency: Ohio Traffic Safety Office

Project Description:
A limited amount of paid media was used on distracted driving. An emphasis was placed on working with media partners who 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.

Project Results:
Last year, over two million high school ticket backs were printed with the “Stay Alive! Don’t TXT & Drive” message during the school year to direct target this audience. In addition, 25 rural school bus shelter locations statewide were printed with the Stay Alive! Don’t TXT & Drive message.
These bus shelters were located along rural routes. The message was placed on the outside of the shelter for passing traffic to see.

The OTSO’s paid media components consisted of outdoor and internet 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 9,369,849.

<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>Internet</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$ 38,448.15</td>
</tr>
<tr>
<td>Out of Home</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>$ 56,650.00</td>
</tr>
</tbody>
</table>

**Total Media Cost** $ 95,098.15

**Awarded:** 100,000.00  **Expended:** 95,098.15  **Funding Source:** 402 PM

**Project Number:** PM-2019-00-00-03  
**Project Title:** Speed Paid Media  
**Funded Agency:** Ohio Traffic Safety Office  
**Project Description:**
A limited amount of paid media was planned to be used on speed.

**Project Results:**
Speed paid media was not utilized in FFY2019. Ohio will work with the media buyer in FFY2020 to place speed paid media.

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

**Communications (Media) Summary**

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

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

Project Number: SA-2019-00-00-01
Project Title: Safe Communities
Funded Agencies: See chart below under Project Results
Project Description:

For FFY2019, 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 2015, 2016 and 2017. New programs had to have a minimum of a 3 year average of 6.27 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>Adams County Economic Development Office</td>
<td>Adams</td>
<td>28,550</td>
<td>24,221.60</td>
<td>13,741.92</td>
</tr>
<tr>
<td>Adena Health Systems</td>
<td>Ross</td>
<td>78,064</td>
<td>14,074.32</td>
<td>8,642.68</td>
</tr>
<tr>
<td>Anazao Community Partners</td>
<td>Holmes</td>
<td>42,366</td>
<td>25,000.00</td>
<td>18,177.11</td>
</tr>
<tr>
<td>Anazao Community Partners</td>
<td>Wayne</td>
<td>114,520</td>
<td>42,000.00</td>
<td>29,004.47</td>
</tr>
<tr>
<td>Atrium Medical Center</td>
<td>Warren</td>
<td>212,693</td>
<td>42,000.00</td>
<td>30,498.66</td>
</tr>
<tr>
<td>Bethesda North Hospital</td>
<td>Hamilton</td>
<td>802,374</td>
<td>95,000.00</td>
<td>70,047.30</td>
</tr>
<tr>
<td>Bowling Green State University</td>
<td>Wood</td>
<td>125,488</td>
<td>50,000.00</td>
<td>42,958.68</td>
</tr>
<tr>
<td>Carroll County General Health District</td>
<td>Carroll</td>
<td>28,836</td>
<td>25,000.00</td>
<td>24,349.06</td>
</tr>
<tr>
<td>Clark County Combined Health</td>
<td>Clark</td>
<td>138,333</td>
<td>50,000.02</td>
<td>42,014.23</td>
</tr>
<tr>
<td>Columbus Health Department</td>
<td>Franklin</td>
<td>1,163,414</td>
<td>125,000.00</td>
<td>119,516.57</td>
</tr>
<tr>
<td>Defiance Co. General Health District</td>
<td>Defiance*</td>
<td>39,037</td>
<td>35,000.00</td>
<td>26,375.88</td>
</tr>
<tr>
<td>Delaware General Health District</td>
<td>Delaware</td>
<td>174,214</td>
<td>42,000.00</td>
<td>41,746.79</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>72,254.76</td>
</tr>
<tr>
<td>Erie County Health Department</td>
<td>Erie</td>
<td>77,079</td>
<td>35,000.00</td>
<td>26,579.06</td>
</tr>
<tr>
<td>Fairfield County Family, Adult and Children</td>
<td>Fairfield*</td>
<td>146,156</td>
<td>42,000.00</td>
<td>38,676.24</td>
</tr>
<tr>
<td>Family Recovery Center</td>
<td>Columbiana</td>
<td>107,841</td>
<td>35,000.00</td>
<td>8,217.93</td>
</tr>
<tr>
<td>Fowler Township Police Department</td>
<td>Trumbull</td>
<td>210,312</td>
<td>42,000.00</td>
<td>41,993.69</td>
</tr>
<tr>
<td>Fulton County Health Department</td>
<td>Fulton</td>
<td>42,698</td>
<td>35,000.00</td>
<td>24,266.10</td>
</tr>
<tr>
<td>Greene County Combined Health District</td>
<td>Greene</td>
<td>161,573</td>
<td>41,996.99</td>
<td>33,943.37</td>
</tr>
<tr>
<td>Henry County Health Department</td>
<td>Henry*</td>
<td>28,215</td>
<td>34,633.85</td>
<td>33,888.04</td>
</tr>
<tr>
<td>Huron County Public Health</td>
<td>Huron*</td>
<td>59,626</td>
<td>35,000.00</td>
<td>31,069.17</td>
</tr>
<tr>
<td>Jackson County Health Department</td>
<td>Jackson*</td>
<td>33,225</td>
<td>35,000.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Knox County Health Department</td>
<td>Knox</td>
<td>60,921</td>
<td>35,000.00</td>
<td>23,045.38</td>
</tr>
<tr>
<td>Lake County General Health</td>
<td>Lake</td>
<td>230,041</td>
<td>42,000.00</td>
<td>35,575.91</td>
</tr>
<tr>
<td>Lake County General Health</td>
<td>Geauga*</td>
<td>93,389</td>
<td>42,000.00</td>
<td>30,427.83</td>
</tr>
<tr>
<td>Licking County Health Department</td>
<td>Licking</td>
<td>166,492</td>
<td>50,000.00</td>
<td>49,988.39</td>
</tr>
<tr>
<td>Lima-Allen County Regional Planning Comm.</td>
<td>Allen</td>
<td>106,331</td>
<td>35,000.00</td>
<td>30,177.39</td>
</tr>
<tr>
<td>Lorain County General Health District</td>
<td>Lorain</td>
<td>301,356</td>
<td>85,000.00</td>
<td>70,271.07</td>
</tr>
<tr>
<td>Madison County London City Health District</td>
<td>Madison</td>
<td>43,435</td>
<td>30,789.20</td>
<td>13,444.80</td>
</tr>
<tr>
<td>Medina County Health Department</td>
<td>Medina</td>
<td>172,332</td>
<td>42,000.00</td>
<td>41,984.99</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.
Coordinators reported 1,293 events, including 89 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 3.1 million people in person. These events also 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>28,559,405</td>
</tr>
<tr>
<td>Radio</td>
<td>11,387,248</td>
</tr>
<tr>
<td>Television</td>
<td>14,928,894</td>
</tr>
<tr>
<td>Web</td>
<td>18,557,902</td>
</tr>
<tr>
<td>Facebook</td>
<td>41,446,006</td>
</tr>
<tr>
<td>Twitter</td>
<td>111,207</td>
</tr>
<tr>
<td>Instagram</td>
<td>55,424</td>
</tr>
<tr>
<td>Other</td>
<td>819,905</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.

The table below lists the number of items distributed by message. Examples of materials distributed include posters, flyers, highly visible magnetic car signs, bags, table tents, factsheets, signs, table posters, napkins, coasters, bookmarks, yard signs, pamphlets, bracelets, keychains, kickstand plates, literature, etc. This is not an inclusive list. Not all items distributed were paid for with grant funds; many were donations from the communities.
In FFY2019, Ohio funded 51 countywide Safe Communities programs which involved more than 1,300 communities. These counties reached 85.86 percent of Ohio’s population (approximately 9.9 million people) through earned media and education. Over 70 percent of Ohio’s fatal crashes between 2015 and 2019 were in these counties.

<table>
<thead>
<tr>
<th>Message</th>
<th>Number Distributed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Click It or Ticket</td>
<td>125,684</td>
</tr>
<tr>
<td>Drive Sober or Get Pulled Over</td>
<td>154,905</td>
</tr>
<tr>
<td>Don’t TXT &amp; Drive</td>
<td>100,908</td>
</tr>
<tr>
<td>Watch Out for Motorcycles</td>
<td>97,279</td>
</tr>
<tr>
<td>Other Traffic Safety Related Messaging (Ride SMART, Buckle Up in Your Truck, Distracted Driving, Buzzed Driving, pedestrian, etc.)</td>
<td>112,328</td>
</tr>
</tbody>
</table>

**Community Traffic Safety Program Summary**

Ohio’s 51 Safe Community programs received 104,478,743 gross impressions during almost 1,300 events and 129,832,873 gross impressions outside of events. This is a total of 234,311,616 gross impression in FFY2019. These gross impressions covered a variety of traffic safety topics including, but not limited to: impaired driving, seat belt usage, distracted driving, motorcyclist safety, motorcycle awareness, youthful driver, speed, pedestrian safety, etc.

**Distracted Driving**

**Project Number:** PT-2019-00-00-01  
**Project Title:** Distracted Driving Enforcement  
**Funded Agency:** Ohio State Highway Patrol  
**Project Description:**  
There were 208 distracted driving related fatal crashes and 26,884 distracted driving related injury crashes in Ohio between 2013 and 2017. In FFY2019, the Ohio State Highway Patrol (OSHP) worked overtime with a focus on distracted driving with the majority of the hours being worked during National Distracted Driving Month (April 2019).

**Project Results:**  
The Ohio State Highway Patrol conducted 4,139 hours of distracted driving enforcement during National Distracted Month, April 2019 and conducted 2,664 hours of sustained efforts throughout the year. These efforts resulted in 977 distracted driving citations.
<table>
<thead>
<tr>
<th>Total Overtime Enforcement</th>
<th>FFY2018</th>
<th>FFY2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Overtime Hours</td>
<td>8,689</td>
<td>6,803</td>
</tr>
<tr>
<td>Number of Traffic Stops</td>
<td>15,453</td>
<td>12,380</td>
</tr>
<tr>
<td>Driving Under the Influence of Drugs (DUID)</td>
<td>N/A</td>
<td>20</td>
</tr>
<tr>
<td>OVI Arrests Under 21</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>OVI Arrests 21 and Over</td>
<td>35</td>
<td>34</td>
</tr>
<tr>
<td>Refusals</td>
<td>6</td>
<td>9</td>
</tr>
<tr>
<td>Adult Restraint Citations</td>
<td>2,616</td>
<td>2,336</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
<td>48</td>
<td>48</td>
</tr>
<tr>
<td>Speed Citations</td>
<td>7,623</td>
<td>5,984</td>
</tr>
<tr>
<td>Distracted Driving</td>
<td>4,547</td>
<td>977</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
<td>283</td>
<td>258</td>
</tr>
<tr>
<td>No Operator License Citations</td>
<td>105</td>
<td>106</td>
</tr>
<tr>
<td>Felony Arrests</td>
<td>39</td>
<td>34</td>
</tr>
<tr>
<td>Other Citations Issued</td>
<td>1,529</td>
<td>1,629</td>
</tr>
</tbody>
</table>

See Appendix C for summary of all FFY2019 enforcement details.

**Awarded:** 499,903.55  **Expended:** 381,491.54  **Funding Source:** 402 PT

### Distracted Driving Summary

In addition to the enforcement results listed above, Safe Community programs conducted almost 900 events addressing distracted driving. These events reached approximately 1.5 million people. Events reached all audiences, however many events were conducted at high schools or intended to reach high school students. Safe Community programs also distributed 100,908 materials.

<table>
<thead>
<tr>
<th>Type of Media</th>
<th>Gross Impressions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print</td>
<td>25,421,191</td>
</tr>
<tr>
<td>Radio</td>
<td>6,360,070</td>
</tr>
<tr>
<td>Television</td>
<td>8,018,677</td>
</tr>
<tr>
<td>Web</td>
<td>17,329,533</td>
</tr>
<tr>
<td>Facebook</td>
<td>18,514,031</td>
</tr>
<tr>
<td>Twitter</td>
<td>77,177</td>
</tr>
<tr>
<td>Instagram</td>
<td>43,144</td>
</tr>
<tr>
<td>Other</td>
<td>76,331</td>
</tr>
</tbody>
</table>

### Distracted Driving Crashes

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatal Crashes</th>
<th>Injury Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>15</td>
<td>3,523</td>
</tr>
<tr>
<td>2016</td>
<td>12</td>
<td>4,028</td>
</tr>
<tr>
<td>2017</td>
<td>23</td>
<td>3,677</td>
</tr>
<tr>
<td>2018</td>
<td>47</td>
<td>4,628</td>
</tr>
<tr>
<td>2019*</td>
<td>36</td>
<td>4,175</td>
</tr>
</tbody>
</table>

*2019 only includes preliminary numbers January 1, 2019 through December 1, 2019. It is only included to show progress toward stated goals.
Driver Education and Behavior

Project Number: AL-2019-00-00-01
Project Title: Impaired Driving Print Advertising/Educational Materials
Funded Agency: Ohio Traffic Safety Office

Project Description:
Impaired driving earned media/educational materials were one of Ohio’s communication and outreach strategies to inform the public of the dangers of impaired driving. The national Drive Sober or Get Pulled Over alcohol crackdown around the Labor Day Holiday combined highly visible enforcement with both local and national media exposure. Paid media during the crackdown highlighted that law enforcement would be strictly enforcing impaired driving laws. All law enforcement agencies across the state were encouraged and funded agencies were required to participate in the 2019 crackdown.

Project Results:
In FFY2019, 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.

OTSOS allocated funds to purchase/print materials to promote the Drive Sober or Get Pulled Over campaign. Materials purchased in FFY2019 included banners. Materials were distributed to Safe Communities, Law Enforcement, and business partners to raise awareness among their community and/or employees of the dangers of impaired driving. The materials provided a visual reminder to the public and provided our partners a great educational opportunity while engaging the public. Uniform collateral pieces were used throughout the state to provide earned media to complement the paid media and enforcement efforts aimed at reducing impaired driving.

Awarded: 250,000.00  Expended: 15,005.25  Funding Source: 402 AL

Project Number: OP-2019-00-00-01
Project Title: Seat Belt Print Advertising/Educational Materials
Funded Agency: Ohio Traffic Safety Office

Project Description:
In FFY2019, Ohio continued to use the Click It or Ticket (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 FFY2019, Ohio used the 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.

OTSOS allocated funds to purchase/print materials to promote the Click It or Ticket campaign. Materials purchased in FFY2019 included highly visible magnetic car signs and banners. 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:   | 54,022.00 | Funding Source: | 402 OP |

**Project Number:** M9MA-2019-00-00-02  
**Project Title:** Motorcycle Awareness Print Advertising / Educational Materials  
**Funded Agency:** Ohio Traffic Safety Office  
**Project Description:**

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

**Project Results:**

In FFY2019, Section 405f funds were used to purchase motorcycle awareness outreach/educational materials aimed to increase motorists’ awareness of motorcyclists. Materials purchased in FFY2019 included highly visible magnetic car signs, banners, and yard signs. Materials were distributed to Safe Communities, law enforcement, and business partners to raise awareness among their community and/or employees of the importance of sharing the road. The materials provided a visual reminder to the public and provide our partners an educational opportunity while engaging the public. Uniform collateral pieces were used throughout the state to provide earned media to complement the paid media and enforcement efforts aimed at increasing motorcycle awareness.

| Awarded:     | 152,276.83 | Expended:   | 136,544.00 | Funding Source: | 405f |
Project Number: MC-2019-00-00-01
Project Title: Motorcyclist Safety Print Advertising / 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 was one of Ohio’s communication and outreach strategies to inform the riding public about the importance of riding “SMART.”

Project Results:
OTSO allocated funds to purchase/print materials to promote “Ride SMART.” Materials were not purchased in FFY2019. Existing 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 decreasing motorcyclist fatalities.

Awarded: 50,000.00  Expended: 0.00  Funding Source: 402 MC

Project Number: DD-2019-00-00-01
Project Title: Distracted Driving Print Advertising / Educational Materials
Funded Agency: Ohio Traffic Safety Office

Project Description:
In FFY2019, money was allocated to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with print advertising / educational materials (e.g. banners, signs, posters, etc.) to promote the distracted driving message.

Project Results:
OTSO allocated funds to purchase/print materials to promote the distracted driving message. Materials purchased in FFY2019 include highly visible magnetic car signs and banners. Materials were distributed to Safe Communities, Law Enforcement, and business partners to raise awareness among their community and/or employees of the dangers of 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.

Awarded: 250,000.00  Expended: 211,450.00  Funding Source: 402 DD
The Ohio Traffic Safety Office (OTSO) continues to produce/print uniform collateral pieces for sub-recipients and other traffic safety partners to distribute at a local level. These pieces provide earned media to compliment paid media and enforcement efforts.

### Impaired Driving (Alcohol)

**Project Number:** 164AL-2019-00-00-01  
**Project Title:** Impaired Driving Enforcement Program / Selective Traffic 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 2015, 2016 and 2017. Each agency conducted impaired driving enforcement activity to impact their fatal crashes.

**Project Results:**

#### Funded Agencies

52 Sheriff Offices and 36 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>Police Department</td>
<td>County</td>
<td>Property Owners' Officers' Hours</td>
<td>Reimbursable Overtime Hours</td>
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</tbody>
</table>

Ohio FFY2019 Annual Evaluation Report 37
Canton Police Dept. Stark 17,409.06 16,956.77
Summit Co. Sheriff’s Office Summit 541,781 45,660.03 18,238.82
Akron Police Dept. Summit 39,801.21 27,056.94
Trumbull Co. Sheriff’s Office Trumbull 210,312 30,901.39 30,786.71
Warren Police Dept. Trumbull 21,463.51 6,013.26
Tuscarawas Co. Sheriff’s Office Tuscarawas 92,582 18,748.26 7,058.49
Clearcreek Twp. Police Dept. Warren 20,974 27,562.67 16,662.07
Franklin Police Dept. Warren 11,771 29,937.01 7,559.21
Washington Co. Sheriff’s Office Washington* 61,778 20,662.85 12,387.47
Wayne Co. Sheriff’s Office Wayne 114,520 18,428.42 7,559.21
Williams Co. Sheriff’s Office Williams 37,642 21,593.98 15,687.65
Wood Co. Sheriff’s Office Wood 125,488 32,897.64 5,184.56
Lake Twp. Police Dept. Wood 23,131.92 7,673.56
Wyandot Co. Sheriff’s Office Wyandot 22,615 19,852.02 15,786.24
*Counties that did not have high visibility activities in all years (2015 – 2019). Crash numbers are not included for these counties in the table below.

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

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

<table>
<thead>
<tr>
<th>Dates</th>
<th>Blitz/National Campaign</th>
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<tbody>
<tr>
<td>October 26 – October 31, 2018</td>
<td>Halloween</td>
</tr>
<tr>
<td>November 16 – November 25, 2018</td>
<td>Thanksgiving</td>
</tr>
<tr>
<td>December 7, 2018 – January 2, 2019</td>
<td>Christmas/New Years</td>
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<tr>
<td>February 3 – February 4, 2019</td>
<td>Super Bowl</td>
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<tr>
<td>March 15 – March 18, 2019</td>
<td>St. Patrick’s Day</td>
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<tr>
<td>April – May 2019</td>
<td>Prom</td>
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<tr>
<td>July 3 – July 6, 2019</td>
<td>4th of July</td>
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<tr>
<td>August 16 – September 2, 2019</td>
<td>Drive Sober or Get Pulled Over</td>
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<tr>
<td>October 2018 and/or September 2019</td>
<td>Homecoming</td>
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2015 – 2019 IDEP Counties

<table>
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<tr>
<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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<tbody>
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<td>2015</td>
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<td>4,016</td>
<td>230</td>
<td>62,033</td>
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<tr>
<td>2016</td>
<td>754</td>
<td>3,992</td>
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<td>64,106</td>
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<td>2017</td>
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<td>2018</td>
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<td>60,019</td>
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<td>196</td>
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*2019 only includes preliminary numbers (January 1, 2019 through November 19, 2019). It is only included to show progress toward stated goals.
### Total Overtime Enforcement

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<th>FFY2016</th>
<th>FFY2017</th>
<th>FFY2018</th>
<th>FFY2019</th>
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<td>30,455</td>
<td>31,565</td>
<td>29,134</td>
<td>29,816</td>
</tr>
<tr>
<td><strong>Number of Traffic Stops</strong></td>
<td>47,529</td>
<td>42,667</td>
<td>43,303</td>
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<td>41,029</td>
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<tr>
<td><strong>DUID</strong></td>
<td>*</td>
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<td>*</td>
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<td>50</td>
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<tr>
<td><strong>OVI Arrests Under 21</strong></td>
<td>118</td>
<td>91</td>
<td>71</td>
<td>96</td>
<td>82</td>
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<tr>
<td><strong>OVI Arrests 21 and Over</strong></td>
<td>656</td>
<td>606</td>
<td>492</td>
<td>477</td>
<td>543</td>
</tr>
<tr>
<td><strong>Refusals</strong></td>
<td>215</td>
<td>207</td>
<td>154</td>
<td>140</td>
<td>160</td>
</tr>
<tr>
<td><strong>Adult Restraint Citations</strong></td>
<td>1,866</td>
<td>1,449</td>
<td>1,248</td>
<td>1,235</td>
<td>1,008</td>
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<tr>
<td><strong>Child Restraint Citations</strong></td>
<td>183</td>
<td>154</td>
<td>146</td>
<td>125</td>
<td>178</td>
</tr>
<tr>
<td><strong>Speed Citations</strong></td>
<td>11,232</td>
<td>11,238</td>
<td>10,516</td>
<td>9,467</td>
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<td><strong>Distracted Driving</strong></td>
<td>222</td>
<td>143</td>
<td>173</td>
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<td>78</td>
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<td><strong>Driving Under Suspension</strong></td>
<td>2,588</td>
<td>2,337</td>
<td>2,371</td>
<td>2,250</td>
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<td>982</td>
<td>906</td>
<td>795</td>
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<td><strong>Felony Arrests</strong></td>
<td>307</td>
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<td>6,459</td>
<td>5,846</td>
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<td>4,606</td>
<td>5,273</td>
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</table>

* Data not collected

See Appendix C for summary of all FFY2019 enforcement details.

IDEP agencies reached 83.17 percent of Ohio’s population (approximately 9.8 million people) through earned media and high visibility enforcement. Over 71 percent of Ohio’s alcohol-related fatal crashes between 2015 and 2019 occurred in these counties.

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**Awarded:** 2,510,249.94  **Expended:** 1,692,809.79  **Funding Source:** 164 AL

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**Project Number:** M6OT-2019-00-00-04

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

**Funded Agency:** Ohio State Highway Patrol

**Project Description:**

There were 1,471 alcohol related fatal crashes and 25,149 alcohol related injury crashes in Ohio between 2013 and 2017. In FFY2019, the Ohio State Highway Patrol (OSHP) will continue with their Impaired Driving Enforcement grant.

**Project Results:**

In FFY2019, 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 105 checkpoints and saturation patrols. Thirty-two of these checkpoints (30.5 percent) were conducted during Drive Sober or Get Pulled Over and 80 of the 105 (76.2 percent) checkpoints were low manpower checkpoints. All activity in FFY2019 occurred between 6 p.m. and 6 a.m.
<table>
<thead>
<tr>
<th>Total Overtime Enforcement</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
<th>FFY2018</th>
<th>FFY2019</th>
</tr>
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<tbody>
<tr>
<td>Total Overtime Hours</td>
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<td>36,767</td>
<td>26,596</td>
<td>24,957</td>
<td>24,683</td>
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<td>64,111</td>
<td>46,797</td>
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<td>34,574</td>
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<td>OVI Arrests Under 21</td>
<td>129</td>
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<td>170</td>
<td>215</td>
<td>120</td>
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<tr>
<td>OVI Arrests 21 and Over</td>
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<td>1,546</td>
<td>1,466</td>
<td>1,545</td>
<td>1,261</td>
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<td>451</td>
<td>417</td>
<td>485</td>
<td>329</td>
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<tr>
<td>Adult Restraint Citations</td>
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<td>6,328</td>
<td>4,614</td>
<td>3,978</td>
<td>2,770</td>
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<tr>
<td>Child Restraint Citations</td>
<td>184</td>
<td>228</td>
<td>215</td>
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<td>113</td>
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<tr>
<td>Speed Citations</td>
<td>18,142</td>
<td>18,257</td>
<td>12,907</td>
<td>9,995</td>
<td>7,843</td>
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<tr>
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<td>69</td>
<td>523</td>
<td>532</td>
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<td>422</td>
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<td>Driving Under Suspension</td>
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<td>680</td>
<td>486</td>
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<td>4,328</td>
<td>4,101</td>
<td>3,706</td>
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</table>

<table>
<thead>
<tr>
<th>Total Checkpoint Activity</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
<th>FFY2018</th>
<th>FFY2019</th>
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<tbody>
<tr>
<td>OVI Checkpoints Conducted</td>
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<td>86</td>
<td>110</td>
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<td>52,727</td>
<td>47,385</td>
<td>47,843</td>
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<td>11</td>
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<td>13</td>
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<td>OVI Arrests 21 and Over</td>
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<td>Refusals</td>
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<td>Driving Under Suspension</td>
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<td>Other Citations Issued</td>
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<td>8</td>
<td>7</td>
<td>3</td>
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<td>Felony Arrests</td>
<td>17</td>
<td>8</td>
<td>15</td>
<td>27</td>
<td>15</td>
</tr>
</tbody>
</table>

* Data not collected

See Appendix C for summary of all FFY2019 enforcement details.

Total Awarded: 1,999,818.59  Expended: 1,367,690.97  Funding Source: 405d

Project Number: M6OT-2019-00-00-05

Project Title: Trace Back Program

Funded Agency: Ohio State Highway Patrol

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

Project Results:

OIU received 390 trace back investigation requests during FFY2019, 171 of which were investigated. 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>
<th>FFY2018</th>
<th>FFY2019</th>
</tr>
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<tbody>
<tr>
<td>Dismissed – Paid Court Costs</td>
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<td>2</td>
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<td>1</td>
<td>0</td>
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<tr>
<td>Nolle Pros</td>
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<td>3</td>
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<td>8</td>
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<td>1</td>
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*data not collected in FFY2015

Total Awarded: 58,863.35  Expended: 40,227.99  Funding Source: 405d

Project Number: M6OT-2019-00-00-10
Project Title: Breath Testing Instrument Training
Funded Agency: Ohio Department of Health

Project Description:
The Ohio Department of Health (ODH) certified two new breath testing instruments to be available to law enforcement agencies across the state to better address impaired driving. ODH requested funding for the purchase of training instruments to be used to train and certify law enforcement across the state on these two new instruments to ensure consistency and establish competency.

Project Results:
ODH worked with manufacturers to produce the two new breath testing instruments and is in the process of revising the rules. A delay in the rules process has caused a delay in the training and certification of law enforcement. This program is on hold until the final rules are completed.

Awarded: 205,720.00  Expended: 112,320.11  Funding Source: 405d
Project Number: M6OT-2019-00-00-12  
Project Title: Ignition Interlock Device Program  
Funded Agency: Ohio Traffic Safety Office  

Project Description:  
Ohio’s passage of an Ignition Interlock law, H.B. 388 provided the state with an additional tool to deter impaired driving. This law provides for the use of Ignition Interlock Devices (IID) for drivers wishing to regain their driving privileges. The OTSO assumed the oversight and implementation of this new program. In the first year, OTSO developed the structure and rollout in accordance with the Ohio Administrative Rules. The goals were to build the framework for a successful program that includes inspection of installers and develop program policy and procedures that comply with the requirements of the law.

Project Results:  
The IID compliance officer grant conducted 169 inspections, at least one inspection for every IID installation service center in Ohio. The compliance officer also conducted follow-up and spot inspections as needed based on the annual inspection results. Finally, the inspection officer served as the point of contact for service centers and IID manufactures for questions concerning compliance and best practices involving IID.

Awarded: 50,000.00  
Expended: 46,372.65  
Funding Source: 405d

Impaired Driving (Drug and Alcohol)  

Project Number: M6OT-2019-00-00-06  
Project Title: OVI Task Force Program  
Funded Agencies: See chart below under Project Results  

Project Description:  
Ohio’s OVI Task Force program is a countywide initiative to conduct high visibility enforcement, public awareness and education focusing on impaired driving. In order to reach our goal of reducing fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher, Ohio concentrated its OVI Task Force program in the counties that experienced the highest number of alcohol-related crashes. The counties that had a yearly average of at least six alcohol related fatal crashes were eligible to apply. Each OVI Task Force was required to conduct a minimum of 16 checkpoints* (two during the Drive Sober or Get Pulled Over Crackdown) and three press events (one during Drive Sober or Get Pulled Over). Saturation patrols were conducted in conjunction with the checkpoints.
### Project Results:

#### Funded Agencies

<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>
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<td>University Hospitals of Cleveland</td>
<td>Cuyahoga</td>
<td>1,280,122</td>
<td>225,000.00</td>
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<td>Franklin County Sheriff's Office</td>
<td>Franklin</td>
<td>1,163,414</td>
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<td>Blue Ash Police Department</td>
<td>Hamilton</td>
<td>802,374</td>
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<td>North Ridgeville Police Department</td>
<td>Lorain</td>
<td>301,356</td>
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<td>Lucas County Sheriff's Office</td>
<td>Lucas</td>
<td>441,815</td>
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<td>Canfield Police Department</td>
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<td>Dayton Police Department</td>
<td>Montgomery</td>
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<td>224,968.55</td>
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<td>Stark County Sheriff's Office</td>
<td>Stark</td>
<td>375,586</td>
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<td>Warren Police Department</td>
<td>Trumbull</td>
<td>210,312</td>
<td>81,870.25</td>
<td>47,595.63</td>
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</tbody>
</table>

*Trumbull County did not meet the eligibility requirements for a task force and was funded through an exit strategy. Trumbull County was funded at 50 percent of the FFY2016 level (eight checkpoints).

#### Total Checkpoint Activity

<table>
<thead>
<tr>
<th></th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
<th>FFY2018</th>
<th>FFY2019</th>
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<tbody>
<tr>
<td>OVI Checkpoints Conducted</td>
<td>242</td>
<td>224</td>
<td>238</td>
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<td>Vehicles Through Checkpoint</td>
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<td>OVI Arrests Under 21</td>
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<td>OVI Arrests 21 and Over</td>
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<tr>
<td>Refusals</td>
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<td>77</td>
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<tr>
<td>Driving Under Suspension</td>
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<td>425</td>
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<td>Restraint Citations</td>
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<td>Other Citations Issued</td>
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<tr>
<td>Vehicles Seized</td>
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<td>Felony Arrests</td>
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#### Total Saturation Patrol Activity

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<th>FFY2017</th>
<th>FFY2018</th>
<th>FFY2019</th>
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<td>Total Overtime Hours</td>
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<td>20,122</td>
<td>21,050</td>
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<tr>
<td>OVI Arrests Under 21</td>
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<td>125</td>
<td>60</td>
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<tr>
<td>OVI Arrests 21 and Over</td>
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<td>Refusals</td>
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<td>Child Restraint Citations</td>
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<td>Speed Citations</td>
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<td>5,519</td>
<td>4,500</td>
<td>4,985</td>
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<td>Distracted Driving</td>
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<td>78</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
<td>1,555</td>
<td>1,847</td>
<td>1,890</td>
<td>1,816</td>
<td>1,883</td>
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<td>No Operator License</td>
<td>608</td>
<td>625</td>
<td>704</td>
<td>620</td>
<td>677</td>
</tr>
<tr>
<td>Felony Arrests</td>
<td>196</td>
<td>214</td>
<td>286</td>
<td>250</td>
<td>255</td>
</tr>
<tr>
<td>Other Citations</td>
<td>4,578</td>
<td>5,642</td>
<td>6,013</td>
<td>5,893</td>
<td>5,454</td>
</tr>
</tbody>
</table>

* Data not collected

See Appendix C for summary of all FFY2019 enforcement details.
Of the 201 checkpoints conducted by the Countywide OVI Task forces, 165 or 82.1 percent were low-manpower (14 officers or less). Twenty-five 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. Almost 40 percent of Ohio’s alcohol-related fatal crashes between 2015 – 2019 were in these counties.

<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>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>297</td>
<td>118</td>
<td>39.73%</td>
</tr>
<tr>
<td>2018</td>
<td>367</td>
<td>142</td>
<td>38.69%</td>
</tr>
<tr>
<td>2019*</td>
<td>296</td>
<td>106</td>
<td>35.81%</td>
</tr>
</tbody>
</table>

*2019 only includes preliminary numbers January 1, 2019 through November 19, 2019. It is only included to show progress toward stated goals.

**Awarded:** 2,313,845.13  **Expended:** 1,798,842.12  **Funding Source:** 405d

**Project Number:** M6OT-2019-00-00-07  
**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 475 officers in the 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>31</td>
</tr>
<tr>
<td>Advanced Roadside Impaired Driving Enforcement (ARIDE)</td>
<td>13</td>
<td>434</td>
<td>231</td>
</tr>
</tbody>
</table>

**Awarded:** 200,000.00  **Expended:** 148,200.00  **Funding Source:** 405d
**Project Number:** M6OT-2019-00-00-22  
**Project Title:** Statewide Impaired Driving Enforcement Equipment/Supplies  
**Funded Agency:** Ohio State Highway Patrol  

**Project Description:**
This project allowed for the purchase of a Mass Spectrometer to establish oral fluid testing at the OSHP Crime Lab and move marijuana testing from GC/MS to LC/MS/MS. In addition, the OSHP purchased supplies needed to conduct checkpoints.

**Project Results:**
The OSHP purchased the Mass Spectrometer and OVI Trailer supplies that were used in the 105 checkpoints conducted throughout the state.

<table>
<thead>
<tr>
<th>Awarded</th>
<th>Expended</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>323,117.00</td>
<td>280,088.30</td>
<td>405d</td>
</tr>
</tbody>
</table>

**Impaired Driving (Drug)**

**Project Number:** M6OT-2019-00-00-08  
**Project Title:** Drug Recognition Expert Program  
**Funded Agency:** Ohio Traffic Safety Office  

**Project Description:**
Ohio currently has 215 certified Drug Recognition Experts (DREs). Two DRE courses, six Recertification classes and 28 Advanced Roadside Impaired Driving Enforcement (ARIDE) courses were scheduled for FFY2018.

**Project Results:**

<table>
<thead>
<tr>
<th>Agency Type</th>
<th>Number of DREs</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Patrol</td>
<td>80</td>
</tr>
<tr>
<td>City Police Department</td>
<td>109</td>
</tr>
<tr>
<td>County Sheriff’s Office</td>
<td>26</td>
</tr>
<tr>
<td>Total</td>
<td>215</td>
</tr>
</tbody>
</table>

These 215 DREs were housed in 92 different agencies. Two DRE training courses were conducted; training an additional 27 DREs in FFY2019. Ohio currently has 27 DRE Instructors. The DRE program conducted seven ARIDE training classes training 167 students. This is in addition to the Ohio Attorney General’s Office – Ohio Peace Officer’s Training Academy grant that conducted 13 classes training 434 students. The DRE program responded to 387 calls for service through an extensive call-out system.
<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>76</td>
<td>134</td>
<td>59</td>
<td>77.6%</td>
</tr>
<tr>
<td>Depressants</td>
<td>69</td>
<td>64</td>
<td>35</td>
<td>50.7%</td>
</tr>
<tr>
<td>Hallucinogens</td>
<td>1</td>
<td>3</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Dissociative</td>
<td>6</td>
<td>5</td>
<td>3</td>
<td>50.0%</td>
</tr>
<tr>
<td>Narcotic Anesthetic</td>
<td>79</td>
<td>130</td>
<td>69</td>
<td>87.3%</td>
</tr>
<tr>
<td>Alcohol Rule Outs</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Medical Impairment</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>No Opinion of Impairment</td>
<td>16</td>
<td>16</td>
<td>16</td>
<td>100.0%</td>
</tr>
<tr>
<td>Toxicology Found No Drugs</td>
<td>34</td>
<td>34</td>
<td>34</td>
<td>100.0%</td>
</tr>
<tr>
<td>Toxicology Refused</td>
<td>99</td>
<td>99</td>
<td>99</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**Other**

- Poly Drug Use: 196
- Alcohol Rule Outs: 5
- Medical Impairment: 23
- No Opinion of Impairment: 16
- Toxicology Results Pending: 79
- Toxicology Found No Drugs: 34
- Toxicology Refused: 99

**Awarded:** 550,000.00  **Expended:** 345,006.07  **Funding Source:** 405d

**Project Number:** M6OT-2019-00-00-09

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

**Funded Agency:** Ohio State Highway Patrol

**Project Description:**

There were 756 drugged driving fatal crashes and 10,233 drugged driving injury crashes in Ohio between 2013 and 2017. In FFY2019, the Ohio State Highway Patrol (OSHP) focused enforcement efforts on drugged drivers.

**Project Results:**

The Ohio State Highway Patrol conducted 6,104 hours of drugged driving enforcement throughout the year. These efforts resulted in 86 OVIs with 67 suspected of driving under the influence of drugs between 10:00 and 6:00 pm.
Total Overtime Enforcement | FFY2019
--- | ---
Overtime Hours | 6,104
Number of Traffic Stops | 9,335
DUID | 67
OVI Arrests Under 21 | 8
OVI Arrests 21 and Over | 78
Refusals | 16
Adult Restraint Citations | 2,062
Child Restraint Citations | 55
Speed Citations | 2,917
Distracted Driving | 114
Driving Under Suspension | 319
No Operator License Citations | 71
Felony Arrests | 88
Other Citations Issued | 1,212

See Appendix C for summary of all FFY2019 enforcement details.

Awarded: 613,127.83 Expended: 358,895.57 Funding Source: 405d

Project Number: M6OT-2019-00-00-13
Project Title: Drugged Driving Enforcement Program
Funded Agency: See List of funded agencies below

Project Description:
There were 756 drugged driving fatal crashes and 10,233 drugged driving injury crashes in Ohio between 2013 and 2017. In FFY2019, local agencies (city, county) focused enforcement efforts on drugged drivers.

Project Results:
The agencies listed below conducted 3,606 hours of drugged driving enforcement throughout the year. These efforts resulted in 32 OVIs with 12 suspected of driving under the influence of drugs between 10:00 and 6:00 pm.

28 Sheriff Offices and 17 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>Ashland Co. Sheriff’s Office</td>
<td>Ashland</td>
<td>53,139</td>
<td>4,172.30</td>
<td>1,947.88</td>
</tr>
<tr>
<td>Athens Co. Sheriff’s Office</td>
<td>Athens</td>
<td>64,757</td>
<td>4,047.96</td>
<td>680.00</td>
</tr>
<tr>
<td>Brown Co. Sheriff’s Office</td>
<td>Brown</td>
<td>44,846</td>
<td>2,163.38</td>
<td>1,941.95</td>
</tr>
<tr>
<td>Butler Co. Sheriff’s Office</td>
<td>Butler</td>
<td>368,130</td>
<td>13,985.32</td>
<td>13,910.17</td>
</tr>
<tr>
<td>Fairfield Police Dept.</td>
<td>Butler</td>
<td></td>
<td>7,833.93</td>
<td>2,143.02</td>
</tr>
<tr>
<td>Middletown Police Dept.</td>
<td>Butler</td>
<td></td>
<td>6,724.82</td>
<td>1,919.22</td>
</tr>
<tr>
<td>Clermont Co. Sheriff’s Office</td>
<td>Clermont</td>
<td>197,363</td>
<td>9,569.74</td>
<td>2,339.02</td>
</tr>
<tr>
<td>Miami Twp. Police Dept.</td>
<td>Clermont</td>
<td></td>
<td>7,288.96</td>
<td>6,785.04</td>
</tr>
<tr>
<td>Cuyahoga Co. Sheriff’s Office</td>
<td>Cuyahoga</td>
<td>1,280,122</td>
<td>10,180.64</td>
<td>1,347.56</td>
</tr>
<tr>
<td>Cleveland Police Dept.</td>
<td>Cuyahoga</td>
<td></td>
<td>9,946.23</td>
<td>449.54</td>
</tr>
<tr>
<td>Police Department</td>
<td>County</td>
<td>Total Overtime Hours</td>
<td>Total FFY2019</td>
<td></td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>-----------</td>
<td>----------------------</td>
<td>---------------</td>
<td></td>
</tr>
<tr>
<td>Parma Police Dept.</td>
<td>Cuyahoga</td>
<td>6,773.20</td>
<td>5,436.88</td>
<td></td>
</tr>
<tr>
<td>Columbus Police Dept.</td>
<td>Franklin</td>
<td>787,033</td>
<td>15,163.52</td>
<td></td>
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<tr>
<td>Geauga Co. Sheriff's Office</td>
<td>Geauga</td>
<td>93,389</td>
<td>6,596.77</td>
<td></td>
</tr>
<tr>
<td>Greene Co. Sheriff's Office</td>
<td>Greene</td>
<td>161,573</td>
<td>9,743.80</td>
<td></td>
</tr>
<tr>
<td>Hamilton Co. Sheriff's Office</td>
<td>Hamilton</td>
<td>802,374</td>
<td>11,788.59</td>
<td></td>
</tr>
<tr>
<td>Cincinnati Police Dept.</td>
<td>Hamilton</td>
<td>11,370.38</td>
<td>10,967.94</td>
<td></td>
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<tr>
<td>Colerain Twp. Police Dept.</td>
<td>Hamilton</td>
<td>6,312.24</td>
<td>5,841.55</td>
<td></td>
</tr>
<tr>
<td>Hancock Co. Sheriff's Office</td>
<td>Hancock</td>
<td>74,782</td>
<td>4,762.87</td>
<td></td>
</tr>
<tr>
<td>Harrison Co. Sheriff's Office</td>
<td>Harrison</td>
<td>15,864</td>
<td>4,184.25</td>
<td></td>
</tr>
<tr>
<td>Holmes Co. Sheriff's Office</td>
<td>Holmes</td>
<td>42,366</td>
<td>3,499.23</td>
<td></td>
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<tr>
<td>Jefferson Co. Sheriff's Office</td>
<td>Jefferson</td>
<td>69,709</td>
<td>3,835.16</td>
<td></td>
</tr>
<tr>
<td>Painesville Police Dept.</td>
<td>Lake</td>
<td>19,563</td>
<td>7,497.69</td>
<td></td>
</tr>
<tr>
<td>Newark Police Dept.</td>
<td>Licking</td>
<td>47,573</td>
<td>7,861.75</td>
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<tr>
<td>Lorain Co. Sheriff's Office</td>
<td>Lorain</td>
<td>301,356</td>
<td>10,630.39</td>
<td></td>
</tr>
<tr>
<td>North Ridgeville Police Dept.</td>
<td>Lorain</td>
<td>6,531.30</td>
<td>6,478.44</td>
<td></td>
</tr>
<tr>
<td>Lucas Co. Sheriff's Office</td>
<td>Lucas</td>
<td>441,815</td>
<td>10,030.54</td>
<td></td>
</tr>
<tr>
<td>Oregon Police Division</td>
<td>Lucas</td>
<td></td>
<td>6,969.14</td>
<td></td>
</tr>
<tr>
<td>Mahoning Co. Sheriff's Office</td>
<td>Mahoning</td>
<td>238,823</td>
<td>7,843.20</td>
<td></td>
</tr>
<tr>
<td>Youngstown Police Dept.</td>
<td>Mahoning</td>
<td></td>
<td>6,107.98</td>
<td></td>
</tr>
<tr>
<td>Marion Co. Sheriff's Office</td>
<td>Marion</td>
<td>66,501</td>
<td>5,710.90</td>
<td></td>
</tr>
<tr>
<td>Medina Co. Sheriff's Office</td>
<td>Medina</td>
<td>172,332</td>
<td>10,329.12</td>
<td></td>
</tr>
<tr>
<td>Montgomery Co. Sheriff's Office</td>
<td>Montgomery</td>
<td>535,153</td>
<td>12,361.23</td>
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</tr>
<tr>
<td>Dayton Police Dept.</td>
<td>Montgomery</td>
<td></td>
<td>6,413.25</td>
<td></td>
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<tr>
<td>Putnam Co. Sheriff's Office</td>
<td>Putnam</td>
<td>34,499</td>
<td>4,602.68</td>
<td></td>
</tr>
<tr>
<td>Richland Co. Sheriff's Office</td>
<td>Richland</td>
<td>124,475</td>
<td>8,205.91</td>
<td></td>
</tr>
<tr>
<td>Sandusky Co. Sheriff's Office</td>
<td>Sandusky</td>
<td>60,944</td>
<td>5,186.03</td>
<td></td>
</tr>
<tr>
<td>Seneca Co. Sheriff's Office</td>
<td>Seneca</td>
<td>56,745</td>
<td>4,423.35</td>
<td></td>
</tr>
<tr>
<td>Stark Co. Sheriff's Office</td>
<td>Stark</td>
<td>375,586</td>
<td>5,169.89</td>
<td></td>
</tr>
<tr>
<td>Summit Co. Sheriff's Office</td>
<td>Summit</td>
<td>541,781</td>
<td>11,918.30</td>
<td></td>
</tr>
<tr>
<td>Akron Police Dept.</td>
<td>Summit</td>
<td></td>
<td>9,265.74</td>
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</tr>
<tr>
<td>Warren Police Dept.</td>
<td>Trumbull</td>
<td>41,558</td>
<td>4,922.41</td>
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<tr>
<td>Tuscarawas Co. Sheriff's Office</td>
<td>Tuscarawas</td>
<td>92,582</td>
<td>4,208.16</td>
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<tr>
<td>Clearcreek Twp. Police Dept.</td>
<td>Warren</td>
<td>20,974</td>
<td>6,299.09</td>
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<tr>
<td>Wayne Co. Sheriff's Office</td>
<td>Wayne</td>
<td>114,520</td>
<td>6,009.53</td>
<td></td>
</tr>
<tr>
<td>Wyandot Co. Sheriff's Office</td>
<td>Wyandot</td>
<td>22,615</td>
<td>4,536.92</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Overtime Enforcement</th>
<th>FFY2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overtime Hours</td>
<td>3,607</td>
</tr>
<tr>
<td>Number of Traffic Stops</td>
<td>4,984</td>
</tr>
<tr>
<td>DUID</td>
<td>12</td>
</tr>
<tr>
<td>OVI Arrests Under 21</td>
<td>9</td>
</tr>
<tr>
<td>OVI Arrests 21 and Over</td>
<td>23</td>
</tr>
<tr>
<td>Refusals</td>
<td>5</td>
</tr>
<tr>
<td>Adult Restraint Citations</td>
<td>216</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
<td>13</td>
</tr>
<tr>
<td>Speed Citations</td>
<td>1,976</td>
</tr>
<tr>
<td>Distracted Driving</td>
<td>13</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
<td>251</td>
</tr>
<tr>
<td>No Operator License Citations</td>
<td>82</td>
</tr>
<tr>
<td>Felony Arrests</td>
<td>38</td>
</tr>
<tr>
<td>Other Citations Issued</td>
<td>476</td>
</tr>
</tbody>
</table>
See Appendix C for summary of all FFY2019 enforcement details.

DDEP agencies reached 63.84 percent of Ohio’s population (approximately 7.3 million people) through earned media and high visibility enforcement.

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>332,977.79</th>
<th>Expended:</th>
<th>210,530.35</th>
<th>Funding Source:</th>
<th>405d</th>
</tr>
</thead>
</table>

**Project Number:** M6OT-2019-00-00-14

**Project Title:** Oral Fluid Testing

**Funded Agency:** Bowling Green State University

**Project Description:**
Ohio worked with Bowling Green State University and the Ohio State Highway Patrol to identify and validate an oral fluid testing system for roadside use by law enforcement. Once an oral fluid testing method has been identified, roadside testing for the following agents will become routine: amphetamine, benzodiazepine, cocaine, methamphetamine, opiates, oxycodone, THC, TCH-COOH, barbiturates, methadone, carisoprodol, tramadol, zolpidem, and phencyclidine.

**Project Results:**
The Bowling Green State University grant objective was to identify and validate an oral fluid testing system for roadside use by law enforcement officials and evidentiary confirmation testing. The study compared oral fluid results obtained from the LC-MS/MS/MS laboratory instrument, blood results using the same instrument, urine results from a MEDTox collection device, DRE evaluations, the DDS2 roadside device, and the EZ Saliva roadside device. A manuscript which was submitted to the Journal of Analytical Toxicology is under final review.

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>436,377.50</th>
<th>Expended:</th>
<th>386,119.89</th>
<th>Funding Source:</th>
<th>405d</th>
</tr>
</thead>
</table>

**Impaired Driving Summary**

In addition to the enforcement results and other projects listed above, Safe Community programs conducted over 900 events addressing impaired driving. These events reached approximately 2.5 million people. Events reached all audiences. Safe Community programs also distributed 154,905 materials.

<table>
<thead>
<tr>
<th>Type of Media</th>
<th>Gross Impressions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print</td>
<td>26,530,537</td>
</tr>
<tr>
<td>Radio</td>
<td>8,088,621</td>
</tr>
<tr>
<td>Television</td>
<td>11,583,042</td>
</tr>
<tr>
<td>Web</td>
<td>18,350,400</td>
</tr>
<tr>
<td>Facebook</td>
<td>40,168,194</td>
</tr>
<tr>
<td>Twitter</td>
<td>97,310</td>
</tr>
<tr>
<td>Instagram</td>
<td>50,762</td>
</tr>
<tr>
<td>Other</td>
<td>469,904</td>
</tr>
<tr>
<td>Year</td>
<td>Impaired Fatal Crashes</td>
</tr>
<tr>
<td>------</td>
<td>------------------------</td>
</tr>
<tr>
<td>2015</td>
<td>316</td>
</tr>
<tr>
<td>2016</td>
<td>313</td>
</tr>
<tr>
<td>2017</td>
<td>297</td>
</tr>
<tr>
<td>2018</td>
<td>367</td>
</tr>
<tr>
<td>2019*</td>
<td>306</td>
</tr>
</tbody>
</table>

*2019 only includes preliminary numbers January 1, 2019 through December 1, 2019. It is only included to show progress toward stated goals.

Ohio pilot tested daytime drugged driving enforcement in FFY2019 and added the Driving Under the Influence of Drugs (DUID) category to begin collecting drugged driving data throughout all programming. This category is “suspected” and although data was entered by the sub-recipients, the number of DUIDs is not as high as Ohio expected. During the second year of the pilot, Ohio will work with sub-recipients to ensure the category is being utilized as intended.

Motorcycle Safety

Project Number: M9MT-2019-00-00-03
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 obligated to print the new student workbooks, instructor guides, range support materials, range set-up supplies, completion cards, instructor cards and range cards. Additional funds will be used to paint the training ranges.

Project Results:

Funds were utilized to develop and print new student workbooks, instructor guides, range support materials, and range set-up supplies.

Awarded: 30,000.00  Expended: 28,651.83  Funding Source: 405f

Project Number: SF-2019-00-00-02
Project Title: Motorcycle Ohio Program
Funded Agency: Office of Criminal Justice Services – Motorcycle Ohio
Project Description:

The state-mandated Motorcycle Ohio (MO) program provided motorcycle safety courses to the public. In addition to training Ohio motorcyclists, MO developed and distributed public information and education materials, made presentations regarding motorcycle safety issues and worked to improve the driver licensing system for motorcyclists. MO was funded from $6.00 of each motorcycle registration. Course tuition of $50.00 also helped support program costs. Separate courses were available for experienced riders and motorcyclists interested in becoming a motorcycle instructor; tuition was 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 2019, MO trained 10,905 students at 45 training sites across the state. Private providers trained an additional 2,307 students.

Motorcycle Ohio gained 23 new instructors in 2019.

Awarded: 3,366,898.00 Expended: 2,978,173.02 Funding Source: State

Motorcycle Safety Summary

In addition to the projects listed above, Safe Community programs conducted over 450 events addressing motorcyclists and motorcycle safety. These events reached over 1.5 million people. Events reached all audiences. Safe Community programs also distributed over 100,000 materials.

<table>
<thead>
<tr>
<th>Type of Media</th>
<th>Gross Impressions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print</td>
<td>23,703,307</td>
</tr>
<tr>
<td>Radio</td>
<td>5,466,049</td>
</tr>
<tr>
<td>Television</td>
<td>6,175,351</td>
</tr>
<tr>
<td>Web</td>
<td>16,689,355</td>
</tr>
<tr>
<td>Facebook</td>
<td>17,314,423</td>
</tr>
<tr>
<td>Twitter</td>
<td>23,507</td>
</tr>
<tr>
<td>Instagram</td>
<td>10,136</td>
</tr>
<tr>
<td>Other</td>
<td>34,518</td>
</tr>
</tbody>
</table>
### Motorcycle Crashes

<table>
<thead>
<tr>
<th>Year</th>
<th>Motorcycle Crashes</th>
<th>Motorcycle Fatal Crashes</th>
</tr>
</thead>
<tbody>
<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>3,826</td>
<td>155</td>
</tr>
<tr>
<td>2018</td>
<td>3,316</td>
<td>142</td>
</tr>
<tr>
<td>2019*</td>
<td>3,384</td>
<td>149</td>
</tr>
</tbody>
</table>

*2019 only includes preliminary numbers January 1, 2019 through December 1, 2019. It is only included to show progress toward stated goals.

### Non-Motorized (Pedestrians)

**Project Number:** SA-2019-00-00-01  
**Project Title:** Safe Communities  
**Funded Agencies:** See Fatal/Serious Injury Program Area for full list of Safe Communities

**Project Description:**

Each Safe Community program could direct programming based on local problem identification. Butler County, Franklin County and Hamilton County proposed pedestrian activities in their grants to address their pedestrian issues. These counties had 160 pedestrian fatalities between 2013 and 2017. These fatalities are 27.73 percent of the statewide pedestrian fatalities in those years. Butler, Franklin and Hamilton County Safe Communities conducted evidence based programs that will specifically address their pedestrian problem identification.

**Project Results:**

Butler County Safe Communities emphasized pedestrian safety in areas with the largest population of pedestrians. They utilized social media and distributed printed pieces. Franklin County Safe Communities continued their active transportation committee meetings and addressed pedestrian safety through community events. Hamilton County Safe Communities established themselves as a pedestrian safety resource in the county and worked with municipalities, school districts, hospitals and were present at community events.

**Non-Motorized (Pedestrians) Summary**

In addition to the three projects listed above, Safe Community programs conducted over 150 events addressing pedestrian safety. These events reached over 600,000 people. Events reached all audiences. Safe Community programs also distributed pedestrian safety materials.
**Occupant Protection (Adult and Child Passenger Safety)**

**Project Number:** PT-2019-00-00-02  
**Project Title:** State Seat Belt Tac Squads  
**Funded Agency:** Ohio State Highway Patrol  

**Project Description:**  
The Ohio State Highway Patrol conducted seat belt tac squads in all nine districts. Each district utilized hours in November 2018 and mid-April through mid-June 2019 for seat belt tac squads between 6 a.m. and 6 p.m. in areas that had high numbers of unbelted fatalities.

**Project Results:**  
The Ohio State Highway Patrol conducted 10,891 hours of seat belt enforcement throughout November and during CIOT. These efforts resulted in 7,448 adult restraint citations and 59 child restraint citations.

---

**Type of Media**  
<table>
<thead>
<tr>
<th>Type of Media</th>
<th>Gross Impressions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print</td>
<td>740,000</td>
</tr>
<tr>
<td>Radio</td>
<td>106,500</td>
</tr>
<tr>
<td>Television</td>
<td>1,852,409</td>
</tr>
<tr>
<td>Web</td>
<td>0</td>
</tr>
<tr>
<td>Facebook</td>
<td>70,423</td>
</tr>
<tr>
<td>Twitter</td>
<td>1,423</td>
</tr>
<tr>
<td>Instagram</td>
<td>187</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
</tr>
</tbody>
</table>

**Pedestrian Fatalities**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>116</td>
</tr>
<tr>
<td>2016</td>
<td>134</td>
</tr>
<tr>
<td>2017</td>
<td>142</td>
</tr>
<tr>
<td>2018</td>
<td>134</td>
</tr>
<tr>
<td>2019*</td>
<td>98</td>
</tr>
</tbody>
</table>

*2019 only includes preliminary numbers January 1, 2019 through December 1, 2019. It is only included to show progress toward stated goals.
### Overtime Enforcement

<table>
<thead>
<tr>
<th></th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
<th>FFY2018</th>
<th>FFY2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overtime Hours</td>
<td>798</td>
<td>16,499</td>
<td>11,180</td>
<td>10,616</td>
<td>10,981</td>
</tr>
<tr>
<td>Number of Traffic Stops</td>
<td>1,755</td>
<td>31,201</td>
<td>22,470</td>
<td>20,571</td>
<td>18,709</td>
</tr>
<tr>
<td>DUI</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>19</td>
</tr>
<tr>
<td>OVI Arrests Under 21</td>
<td>0</td>
<td>15</td>
<td>5</td>
<td>12</td>
<td>3</td>
</tr>
<tr>
<td>OVI Arrests 21 and Over</td>
<td>4</td>
<td>46</td>
<td>48</td>
<td>48</td>
<td>50</td>
</tr>
<tr>
<td>Refusals</td>
<td>1</td>
<td>9</td>
<td>14</td>
<td>19</td>
<td>8</td>
</tr>
<tr>
<td>Adult Restraint Citations</td>
<td>1,287</td>
<td>14,185</td>
<td>10,547</td>
<td>8,893</td>
<td>7,448</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
<td>20</td>
<td>158</td>
<td>131</td>
<td>97</td>
<td>59</td>
</tr>
<tr>
<td>Speed Citations</td>
<td>174</td>
<td>8,685</td>
<td>5,810</td>
<td>6,350</td>
<td>6,046</td>
</tr>
<tr>
<td>Distracted Driving</td>
<td>1</td>
<td>222</td>
<td>191</td>
<td>892</td>
<td>514</td>
</tr>
<tr>
<td>Driving Under Suspension</td>
<td>75</td>
<td>903</td>
<td>660</td>
<td>669</td>
<td>639</td>
</tr>
<tr>
<td>No Operator License Citations</td>
<td>3</td>
<td>285</td>
<td>249</td>
<td>170</td>
<td>218</td>
</tr>
<tr>
<td>Felony Arrests</td>
<td>4</td>
<td>68</td>
<td>51</td>
<td>40</td>
<td>67</td>
</tr>
<tr>
<td>Other Citations Issued</td>
<td>68</td>
<td>2,319</td>
<td>2,126</td>
<td>1,216</td>
<td>1,854</td>
</tr>
</tbody>
</table>

See Appendix C for summary of all FFY2019 enforcement details.

---

#### Awarded:

| Total             | 799,791.19 | Expended: | 610,179.96 | Funding Source: | 402 PT |

---

### Project Number:

OP-2019-00-00-02

### Project Title:

Occupant Protection Assessment

### Funded Agency:

Ohio State Highway Patrol

### Project Description:

Ohio conducted an Occupant Protection (OP) Assessment in FFY2019 to meet the funding requirements of FAST Act Section 405b.

### Project Results:

Ohio conducted an Occupant Protection (OP) Assessment in May 2019. The assessment team was pleased with Ohio’s OP programming and offered a report with a few suggestions that will improve it in the future.

---

#### Awarded:

| Total             | 40,000.00 | Expended: | 27,410.81 | Funding Source: | 405b |

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### Occupant Protection (Child Passenger Safety)

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### Project Number:

M2X-2019-00-00-04

### Project Title:

Occupant Protection Coordinator Program

### Funded Agency:

Ohio Department of Health
Project Description:

In FFY2019, Ohio Department of Health (ODH) continued to be the lead agency for the Occupant Protection Coordinator (OPC) program. ODH contracted with eight OPC Coordinators to provide occupant restraint programming to all 88 Ohio counties. The OPC responsibilities included coordinating a child safety seat distribution program for low-income families, conducting car seat check-up events, coordinating the NHTSA 32-hour Standardized Child Passenger Safety (CPS) Technician Training course and associated refresher course, disseminating occupant protection education and training for youth, and the National Campaigns for CPS and booster seats.

Project Results:

This program was responsible for coordinating the child safety seat distribution program for low-income families. Last year this program distributed a total of 5,468 seats. Additional activities conducted by the regional OPC coordinators are listed in the table below.

<table>
<thead>
<tr>
<th>Activity</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
<th>FFY2018</th>
<th>FFY2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car Seat Check Events</td>
<td>127</td>
<td>107</td>
<td>92</td>
<td>87</td>
<td>246</td>
</tr>
<tr>
<td>Car Seats Checked</td>
<td>1,506</td>
<td>1,287</td>
<td>1,505</td>
<td>5,353</td>
<td>6,200</td>
</tr>
<tr>
<td>New Technician Classes</td>
<td>14</td>
<td>13</td>
<td>16</td>
<td>13</td>
<td>16</td>
</tr>
<tr>
<td>New CPS Technicians</td>
<td>143</td>
<td>186</td>
<td>81</td>
<td>132</td>
<td>213</td>
</tr>
</tbody>
</table>

Awarded: 493,276.25  Expended: 411,433.00  Funding Source: 405b

Occupant Protection Summary

In addition to the projects listed above, Safe Community programs conducted over 950 events addressing occupant protection. These events reached approximately 1.2 million people. Events reached all audiences. Safe Community programs also distributed 125,684 materials.

<table>
<thead>
<tr>
<th>Type of Media</th>
<th>Gross Impressions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print</td>
<td>25,954,878</td>
</tr>
<tr>
<td>Radio</td>
<td>6,071,327</td>
</tr>
<tr>
<td>Television</td>
<td>9,272,867</td>
</tr>
<tr>
<td>Web</td>
<td>17,400,868</td>
</tr>
<tr>
<td>Facebook</td>
<td>12,172,236</td>
</tr>
<tr>
<td>Twitter</td>
<td>61,547</td>
</tr>
<tr>
<td>Instagram</td>
<td>20,217</td>
</tr>
<tr>
<td>Other</td>
<td>344,442</td>
</tr>
</tbody>
</table>
### Unbelted Fatal Crashes / Total Fatal Crashes

<table>
<thead>
<tr>
<th>Year</th>
<th>Unbelted Fatal Crashes</th>
<th>Total Fatal Crashes</th>
<th>Percent of Total Fatal Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>532</td>
<td>1,029</td>
<td>51.7</td>
</tr>
<tr>
<td>2016</td>
<td>520</td>
<td>1,054</td>
<td>49.3</td>
</tr>
<tr>
<td>2017</td>
<td>541</td>
<td>1,094</td>
<td>49.5</td>
</tr>
<tr>
<td>2018</td>
<td>491</td>
<td>996</td>
<td>49.3</td>
</tr>
<tr>
<td>2019*</td>
<td>455</td>
<td>887</td>
<td>51.3</td>
</tr>
</tbody>
</table>

*2019 only includes preliminary numbers January 1, 2019 through December 1, 2019. It is only included to show progress toward stated goals.

### Planning & Administration

**Project Number:** PA-2019-00-00-01  
CP-2019-00-00-01

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

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**
Housed under the Ohio Department of Public Safety (ODPS) with oversite from the Ohio State Highway Patrol (OSHP), OTSO administered the Section 402 State and Community grants, related National Highway Traffic Safety Administration (NHTSA) awards and initiatives and contracts for traffic safety activities.

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

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>900,000.00</th>
<th>Expended:</th>
<th>749,319.70</th>
<th>Funding Source:</th>
<th>402 PA</th>
</tr>
</thead>
<tbody>
<tr>
<td>375,000.00</td>
<td>339,425.88</td>
<td></td>
<td></td>
<td>402 CP</td>
<td></td>
</tr>
<tr>
<td>900,000.00</td>
<td>749,319.70</td>
<td></td>
<td></td>
<td>State Soft Match</td>
<td></td>
</tr>
</tbody>
</table>

**Project Number:** PA-2019-00-00-02  
**Project Title:** Web-Based Grants Management System  
**Funded Agency:** Ohio Traffic Safety Office  

**Project Description:**

The Web-based grants management system called GRANTS (Grant Records and Application Network for Traffic Safety) was launched in 2005 to receive grant proposals for FFY2006 and upgraded in 2017 to GRANTS Plus for FFY2018. The online system makes the entire grant management process more efficient and accessible. This system eliminated paper submission while enhancing grant tracking because all agencies are required to submit their proposal, reports, reimbursement claims and grant revisions through the online system. A grant file can be accessed by multiple viewers from different agencies at the same time provided they have the security level to view the grant. The funding allocated to this project is for maintenance service, training and system enhancements.

**Project Results:**

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

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>200,000.00</th>
<th>Expended:</th>
<th>120,158.00</th>
<th>Funding Source:</th>
<th>402 PA</th>
</tr>
</thead>
<tbody>
<tr>
<td>200,000.00</td>
<td>120,158.00</td>
<td></td>
<td></td>
<td>State Soft Match</td>
<td></td>
</tr>
</tbody>
</table>

**Project Number:** CP-2017-00-00-02  
**Project Title:** Traffic Safety Resource Prosecutor Program  
**Funded Agency:** Stark County Sheriff’s Office  
**Cincinnati Police Department**
**Project Description:**

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

**Project Results:**

FFY2019 was the third year of the current TSRP program and OTSO was able to add a second TSRP.

<table>
<thead>
<tr>
<th>Activity</th>
<th>FFY2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hours of Training</td>
<td>170</td>
</tr>
<tr>
<td>Prosecutors Trained</td>
<td>342</td>
</tr>
<tr>
<td>Law Enforcement / Other Traffic Safety Personnel Trained</td>
<td>869</td>
</tr>
<tr>
<td>Technical Assistance Responses</td>
<td>300</td>
</tr>
<tr>
<td>Community Outreach meetings</td>
<td>2</td>
</tr>
<tr>
<td>State and/or Local Task Force meeting</td>
<td>65</td>
</tr>
<tr>
<td>Manuals Written and/or Updated</td>
<td>20</td>
</tr>
<tr>
<td>Appearances in Traffic Safety cases</td>
<td>0</td>
</tr>
<tr>
<td>Appellate Briefs Written/Assisted in Preparing</td>
<td>0</td>
</tr>
</tbody>
</table>

**Awarded:** 286,588.76  **Expended:** 195,676.34  **Funding Source:** 402 CP

**Project Number:** CP-2019-00-00-04  
**Project Title:** Training/Educational Materials  
**Funded Agency:** Ohio Traffic Safety Office  
**Project Description:**

This grant covered associated costs with training conducted by OTSO.

**Project Results:**

In FFY2019, funds were used to print student manuals for various courses and CLE credits.

**Awarded:** 15,000.00  **Expended:** 6,170.92  **Funding Source:** 402 CP

**Project Number:** PA-2019-00-00-03  
**Project Title:** Equipment Inspection / Inventory Program  
**Funded Agency:** Ohio Traffic Safety Office
Project Description:
The goal of the Equipment Inspection/Inventory Program was to keep the OTSO’s federally funded equipment inventory compliant with all state and federal inspection requirements.

Project Results:
The Equipment Inspection/Inventory Program consisted of two contracted employees to cover inspections throughout the state.

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>134,883.00</th>
<th>Expended:</th>
<th>73,918.00</th>
<th>Funding Source:</th>
<th>402 PA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>134,883.00</td>
<td></td>
<td>73,918.00</td>
<td>State Soft Match</td>
<td></td>
</tr>
</tbody>
</table>

Project Number: CP-2019-00-00-03
Project Title: University Evaluation
Funded Agency: University of Akron

Project Description:
The University of Akron (UA) completed both the Statewide Observation Survey and the County Seat Belt Observation Survey in FFY2019.

Project Results:

**Statewide Observation Survey of Seat Belt Use FFY2019**
The observation survey was conducted by retired Ohio State Highway Patrol troopers during April/May and June of FFY2019. For this project, the UA reviewed, monitored, and, when necessary, updated observation site information for the 2019 selected sites; 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 85 percent of highway fatalities. During the April/May survey, direct observations were made of 25,802 drivers and front-seat passengers throughout the state: Ohio’s baseline seat belt use rate for 2019 was 80.50 percent with a standard error of 0.93. In June, 27,662 drivers and passengers were observed, and the seat belt use rate increased to 85.9 percent, with a standard error of 1.0. This represented an increase of approximately 2.5 percent.

**County Seat Belt Observation Survey FFY2019**
In 2019, the UA 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 UA completed data entry, analyzed the data, and prepared reports for sub-grantees on the findings.

Report Collaboration
The UA worked collaboratively with the OTSO to prepare specific reports for NHTSA as needed.

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>176,603.62</th>
<th>Expended:</th>
<th>128,183.03</th>
<th>Funding Source:</th>
<th>402 CP</th>
</tr>
</thead>
</table>
Project Number: PA-2019-00-00-04
Project Title: Pre-Management Review
Funded Agency: Ohio Traffic Safety Office

Project Description:
OTTSO worked with the Governor's Highway Safety Association to conduct a pre-management review.

Project Results:
A team came to Ohio and completed a pre-management review. The team provided valuable suggestions to help clarify items for the upcoming management review. This prep work ahead of time helped prepare the office for a finding-free management review.

Awarded: 29,200.00 Expended: 18,151.63 Funding Source: 402 PA

Planning & Administration Summary

OTTSO experienced an extreme staff shortage in the last few months of FFY2019. However staff was still able to complete expenditure report reviews in an average of 9.3 days and we were able to work with all sub-recipients to ensure FFY2019 grants were completed and closed timely.

Police Traffic Services

Project Number: PT-2019-00-00-03
Project Title: Law Enforcement Liaisons
Funded Agencies: Blue Ash Police Department
Ohio Traffic Safety Office

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

Project Results:
In FFY2019, the Ohio Traffic Safety Office (OTSO) continued with four Law Enforcement Liaisons (LEL). The LELs worked with law enforcement agencies across the state to encourage participation in both the Click It or Ticket and the Drive Sober or Get Pulled Over national mobilizations. In addition to working closely with law enforcement, the LELs worked with the Safe Community programs throughout the state on projects including motorcycle safety, occupant
The LELs assisted with the Drug Recognition Expert (DRE) program recruiting applicants and arranging Advanced Roadside Impaired Driving Enforcement (ARIDE) classes and worked with our two traffic safety resource prosecutors (TSRPs) to plan and recruit for the multiple courses listed under project number CP-2019-00-00-02 on page 57.

**Awarded:** 439,829.64  **Expended:** 205,843.00  **Funding Source:** 402 PT

**Project Number:** NF-2019-00-00-02  
**Project Title:** Drive Sober or Get Pulled Over Mobilization  
**Funded Agency:** Ohio Traffic Safety Office  
**Project Description:**
Ohio continued to implement and expand the national impaired driving mobilization efforts in FFY2019. Following the national model, campaign components included earned media (education and outreach), paid media, high visibility enforcement and evaluation.

Ohio’s Law Enforcement Liaisons (LELs) continued to seek commitments from agencies to participate in the national mobilizations and increase participation in the mobilizations and encouraged agencies to report their results.

**Project Results:**
OTSQ worked to increase the level of law enforcement participation, partner reporting levels and expand its partnership network. Over 350 agencies participated and reported in the 2019 enforcement mobilization. OTSQ made it a priority for sub-recipients and non-recipients to participate in the 2019 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 press releases before and after each checkpoint.

<table>
<thead>
<tr>
<th>Law Enforcement Agencies</th>
<th>Total in State</th>
<th>Participating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Patrol</td>
<td>59</td>
<td>59</td>
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<tr>
<td>County Sheriffs</td>
<td>88</td>
<td>45</td>
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<tr>
<td>City / Town Police</td>
<td>541</td>
<td>256</td>
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<tr>
<td>Other</td>
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<tr>
<td><strong>Totals</strong></td>
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<td><strong>372</strong></td>
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### Drive Sober or Get Pulled Over Crackdown Activity

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<tr>
<th>Enforcement Activity</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
<th>FFY2018</th>
<th>FFY2019</th>
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* Data not collected

See Appendix C for summary of all FFY2019 enforcement details.

### Awarded:

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

### Project Number:
N/A-2019-00-00-03

### 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 FFY2019. 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 2019 enforcement mobilization OTSO made it a priority for sub-recipients and non-recipients to participate in the 2019 mobilization. Ohio participated in one Tri-State Kickoff (Ohio, Kentucky and West Virginia) event.

### Click It or Ticket Mobilization Agency Participation

<table>
<thead>
<tr>
<th>Law Enforcement Agencies</th>
<th>Total in State</th>
<th>Participating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Patrol</td>
<td>59</td>
<td>59</td>
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<tr>
<td>County Sheriffs</td>
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<td>City / Town Police</td>
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<tr>
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<td>412</td>
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</table>
Click It or Ticket Mobilization Activity

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<th>FFY2016</th>
<th>FFY2017</th>
<th>FFY2018</th>
<th>FFY2019</th>
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* Data not collected

See Appendix C for summary of all FFY2019 enforcement details.

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

Project Number: PT-2019-00-00-04
Project Title: Impaired Driving Enforcement Program / Selective Traffic Enforcement Program
Funded Agencies: See chart under Project Results
Project Description:

High Visibility is designed to convince the public that there are consequences to traffic violations. Grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2015, 2016 and 2017. Each agency conducted enforcement activity (e.g., speed, seat belt, aggressive, etc.) to impact their fatal crashes.

Project Results:
Funded Agencies

52 Sheriff Offices and 36 local jurisdictions

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<th>Agency</th>
<th>County</th>
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<th>Award Amount</th>
<th>Total Expended</th>
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<td>Fatal Crashes</td>
<td>Injury Crashes</td>
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</tr>
<tr>
<td>Trumbull Co. Sheriff's Office</td>
<td>Trumbull</td>
<td>210,312</td>
<td>23,100.93</td>
<td></td>
</tr>
<tr>
<td>Warren Police Dept.</td>
<td>Trumbull</td>
<td>15,809.01</td>
<td>3,500.05</td>
<td></td>
</tr>
<tr>
<td>Tuscarawas Co. Sheriff's Office</td>
<td>Tuscarawas</td>
<td>92,582</td>
<td>13,998.84</td>
<td></td>
</tr>
<tr>
<td>Clearcreek Twp. Police Dept.</td>
<td>Warren</td>
<td>20,974</td>
<td>19,875.11</td>
<td></td>
</tr>
<tr>
<td>Franklin Police Dept.</td>
<td>Warren</td>
<td>11,771</td>
<td>21,458.00</td>
<td></td>
</tr>
<tr>
<td>Washington Co. Sheriff's Office</td>
<td>Washington*</td>
<td>61,778</td>
<td>15,275.23</td>
<td></td>
</tr>
<tr>
<td>Wayne Co. Sheriff's Office</td>
<td>Wayne</td>
<td>114,520</td>
<td>14,785.61</td>
<td></td>
</tr>
<tr>
<td>Williams Co. Sheriff's Office</td>
<td>Williams</td>
<td>37,642</td>
<td>15,895.99</td>
<td></td>
</tr>
<tr>
<td>Wood Co. Sheriff's Office</td>
<td>Wood</td>
<td>125,488</td>
<td>24,431.76</td>
<td></td>
</tr>
<tr>
<td>Lake Twp. Police Dept.</td>
<td>Wood</td>
<td>16,921.28</td>
<td>4,089.85</td>
<td></td>
</tr>
<tr>
<td>Wyandot Co. Sheriff's Office</td>
<td>Wyandot</td>
<td>22,615</td>
<td>14,734.68</td>
<td></td>
</tr>
</tbody>
</table>

*Counties that did not have high visibility activities in all years (2015 – 2019). Crash numbers are not included for these counties in the table below.

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

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

<table>
<thead>
<tr>
<th>Dates</th>
<th>Blitz/National Campaign</th>
</tr>
</thead>
<tbody>
<tr>
<td>November 16 – November 25, 2018</td>
<td>Thanksgiving</td>
</tr>
<tr>
<td>April – May 2019</td>
<td>Prom</td>
</tr>
<tr>
<td>May 20 – June 2, 2019</td>
<td>Click It or Ticket</td>
</tr>
<tr>
<td>October 2018 and/or September 2019</td>
<td>Homecoming</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatal Crashes</th>
<th>Injury Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>747</td>
<td>62,033</td>
</tr>
<tr>
<td>2016</td>
<td>754</td>
<td>64,106</td>
</tr>
<tr>
<td>2017</td>
<td>787</td>
<td>62,670</td>
</tr>
<tr>
<td>2018</td>
<td>717</td>
<td>60,019</td>
</tr>
<tr>
<td>2019</td>
<td>605</td>
<td>51,117</td>
</tr>
</tbody>
</table>

*2019 only includes preliminary numbers (January 1, 2019 through November 19, 2019). It is only included to show progress toward stated goals.
### Total Overtime Enforcement

<table>
<thead>
<tr>
<th></th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
<th>FFY2018</th>
<th>FFY2019</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Overtime Hours</strong></td>
<td>25,386</td>
<td>22,345</td>
<td>23,221</td>
<td>21,533</td>
<td>22,402</td>
</tr>
<tr>
<td><strong>Number of Traffic Stops</strong></td>
<td>37,962</td>
<td>34,217</td>
<td>34,701</td>
<td>32,845</td>
<td>33,450</td>
</tr>
<tr>
<td><strong>DUID</strong></td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>12</td>
</tr>
<tr>
<td><strong>OVI Arrests Under 21</strong></td>
<td>24</td>
<td>28</td>
<td>12</td>
<td>16</td>
<td>26</td>
</tr>
<tr>
<td><strong>OVI Arrests 21 and Over</strong></td>
<td>149</td>
<td>138</td>
<td>86</td>
<td>106</td>
<td>98</td>
</tr>
<tr>
<td><strong>Refusals</strong></td>
<td>49</td>
<td>39</td>
<td>25</td>
<td>27</td>
<td>35</td>
</tr>
<tr>
<td><strong>Adult Restraint Citations</strong></td>
<td>2,323</td>
<td>2,058</td>
<td>1,813</td>
<td>1,965</td>
<td>1,658</td>
</tr>
<tr>
<td><strong>Child Restraint Citations</strong></td>
<td>174</td>
<td>183</td>
<td>130</td>
<td>118</td>
<td>135</td>
</tr>
<tr>
<td><strong>Speed Citations</strong></td>
<td>12,916</td>
<td>12,580</td>
<td>12,078</td>
<td>11,011</td>
<td>11,115</td>
</tr>
<tr>
<td><strong>Distracted Driving</strong></td>
<td>102</td>
<td>62</td>
<td>46</td>
<td>32</td>
<td>102</td>
</tr>
<tr>
<td><strong>Driving Under Suspension</strong></td>
<td>1,728</td>
<td>1,464</td>
<td>1,528</td>
<td>1,467</td>
<td>1,487</td>
</tr>
<tr>
<td><strong>No Operator License Citations</strong></td>
<td>663</td>
<td>593</td>
<td>568</td>
<td>500</td>
<td>728</td>
</tr>
<tr>
<td><strong>Felony Arrests</strong></td>
<td>143</td>
<td>134</td>
<td>168</td>
<td>144</td>
<td>151</td>
</tr>
<tr>
<td><strong>Other Citations Issued</strong></td>
<td>3,952</td>
<td>1,968</td>
<td>3,188</td>
<td>3,047</td>
<td>3,662</td>
</tr>
</tbody>
</table>

* Data not collected.

See Appendix C for summary of all FFY2019 enforcement details.

STEP agencies reached 83.17 percent of Ohio’s population (approximately 9.5 million people) through earned media and high visibility enforcement. Over 70 percent of Ohio’s fatal crashes between 2015 and 2019 occurred in these counties.

**Awarded:** 1,852,365.97  **Expended:** 1,318,122.49  **Funding Source:** 402 PT

**Project Number:** PT-2019-00-00-05

**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 172 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>Advanced Training Radar &amp; Lidar</td>
<td>4</td>
<td>54</td>
<td>43</td>
</tr>
<tr>
<td>Traffic Collision Investigation Level I</td>
<td>4</td>
<td>118</td>
<td>90</td>
</tr>
</tbody>
</table>

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

**Project Number:**  PT-2019-00-00-07  
**Project Title:**  Officer Training/Public Education  
**Funded Agency:**  Ohio State Highway Patrol  

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

**Project Results:**  
Under grant, OSHP attended over 130 events across the state and provided law enforcement training to 136 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>Basic Crash Investigation</td>
<td>1</td>
<td>27</td>
<td>26</td>
</tr>
<tr>
<td>Intermediate Traffic Crash Investigation</td>
<td>1</td>
<td>13</td>
<td>12</td>
</tr>
<tr>
<td>Technical Crash Investigation</td>
<td>1</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Electronic Speed Measuring Device</td>
<td>2</td>
<td>27</td>
<td>20</td>
</tr>
<tr>
<td>ESMD Judicial Seminar</td>
<td>1</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>SFST</td>
<td>1</td>
<td>17</td>
<td>17</td>
</tr>
<tr>
<td>SFST Judicial Seminar</td>
<td>1</td>
<td>32</td>
<td>29</td>
</tr>
</tbody>
</table>

**Awarded:** 247,660.73  
**Expended:** 139,314.79  
**Funding Source:** 402PT

**Project Number:**  SF-2019-00-00-05  
**Project Title:**  Construction Zone Safety Project  
**Funded Agency:**  N/A
Project Description:
ODOT and OTSO intended to continue a partnership to reduce crashes in Ohio’s construction zones.

Project Results:
This project was not completed in FFY2019 through OTSO – ODOT worked directly with agencies to conduct construction zone enforcement.

| Awarded: | 0.00 | Expended: | 0.00 | Funding Source: | State |

Police Traffic Services Summary

The Ohio State Highway Patrol and the Ohio Peace Officer Training Academy conducted 16 courses in a variety of subjects training over 300 students. Over 400 agencies reported their efforts in both the Click It or Ticket and the Drive Sober or Get Pulled over mobilizations and Selective Traffic Enforcement Program sub-recipients conducted 22,402 hours of overtime completing 33,450 traffic stops.

Roadway Safety / Traffic Engineering

**Project Number:** RS-2019-00-00-01

**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.
### Training Course Summary

<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>NHI Signing and Marking</td>
<td>1</td>
<td>20</td>
<td>14</td>
</tr>
<tr>
<td>Innovative Intersections and Interchanges</td>
<td>3</td>
<td>87</td>
<td>50</td>
</tr>
<tr>
<td>Roadway Safety Design</td>
<td>1</td>
<td>20</td>
<td>12</td>
</tr>
<tr>
<td>Combating Roadway Departures</td>
<td>1</td>
<td>27</td>
<td>13</td>
</tr>
<tr>
<td>Speed Management</td>
<td>1</td>
<td>23</td>
<td>16</td>
</tr>
<tr>
<td>Developing a Pedestrian Safety Plan</td>
<td>2</td>
<td>49</td>
<td>32</td>
</tr>
<tr>
<td>Introducing Human Factors in Roadway Design</td>
<td>1</td>
<td>25</td>
<td>18</td>
</tr>
<tr>
<td>Interactive Highway Safety Design Model</td>
<td>1</td>
<td>17</td>
<td>12</td>
</tr>
<tr>
<td>Designing for Pedestrian Safety</td>
<td>3</td>
<td>111</td>
<td>56</td>
</tr>
<tr>
<td>Modern Roundabouts</td>
<td>2</td>
<td>45</td>
<td>28</td>
</tr>
</tbody>
</table>

**Awarded:** 164,505.00  **Expended:** 162,630.00  **Funding Source:** 402 RS

---

**Roadway Safety / Traffic Engineering Summary**

During FFY2019, over 400 students were trained in various roadway safety / traffic engineering courses (listed above). A total of 251 agencies received the training.

---

**Speed Management**

**Project Number:** PT-2019-00-00-06  
**Project Title:** Statewide Speed Enforcement  
**Funded Agency:** Ohio State Highway Patrol

**Project Description:**

There were 655 speed related fatal crashes and 18,979 speed related injury crashes in Ohio between 2013 and 2017. In FFY2019, the Ohio State Highway Patrol (OSHP) will focus on speed.

**Project Results:**

The Ohio State Highway Patrol conducted 8,688 hours of speed enforcement throughout the year. These efforts resulted in 8,649 speed citations.
### Total Overtime Enforcement

| Total Awarded: 599,502.76 | Expended: 494,570.84 | Funding Source: 402 PT |

**Speed Management Summary**

In addition to the projects listed above, Safe Community programs addressed speed at over 300 events. These events reached approximately over 150,000 people. Events reached all audiences. Safe Community programs also distributed speed related materials.

<table>
<thead>
<tr>
<th>Type of Media</th>
<th>Gross Impressions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print</td>
<td>22,144,073</td>
</tr>
<tr>
<td>Radio</td>
<td>1,590,640</td>
</tr>
<tr>
<td>Television</td>
<td>4,979,639</td>
</tr>
<tr>
<td>Web</td>
<td>207,300</td>
</tr>
<tr>
<td>Facebook</td>
<td>882,561</td>
</tr>
<tr>
<td>Twitter</td>
<td>12,644</td>
</tr>
<tr>
<td>Instagram</td>
<td>4,806</td>
</tr>
<tr>
<td>Other</td>
<td>29,010</td>
</tr>
</tbody>
</table>

### Speed Fatal Crashes / Total Fatal Crashes

<table>
<thead>
<tr>
<th>Year</th>
<th>Speed Fatal Crashes</th>
<th>Total Fatal Crashes</th>
<th>Percent of Total Fatal Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>305</td>
<td>1,029</td>
<td>29.6</td>
</tr>
<tr>
<td>2016</td>
<td>353</td>
<td>1,054</td>
<td>33.5</td>
</tr>
<tr>
<td>2017</td>
<td>351</td>
<td>1,094</td>
<td>32.1</td>
</tr>
<tr>
<td>2018</td>
<td>305</td>
<td>996</td>
<td>30.6</td>
</tr>
<tr>
<td>2019*</td>
<td>247</td>
<td>887</td>
<td>27.8</td>
</tr>
</tbody>
</table>

*2019 only includes preliminary numbers January 1, 2019 through December 1, 2019. It is only included to show progress toward stated goals.

See Appendix C for summary of all FFY2019 enforcement details.
# Teen Traffic Safety Program

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Project Title</th>
<th>Funded Agency</th>
<th>Project Description</th>
<th>Project Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>TSP-2019-00-01</td>
<td>Peer to Peer Youth Programming</td>
<td>Students Against Destructive Decisions</td>
<td>Students Against Destructive Decisions (SADD) conducted programming statewide in FFY2019. Ohio SADD used evidence-based programming to facilitate peer-to-peer education to educate young drivers on seat belts usages, the dangers of alcohol and drug impaired driving, and distracted driving.</td>
<td>SADD reached out to 258 Ohio communities to educate teens about the risks teens face on the road. Over 137,000 students, advisors, and parents were reached throughout the state with teen driver safety messaging. Approximately 9,600 students were reached through training events. Additional efforts included adding 27 new SADD chapters and increasing partnerships to 108.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Awarded: 100,000.00  Expended: 87,634.94  Funding Source: 402 TSP

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Project Title</th>
<th>Funded Agency</th>
<th>Project Description</th>
<th>Project Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>TSP-2019-00-02</td>
<td>College Campus Impaired Driving Program</td>
<td>The Ohio State University</td>
<td>The Ohio State University partnered with Recording Artists against Drunk Driving (RADD) and the Higher Education Center for Alcohol and Drug (HECAOD). This pilot project is scheduled to be implemented at three campuses (Cleveland, Cincinnati, and Columbus) to reduce impaired driving among 18-24 year olds.</td>
<td>Three pilot campuses were identified: The Ohio State University, Cleveland State University, and the University of Cincinnati. In addition, partnering with RADD, the “RADD Squad” campaign was designed and will be the foundation of both activations on campuses and at entertainment venues. This project will continue implementation in FFY2020.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Awarded: 285,856.02  Expended: 261,910.05  Funding Source: 402 TSP
Project Number:  TSP-2019-00-00-03  
Project Title:  Young Driver Survey  
Funded Agency:  The Ohio State University  

Project Description:  
The Ohio State University developed surveys and research to better understand how this age group (16 – 24) receives information and their perceptions/beliefs on driving behaviors and messages. Information from the survey will be utilized to develop future traffic safety campaigns.

Project Results:  
The Ohio State University obtained IRB approval to proceed with this project. Research personnel were trained in data analysis techniques, including techniques for modeling multiple interactive predictors of behaviors. This project will continue in FFY2020.

Awarded:  130,979.91  Expended:  6,069.27  Funding Source:  402 TSP

Project Number:  TSP-2019-00-00-04  
Project Title:  High School Teen Safe Driving Program  
Funded Agency:  Family, Career and Community Leaders of America  

Project Description:  
Family Career and Community Leaders of America (FCCLA) facilitated statewide peer to peer campaigns in high schools. Program will kicked off with Ford Driving Skills for Life bringing an advanced teen safe driving clinic to Columbus in June 2019. FCCLA developed toolkits focusing on seatbelts, distracted, and impaired driving.

Project Results:  
National FCCLA and Ohio FCCLA worked together to sign up 30 of the 50 chapters to host a peer to peer traffic safety project in their school community. Work continues with Ford Driving Skills for Life to bring opportunities to FCCLA members in Ohio. This project will continue in FFY2020.

Awarded:  20,112.46  Expended:  17,861.72  Funding Source:  402 TSP

Teen Traffic Safety Program Summary  

In FFY2019, Ohio developed partnerships with the Ohio State University and FCCLA and began working on three new projects. Ohio continues to work with SADD and hopes to continue to foster the new relationships to conduct a more complete youthful driving program.
In addition to the projects listed above, Safe Community programs addressed youthful driver at over 350 events. These events reached over 400,000 people.

<table>
<thead>
<tr>
<th>Type of Media</th>
<th>Gross Impressions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print</td>
<td>22,116,438</td>
</tr>
<tr>
<td>Radio</td>
<td>1,036,788</td>
</tr>
<tr>
<td>Television</td>
<td>4,514,881</td>
</tr>
<tr>
<td>Web</td>
<td>398,698</td>
</tr>
<tr>
<td>Facebook</td>
<td>779,558</td>
</tr>
<tr>
<td>Twitter</td>
<td>24,243</td>
</tr>
<tr>
<td>Instagram</td>
<td>3,123</td>
</tr>
<tr>
<td>Other</td>
<td>35,268</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Youth Crashes</th>
<th>Youth Fatal Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>102,553</td>
<td>296</td>
</tr>
<tr>
<td>2016</td>
<td>104,130</td>
<td>269</td>
</tr>
<tr>
<td>2017</td>
<td>100,792</td>
<td>290</td>
</tr>
<tr>
<td>2018</td>
<td>94,287</td>
<td>246</td>
</tr>
<tr>
<td>2019*</td>
<td>78,907</td>
<td>199</td>
</tr>
</tbody>
</table>

*2019 only includes preliminary numbers January 1, 2019 through December 1, 2019. It is only included to show progress toward stated goals.

**Traffic Records**

**Project Number:** NF-2019-00-00-0r  
**Project Title:** Traffic Records Coordinating Committee  
**Project Description:**

The Traffic Records Coordinating Committee (TRCC) was comprised of state, local and federal agencies who are stakeholders in the traffic crash records system. Committee members oversaw implementation of the Traffic Records Strategic Plan.

**Project Results:**

The TRCC working group met five times. In FFY2019, the TRCC focused on implementing the priority projects that were identified in the 2015 Traffic Records Assessment.

| Awarded: | N/A | Expended: | N/A | Funding Source: | N/A |
Project Numbers: M3DA-2019-00-00-01
M3DA-2019-00-00-02

Project Title: TRCC Projects Grant

Funded Agency: Ohio State Highway Patrol

Project Description:
The Ohio State Highway Patrol (OSHP) chaired 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. The projects funded under the OSHP grant included:

**Travel**

**Description:**
Travel costs associated with traffic records management training and conferences.

**Results:**
The Annual Traffic Records Forum and one other traffic records conference were attended in FFY2019.

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>10,000.00</th>
<th>Expended:</th>
<th>6,160.37</th>
</tr>
</thead>
</table>

**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 68.6 percent of crashes are reported electronically.

<table>
<thead>
<tr>
<th>Awarded:</th>
<th>100,000.00</th>
<th>Expended:</th>
<th>59,000.00</th>
</tr>
</thead>
</table>

**eCitation Interface Projects**

**Description:**
Construct interfaces between users (courts, law enforcement agencies and ODPS) to facilitate the eCitation process
Results:
In order for local agencies to submit citations electronically, their existing software needs to be modified to be compatible with ODPS’ software. After the modifications, these agencies will be able to submit citations electronically.

<table>
<thead>
<tr>
<th>Awarded: 265,000.00</th>
<th>Expended: 147,615.70</th>
</tr>
</thead>
</table>

**eCitation Equipment Project**

Description:
In-Car printers, mounting brackets, wiring kits and magnetic stripe readers will continue to be purchased and distributed to local law enforcement agencies who agree to submit citations electronically.

Results:
As of September 30, 2019, nearly 3,000 printers had been distributed to 282 agencies that agreed to participate in eCitation.

<table>
<thead>
<tr>
<th>Awarded: 750,000.00</th>
<th>Expended: 579,151.70</th>
</tr>
</thead>
</table>

**OLEIS Consultant Project**

Description:
In FFY2019, a consultant continued to work on programming improvements to OLEIS (Ohio Law Enforcement Information System) and OTIS (Ohio Trooper Information System).

Results:
Work began on enhancing programming with Optical Character Recognition (OCR) technology. Once completed, this will reduce data entry time and increase accuracy in the crash reporting system.

<table>
<thead>
<tr>
<th>Awarded: 187,000.00</th>
<th>Expended: 132,383.43</th>
</tr>
</thead>
</table>

**Citation Tracking**

Description:
Ohio continued to add law enforcement agencies submitting electronic submission to courts.

Results:
In calendar year 2018, there were over 650,000 citations submitted electronically to the statewide repository, over 100 law enforcement agencies actively submitting citation data, and 102 courts have been interfaced. As individual projects are approved, money is moved from this account to the individual projects.

<table>
<thead>
<tr>
<th>Awarded: 3,273,000.00</th>
<th>Expended: 0.00</th>
</tr>
</thead>
</table>

Bicycle and Pedestrian Data

Description:
This project provided volume data for both on street and off street facilitates. Probe data from Strava users was sanitized for use by engineers and planners to understand volumes and trips completed for pedestrians and bicycles. This was used to understand the critical link between pedestrian volumes and crashes.

Results:
All the data has been delivered to ODOT. ODOT is currently analyzing the data and is making it available to traffic safety partners.

| Awarded: | 35,000.00 | Expended: | 21,622.50 |

OSHP Tablet Pilot

Description:
The Ohio State Highway Patrol pilot tested tablet technology to advance Ohio's electronic crash reporting and Ohio’s E-Citation project. The tablets were used to take photographs for crash reports, complete reports and enable subjects to “sign” a citation or form.

Results:
Final piece of this project from FFY2018 was completed in January 2019.

| Awarded: | 100,000.00 | Expended: | 6,087.03 |

EMS EMSIRS Project

Description:
EMS proposed bringing EMSIRS and all related data back to ODPS ownership and control. Once data collection and analysis has been restored to the ODPS, Division of EMS will be able to initiate the linkage of data to the Ohio Trauma Registry and other state data systems.

Results:
The consultant began working on this project is October. Progress has been made, however this project has met with some delays. This project will be completed in FFY2020.

| Awarded: | 450,000.00 | Expended: | 263,460.63 |

Crash Reconstruction Projects

Description:
Provided advanced crash reconstruction equipment to law enforcement agencies, by request, in order to augment crash reconstruction teams and improve data quality. The data received will improve the timeliness, accuracy, and completeness of crash data. This data will be accessible for federal, state and local problem identification.
Results:
Crash reconstruction projects are no longer being funded through the TRCC.

<table>
<thead>
<tr>
<th>Awarded</th>
<th>Expended</th>
<th>Funding Source</th>
</tr>
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<tbody>
<tr>
<td>230,000.00</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>5,400,000.00</td>
<td>1,215,481.36</td>
<td>405c</td>
</tr>
</tbody>
</table>

Traffic Records Summary

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

### FFY2019 Financial Summary Table

<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>
<tr>
<td>164 Total</td>
<td>164AL</td>
<td>164 Transfer Funds Total</td>
<td>3,569,426.65</td>
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<td>Data Program</td>
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<td>1,140,642.24</td>
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<td>PA</td>
<td>Planning and Administration</td>
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<td>0.00</td>
<td>0</td>
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<td>Alcohol</td>
<td>250,000.00</td>
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<td>FAST Act 402</td>
<td>MC</td>
<td>Motorcycle Safety</td>
<td>50,000.00</td>
<td>0.00</td>
<td>0.0</td>
<td>0.00</td>
<td>0</td>
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<tr>
<td>FAST Act 402</td>
<td>OP</td>
<td>Occupant Protection</td>
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<td>28.1</td>
<td>0.00</td>
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<td>FAST Act 402</td>
<td>PT</td>
<td>Police Traffic Services</td>
<td>10,834,070.26</td>
<td>3,235,568.21</td>
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<td>1,398,956.23</td>
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<td>FAST Act 402</td>
<td>CP</td>
<td>Comprehensive Programs</td>
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<td>0</td>
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<tr>
<td>FAST Act 402</td>
<td>DE</td>
<td>Driver Education</td>
<td>352,423.19</td>
<td>352,423.19</td>
<td>100.0</td>
<td>0.00</td>
<td>0</td>
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<td>FAST Act 402</td>
<td>RS</td>
<td>Roadway Safety Total</td>
<td>175,000.00</td>
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<td>162,630.00</td>
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<td>FAST Act 402</td>
<td>SA</td>
<td>Safe Communities</td>
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<td>76.6</td>
<td>1,839,338.50</td>
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<td>FAST Act 402</td>
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<td>Paid Advertising</td>
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<td>FAST Act 402</td>
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<td>Distracted Driving</td>
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<td>0.00</td>
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<tr>
<td>FAST Act 402</td>
<td>TSP</td>
<td>Teen Safety Program</td>
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<tr>
<td>FAST Act 405b</td>
<td>M2</td>
<td>405 OP Low</td>
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<tr>
<td>FAST Act 405c</td>
<td>M3</td>
<td>Data Program</td>
<td>4,379,324.72</td>
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<td>0</td>
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<tr>
<td>FAST Act 405d</td>
<td>M6</td>
<td>Impaired Driving Low</td>
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<td>6,055,727.75</td>
<td>46.6</td>
<td>2,156,983.31</td>
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<tr>
<td>FAST Act 405f</td>
<td>M9</td>
<td>Motorcycle Programs</td>
<td>282,276.83</td>
<td>236,891.91</td>
<td>83.9</td>
<td>0.00</td>
<td>0</td>
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<tr>
<td>Total GTS</td>
<td></td>
<td></td>
<td>45,228,105.74</td>
<td>18,825,575.09</td>
<td>41.6</td>
<td>7,632,626.87</td>
<td>40.5</td>
</tr>
</tbody>
</table>

Total: 19,053,342.34

Local Benefit: 3,400,924.73

% Local: 42.1
FFY2019 Financial Summary Chart

- Traffic Records, $1,215,481.36
- Impaired Driving, $6,818,238.18
- Safe Communities, $1,839,338.50
- Comprehensive Programs, $669,456.17
- Occupant Protection, $492,865.81
- Motorcycles, $236,891.91
- Distracted Driving, $211,450.00
- Police Traffic Services, $3,235,568.21
- Paid Media, $2,256,208.45
- Driver Education, $352,423.19
- Teen Safety Program, $373,475.98
- Roadway Safety, $162,630.00
- Planning & Administration, $961,547.33

Total: $8,318,585.04
Goal Status updates

**GOAL M-1**
Reduce total fatalities by 1.00 percent per year from the 2013 – 2017 average of 1,083 to 1,062 by 2019.

**STATUS**
Ohio had 1,068 fatalities in 2018, however; the provisional year to date fatalities for 2019 indicate a seven percent increase as of December 6, 2019. Ohio is unlikely to achieve this goal.

**FFY2020 ADJUSTMENTS**
Ohio continues to monitor traffic fatality data and is in the process of working with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding beginning in FFY2020 to reduce the number of fatalities.

**GOAL M2**
Reduce serious traffic injuries by 1.00 percent per year from the 2013 – 2017 average of 9,013 to 8,834 by 2019.

**STATUS**
Ohio had 7,627 serious injuries in 2018 and the provisional year to date numbers show there are 5,231. If these numbers continue, Ohio will meet this goal.

**FFY2020 ADJUSTMENTS**
Ohio continues to monitor traffic serious injury data and is in the process of working with the University of Akron to take a deeper look into serious injury data to determine additional areas to target funding beginning in FFY2020 to continue the reduction of serious injuries.

**GOAL M-3a**
Reduce fatalities/VMT by 1.00 percent per year from the 2013 – 2017 average of 0.93 to 0.91 by 2019.

**STATUS**
Ohio’s rate for 2018 is 0.95; however if the fatality trend continues as mentioned in Goal M-1; Ohio is not likely to achieve this goal.

**FFY2020 ADJUSTMENTS**
Ohio continues to monitor traffic fatality data and is in the process of working with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding beginning in FFY2020 to reduce the number of fatalities.

**GOAL M-3b**
Reduce rural fatalities/VMT rate by 4.41 percent per year from the 2013 – 2017 average of 1.45 to 1.35 by 2019.

**STATUS**
Ohio’s rate for 2018 is 1.36 just above the goal of 1.35; however if the fatality trend continues as mentioned in Goal M-1; Ohio is not likely to achieve this goal.

**FFY2020 ADJUSTMENTS**
Ohio continues to monitor traffic fatality data and is in the process of working with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding beginning in FFY2020 to reduce the number of fatalities.

**GOAL M-3c**
Reduce urban fatalities/VMT rate by 1.25 percent per year from the 2013 – 2017 average of 0.67 to 0.65 by 2019.

**STATUS**
Ohio’s rate for 2018 is 0.74; if the fatality trend continues as mentioned in Goal M-1; Ohio is not likely to achieve this goal.

**FFY2020 ADJUSTMENTS**
Ohio continues to monitor traffic fatality data and is in the process of working with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding beginning in FFY2020 to reduce the number of fatalities.

**GOAL M-4**
Reduce unrestrained passenger vehicle occupants fatalities, all seat positions by 2.71 percent per year from the 2013 – 2017 average of 358 to 339 by 2019.

**STATUS**
Ohio had 333 unrestrained passenger vehicle occupant fatalities in 2018 which meets the goal set for 2019; however, provisional year to date unrestrained fatalities in 2019 is 417. Due to the increase in 2019, Ohio is not likely to achieve this goal.

**FFY2020 ADJUSTMENTS**
Ohio continues to monitor both observed seat belt rates and unbelted fatality data and is in the process of working with the University of Akron to take a deeper look into unbelted fatality data to determine additional areas to target funding beginning in FFY2020 to reduce the number of unbelted fatalities.

**GOAL M-5**
Reduce alcohol impaired driving fatalities (.08 and above) by 2.14 percent per year from the 2013 – 2017 average of 298 to 285 by 2019.

**STATUS**
Ohio had 294 alcohol impaired driving fatalities in 2018; however provisional year to date numbers show 379 in 2019. Ohio is not likely to achieve this goal.

**FFY2020 ADJUSTMENTS**
Ohio continues to monitor impaired driving fatality data and is in the process of working with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding beginning in FFY2020 to reduce the number of impaired driving fatalities.
GOAL M-6
Reduce speeding-related fatalities by 2.78 percent per year from the 2013 – 2017 average of 250 to 236 by 2019.

STATUS
Ohio had 290 speed-related fatalities in 2018 and provisional year to date 2019 numbers indicate an increase to 296. Ohio is not likely to achieve this goal.

FFY2020 ADJUSTMENTS
Ohio continues to monitor speed-related fatality data and is in the process of working with the University of Akron to take a deeper look into speed-related fatality data to determine additional areas to target funding beginning in FFY2020 to reduce the number of speed-related fatalities.

GOAL M-7
Reduce motorcyclist fatalities by 1.25 percent per year from the 2013 – 2017 average of 157 to 153 by 2019.

STATUS
Ohio had 145 motorcyclist fatalities in 2018 which meets the goal set for 2019. Provisional year to date numbers show 155 motorcyclist fatalities in 2019. Ohio is unlikely to achieve this goal.

FFY2020 ADJUSTMENTS
Ohio continues to monitor motorcyclist fatality data and is in the process of working with the University of Akron to take a deeper look into motorcyclist fatality data to determine additional areas to target funding beginning in FFY2020 to reduce the number of motorcyclist fatalities.

GOAL M-8
Reduce un-helmeted motorcyclist fatalities by 1.27 percent per year from the 2013 – 2017 average of 107 to 104 by 2019.

STATUS
Ohio had 103 un-helmeted motorcyclist fatalities in 2018 meeting the goal set for 2019. Provisional year to date numbers show 112 un-helmeted motorcyclist fatalities in 2019. Ohio is unlikely to achieve this goal.

FFY2020 ADJUSTMENTS
Ohio continues to monitor motorcyclist fatality data and is in the process of working with the University of Akron to take a deeper look into motorcyclist fatality data to determine additional areas to target funding beginning in FFY2020 to reduce the number of motorcyclist fatalities.

GOAL M-9
Reduce drivers age 20 or younger involved in fatal crashes by 3.96 percent per year from the 2013 – 2017 average of 136 to 125 by 2019.

STATUS
Ohio had 127 drivers age 20 or younger involved in fatal crashes in 2018; however due to the increase in overall fatalities, Ohio is unlikely to achieve this goal.

FFY2020 ADJUSTMENTS
Toward the end of FFY2019, Ohio began working with several new partners to focus on youth. These new partners include The Ohio State University and Family, Career, Community Leaders of America. Ohio is looking forward to these projects developing in FFY2020.

**GOAL M-10**
Reduce pedestrian fatalities by 1.25 percent per year from the 2013 – 2017 average of 115 to 112 by 2019.

**STATUS**
Ohio had 127 pedestrian fatalities in 2018 and provisional 2019 data currently shows 101 pedestrian fatalities. Ohio is on track to meet this goal.

**FFY2020 ADJUSTMENTS**
Ohio continues to monitor pedestrian fatality data and is in the process of working with the University of Akron to take a deeper look into the data to determine additional areas to target funding beginning in FFY2020 to reduce the number of pedestrian fatalities.

**GOAL M-11**
Reduce bicycle fatalities by 1.25 percent per year from the 2013 – 2017 average of 18 to 17 by 2019.

**STATUS**
Ohio had 22 bicycle fatalities in 2018 and provision 2019 data currently shows 22 bicycle fatalities. Ohio is unlikely to meet this goal.

**FFY2020 ADJUSTMENTS**
Ohio continues to monitor bicycle fatality data and is in the process of working with the University of Akron to take a deeper look into the data to determine additional areas to target funding beginning in FFY2020 to reduce the number of bicycle fatalities.

**GOAL B-1**
Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.35 percent per year from 82.8 percent in 2017 to 83.4 in 2019.

**STATUS**
Ohio increased the observed seat belt use rate to 84.9 percent in 2018 and to 85.9 percent in 2019. Ohio exceeded this goal.

**FFY2020 ADJUSTMENTS**
Ohio continues to work with the University of Akron to conduct the observational seat belt surveys. The University of Akron continues to analyze the methodology and the data to ensure Ohio is using the best method to determine the observed seat belt rate.
## Appendix C

### FFY2019 Summary Enforcement by Project

<table>
<thead>
<tr>
<th></th>
<th>DUID</th>
<th>Impaired Driving Enforcement (IDEP)</th>
<th>Statewide IDEP</th>
<th>OVI Task Force</th>
<th>Statewide Drugged Driving Enforcement</th>
<th>Drugged Driving Enforcement</th>
<th>State Seat Belt Tac Squads</th>
<th>DSOGPO Mobilization</th>
<th>CIOT Mobilization</th>
<th>Selective Traffic Enforcement (STEP)</th>
<th>Statewide Speed</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DUID</strong></td>
<td>20</td>
<td>50</td>
<td>368</td>
<td>28</td>
<td>67</td>
<td>12</td>
<td>19</td>
<td>395</td>
<td>267</td>
<td>12</td>
<td>16</td>
<td>1,254</td>
</tr>
<tr>
<td><strong>OVI Arrests Under 21</strong></td>
<td>2</td>
<td>82</td>
<td>133</td>
<td>87</td>
<td>8</td>
<td>9</td>
<td>3</td>
<td>120</td>
<td>57</td>
<td>26</td>
<td>0</td>
<td>527</td>
</tr>
<tr>
<td><strong>OVI Arrests 21 and Over</strong></td>
<td>34</td>
<td>543</td>
<td>1,363</td>
<td>606</td>
<td>78</td>
<td>23</td>
<td>50</td>
<td>2,135</td>
<td>1,598</td>
<td>98</td>
<td>26</td>
<td>6,554</td>
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<tr>
<td><strong>Refusals</strong></td>
<td>9</td>
<td>160</td>
<td>362</td>
<td>171</td>
<td>16</td>
<td>5</td>
<td>8</td>
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<td>*</td>
<td>35</td>
<td>3</td>
<td>769</td>
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<tr>
<td><strong>Adult Restraint</strong></td>
<td>2,336</td>
<td>1,008</td>
<td>2,778</td>
<td>1,076</td>
<td>2,062</td>
<td>216</td>
<td>7,448</td>
<td>7,377</td>
<td>9,348</td>
<td>1,658</td>
<td>1,854</td>
<td>37,161</td>
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<tr>
<td><strong>Child Restraint</strong></td>
<td>48</td>
<td>178</td>
<td>113</td>
<td>130</td>
<td>13</td>
<td>59</td>
<td>278</td>
<td>359</td>
<td>135</td>
<td>30</td>
<td>30</td>
<td>1,398</td>
</tr>
<tr>
<td><strong>Speed Citations</strong></td>
<td>5,984</td>
<td>8,818</td>
<td>7,843</td>
<td>4,985</td>
<td>2,917</td>
<td>1,976</td>
<td>6,046</td>
<td>36,287</td>
<td>33,723</td>
<td>11,115</td>
<td>8,649</td>
<td>128,343</td>
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<tr>
<td><strong>Distracted Driving</strong></td>
<td>977</td>
<td>78</td>
<td>422</td>
<td>78</td>
<td>114</td>
<td>13</td>
<td>514</td>
<td>*</td>
<td>*</td>
<td>102</td>
<td>123</td>
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<td><strong>DUS</strong></td>
<td>258</td>
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<td>1,267</td>
<td>2,308</td>
<td>319</td>
<td>251</td>
<td>639</td>
<td>5,718</td>
<td>5,056</td>
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<td>19,825</td>
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<td><strong>No Operator License</strong></td>
<td>106</td>
<td>859</td>
<td>414</td>
<td>869</td>
<td>71</td>
<td>82</td>
<td>218</td>
<td>*</td>
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<td>728</td>
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<tr>
<td><strong>Felony Arrests</strong></td>
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<td>312</td>
<td>340</td>
<td>296</td>
<td>88</td>
<td>38</td>
<td>67</td>
<td>1,300</td>
<td>1,170</td>
<td>151</td>
<td>25</td>
<td>3,821</td>
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<tr>
<td><strong>Other Citations</strong></td>
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<td>5,273</td>
<td>3,800</td>
<td>5,931</td>
<td>1,212</td>
<td>476</td>
<td>1,854</td>
<td>22,765</td>
<td>18,599</td>
<td>3,662</td>
<td>1,289</td>
<td>66,490</td>
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## Total Enforcement Activity

<table>
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<tr>
<th>Activity</th>
<th>FFY2015</th>
<th>FFY2016</th>
<th>FFY2017</th>
<th>FFY2018</th>
<th>FFY2019</th>
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</thead>
<tbody>
<tr>
<td>Enforcement Hours</td>
<td>449,758</td>
<td>467,419</td>
<td>523,516</td>
<td>423,309</td>
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<td>Number of Traffic Stops</td>
<td>466,396</td>
<td>226,295</td>
<td>214,002</td>
<td>205,718</td>
<td>198,322</td>
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<tr>
<td>OVI Arrests Under 21</td>
<td>384</td>
<td>463</td>
<td>345</td>
<td>437</td>
<td>527</td>
</tr>
<tr>
<td>OVI Arrests 21 and Over</td>
<td>3,053</td>
<td>8,884</td>
<td>7,568</td>
<td>8,161</td>
<td>6,554</td>
</tr>
<tr>
<td>Refusals</td>
<td>941</td>
<td>989</td>
<td>930</td>
<td>896</td>
<td>769</td>
</tr>
<tr>
<td>Adult Restraint Citations</td>
<td>42,898</td>
<td>53,064</td>
<td>55,484</td>
<td>52,082</td>
<td>37,161</td>
</tr>
<tr>
<td>Child Restraint Citations</td>
<td>1,749</td>
<td>2,012</td>
<td>1,855</td>
<td>1,641</td>
<td>1,398</td>
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<tr>
<td>Speed Violations</td>
<td>161,413</td>
<td>157,995</td>
<td>145,934</td>
<td>143,995</td>
<td>128,343</td>
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<tr>
<td>Distracted Driving</td>
<td>655</td>
<td>1,378</td>
<td>1,532</td>
<td>8,937</td>
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<tr>
<td>Driving Under Suspension</td>
<td>22,837</td>
<td>24,008</td>
<td>24,538</td>
<td>22,117</td>
<td>19,825</td>
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<tr>
<td>No Operator License Citations</td>
<td>3,242</td>
<td>3,585</td>
<td>3,546</td>
<td>3,021</td>
<td>3,441</td>
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<tr>
<td>Felony Arrests</td>
<td>4,286</td>
<td>5,263</td>
<td>5,043</td>
<td>3,889</td>
<td>3,821</td>
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<tr>
<td>Other Citations Issued</td>
<td>65,382</td>
<td>23,913</td>
<td>23,997</td>
<td>22,983</td>
<td>66,490</td>
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<tr>
<td>OVI Checkpoints Conducted</td>
<td>400</td>
<td>337</td>
<td>411</td>
<td>309</td>
<td>306</td>
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<tr>
<td>Vehicles through Checkpoint</td>
<td>140,129</td>
<td>144,050</td>
<td>149,716</td>
<td>142,198</td>
<td>129,026</td>
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<tr>
<td>Vehicles Checked</td>
<td>125,575</td>
<td>129,463</td>
<td>135,766</td>
<td>125,338</td>
<td>115,729</td>
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<tr>
<td>Vehicles Seized</td>
<td>314</td>
<td>336</td>
<td>219</td>
<td>192</td>
<td>219</td>
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</tbody>
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