



Ohio
HIGHWAY SAFETY
Plan FFY 2023

State of Ohio

FFY2023 Highway Safety Plan

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Executive Summary

Mission Statement

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

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), the Ohio Traffic Safety Office (OTSO) administers 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.

Ohio uses a regional approach. The state is divided into 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 broad 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 OTSO is divided into two sections, State Programs and Federal Programs with the OTSO Director overseeing both sections.

Federal Programs

The Federal Programs staff consists of the OTSO Federal Administrator, two Program Administrators, Regional Programs Manager / Law Enforcement Liaison (LEL) Coordinator, Program Administrator 2, Administrative Professional 3, three Planners, Administrative Professional 2, Social Sciences Research Specialist, and a Public Information Officer (PIO).

The Administrative Professional 3 provides support for the entire office, assists with national campaigns, planning assessments, and other projects as needed throughout the year and reports to the OTSO Director. The PIO will oversee OTSO messaging. The Social Sciences Research Specialist will research traffic safety topics and assist with the statewide seat belt survey. These positions report to the OTSO Assistant Director.

Planning and Administration Section

The Administrative Professional 2 and one Program Administrator are responsible for the financial activity on each grant. These positions report to the Program Administrator 2. The Program Administrator 2 also assists with national campaigns, planning assessments, and other projects as needed.

Program Management Section

Planners are assigned grants based on districts. The Planner is responsible for overseeing the programmatic activity on each grant. These positions report to the Regional Programs Manager/LEL Coordinator. The Regional Programs Manager/LEL Coordinator also oversees the Law Enforcement Liaison (LEL) and the Traffic Safety Resource Prosecutor (TSRP) program.

One Program Administrator manages the web-based grants management system, the Grant Solicitation package and assists the OTSO Federal Administrator with the Highway Safety Plan (HSP) and Annual Evaluation Report (AER). This position reports to the OTSO Federal Administrator. The OTSO Federal Administrator also oversees both the Planning and Administration and Program Management sections.

State Programs

The State Programs staff consists of the OTSO State Administrator, Administrative Officer 1, Administrative Officer 2, Program Administrator 1, two Administrative Professional 2s, two regional field staff representatives, one CDL field staff representative, and one educational consultant.

Ignition Interlock

The Administrative Officer 1 oversees the Ignition Interlock program. This program covers the licensing of Ignition Interlock devices and installation centers. A contractor is responsible for the inspection of the installation centers and is federally funded. These positions report to the OTSO State Administrator.

Driver Training

The Driver Training Program office regulates driver education and training programs. One of the Administrative Professionals provides support to the entire office and is responsible for reviewing enterprise applications. The second Administrative Professional is the compliance officer and provides follow up and support with program reviews. The program administrator 1 is responsible for the education operations of the office. Two regional field staff provide support, resources, and program review compliance of the driver education and training programs based on north and south of the state. The CDL field representative provides support, resources, and program review compliance of the CDL driver training schools across the state. The educational consultant provides support with review of curriculums, online proposals, and all trainings. These positions report to the Administrative Officer 2. The Administrative Officer 2 also manages the programmatic and administrative operations of the office.

The OTSO State Administrator oversees the Ignition Interlock, Driver Training, and any additional state programs housed in OTSO.

Fatalities and Injuries

In 2021, there were 1,356 fatalities and 7,916 serious injuries in traffic crashes. The number of fatalities in Ohio has increased 15.01 percent since 2017 and the number of injuries has decreased 9.66 percent in the same timeframe.

Top Priorities

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

Major Strategies

Impaired Driving

Earned media (education and outreach), paid media, high visibility enforcement (alcohol and/or drug), saturation patrols, checkpoints, trace back investigations, law enforcement training (alcohol and/or drug), ignition interlock, breath testing instrument training, and laboratory drug testing are Ohio's planned strategies to reduce alcohol and/or drug impaired driving fatalities.

Occupant Protection

Earned media (education and outreach), paid media, high visibility enforcement, child restraint inspections and/or events, and maintaining an active network of child passenger safety technicians are Ohio's planned strategies to reduce un-restrained fatalities and to increase the observed seat belt usage rate.

Speed

Earned media (education and outreach) and high visibility enforcement are Ohio's planned strategies to reduce speed related fatalities.

Motorcycles

Earned media (education and outreach), paid media, and motorcycle rider training are Ohio's planned strategies to reduce motorcycle fatalities and un-helmeted fatalities by reaching both motorists and motorcyclists.

Youthful Driver

Earned media (education and outreach), paid media, high visibility enforcement, partnerships with two peer to peer high school groups, college impaired driving programming, and driver education are Ohio's planned strategies to reducing the number of youthful driver related fatal crashes by increasing seat belt use, reducing speeding, reducing impaired driving (alcohol and/or drugged), reducing distracted driving, reducing underage drinking, and reducing other risky behaviors that contribute to injuries and fatalities.

Distracted Driving

Earned media (education and outreach), paid media, high visibility enforcement are Ohio's planned strategies to reducing distracted driving fatal and serious injury crashes.

Traffic Records

Through the Traffic Records Coordinating Committee (TRCC), several projects have been approved for funding for FFY2023. The TRCC projects are Ohio's planned strategies to improve the accuracy and the timeliness of crash reporting and timeliness of data processing electronic citations.

Pedestrian

Earned media (education and outreach), education, and partnerships with the Strategic Highway Safety Plan (SHSP) are Ohio's planned strategies to reducing the number of pedestrian fatalities.

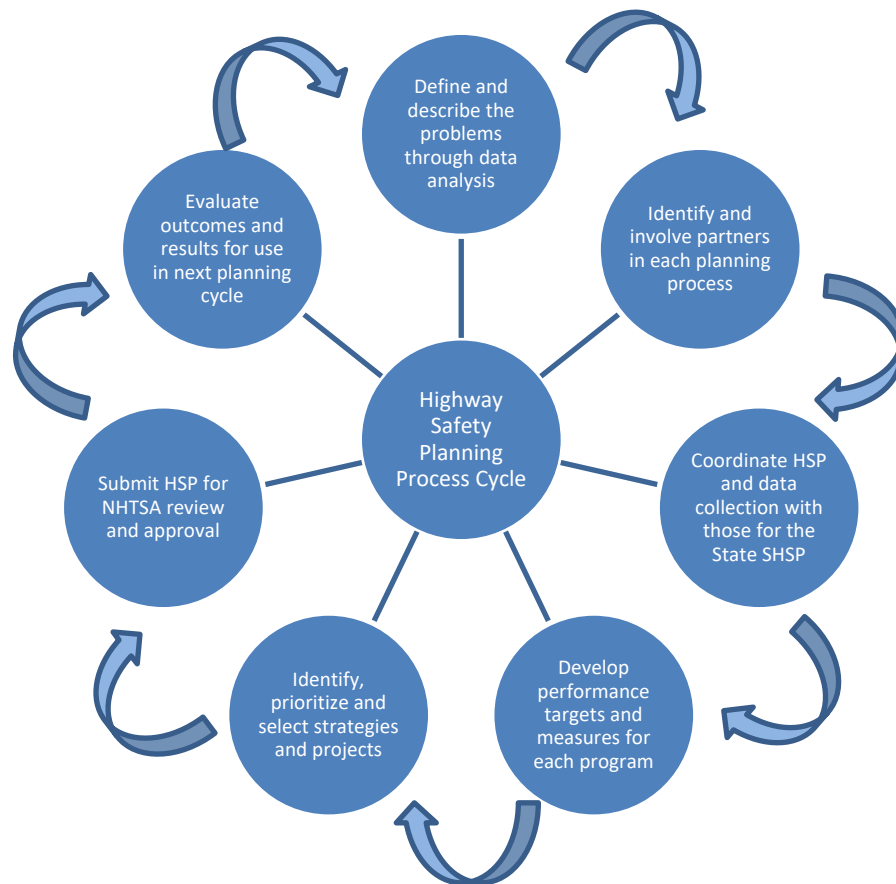
Bicycle

Earned media (education and outreach) and partnerships with the SHSP are Ohio's planned strategies to reducing the number of bicycle fatalities.

Highway Safety Planning Process

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

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



Processes and Participants

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

Key Partners

Ohio works closely with many partners throughout the year to assist in identifying problems and infrastructure needs. These partners include but are not limited to:

- National Highway Traffic Safety Administration (NHTSA)
- Federal Highway Administration (FHWA)
- Governor's Highway Safety Association (GHSA)
- Students Against Destructive Decisions (SADD)
- Recording Artists Against Drunk Driving (RADD)
- Family, Career and Community Leaders of America (FCCLA)
- Ford Driving Skills for Life
- Ohio Attorney General's Office
- Ohio Department of Transportation (ODOT)
- Ohio Department of Health (ODH)

- Ohio Department of Education (ODE)
- Public Utilities Commission of Ohio (PUCO)
- Buckeye State Sheriff's Association (BSSA)
- Ohio Association of Chiefs of Police (OACP)
- Ohio Turnpike Commission
- Ohio State Highway Patrol (OSHP)
- Ohio Bureau of Motor Vehicles (BMV)
- Ohio Emergency Medical Services (EMS)
- County Engineers Association of Ohio
- Mid-Ohio Regional Planning Commission (MORPC)
- American Motorcycle Association (AMA)
- Children's Hospital of Philadelphia (CHOP)
- Bowling Green State University (BGSU)
- University of Akron
- The Ohio State University
- Countywide OVI Task Forces
- Safe Communities
- Sub-recipients

Data Sources

List of Data Sources mentioned in document

- National Highway Traffic Safety Administration (NHTSA) assessments
- *Countermeasures That Work*
- Annual observational seat belt surveys
- Fatality Analysis Reporting System (FARS): 2017, 2018, 2019, 2020
- Ohio Department of Public Safety (ODPS) crash data: 2017, 2018, 2019, 2020, and 2021
- U.S. Census Bureau

Problem Identification

Problem Identification Process

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

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

The Planning and Administration staff compiled demographic, registration, driver license and crash data. The traffic crash data used for this analysis was from Fatality Analysis Reporting System (FARS) calendar years 2017, 2018, 2019 and 2020 and the Ohio Department of Public Safety (ODPS) Ohio crash data calendar years 2017, 2018, 2019, 2020, and preliminary 2021. The University of Akron and management staff analyzed and discussed traffic crash data, documents, and current trend data to identify and prioritize Ohio's traffic safety problems, and to target fatal crash locations for traffic safety programming. In addition to targeting locations, data is analyzed to determine the additional factors involved in targeting our resources on the problem.

Once the state's problems have been identified, the grant solicitation package is developed. The grant solicitation package identifies the types of grants that will be considered for review (e.g., Selective Traffic Enforcement Program (STEP), Impaired Driving Enforcement Program (IDEP), OSHP High Visibility Enforcement Program, OVI Task Force, Safe Communities, and General).

Each year, the solicitation package is available online at <http://otso.intelligrants.com> and on OTSO's website at <https://ohiohighwaysafetyoffice.ohio.gov>. Depending on the type of grant, potential grantees identify required goals, project activities and evaluation measures as part of the application process.

Proposal guideline presentations were developed and released electronically for potential sub-recipients to review statewide goals, OTSO's expectations and to serve as a guide to submit the proposal using the online GRANTS Plus System. Sub-recipients are required to

review the most recent version of *Countermeasures that Work* and their county crash profile provided by ODPS prior to submitting the proposal.

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

Ohio Demographics

The following Ohio-specific information is from the U.S. Census Bureau's *American Community Survey, 2020 5 - Year Estimates Survey*.

Population	
Male	5,721,796
Female	5,953,479
Total	11,675,275

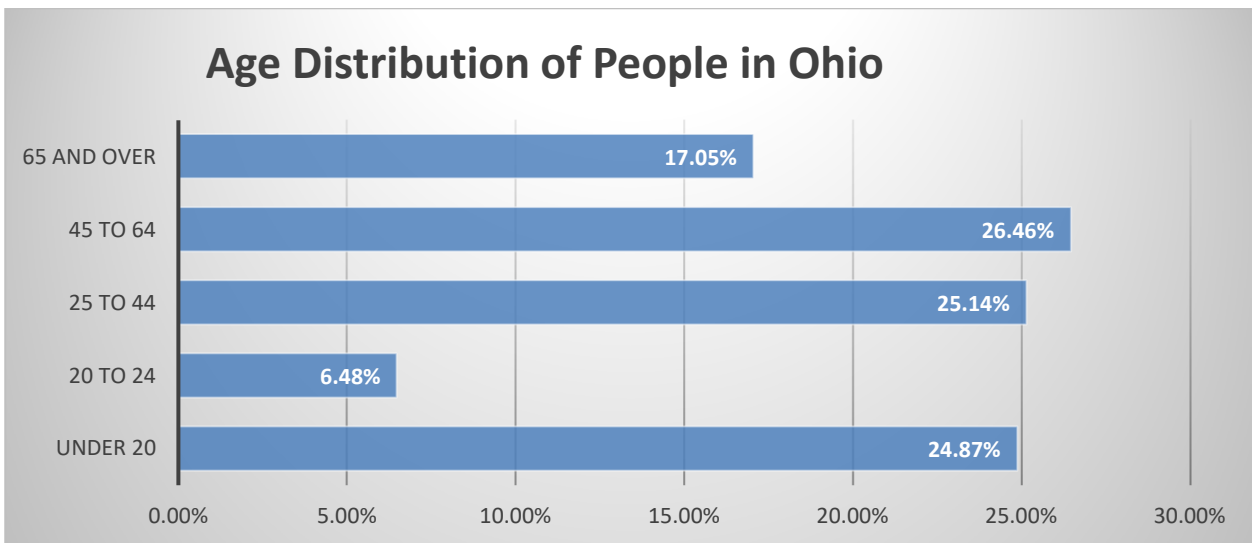
Work Commute	
Drove Alone	81.5%
Car Pooled	7.6%
Walked	2.2%
Public Transportation (excluding Taxi)	1.4%
Bicycle	0.3%
Other Means	0.9%
Work at home	6.1%
Average Commute (in minutes)	23.5

Race / Ethnicity	
White alone	80.47%
Black/African American alone	12.36%
Asian alone	2.30%
American Indian and Alaska Native alone	0.18%
Native Hawaiian and Other Pacific Islander alone	0.03%
Some other race alone	1.11%
Two or more races	3.56%
Hispanic or Latino	3.94%

Language Spoken at Home	
English Only	92.78%
Other Language	7.22%

Other Language Spoken at Home	
Spanish	2.30%
Other Language	4.92%
Speak English less than "very well"	3.50%

*Of population that speaks a language other than English.



Ohio has 88 counties, 250 cities, 688 villages and 1,308 townships. There are 122,992 miles of public roads in Ohio. About 14.1 percent, or 17,376, miles are state maintained (IR, US, and SR) and 85.3 percent, or 104,942 miles, are local maintained. The remaining 674 miles are turnpike, state park roads, etc.

Climate

While Ohio's winters range from cool to cold with moderate year-round precipitation, severe lake effect snowstorms are not uncommon in the area southeast of Lake Erie. Snow is not uncommon throughout the state between November and March (5 out of 12 months - 41.67 percent of the year). However, only 35.38 percent of fatal crashes and 34.00 percent of serious injury crashes (2017 - 2021) occurred November - March.

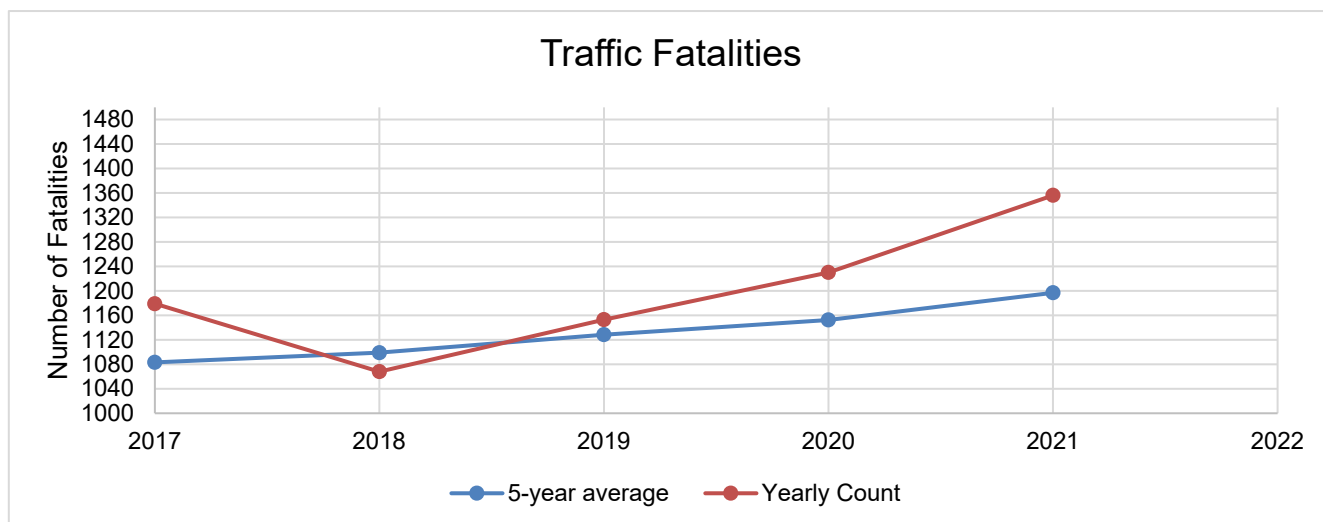
Media

Ohio has 41 commercial TV stations, 386 commercial radio stations, 57 daily newspapers, 60 weekly newspapers and over 14,000 outdoor billboards. There are nine markets in Ohio and five of these markets cover areas in five (Indiana, Kentucky, Michigan, Pennsylvania, West Virginia) neighboring states.

Ohio Data Analysis and Identified Problem Areas

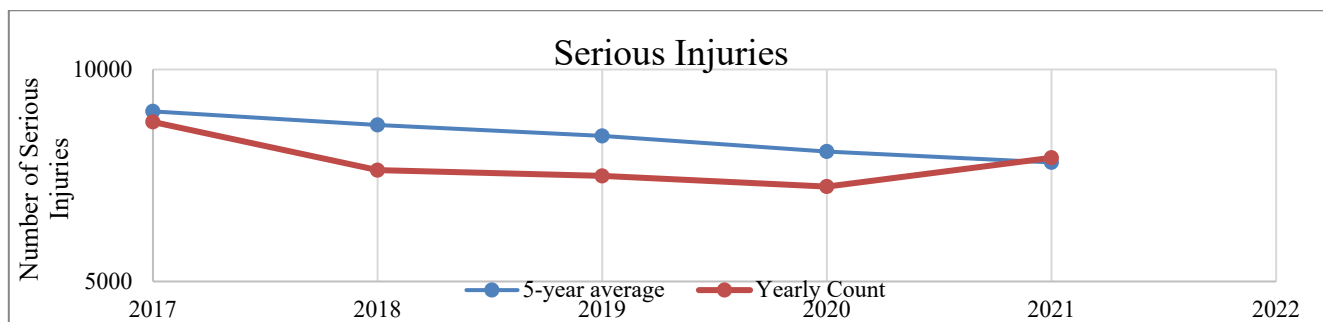
Fatality / Serious Injury

Using preliminary 2021 data, the number of traffic fatalities has increased 15.01 percent over the five-year period (2017 - 2021). The five-year average has increased 10.53 percent since the 2013 – 2017 average.



Traffic Fatalities	5-Year Average	Yearly Count
2017	1,083	1,179
2018	1,099	1,068
2019	1,128	1,153
2020	1,152	1,230
2021	1,197	1,356

The number of serious injuries has decreased 9.66 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 13.39 percent since the 2013 - 2017 average.



Serious Injuries	5-Year Average	Yearly Count
2017	9,013	8,763
2018	8,691	7,623
2019	8,432	7,487
2020	8,064	7,239
2021	7,806	7,916

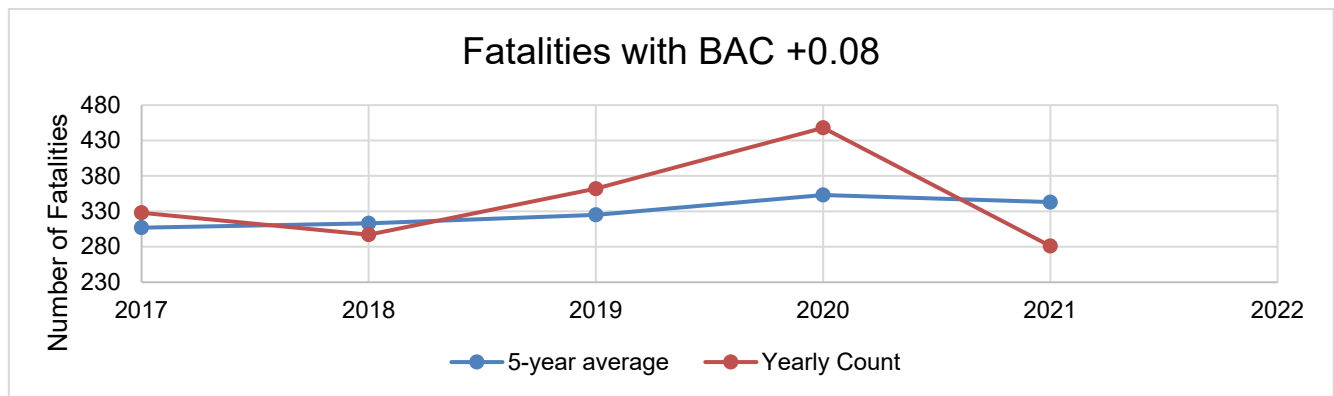
Analysis

Fatalities increased 10.24 percent from 1,230 in 2020 to 1,356 in 2021. Ohio began new efforts in FFY2022 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 9.67 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Fatalities

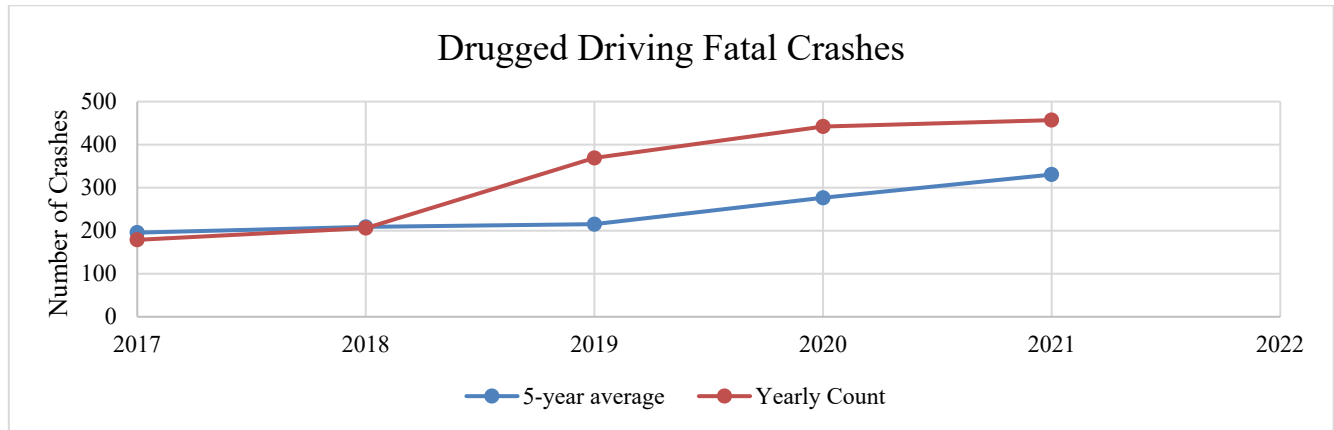
Using preliminary 2021 data, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 14.33 percent over the five-year period (2017 - 2021). The five-year moving average has increased 11.73 percent since the 2013 - 2017 average.



Fatalities with BAC +0.08	5-Year Average	Yearly Fatal Count
2017	307	328
2018	313	297
2019	325	362
2020	353	448
2021	343	281

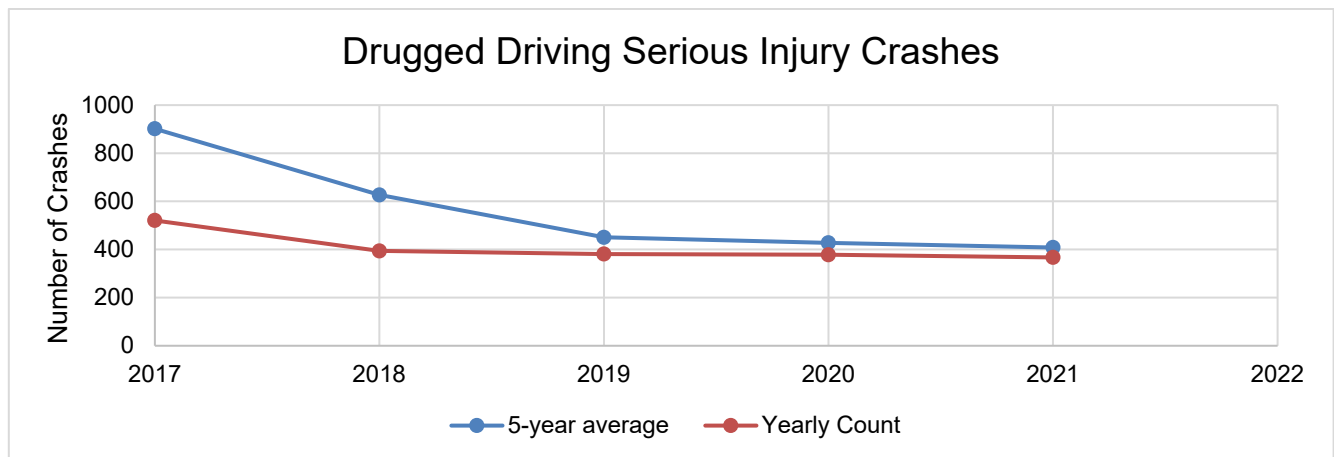
Crashes

The number of drugged driving fatal crashes has increased 155.31 percent over the five-year period (2017 - 2021). The five-year moving average has increased 68.88 percent since the 2013 - 2017 average.



Drugged Driving Fatal Crashes	5-Year Average	Yearly Fatal Count
2017	196	179
2018	209	206
2019	215	369
2020	276	442
2021	331	457

The number of drugged driving serious injury crashes has decreased 29.56 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 54.77 percent since the 2013 - 2017 average.



Drugged Driving Serious Injury Crashes	5-Year Average	Yearly Count
2017	902	521
2018	627	394
2019	450	381
2020	428	378
2021	408	367

The percentage of Ohio's fatal crashes that are alcohol related has increased 19.63 percent and the percentage of serious injury crashes has decreased 1.48 percent from 2017 to 2021.

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Alcohol Related	Percent	Total	Alcohol Related	Percent
2017	1,094	297	27.15%	7,061	1,001	14.18%
2018	996	266	26.70%	6,246	863	13.82%
2019	1,041	331	31.80%	5,983	875	14.62%
2020	1,153	384	33.30%	5,926	829	14.00%
2021	1,244	404	32.48%	6,405	895	13.97%

The percentage of Ohio's fatal crashes that are drug related has increased 124.57 percent and the percentage of serious injury crashes has decreased 22.36 percent from 2017 to 2021.

DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Drug Related	Percent	Total	Drug Related	Percent
2017	1,094	179	16.36%	7,061	521	7.38%
2018	996	206	20.98%	6,246	394	6.31%
2019	1,041	369	35.45%	5,983	381	6.37%
2020	1,153	442	38.33%	5,926	378	6.38%
2021	1,244	457	36.74%	6,405	367	5.73%

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, the percent of total fatal crashes and total serious injury crashes that are alcohol related and drug related have increased since 2016. Ohio will continue to focus efforts toward impaired (alcohol and/or drugged) driving.

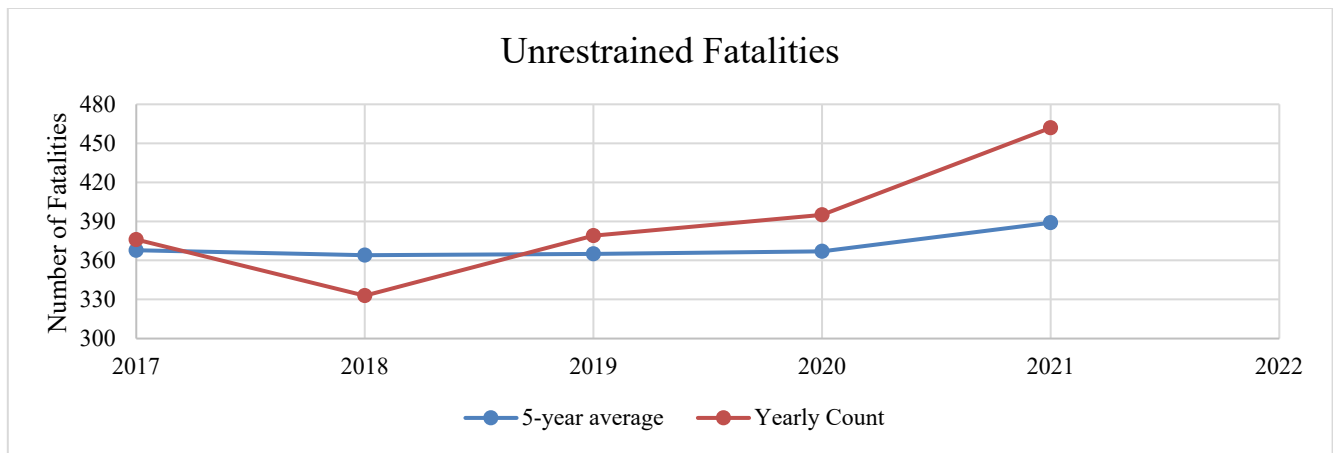
Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences to reduce alcohol-impaired driving fatalities and to decrease impaired driving (alcohol and drug) fatal and serious injury crashes.

Occupant Protection

Fatalities

In 2021, Ohio reached an 84.1 percent observed seat belt use rate – a 2.1 percent decrease from 85.9 percent in 2019 (survey was not completed in 2020 due to COVID).

Using preliminary 2021 data, the number of unrestrained fatalities has increased 22.87 percent over the five-year period (2017 - 2021). The five-year average has increased 5.71 percent since the 2013 - 2017 average.



Unrestrained Fatalities	5-Year Average	Yearly Fatal Count
2017	368	376
2018	364	333
2019	365	379
2020	367	395
2021	389	462

Crashes

The percentage of Ohio's fatal crashes that are unrestrained related has increased 5.99 percent and the percentage of serious injury crashes has increased 22.03 percent from 2017 to 2021.

UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Unrestrained Related	Percent	Total	Unrestrained Related	Percent
2017	1,094	541	49.45%	7,061	2,202	31.19%
2018	996	491	49.30%	6,246	1,892	30.29%
2019	1,041	550	52.83%	5,983	2,126	35.53%
2020	1,153	591	51.26%	5,926	2,247	37.92%
2021	1,244	652	52.41%	6,405	2,438	38.06%

Analysis

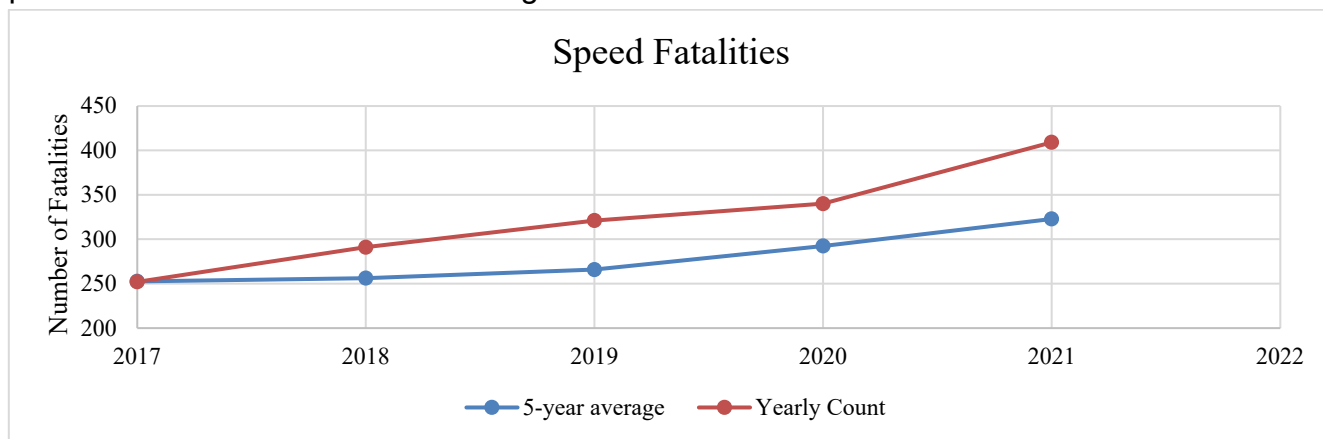
Ohio's observed seat belt usage rate increased from 85.9 percent in 2019 to 84.1 percent in 2021. Ohio utilized the waiver in FFY2020 and did not complete an observational seat belt usage survey. The observed seat belt usage rate has decreased and the percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased since 2017.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Fatalities

Using preliminary 2021 data, the number of speed related fatalities has increased 62.30 percent over the five-year period (2017 - 2021). The five-year average has increased 27.67 percent since the 2013 - 2017 average.



Speed Fatalities	5-Year Average	Yearly Fatal Count
2017	253	252
2018	256	291
2019	266	321
2020	292	340
2021	323	409

Crashes

The percentage of Ohio's fatal crashes that are speed related has decreased 9.79 percent and the percentage of serious injury crashes has increased 11.68 percent from 2017 to 2021.

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Speed Related	Percent	Total	Speed Related	Percent
2017	1,094	351	32.08%	7,061	1,530	21.67%
2018	996	305	30.62%	6,246	1,399	22.40%
2019	1,041	294	28.24%	5,983	1,367	22.85%
2020	1,153	336	29.14%	5,926	1,531	25.84%
2021	1,244	360	28.94%	6,405	1,550	24.20%

Analysis

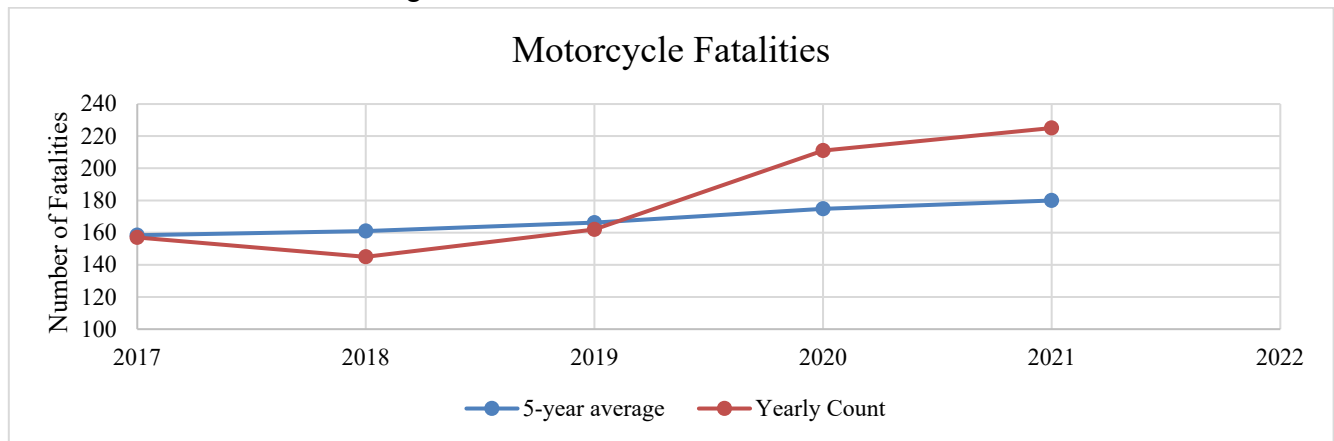
Speed-related fatalities have increased 62.30 percent from 2016 to 2020. The percent of total fatal crashes that are speed related has decreased since 2017; however, the percent of total serious injury crashes that are speed related has increased.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Motorcycle Safety

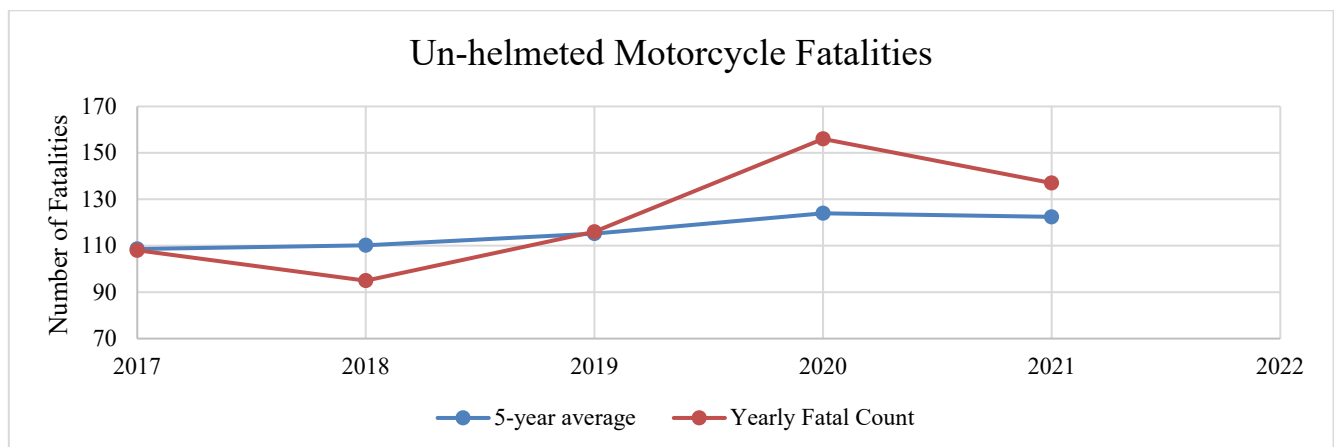
Fatalities

Using preliminary 2021 data, the number of motorcycle fatalities has increased 43.31 percent over the five-year period (2017 - 2021). The five-year average has increased 13.92 percent since the 2013 - 2017 average.



Motorcycle Fatalities	5-Year Average	Yearly Fatal Count
2017	158	157
2018	161	145
2019	166	162
2020	175	211
2021	180	225

Using preliminary 2021 data, the number of un-helmeted motorcycle fatalities has increased 25.69 percent over the five-year period (2017 - 2021). The five-year average has increased 11.92 percent since the 2013 – 2017 average.



Un-helmeted Motorcycle Fatalities	5-Year Average	Yearly Fatal Count
2017	109	109
2018	110	95
2019	115	116
2020	124	156
2021	122	137

Crashes

The percentage of Ohio's fatal crashes that are motorcycle related has increased 21.95 percent and the percentage of serious injury crashes has increased 43.55 percent from 2017 to 2021.

MOTORCYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Motorcycle Related	Percent	Total	Motorcycle Related	Percent
2017	1,094	155	14.17%	7,061	843	11.94%
2018	996	142	14.26%	6,246	714	11.43%
2019	1,041	156	14.99%	5,983	872	14.57%
2020	1,153	205	17.78%	5,926	1,085	18.31%
2021	1,244	215	17.28%	6,405	1,098	17.14%

Analysis

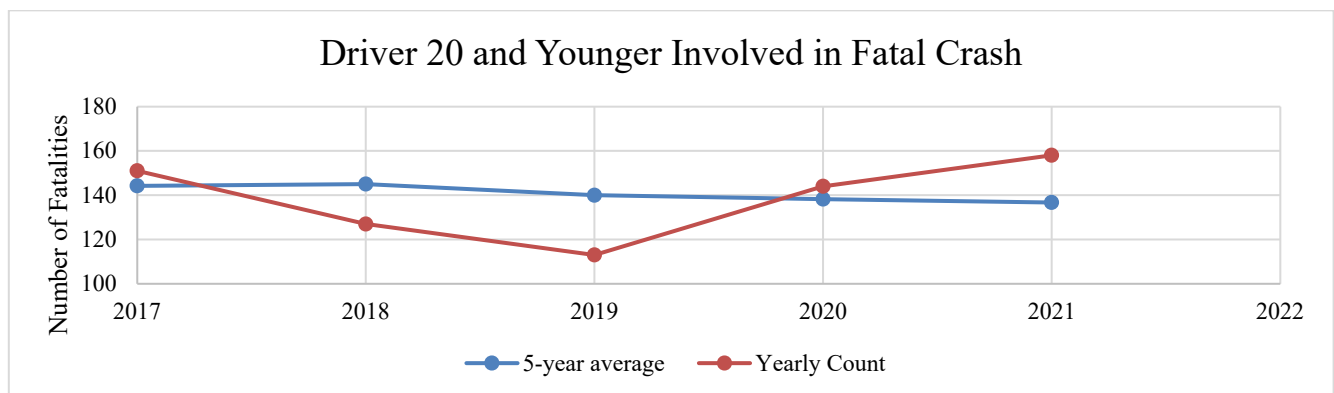
The number of motorcycle fatalities has increased 43.31 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 26.85 percent over the last five years. The percent of total fatal crashes and total serious injury crashes that are motorcycle related have increased since 2017.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase helmet use, increase driver awareness of motorcyclists on the roadway, reduce motorcycle related fatal and serious injury crashes.

Youthful Driver

Fatalities

Using preliminary 2021 data, the number of young drivers (20 or younger) involved in fatal crashes has increased 4.63 percent over the five-year period (2017 - 2021). The five-year average has decreased 4.86 percent since the 2013 - 2017 average.



Driver 20 and Younger	5-Year Average	Yearly Fatal Count
2017	144	151
2018	145	127
2019	140	113
2020	138	144
2021	137	158

Crashes

The percentage of Ohio's fatal crashes that are youthful driver related has decreased 10.26 percent and the percentage of serious injury crashes has decreased 4.32 percent from 2017 to 2021.

YOUTHFUL DRIVER CRASHES (15 ½ - 24)						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Youthful Driver Related	Percent	Total	Youthful Driver Related	Percent
2017	1,094	290	26.51%	7,061	2,176	30.82%
2018	996	246	24.70%	6,246	1,877	30.05%
2019	1,041	234	22.48%	5,983	1,656	27.68%
2020	1,153	275	23.85%	5,926	1,709	28.84%
2021	1,244	296	23.79%	6,405	1,889	29.49%

Analysis

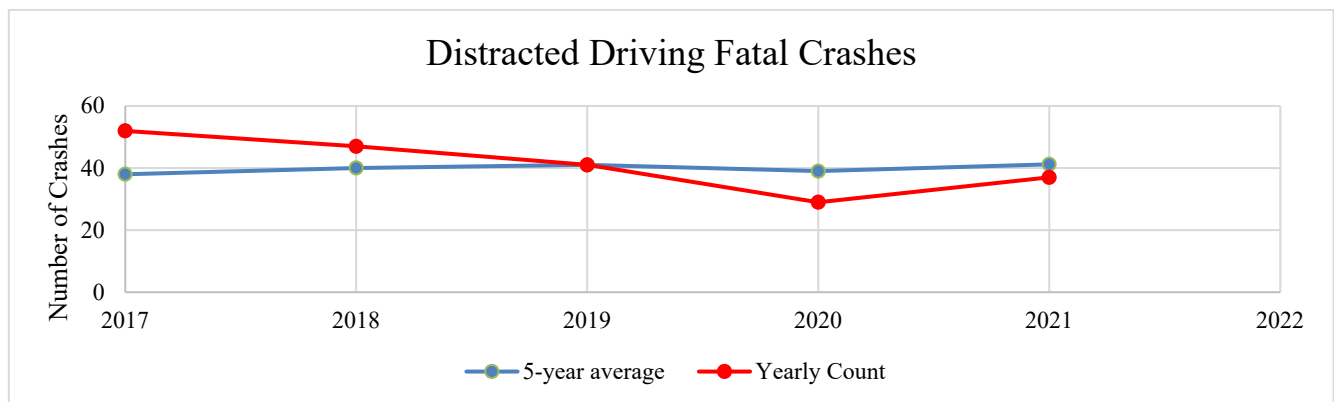
The number of drivers aged 20 or younger involved in fatal crashes has increased 4.64 percent over the last five years. Ohio has reduced the percent of total fatal crashes and the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24).

Ohio will continue to focus efforts towards this age group with an emphasis on speed, impaired driving, and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Distracted Driving

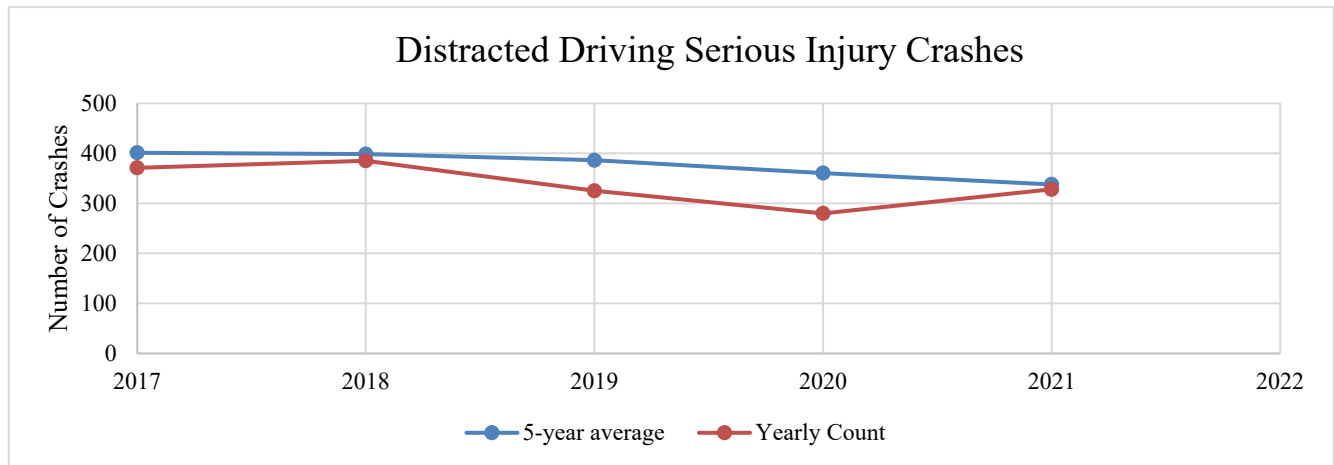
Crashes

The number of distracted driving fatal crashes has decreased 28.85 percent over the five-year period (2017 - 2021). The five-year average has increased 7.89 percent since the 2013 – 2017 average.



Distracted Driving Fatal Crashes	5-year average	Yearly Fatal Count
2017	38	52
2018	40	47
2019	41	41
2020	39	29
2021	41	37

The number of distracted driving serious injury crashes has decreased 11.59 percent over the five-year period (2017 - 2021). The five-year average has decreased 15.71 percent since the 2013 – 2017 average.



Distracted Driving Serious Injuries	5-year average	Yearly Count
2017	401	371
2018	398	385
2019	386	325
2020	360	280
2021	338	328

The percentage of Ohio's fatal crashes that are distracted driver related has decreased 37.47 percent and the percentage of serious injury crashes has decreased 2.48 percent from 2016 to 2020.

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Distracted Related	Percent	Total	Distracted Related	Percent
2017	1,094	52	4.75%	7,061	371	5.25%
2018	996	47	4.72%	6,246	385	6.16%
2019	1,041	41	3.94%	5,983	325	5.43%
2020	1,153	29	2.52%	5,926	280	4.72%
2021	1,244	37	2.97%	6,405	328	5.12%

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants, SHEP grants, and the statewide distracted driving grant. In FFY2023, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Traffic Records

In FFY2021, Ohio completed a Traffic Records Assessment. The report identified that overall improvements could be made in the following areas: Crash, Citation / Adjudication and EMS. Strategic Planning, Data Use and Integration, and TRCC Management. The TRCC meets at least once a quarter to review progress made in the areas mentioned in the assessment, update members on current projects, and propose new projects that will address the concerns highlighted in the most recent assessment.

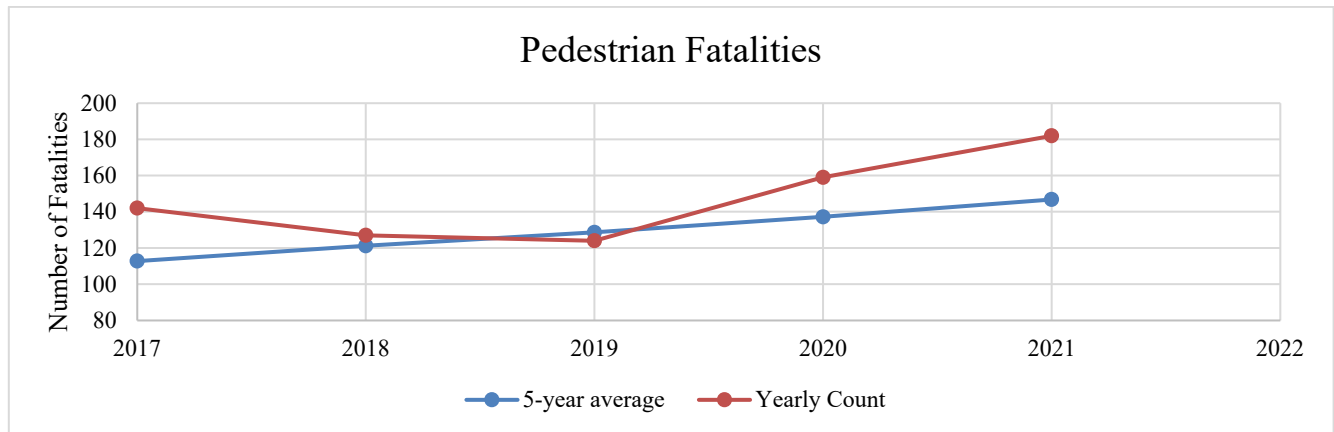
Analysis

Ohio will be working on the following projects this year: Optical Character Recognition, Court Case Management System upgrades, eCitation Interfaces, Intersection Data Collection, and BMV Driver Exam Testing platform. These projects will improve the accuracy, timeliness, completeness, and accessibility of Citation/Adjudication, Crash, Roadway, and Driver databases.

Pedestrian Safety

Fatalities

Using preliminary 2021 data, the number of pedestrian fatalities has increased 28.17 percent over the five-year period (2017 – 2021). The five-year average has increased 30.09 percent since the 2013 – 2017 average.



Pedestrian Fatalities	5-year average	Yearly Fatal Count
2017	113	142
2018	121	127
2019	129	124
2020	137	159
2021	147	182

Crashes

The percentage of Ohio's fatal crashes that are pedestrian related has increased 7.16 percent and the percentage of serious injury crashes has increased 9.40 percent from 2016 to 2020.

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Pedestrian Related	Percent	Total	Pedestrian Related	Percent
2017	1,094	142	12.98%	7,061	526	7.45%
2018	996	134	13.45%	6,246	533	8.53%
2019	1,041	129	12.39%	5,983	506	8.46%
2020	1,153	166	14.40%	5,926	452	7.63%
2021	1,244	173	13.91%	6,405	522	8.15%

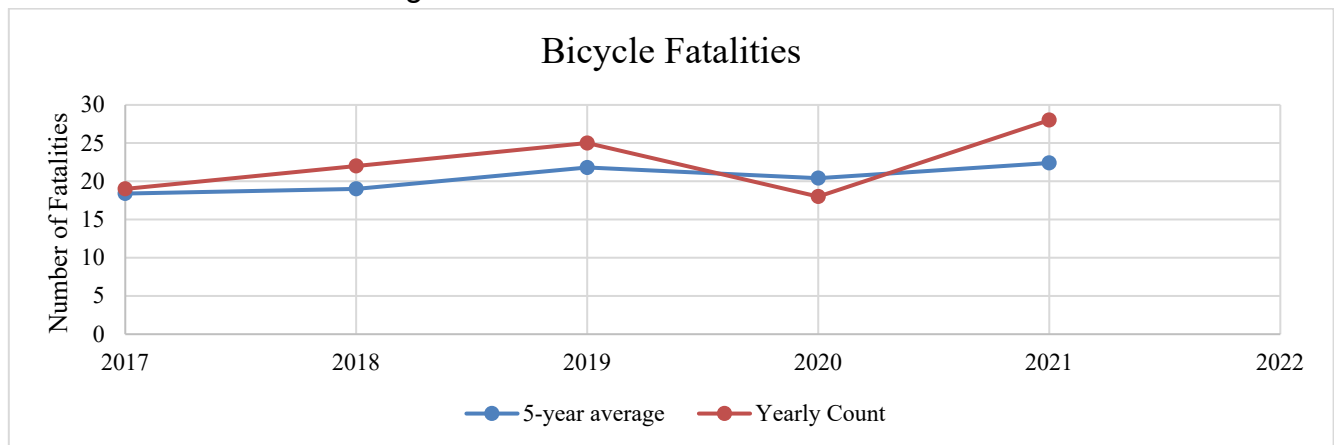
Analysis

Pedestrian fatalities continue to increase in Ohio. Looking at the statewide pedestrian statistics, pedestrian fatalities are isolated to certain locations (urban areas). Ohio will continue to fund local projects (Safe Communities) that have pedestrian fatality problems based on local problem identification. Ohio continues to address pedestrian issues through the SHSP.

Bicycle Safety

Fatalities

Using preliminary 2021 data, the number of bicycle fatalities has increased 47.37 percent over the five-year period (2017 - 2021). The five-year average has increased 22.22 percent since the 2013 - 2017 average.



Bicycle Fatalities	5-year average	Yearly Fatal Count
2017	18	19
2018	19	22
2019	22	25
2020	20	18
2021	22	28

Crashes

The percentage of Ohio's fatal crashes that are bicycle related has increased 29.31 percent and the percentage of serious injury crashes has decreased 0.42 percent from 2016 to 2020.

BICYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Bicycle Related	Percent	Total	Bicycle Related	Percent
2017	1,094	19	1.74%	7,061	168	2.38%
2018	996	22	2.21%	6,246	122	1.95%
2019	1,041	23	2.21%	5,983	120	2.01%
2020	1,153	16	1.39%	5,926	148	2.50%
2021	1,244	28	2.25%	6,405	152	2.37%

Analysis

Ohio's bicycle fatalities have fluctuated between 2017 and 2021. Looking at the statistics statewide, the bicycle problem appears to be mainly among adults, in urban areas. However, since bicycle fatalities only account for approximately two percent of all fatalities, Ohio will fund local projects if warranted based on problem identification and continue to work on bicycle issues through the SHSP.

Performance Measure and Target Setting

Historically, Ohio crash data, vehicle miles traveled (VMT), population and national / regional NHTSA priorities have been used to establish goals for priority areas including occupant protection, alcohol, speed, and motorcycle. OTSO analyzes the previous five years of data from FARS, state crash data, Ohio Statewide Observational Seat Belt Surveys and ODOT data to set goals for the upcoming fiscal year. In past years, when the average percent change in the 5-year average for a performance measure was larger than zero, the performance target was set to a 1.25% decrease. For example, the average percent change in the 5-year average for pedestrian fatalities was 5.44 percent increase for the FFY 2022 HSP. Because this was larger than zero, the performance target for pedestrian fatalities was set for a 1.25% reduction. This year, when possible, rather than using the average percent change in the 5-year rolling average, we use the linear projection of the 5-year rolling average to set performance targets. If there was a decreasing trend in the 5-year rolling average, this trend was used to set the performance target. The annual percent decrease in the rolling average is calculated based on the value that is projected 2 years into the future. If the linear trend was increasing, then a standard 1.25% decrease was set as the performance target. Due to the pandemic and increases in fatalities, it was decided to not project a decrease of more than 1.25 percent for the performance measures not coordinated with ODOT. The University of Akron and the OTSO Social Sciences Researcher will continue to analyze data throughout the year. OTSO met with the ODOT (SHSP chair, Highway Safety Improvement Program (HSIP) staff and SHSP Project Manager) to review the fatal, fatality rate and serious injury goals to ensure these performance measures were identical in the HSP and HSIP and feed into the SHSP.

Project Selection Process

Grant proposals are accepted and reviewed annually by OTSO, with funds awarded to traffic safety projects that will have the greatest impact on reducing fatal crashes or that significantly improve traffic safety systems. Since partnerships are critical to the long-term success of a project effort, applicants are encouraged to develop broad-based support and commitment by officials and constituent groups to address traffic safety concerns.

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

The FFY2023 grant process solicited grant proposals for highway safety activities from state agencies, non-profit organizations, colleges, universities, hospitals, political subdivisions and other interested groups within Ohio counties and jurisdictions (based upon the number of fatal crashes). OTSO uses a targeted approach to ensure a statewide effort that will satisfy state highway safety goals and that a minimum of 40 percent of federal funds are allocated to

local jurisdictions. One hundred seventy-eight grant proposals have been received for FFY2023. Federal funds have been tentatively allocated to 67 of Ohio's 88 counties representing 88.71 percent of Ohio's population (not including several grants that operate on a statewide basis).

The assigned regional Planner performed an initial review of the proposal, including the Risk Assessment questions. The Planner answered a series of questions on each submitted proposal. A review team (OTSO Assistant Director, OTSO Federal Administrator, Regional Programs Manager, the assigned regional Planner, and/or regional Law Enforcement Liaison) reviewed the grant proposals.

The review team determined if each proposal: met the submission requirements, addressed an identified problem, was likely to have an impact, clearly stated proposal activities, contained an adequate evaluation plan, and contained a cost-effective budget. Sub-recipients were required to review *Countermeasures that Work* and OTSO's new crash data dashboard. The dashboard allows users to filter crash data by County and by Federal Information Processing Standard (FIPS). Then the user can click on a variety of crash variables to get statistics by year and severity. In addition, data can be displayed as a bar chart or line graph. Dashboard views can be saved as an image, PDF file, or in PowerPoint format. The OTSO dashboard is updated weekly with the latest crash data. Users can also directly access a link to the main OSTATS dashboard to see more detailed statistics and maps, showing crashes by severity and crash density on a map at the county and NCIC level. Each proposal and its planned activities were compared to *Countermeasures that Work* and the OTSO dashboard to ensure the project and activities proposed was evidence-based and addressed the jurisdiction's problem identification.

The team reviewed the Risk Assessment questions. Management determined the proposal's Risk Level (High, Medium, or Low) based on the score from the answers. This Risk Level will determine the Monitoring Level if awarded a grant.

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

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

SHSP Outcomes and Coordination

Many components of the FFY2023 HSP are reflected in Ohio's SHSP. The SHSP addresses Ohio's most problematic traffic safety issues and relies on a collaborative approach by the state's safety partners to implement effective programs that impact motor vehicle crashes on Ohio's roadways. The SHSP was developed in conjunction with various safety agencies and focuses on safety for all road users, including cars, trucks, trains, motorcycles, pedestrians, and bikes. The SHSP committee includes representatives from various local, state, and federal safety agencies. The committee meets quarterly to review crash trends and discuss key strategies being implemented across agencies to reduce crashes.

Ohio's SHSP identifies the state's most critical traffic safety issues and problems, countermeasures being implemented and partners contributing resources to impact those problems and issues. OTSO participates in the SHSP coordinating committee and chairs the High-Risk Behaviors/Drivers subcommittee. If warranted by fatal/serious injury crash problem identification, the OTSO considers projects identified through the SHSP for implementation in the HSP. For example, the ODOT statewide bicycle and pedestrian subcommittee is focused on advancing bicycle and pedestrian transport throughout Ohio. The goals of the program are to ensure the safety and security of non-motorized users on the transportation system within the statewide transportation planning process and advanced bicycle and pedestrian data collection and analyses with Metropolitan Planning Organizations (MPOs) and public transportation operators to support statewide transportation planning and programming priorities and decisions. ODOT lends support to local governments, governmental and non-governmental organizations, and private citizens to encourage, educate, plan, and design pedestrian and bicycle facilities. A statewide Active Transportation Committee has been formed. This committee has been reviewing crashes involving bicycles and pedestrians. The committee is finalizing an action plan that will become a part of Ohio's SHSP. ODOT also continues to fund Safe Routes to assist communities in developing and implementing projects and programs that encourage and enable children in grades K-8 to walk or bike to school safely. OTSO works with Safe Community programs that have non-motorized user problems identified by problem identification to conduct education/awareness programming in the county.

Performance Report

Core Measure	FFY2022 Goal	Preliminary 2017 – 2021 Average	2022 YTD
C-1 Traffic Fatalities	Reduce traffic fatalities by 2.00 percent per year from the 2016 – 2020 average of 1,152 to a 2018 – 2022 average of 1,106 by 2022.	1,199	450
CURRENT STATUS: In Process Ohio's traffic fatality goal from the FFY 2022 HSP is 1,129 for the 2017-2021 5-year average and 1,106 for the 2018-2022 5-year average. The preliminary 2017-2021 average shows a 4.1% increase from the previous 5-year average. This would indicate that Ohio is not on track to meet their goal set for the 2022 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2021 data), the projected 5-year traffic fatality average is 1,218 for 2018-2022 and 1,247 for 2019-2023. With the current upward trend in the 5-year rolling average, Ohio will need to see a decrease in traffic fatalities rate to begin to see a downward trend in the average.			
C-2 Serious Injuries	Reduce serious traffic injuries by 2.00 percent per year from the 2016 – 2020 average of 8,063 to a 2018 -2022 average of 7,744 by 2022.	7,818	2,612
CURRENT STATUS: In Process Ohio's serious injury goal from the FFY 2022 HSP is 7,902 for the 2017-2021 5-year average and 7,744 for the 2018-2022 5-year average. The preliminary 2017-2021 average shows a 3.23% decrease from the previous 5-year average. This would indicate that Ohio is going to meet the goal set for the 2022 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2021 data), the projected 5-year serious injury average is 7,505 for 2018-2022 and 7,203 for 2019-2023. With the current downward trend in the 5-year rolling average, Ohio should be able to meet future goals set for the HSP.			
C-3(a) Fatalities/VMT	Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2016 – 2020 average of 1.02 to a 2018 – 2022 average of 0.97 by 2022.	1.066	0.950
CURRENT STATUS: In Process Ohio's fatality/VMT goal from the FFY 2022 HSP is 1.0 for the 2017-2021 5-year average and 0.98 for the 2018-2022 5-year average. The preliminary 2017-2021 average shows a 5.02% increase from the previous 5-year average. This would indicate that Ohio is not on track to meet their goal set for the 2022 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2021 data), the projected 5-year average fatality/VMT rate is 1.036 for 2018-2022 and 1.054 for 2019-2023. Ohio will need to see a continued decrease in the fatality/VMT rate to see a decreasing trend in the 5-year rolling average.			
C-3(b) Rural Fatalities/VMT	Reduce the rural fatalities/100 VMT rate by 1.10 percent per year from the 2016 – 2020 average of 1.46 to a 2018 – 2022 average of 1.43 by 2022.	1.456	1.39
CURRENT STATUS: In Process Ohio's rural fatality/VMT goal from the FFY 2022 HSP is 1.444 for the 2017-2021 5-year average and 1.428 for the 2018-2022 5-year average. The preliminary 2017-2021 average shows a 1.46% increase from the previous 5-year average. With the preliminary 2017-2021 5-year rolling average of 1.456, this would indicate that Ohio is not on track to meet their goal set for the 2022 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2021 data), the projected 5-year average rural fatality/VMT rate is 1.433 for 2018-2022 and 1.429 for 2019-2022. Ohio is seeing an upward trend in the 5-year rolling average. Ohio will need to see a continued decrease the annual rural fatality/VMT rate, to meet future goals.			
C-3(c) Urban Fatalities/VMT	Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2016 – 2020 average of 0.81 to a 2018 – 2022 average of 0.79 by 2022.	0.847	0.76
CURRENT STATUS: In Process Ohio's urban fatality/VMT goal from the FFY 2022 HSP is 0.80 for the 2017-2021 5-year rolling average and 0.79 for the 2018-2022 5-year average. The preliminary 2017-2021 average shows a 10% increase from the previous 5-year average. This would indicate that Ohio is not on track to meet their goal set for the 2022 HSP. However, based on the linear forecast of the last 5 years of data (using the preliminary 2021 data), the projected 5-year average urban fatality/VMT rate is expected to increase to 0.866 for 2018-2022 and 0.907 for 2019-2023. With this increasing trend, Ohio will need to begin to see a decrease in the fatality/VMT rate to see a switch from an increasing trend in the 5-year rolling average to a decreasing trend.			
C-4 Unrestrained Passenger Vehicle Occupant Fatalities	Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 0.99 percent per year from the 2016 – 2020 average of 369 to a 2018 – 2022 average of 362 by 2022.	389	175
CURRENT STATUS: In Process Ohio's unrestrained occupant fatality goal from the FFY 2022 HSP is 365 for the 2017 – 2021 5-year average and 361 for the 2018-2022 5-year average. The preliminary 2017-2021 average shows a 5.99% increase from the previous 5-year average (2016-2012). Based on the linear forecast for the last 5 years of data (using the preliminary 21 data), the projected 5-year unrestrained fatality average is 384 for 2018-2022 and 389 for 2019-2023. If Ohio continues to reduce the number of unrestrained fatalities in 2022, they will continue to see a downward trend in the 5-year rolling average.			

C-5 Alcohol-Impaired Driving Fatalities	Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2016 – 2020 average of 309 to a 2018 – 2022 average of 301 by 2022.	270	64
CURRENT STATUS: In Process Ohio's alcohol impaired driving fatality goal for the FFY 2022 HSP is 305 for the 2017-2021 5-year average and 301 for the 2018-2022 5-year average. The preliminary 2017-2021 average shows a 1.0% increase from the 2016-2020 5-year average. Based on the linear forecast for the last 5 years of data (using the preliminary 2021 data), the projected 5-year unrestrained fatality average is 263 for 2018-2022 and 259 for 2019-2023. With this slight downward trend, Ohio should continue their progress to see a decrease in the number of alcohol involved fatalities to continue to meet future goals.			
C-6 Speeding-Related Fatalities	Reduce speeding-related fatalities by 1.25 percent per year from the 2016 – 2020 average of 297 to a 2018 – 2022 average of 289 by 2022.	323	134
CURRENT STATUS: In Process Ohio's speed related fatality goal for the FFY 2022 HSP is 293 for the 2016-2021 5-year average and 290 for the 2018-2022 5-year average. The preliminary 2017-2021 average shows 10.06% increase from the previous 5-year average. Also, Ohio has seen an annual increase in the number of speed related fatalities since 2017. This would indicate that Ohio is not on track to meet the 2022 HSP goal. Based on the linear forecast for the last 5 years of data (using the preliminary 2021 data), the projected 5-year speed related fatality average is 331 for 2018-2022 and 349 for 2019-2023. With this upward trend, Ohio will need to see a decrease in the annual number of speeding related fatalities in order to see a decrease in the 5-year rolling average.			
C-7 Motorcyclist Fatalities	Reduce motorcyclist fatalities by 1.25 percent per year from the 2016 – 2020 average of 175 to a 2018 – 2022 average of 171 by 2022.	180	49
CURRENT STATUS: In Process Ohio's motorcyclist fatality goal for the FFY 2022 HSP is 172 for the 2017-2021 5-year average and 170 for the 2018-2022 5-year average. The preliminary 2017-2021 average shows a 2.86% increase from the previous 5-year average. Also, Ohio has seen an annual increase in the number of motorcyclist fatalities since 2017. This would indicate that Ohio is not on track to meet the 2022 HSP goal. Based on the linear forecast for the last 5 years of data (using the preliminary 2021 data), the projected 5-year motorcyclist fatality average is 185 for 2018-2022 and 191 for 2019-2023. With this upward trend, Ohio will need to see a decrease in the annual number of motorcyclist fatalities to see a decrease in the 5-year rolling average.			
C-8 Un-helmeted Motorcyclist Fatalities	Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2016 – 2020 average of 121 to a 2018 – 2022 average of 118 by 2022.	122	28
CURRENT STATUS: In Process Ohio's un-helmeted motorcyclist fatality goal for the FFY 2022 HSP is 119 for the 2017-2021 5-year average and 118 for the 2018-2022 5-year average. The preliminary 2017-2021 average shows a 1.6% decrease from the previous 5-year average. Ohio has also seen an annual increase in the number of un-helmeted motorcyclist fatalities from 95 in 2018 to 137 in 2021. This would indicate that Ohio is not on track to meet the 2022 HSP goal. Based on the linear forecast for the last 5 years of data (using the preliminary 2021 data), the projected 5-year un-helmeted motorcyclist fatality average is 129 for 2018-2022 and 133 for 2019-2023. With this upward trend, Ohio will need to see a decrease in the annual number of un-helmeted motorcyclist fatalities to see a decrease in the 5-year rolling average.			
C-9 Drivers Age 20 or Younger Involved in Fatal Crashes	Reduce drivers age 20 or younger involved in fatal crashes by 0.82 percent per year from the 2016 – 2020 average of 137 to a 2018 – 2020 average of 135 by 2022.	137	47
CURRENT STATUS: In Process Ohio's goal for drivers age 20 or younger involved fatal crashes for the FFY 2022 HSP is 136 for the 2017-2021 5-year average and 134 for the 2018-2022 5-year average. The preliminary 2017-2021 average shows a 0.007% decrease from the 2016-2020 5-year average of 138 to a 2017-2021 average of 137. Based on the linear forecast for the last 5 years of data (using the preliminary 2021 data), the projected 5-year average of drivers 20 or younger involved in a fatal crash is 134 for 2018-2022 and 132 for 2019-2023. If Ohio continues to reduce the number of fatal crashes involving a driver 20 years old or younger in 2022, they will continue to see a downward trend in the 5-year rolling average.			
C-10 Pedestrian Fatalities	Reduce pedestrian fatalities by 1.25 percent per year from the 2016 – 2020 average of 139 to a 2018 – 2022 average of 135 by 2022.	147	54
CURRENT STATUS: In Process Ohio's pedestrian fatality goal for the FFY 2022 HSP is 137 for the 2017-2021 5-year average and 135 for the 2018-2022 5-year average. The preliminary 2017-2021 average shows a 7.29% increase from the 2016-2020 5-year average of 137 to 147 for the 2017-2021 5-year average. Ohio has also seen an annual increase in the number of pedestrian fatalities since 2019. This indicates that Ohio will not meet the 2022 HSP goal. Based on the linear forecast of the last 5 years of data (using preliminary 2021 data), the projected pedestrian fatality average is 155 for 2018-2022 and 163 for 2019-2023. With this upward trend, Ohio will need to see a decrease in the annual number of pedestrian fatalities in order to see a decrease in the 5-year rolling average.			

C-11 Bicyclist Fatalities	Reduce bicyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 20 to a 2017 – 2022 average of 19 by 2022.	22	2
CURRENT STATUS: In Process Ohio's bicyclist fatality goal for the FFY 2022 HSP is 19 for the 2017-2021 5-year average and 19 for the 2018-2022 5-year average. The Preliminary 2017-2021 average shows an 10.0% increase from the previous 5-year average. Ohio is not on track to meet the 2022 HSP goal. Based on the linear forecast of the last 5 years of data (using preliminary 2021 data), the projected bicyclist fatality average is 23 for 2018-2022 and 24 for 2019-2023. With this slight upward trend, Ohio will need to decrease the number of bicyclist fatalities to meet future goals.			
B-1 Observed Seat Belt Use	Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2022.	84.1	
CURRENT STATUS: In Process Ohio is currently at 84.1 percent. The 2022 observational survey is being conducted May – June 2022 and it is anticipated that Ohio will see a decrease in seat belt use which means we will not meet the goal.			
O-1) Distracted Driving Fatal Crashes	Reduce distracted driving fatal crashes by 1.25 percent per year from the 2016 – 2020 average of 39 to a 2018 – 2022 average of 38 by 2022.	41	12
CURRENT STATUS: In Process Ohio's distracted driving fatal crash goal for the FFY 2022 HSP is 38 for the 2017-2021 5-year average. The Preliminary 2017-2021 average shows a 5.1% increase from the previous 5-year average. Based on the linear forecast of the last 5 years of data (using preliminary 2021 data), the projected distracted driving fatal crash average is 41 for 2018-2022 and 42 for 2019-2023. With this upward trend in the 5-year rolling average, Ohio will need to decrease the number of distracted driving fatal crashes to begin to see a downward trend.			
O-2) Distracted Driving Serious Injury Crashes	Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2016 – 2020 average of 360 to a 2018 – 2022 average of 351 by 2022.	338	103
CURRENT STATUS: In Process Ohio's distracted driving serious injury crash goal for the FFY 2022 HSP is 351 for the 2017-2021 5-year average. The Preliminary 2017-2021 average shows a 6.1% decrease from the previous 5-year average. Ohio has seen a general decrease in the annual number of distracted driving fatal crashes since 2015. Based on this Ohio should be able to meet their goal for the 2022 HSP. Based on the linear forecast of the last 5 years of data (using preliminary 2021 data), the projected distracted driving serious injury crash average is 327 for 2018-2022 and 311 for 2019-2023. If Ohio continues to decrease the number of distracted driving serious injury crashes, they will continue to see a downward trend in the 5-year rolling average.			
O-3) Drugged Driving Fatal Crashes	Reduce drugged driving fatal crashes by 1.25 percent per year from the 2016 – 2020 average of 277 to a 2018 – 2022 average of 270 by 2022.	331	95
CURRENT STATUS: In Process Ohio's drugged driving fatal crash goal for the FFY 2022 HSP is 273 for the 2017-2021 5-year average and 270 for the 2018-2022 5-year average. The Preliminary 2017-2021 average shows a 19.9% increase from the previous 5-year average. Ohio has also seen an annual increase in the number of drugged driving fatal crashes since 2017. Based on the linear forecast of the last 5 years of data (using preliminary 2021 data), the projected drugged driving fatal crash average is 347 for 2018-2022 and 380 for 2019-2023. With this increasing trend, Ohio will need to begin to see a decrease in the number of drugged driving fatal crashes to meet future goals.			
O-4) Drugged Driving Serious Injury Crashes	Reduce drugged driving serious injury crashes by 1.25 percent per year from the 2016 – 2020 average of 428 to a 2018 – 2022 average of 417 by 2022.	408	110
CURRENT STATUS: In Process Ohio's drugged driving serious injury crash goal for the FFY 2022 HSP is 408 for the 2017-2021 and 417 for the 2018-2022 5-year average. The Preliminary 2017-2021 average shows a 4.67% decrease from the previous 5-year average. Ohio has seen an annual decrease in the number of drugged driving serious injury crashes since 2017. Based on this, Ohio will be able to meet their goal for the 2022 HSP. Based on the linear forecast of the last 5 years of data (using preliminary 2021 data), the projected drugged driving serious injury crash average is 207 for 2018-2022 and 89 for 2019-2023. Ohio will need to continue to decrease the number of drugged driving serious injury crashes to continue to meet future goals.			

Performance Plan

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from 1,107 (2017-2021 rolling average) to 1,150 (2019-2023 rolling average) by 2023.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from 7,806 (2017-2021 rolling average) to 7,496 (2019-2023 rolling average) by 2023.*
- C-3a) Reduce the fatalities/100 MVMT rate by 2.00 percent per year from 1.09 (2017-2021 rolling average) to 1.04 (2019-2023 rolling average) by 2023.*
- C-3b) Reduce the rural fatalities/100 MVMT rate by 2.67 percent per year from 1.456 (2017-2021 rolling average) to 1.378 (2019-2023 rolling average) by 2023.
- C-3c) Reduce the urban fatalities/100 MVMT rate by 1.25 percent per year from 0.847 (2017-2021 rolling average) to 0.826 (2019-2023 rolling average) by 2023.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from 389 (2017-2021 rolling average) to 370 (2019-2023 rolling average) by 2023.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from 343 (2017-2021 rolling average) to 339 (2019-2023 rolling average) by 2023.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from 323 (2017-2021 rolling average) to 315 (2019-2023 rolling average) by 2023.
- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from 180 (2017-2021 rolling average) to 173 (2019-2023 rolling average) by 2023.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from 122 (2017-2021 rolling average) to 119 (2019-2023 rolling average) by 2023.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 1.82 percent per year from 137 (2017-2021 rolling average) to 132 (2019-2023 rolling average) by 2023.
- C-10) Reduce pedestrian fatalities by 1.25 percent per year from 147 (2017-2021 rolling average) to 143 (2019-2023 rolling average) by 2023.
- C-11) Reduce bicyclist fatalities by 1.25 percent per year from 22 (2017-2021 rolling average) to 21 (2019-2023 rolling average) by 2023.
- O-1) Reduce distracted driving fatal crashes by 1.25 percent per year from 41 (2017-2021 rolling average) to 40 (2019-2023 rolling average) by 2023.
- O-2) Reduce distracted driving serious injury crashes by 1.25 percent per year from 338 (2017-2021 rolling average) to 334 (2019-2023 rolling average) by 2023.
- O-3) Reduce drugged driving fatal crashes by 1.25 percent per year from 331 (2017-2021 rolling average) to 323 (2019-2023 rolling average) by 2023.
- O-4) Reduce drugged driving serious injury crashes by 1.25 percent per year from 408 (2017-2021 rolling average) to 403 (2019-2023 rolling average) by 2023.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 1.07 percent to 85.0 percent by December 31, 2023.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Performance Plan Chart

Performance Plan			Base Years				
			2017	2018	2019	2020	2021
C-1	Traffic Fatalities (FARS)	Annual	1,179	1,068	1,153	1,230	1,356
	5-Year Rolling Average		1,083	1,099	1,128	1,152	1,197
	Reduce traffic fatalities by 2.00 percent per year from 1,197 (2017-2021 rolling average) to 1,150 (2019-2023 rolling average) by 2023.						
C-2	Serious Injuries in Traffic Crashes (State Crash Data)	Annual	8,763	7,623	7,487	7,239	7,916
	5-Year Rolling Average		9,013	8,691	8,432	8,064	7,806
	Reduce serious traffic injuries by 2.00 percent per year from 7,806 (2017-2021 rolling average) to 7,496 (2019-2023 rolling average) by 2023.						
C-3a	Fatalities/100M VMT (FARS/FHWA)	Annual	0.99	0.93	1.01	1.19	1.32
	5-Year Rolling Average		0.94	0.95	0.97	1.01	1.09
	Reduce fatalities/100 MVMT rate by 2.00 percent per year from 1.09 (2017-2021 rolling average) to 1.04 (2019-2023 rolling average) by 2023.						
C-3b	Rural Fatalities/VMT (FARS/FHWA)	Annual	1.56	1.36	1.51	1.51	1.57
	5-Year Rolling Average		1.50	1.47	1.47	1.48	1.50
	Reduce the rural fatalities/100 MVMT rate by 2.67 percent per year from 1.456 (2017-2021 rolling average) to 1.378 (2019-2023 rolling average) by 2023.						
C-3c	Urban Fatalities/VMT (FARS/FHWA)	Annual	0.74	0.73	0.77	1.01	1.05
	5-Year Rolling Average		0.69	0.72	0.75	0.79	0.86
	Reduce the urban fatalities/100 MVMT rate by 1.25 percent per year from 0.847 (2017-2021 rolling average) to 0.826 (2019-2023 rolling average) by 2023.						
C-4	Unrestrained Passenger Vehicle Occupant Fatalities (FARS)	Annual	376	333	379	395	462
	5-Year Rolling Average		368	364	365	367	389
	Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from 389 (2017-2021 rolling average) to 370 (2019-2023 rolling average) by 2023.						
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	328	297	362	448	281
	5-Year Rolling Average		307	313	325	353	343
	Reduce alcohol impaired driving fatalities by 1.25 percent per year from 343 (2017-2021 rolling average) to 339 (2019-2023 rolling average) by 2023.						
C-6	Speeding-Related Fatalities (FARS)	Annual	252	291	321	340	409
	5-Year Rolling Average		253	256	266	292	323
	Reduce speeding-related fatalities by 1.25 percent per year from 323 (2017-2021 rolling average) to 315 (2019-2023 rolling average) by 2023.						
C-7	Motorcyclist Fatalities (FARS)	Annual	157	145	162	211	225
	5-Year Rolling Average		158	161	166	175	180
	Reduce motorcyclist fatalities by 1.25 percent per year from 180 (2017-2021 rolling average) to 173 (2019-2023 rolling average) by 2023.						

CORE OUTCOME MEASURES			2017	2018	2019	2020	2021
C-8	Un-helmeted Motorcyclist Fatalities (FARS)	Annual	109	95	116	156	137
		5-Year Rolling Average	109	110	115	124	122
	Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from 122 (2017-2021 rolling average) to 119 (2019-2023 rolling average) by 2023.						
C-9	Drivers Age 20 or Younger involved in Fatal Crashes (FARS)	Annual	151	127	113	144	158
		5-Year Rolling Average	144	145	140	138	137
	Reduce drivers age 20 or younger involved in fatal crashes by 1.82 percent per year from 137 (2017-2021 rolling average) to 132 (2019-2023 rolling average) by 2023.						
C-10	Pedestrian Fatalities (FARS)	Annual	142	127	124	159	182
		5-Year Rolling Average	113	121	129	137	147
	Reduce pedestrian fatalities by 1.25 percent per year from 147 (2017-2021 rolling average) to 143 (2019-2023 rolling average) by 2023.						
C-11	Bicyclist Fatalities (FARS)	Annual	19	22	25	18	28
		5-Year Rolling Average	18	19	22	20	22
	Reduce bicyclist fatalities by 1.25 percent per year from 22 (2017-2021 rolling average) to 21 (2019-2023 rolling average) by 2023.						

MINIMUM BEHAVIOR MEASURES			2017	2018	2019	2020	2021
B-1	Seat Belt Use Rate (Observed Seat Belt Use Survey)		82.8	84.9	85.9	85.9	84.1
	Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 1.07 percent to 85.0 percent by December 31, 2023.						

ACTIVITY PERFORMANCE MEASURES		2017	2018	2019	2020	2021
A-1	Number of seat belt citations (Ohio GRANTS)	56,950	53,383	38,559	10,263	11,373
A-2	Number of impaired driving arrests (Ohio GRANTS)	7,908	8,596	7,081	1,504	1,792
A-3	Number of speeding citations issued (Ohio GRANTS)	142,486	141,842	128,343	34,114	40,690

OHIO VEHICLE MILES OF TRAVEL	
2017	119,266,845,200 (Ohio Department of Transportation)
2018	112,860,387,100 (Ohio Department of Transportation)
2019	114,694,000,000 (Ohio Department of Transportation)
2020	102,833,000,000 (Ohio Department of Transportation)
2021	113,170,100,550 (Ohio Department of Transportation)

Communications (Media)

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary 2021 data, the number of traffic fatalities has increased 15.01 percent over the five-year period (2017 - 2021). The five-year average has increased 10.53 percent since the 2013 – 2017 average. The number of serious injuries has decreased 9.66 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 13.39 percent since the 2013 - 2017 average.

Analysis

Fatalities increased 10.24 percent from 1,230 in 2020 to 1,356 in 2021. Ohio began new efforts in FFY2022 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 9.67 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary 2021 data, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 14.33 percent over the five-year period (2017 - 2021). The five-year moving average has increased 11.73 percent since the 2013 - 2017 average. The number of drugged driving fatal crashes has increased 155.31 percent over the five-year period (2017 - 2021). The five-year moving average has increased 68.88 percent since the 2013 - 2017 average. The number of drugged driving serious injury crashes has decreased 29.56 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 54.77 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are alcohol related has increased 19.63 percent and the percentage of serious injury crashes has decreased 1.48 percent from 2017 to 2021. The percentage of Ohio's fatal crashes that are drug related has increased 124.57 percent and the percentage of serious injury crashes has decreased 22.36 percent from 2017 to 2021.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, the percent of total fatal crashes and total serious injury crashes that are alcohol related and drug related have increased since 2016. Ohio will continue to focus efforts toward impaired (alcohol and/or drugged) driving.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences to reduce alcohol-impaired driving fatalities and to decrease impaired driving (alcohol and drug) fatal and serious injury crashes.

Occupant Protection

Problem

In 2021, Ohio reached an 84.1 percent observed seat belt use rate – a 2.1 percent decrease from 85.9 percent in 2019 (survey was not completed in 2020 due to COVID).

Using preliminary 2021 data, the number of unrestrained fatalities has increased 22.87 percent over the five-year period (2017 - 2021). The five-year average has increased 5.71 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are unrestrained related has increased 5.99 percent and the percentage of serious injury crashes has increased 22.03 percent from 2017 to 2021.

Analysis

Ohio's observed seat belt usage rate decreased from 85.9 percent in 2019 to 84.1 percent in 2021. Ohio utilized the waiver in FFY2020 and did not complete an observational seat belt usage survey. The observed seat belt usage rate has decreased and the percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased since 2017.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Problem

Using preliminary 2021 data, the number of speed related fatalities has increased 62.30 percent over the five-year period (2017 - 2021). The five-year average has increased 27.67 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are speed related has decreased 9.79 percent and the percentage of serious injury crashes has increased 11.68 percent from 2017 to 2021.

Analysis

Speed-related fatalities have increased 62.30 percent from 2016 to 2020. The percent of total fatal crashes that are speed related has decreased since 2017; however, the percent of total serious injury crashes that are speed related has increased.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Motorcycle Safety

Problem

Using preliminary 2021 data, the number of motorcycle fatalities has increased 43.31 percent over the five-year period (2017 - 2021). The five-year average has increased 13.92 percent since the 2013 - 2017 average. Using preliminary 2021 data, the number of un-helmeted

motorcycle fatalities has increased 25.69 percent over the five-year period (2017 - 2021). The five-year average has increased 11.92 percent since the 2013 – 2017 average. The percentage of Ohio's fatal crashes that are motorcycle related has increased 21.95 percent and the percentage of serious injury crashes has increased 43.55 percent from 2017 to 2021.

Analysis

The number of motorcycle fatalities has increased 43.31 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 26.85 percent over the last five years. The percent of total fatal crashes and total serious injury crashes that are motorcycle related have increased since 2017.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase helmet use, increase driver awareness of motorcyclists on the roadway, reduce motorcycle related fatal and serious injury crashes.

Youthful Driver

Problem

Using preliminary 2021 data, the number of young drivers (20 or younger) involved in fatal crashes has increased 4.63 percent over the five-year period (2017 - 2021). The five-year average has decreased 4.86 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are youthful driver related has decreased 10.26 percent and the percentage of serious injury crashes has decreased 4.32 percent from 2017 to 2021.

Analysis

The number of drivers aged 20 or younger involved in fatal crashes has increased 4.64 percent over the last five years. Ohio has reduced the percent of total fatal crashes and the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24).

Ohio will continue to focus efforts towards this age group with an emphasis on speed, impaired driving, and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Distracted Driving

Problem

The number of distracted driving fatal crashes has decreased 28.85 percent over the five-year period (2017 - 2021). The five-year average has increased 7.89 percent since the 2013 – 2017 average. The number of distracted driving serious injury crashes has decreased 11.59 percent over the five-year period (2017 - 2021). The five-year average has decreased 15.71 percent since the 2013 – 2017 average. The percentage of Ohio's fatal crashes that are distracted driver related has decreased 37.47 percent and the percentage of serious injury crashes has decreased 2.48 percent from 2016 to 2020.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants, SHEP grants, and the statewide distracted driving grant. In FFY2023, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from 1,107 (2017-2021 rolling average) to 1,150 (2019-2023 rolling average) by 2023.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from 7,806 (2017-2021 rolling average) to 7,496 (2019-2023 rolling average) by 2023.*
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from 389 (2017-2021 rolling average) to 370 (2019-2023 rolling average) by 2023.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from 343 (2017-2021 rolling average) to 339 (2019-2023 rolling average) by 2023.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from 323 (2017-2021 rolling average) to 315 (2019-2023 rolling average) by 2023.
- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from 180 (2017-2021 rolling average) to 173 (2019-2023 rolling average) by 2023.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from 122 (2017-2021 rolling average) to 119 (2019-2023 rolling average) by 2023.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 1.82 percent per year from 137 (2017-2021 rolling average) to 132 (2019-2023 rolling average) by 2023.
- O-1) Reduce distracted driving fatal crashes by 1.25 percent per year from 41 (2017-2021 rolling average) to 40 (2019-2023 rolling average) by 2023.
- O-2) Reduce distracted driving serious injury crashes by 1.25 percent per year from 338 (2017-2021 rolling average) to 334 (2019-2023 rolling average) by 2023.
- O-3) Reduce drugged driving fatal crashes by 1.25 percent per year from 331 (2017-2021 rolling average) to 323 (2019-2023 rolling average) by 2023.
- O-4) Reduce drugged driving serious injury crashes by 1.25 percent per year from 408 (2017-2021 rolling average) to 403 (2019-2023 rolling average) by 2023.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 1.07 percent to 85.0 percent by December 31, 2023.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Mass Media Campaign

Project Safety Impacts / Linkage Between Program Area

Paid media is an important component of Ohio's communication and outreach strategies to inform the public about the dangers of: impaired driving (alcohol and/or drugged), speed, and distracted driving and the importance of: wearing a seat belt, being aware of motorcyclists and riding a motorcycle safely. The goal of the paid media plan is to decrease the number of: impaired driving (alcohol and/or drugged) fatalities, speed-related fatalities, distracted driving fatalities, un-restrained fatalities, motorcyclist fatalities, and youthful driver related fatalities. The media objective is to increase awareness of highly visible law enforcement with both local and national media exposure.

In 2023, media will be heavily directed toward the appropriate target audience for each message. Media tactics will include a combination of television, radio, social and print media that will be used to maximize resources for each media campaign. Bonus inventory will be required by each station. Regional radio will be negotiated in counties receiving less significant impact from the larger cities. Additional cost efficiency and greater message reach

are available in many of the smaller regions by employing spot radio as part of this plan. Funds are allocated to each media campaign (listed below under Planned Activities) based on problem identification, with most of the funding allocated to impaired driving and seat belt campaigns. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 1. Alcohol and Drug Impaired Driving
 - 5. Prevention, Intervention, Communications and Outreach
 - 5.2 Mass Media Campaigns
- Chapter 2. Seat Belts and Child Restraints
 - 3. Communications and Outreach
 - 3.1 Supporting Enforcement
 - 3.2 Strategies for Low-Belt-Use Groups
 - 6. Communications and Outreach
 - 6.1 Strategies for Older Children
- Chapter 3. Speeding and Speed Management
 - 4. Communications and Outreach
 - 4.1 Communications and Outreach Supporting Enforcement
- Chapter 4. Distracted Driving
 - 2. Communications and Outreach
 - 2.1 Communications and Outreach on Distracted Driving
- Chapter 5. Motorcycle Safety
 - 2. Alcohol Impairment
 - 2.2 Alcohol-Impaired Motorcyclists: Communications and Outreach
 - 4. Communications and Outreach
 - 4.1 Communications and Outreach: Conspicuity and Protective Clothing
 - 4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists

Planned Activities

Earned Media Plan

Ohio's earned media plan will span the entire federal fiscal year with the heaviest emphasis during national mobilizations / crackdowns. Ohio uses many different networks to ensure earned media is achieved statewide (e.g., law enforcement, Safe Communities, corporate partners, etc.). Messaging will be consistent with the National Highway Traffic Safety Administration (NHTSA) National Communications Plan and will consist of the following components:

- Campaign toolkit developed for distribution to Ohio's law enforcement partners, Safe Communities programs, corporate partners and others that have a vested interest in traffic safety.

- The toolkit will include updated sample news releases, a letter to the editor, fact sheets, newsletter articles and artwork. Toolkit contents will be consistent with NHTSA Messaging (trafficsafetymarketing.gov).
- Broadcast e-mails to all safety partners directing them to the NHTSA web site as the mini-planners are released.
- Coordinated media kick off events by both the Ohio Department of Public Safety (ODPS) and Ohio's Safe Communities programs.
- Weekly traffic safety e-mail broadcast.
- ODPS will continue to partner with other state agencies to issue joint press releases and assist with media exposure.

Ohio's earned media includes the following: impaired driving (alcohol and/or drugged), seat belts, speed, distracted driving, motorcyclist safety, awareness of motorcycles, and overall traffic safety messaging. The earned media plan reinforces the paid media plan for each of these program areas. Paid and earned media are based on Ohio's problem identification.

Project Number: M6OT-2023-00-00-01

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

Description:

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

The target audience is defined as anyone who drives impaired or is likely to drive impaired on Ohio's roadways. In 2023, media will be heavily directed toward a younger male audience. Once again, the primary media target will be 18 – 34-year-old males; however, other demographic audiences might be targeted based on Ohio's current crash data.

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

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low	\$200,000	\$0	\$0

Project Number: M6OT-2023-00-00-02

Project Title: Drive Sober or Get Pulled Over Paid Media

Description:

Paid media is an important component of Ohio's communication and outreach strategies to inform the public of the dangers of impaired driving (alcohol and/or drugged). The national Drive Sober or Get Pulled Over alcohol crackdown around the Labor Day holiday combines highly visible law enforcement with both local and national media exposure. Advertising during the crackdown highlights that law enforcement will be strictly enforcing impaired driving (alcohol and/or drugged) laws during the crackdown period. Law enforcement agencies across the state will be encouraged to participate in the 2023 crackdown.

The goal of the paid media plan for the 2023 alcohol crackdown is to decrease the number of impaired drivers and alcohol related fatalities. The media objective is to increase awareness of highly visible enforcement with both local and national media exposure.

The target audience is defined as anyone who drives impaired or is likely to drive impaired on Ohio's roadways. In 2023, media will be heavily directed toward a younger male audience. Once again, the primary media target will be 18 – 34-year-old males; however, other demographic audiences might be targeted based on Ohio's current crash data. Media will also be directed toward Ohio's multicultural communities.

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

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low	\$300,000	\$0	\$0

Project Number: M6OT-2023-00-00-03

Project Title: Sustained Impaired Driving Paid Media

Description:

Paid media is an important component of Ohio's communication and outreach strategies to inform the public of the dangers of impaired driving (alcohol and/or drugged). In FFY2023, Ohio will continue to model the NHTSA National Communications Plan to bridge the media gaps around the national alcohol crackdowns with an appropriate mix of media, enforcement, and social-norming initiatives to extend highway safety messages.

The goal will be to sustain impaired driving (alcohol and/or drugged) messaging throughout the year with the highest concentration of paid media conducted during the Drive Sober or

Get Pulled Over Crackdown and the December / January crackdown. Between these times, using secondary messages like *Fans Don't Let Fans Drive Drunk* and *Buzzed Driving is Drunk Driving* provides an opportunity to extend the core safety messages. Embracing social-norming messages allows us to look for marketing alliances with businesses and organizations already branded and important to our target audiences.

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

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

Ohio runs impaired driving messages during home games throughout the season with the following sports teams in Ohio to target this high-risk population: Cincinnati Bengals, Cincinnati Reds, Cleveland Browns, Cleveland Cavaliers, Cleveland Indians, Columbus Crew, Columbus Clippers, Toledo Mudhens, and The Ohio State University. These partners generally include television, radio, interior and exterior signage. The broadcast coverage for the Major League Baseball teams includes a broad network of stations in the region beyond just the metro market that it primarily serves. The sustained alcohol paid media plan will complement the NHTSA National Communications Plan and the NHTSA Marketing Calendar, which prioritizes NHTSA special events and messaging opportunities throughout the year.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low	\$500,000	\$0	\$0

Project Number: M2X-2023-00-00-01

Project Title: Holiday Click It or Ticket Paid Media

Description:

Campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

The target audience is defined as anyone who drives or rides in a motor vehicle within Ohio. According to the ODPS 2019 Observational Survey of Safety Belt Use, younger drivers/passengers (ages 15 ½ - 25) and males are less likely to use seat belts. During November 2022, a heavy emphasis of paid media will be directed toward younger males with the primary media target being 18 - 34-year-olds. A secondary emphasis will continue to be male urban audiences, rural and pick-up truck drivers.

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

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	Supplemental BIL 405b	405b OP Low	\$200,000	\$0	\$0

Project Number: M2X-2023-00-00-02

Project Title: Click It or Ticket Paid Media

Description:

Ohio will continue to implement and expand the national seat belt mobilization model around the Memorial Day holiday in FFY2023. Campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation.

A higher frequency of messaging directed at low usage populations helps increase awareness and equates to a higher overall compliance rate for belt use. New media partnerships and earned media will help expand the campaign's message into the low usage populations. In FFY2023, TV and radio spots will continue to be concentrated and aired on stations most likely to reach Ohio's targeted demographic. Media will also be directed toward Ohio's multicultural communities. Additionally, social media and a limited amount of targeted outdoor and print media will be used during this effort.

The target audience is defined as anyone who drives or rides in a motor vehicle within the State of Ohio. According to the ODPS 2019 Observational Survey of Safety Belt Use, younger drivers/passengers (ages 15 ½ - 25) and males are less likely to use seat belts. Throughout FFY2023, a heavy emphasis of paid media will be directed toward younger males with the primary media target being 18 - 34-year-olds. A secondary emphasis will continue to be male urban audiences, rural and pick-up truck drivers.

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

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405b	405b OP Low	\$300,000	\$0	\$0

Project Number: M2X-2023-00-00-03

Project Title: Sustained Belt Paid Media

Description:

In FFY2023, Ohio will continue to model the NHTSA National Communications Plan to bridge the media gaps around the national seat belt mobilization with an appropriate mix of media, enforcement, and social-norming initiatives to extend highway safety messages.

The goal will be to sustain the message throughout the year and to hit the highest peak during the national mobilization. Throughout the year, using secondary messages like *Buckle Up in your Truck - What's Holding You Back?* provides an opportunity to extend the core safety messages. Embracing social-norming messages allows the 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 helps to avoid these conflicts and provides OTSO with more opportunities to keep our messages in front of the public and target audiences. A portion of the Sustained Belt Paid Media budget will be spent on Child Passenger Safety messaging.

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

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

High Risk Populations

Teens

Ohio is working to target rural teen seat belt usage. Huddle High Schools, Inc. distributes tickets for regular season events (sports, plays, etc.) for high schools throughout Ohio. Last year, OTSO co-sponsored ticket backs with a *What's Holding You Back? Buckle-Up in Your Truck* seat belt message during the school year to directly target this audience.

Rural

Ohio is working to target rural seat belt usage. Through Huddle, high school sport tickets are printed with the *Buckle-Up in Your Truck – What's Holding You Back?* message in rural areas. Currently, 25 rural school bus shelter locations statewide are also printed with the same message. These bus shelters are located along rural routes. The message is placed on the outside of the shelter for passing traffic to see.

18 – 34-year-old Male

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

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

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405b	405b OP Low	\$500,000	\$0	\$0

Project Number: PM-2023-00-00-01

Project Title: Motorcycle Safety Paid Media

Description:

Ohio’s messaging contains messages to the motorcyclist about riding “SMART” (Sober, Motorcycle endorsed, Alert, with the Right gear, and properly Trained). Ohio’s motorcycle paid media plan will complement the NHTSA National Communications Plan for motorcycle safety. Messaging will be sustained throughout the riding season. Media tactics will include print materials.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PM	Paid Advertising	\$100,000	\$0	\$0

Project Number: M9MA-2023-00-00-01

Project Title: Motorcycle Awareness Paid Media

Description:

Ohio's messaging contains messages to the motoring public about sharing the road with motorcyclists. Ohio's motorcycle paid media plan will complement the NHTSA National Communications Plan for motorcycle safety. Messaging will be sustained throughout the riding season. Media tactics will include outdoor advertising.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405f	405f Motorcyclist Awareness	\$100,000	\$0	\$0

Project Number: PM-2023-00-00-02

Project Title: Sustained Distracted Driving Paid Media

Description:

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

Ohio is working to target teen distracted driving. Huddle High Schools, Inc. distributes tickets for regular season events (sports, plays, etc.) for high schools throughout Ohio. Last year, OTSO co-sponsored ticket backs with a *Don't Txt and Drive* message during the school year to directly target this audience.

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

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

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PM	Paid Advertising	\$500,000	\$0	\$0

Project Number: PM-2023-00-00-03

Project Title: Youthful Driver Paid Media

Description:

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

Ohio is working to target all youthful driver traffic safety behaviors to encourage young drivers to wear seat belts, not drive impaired or distracted, not speed, and other unsafe driving practices identified through problem identification. Media tactics will include a combination of social and print media that will be used to maximize resources for the youthful driver paid media plan. The youthful driver paid media plan will complement the NHTSA National Communications Plan and the NHTSA Marketing Calendar, which prioritizes NHTSA special events and messaging opportunities throughout the year.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PM	Paid Advertising	\$350,000	\$0	\$0

Project Number: PM-2023-00-00-04

Project Title: Youthful Driver - College Paid Media

Description:

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

Ohio is working to target college-age adult drivers (18 – 24) traffic safety behaviors to encourage not driving impaired by planning a safe ride home. Media tactics will include a combination of social and print media that will be used to maximize resources. The youthful driver - college paid media plan will complement the NHTSA National Communications Plan and the NHTSA Marketing Calendar, which prioritizes NHTSA special events and messaging opportunities throughout the year.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PM	Paid Advertising	\$150,000	\$0	\$0

Project Number: PM-2023-00-00-05

Project Title: Speed Paid Media

Description:

A limited amount of paid media will be used on speed. An emphasis is being placed on working with media partners who not only reach all the driving population, but also embrace traffic safety messages and are willing to go above and beyond the traditional media buy to provide additional bonus spots.

Paid media will compliment state enforcement efforts. Media tactics will include a combination of radio and billboard media (using NHTSA's creative) that will be used to maximize resources for the speed paid media plan.

The speed paid media plan will complement the NHTSA National Communications Plan. The final comprehensive paid media plan will be submitted to NHTSA for review.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PM	Paid Advertising	\$200,000	\$0	\$0

Project Number: PM-2023-00-00-06

Project Title: Campaign Creative/Design

Description:

In addition to media placement the ODPS media buyer's contract has been expanded to allow for creative and design work to better assist OTSO in the promotion of campaigns and activities related to traffic safety. Materials will be consistent with NHTSA Messaging.

Intended Sub-recipients:

Ohio Traffic Safety Office (contracted with a paid media buyer)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PM	Paid Advertising	\$300,000	\$0	\$0

Communications (Media): Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 PM – Paid Advertising (FAST)						
PM-2023-00-00-01	Motorcycle Safety Paid Media	2021	\$100,000	\$0	\$0	\$0
PM-2023-00-00-02	Distracted Driving Paid Media	2021	\$500,000	\$0	\$0	\$0
PM-2023-00-00-03	Youthful Driver Paid Media	2021	\$350,000	\$0	\$0	\$0
PM-2023-00-00-04	Youthful Driver – College Paid Media	2021	\$150,000	\$0	\$0	\$0
PM-2023-00-00-05	Speed Paid Media	2021	\$200,000	\$0	\$0	\$0
PM-2023-00-00-06	Campaign Creative/Design	2021	\$300,000	\$0	\$0	\$0
FAST Act 402 PM Total			\$1,600,000	\$0	\$0	\$0
Supplemental BIL 405b OP Low						
M2X-2023-00-00-01	Holiday Click It or Ticket Paid Media	2022	\$200,000	\$0	\$0	\$0
Supplemental BIL 405b OP Low Total			\$200,000	\$0	\$0	\$0
BIL 405b OP Low						
M2X-2023-00-00-02	Click It or Ticket Paid Media	2022	\$300,000	\$0	\$0	\$0
M2X-2023-00-00-03	Sustained Belt Paid Media	2022	\$500,000	\$0	\$0	\$0
BIL 405b OP Low Total			\$800,000	\$0	\$0	\$0
FAST Act 405d Impaired Driving Low						
M6OT-2023-00-00-01	Holiday Drive Sober or Get Pulled Over Paid Media	2021	\$200,000	\$0	\$0	\$0
M6OT-2023-00-00-02	Drive Sober or Get Pulled Over Paid Media	2021	\$300,000	\$0	\$0	\$0
M6OT-2023-00-00-03	Sustained Impaired Driving Paid Media	2021	\$500,000	\$0	\$0	\$0
Fast Act 405d Impaired Driving Low			\$1,000,000	\$0	\$0	\$0
BIL 405f Motorcycle Programs						
M9MA-2023-00-00-01	Motorcycle Awareness Paid Media	2022	\$100,000	\$0	\$0	\$0
FAST Act 405f Motorcycle Programs			\$100,000	\$0	\$0	\$0
Total Funding Communications (Media) Program Area			\$3,700,000	\$0	\$0	\$0

Community Traffic Safety Program

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary 2021 data, the number of traffic fatalities has increased 15.01 percent over the five-year period (2017 - 2021). The five-year average has increased 10.53 percent since the 2013 – 2017 average. The number of serious injuries has decreased 9.66 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 13.39 percent since the 2013 - 2017 average.

Analysis

Fatalities increased 10.24 percent from 1,230 in 2020 to 1,356 in 2021. Ohio began new efforts in FFY2022 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 9.67 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary 2021 data, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 14.33 percent over the five-year period (2017 - 2021). The five-year moving average has increased 11.73 percent since the 2013 - 2017 average. The number of drugged driving fatal crashes has increased 155.31 percent over the five-year period (2017 - 2021). The five-year moving average has increased 68.88 percent since the 2013 - 2017 average. The number of drugged driving serious injury crashes has decreased 29.56 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 54.77 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are alcohol related has increased 19.63 percent and the percentage of serious injury crashes has decreased 1.48 percent from 2017 to 2021. The percentage of Ohio's fatal crashes that are drug related has increased 124.57 percent and the percentage of serious injury crashes has decreased 22.36 percent from 2017 to 2021.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, the percent of total fatal crashes and total serious injury crashes that are alcohol related and drug related have increased since 2016. Ohio will continue to focus efforts toward impaired (alcohol and/or drugged) driving.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences to reduce alcohol-impaired driving fatalities and to decrease impaired driving (alcohol and drug) fatal and serious injury crashes.

Occupant Protection

Problem

In 2021, Ohio reached an 84.1 percent observed seat belt use rate – a 2.1 percent decrease from 85.9 percent in 2019 (survey was not completed in 2020 due to COVID).

Using preliminary 2021 data, the number of unrestrained fatalities has increased 22.87 percent over the five-year period (2017 - 2021). The five-year average has increased 5.71 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are unrestrained related has increased 5.99 percent and the percentage of serious injury crashes has increased 22.03 percent from 2017 to 2021.

Analysis

Ohio's observed seat belt usage rate decreased from 85.9 percent in 2019 to 84.1 percent in 2021. Ohio utilized the waiver in FFY2020 and did not complete an observational seat belt usage survey. The observed seat belt usage rate has decreased and the percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased since 2017.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Problem

Using preliminary 2021 data, the number of speed related fatalities has increased 62.30 percent over the five-year period (2017 - 2021). The five-year average has increased 27.67 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are speed related has decreased 9.79 percent and the percentage of serious injury crashes has increased 11.68 percent from 2017 to 2021.

Analysis

Speed-related fatalities have increased 62.30 percent from 2016 to 2020. The percent of total fatal crashes that are speed related has decreased since 2017; however, the percent of total serious injury crashes that are speed related has increased.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Motorcycle Safety

Problem

Using preliminary 2021 data, the number of motorcycle fatalities has increased 43.31 percent over the five-year period (2017 - 2021). The five-year average has increased 13.92 percent since the 2013 - 2017 average. Using preliminary 2021 data, the number of un-helmeted

motorcycle fatalities has increased 25.69 percent over the five-year period (2017 - 2021). The five-year average has increased 11.92 percent since the 2013 – 2017 average. The percentage of Ohio's fatal crashes that are motorcycle related has increased 21.95 percent and the percentage of serious injury crashes has increased 43.55 percent from 2017 to 2021.

Analysis

The number of motorcycle fatalities has increased 43.31 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 26.85 percent over the last five years. The percent of total fatal crashes and total serious injury crashes that are motorcycle related have increased since 2017.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase helmet use, increase driver awareness of motorcyclists on the roadway, reduce motorcycle related fatal and serious injury crashes.

Youthful Driver

Problem

Using preliminary 2021 data, the number of young drivers (20 or younger) involved in fatal crashes has increased 4.63 percent over the five-year period (2017 - 2021). The five-year average has decreased 4.86 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are youthful driver related has decreased 10.26 percent and the percentage of serious injury crashes has decreased 4.32 percent from 2017 to 2021.

Analysis

The number of drivers aged 20 or younger involved in fatal crashes has increased 4.64 percent over the last five years. Ohio has reduced the percent of total fatal crashes and the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24).

Ohio will continue to focus efforts towards this age group with an emphasis on speed, impaired driving, and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Distracted Driving

Problem

The number of distracted driving fatal crashes has decreased 28.85 percent over the five-year period (2017 - 2021). The five-year average has increased 7.89 percent since the 2013 – 2017 average. The number of distracted driving serious injury crashes has decreased 11.59 percent over the five-year period (2017 - 2021). The five-year average has decreased 15.71 percent since the 2013 – 2017 average. The percentage of Ohio's fatal crashes that are distracted driver related has decreased 37.47 percent and the percentage of serious injury crashes has decreased 2.48 percent from 2016 to 2020.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants, SHEP grants, and the statewide distracted driving grant. In FFY2023, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Pedestrian Safety

Problem

Using preliminary 2021 data, the number of pedestrian fatalities has increased 28.17 percent over the five-year period (2017 – 2021). The five-year average has increased 30.09 percent since the 2013 – 2017 average. The percentage of Ohio's fatal crashes that are pedestrian related has increased 7.16 percent and the percentage of serious injury crashes has increased 9.40 percent from 2016 to 2020.

Analysis

Pedestrian fatalities continue to increase in Ohio. Looking at the statewide pedestrian statistics, pedestrian fatalities are isolated to certain locations (urban areas). Ohio will continue to fund local projects (Safe Communities) that have pedestrian fatality problems based on local problem identification. Ohio continues to address pedestrian issues through the SHSP.

Bicycle Safety

Problem

Using preliminary 2021 data, the number of bicycle fatalities has increased 47.37 percent over the five-year period (2017 - 2021). The five-year average has increased 22.22 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are bicycle related has increased 29.31 percent and the percentage of serious injury crashes has decreased 0.42 percent from 2016 to 2020.

Analysis

Ohio's bicycle fatalities have fluctuated between 2017 and 2021. Looking at the statistics statewide, the bicycle problem appears to be mainly among adults, in urban areas. However, since bicycle fatalities only account for approximately two percent of all fatalities, Ohio will fund local projects if warranted based on problem identification and continue to work on bicycle issues through the SHSP.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from 1,107 (2017-2021 rolling average) to 1,150 (2019-2023 rolling average) by 2023.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from 7,806 (2017-2021 rolling average) to 7,496 (2019-2023 rolling average) by 2023.*
- C-3a) Reduce the fatalities/100 MVMT rate by 2.00 percent per year from 1.09 (2017-2021 rolling average) to 1.04 (2019-2023 rolling average) by 2023.*
- C-3b) Reduce the rural fatalities/100 MVMT rate by 2.67 percent per year from 1.456 (2017-2021 rolling average) to 1.378 (2019-2023 rolling average) by 2023.
- C-3c) Reduce the urban fatalities/100 MVMT rate by 1.25 percent per year from 0.847 (2017-2021 rolling average) to 0.826 (2019-2023 rolling average) by 2023.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from 389 (2017-2021 rolling average) to 370 (2019-2023 rolling average) by 2023.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from 343 (2017-2021 rolling average) to 339 (2019-2023 rolling average) by 2023.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from 323 (2017-2021 rolling average) to 315 (2019-2023 rolling average) by 2023.

- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from 180 (2017-2021 rolling average) to 173 (2019-2023 rolling average) by 2023.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from 122 (2017-2021 rolling average) to 119 (2019-2023 rolling average) by 2023.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 1.82 percent per year from 137 (2017-2021 rolling average) to 132 (2019-2023 rolling average) by 2023.
- C-10) Reduce pedestrian fatalities by 1.25 percent per year from 147 (2017-2021 rolling average) to 143 (2019-2023 rolling average) by 2023.
- C-11) Reduce bicyclist fatalities by 1.25 percent per year from 22 (2017-2021 rolling average) to 21 (2019-2023 rolling average) by 2023.
- O-1) Reduce distracted driving fatal crashes by 1.25 percent per year from 41 (2017-2021 rolling average) to 40 (2019-2023 rolling average) by 2023.
- O-2) Reduce distracted driving serious injury crashes by 1.25 percent per year from 338 (2017-2021 rolling average) to 334 (2019-2023 rolling average) by 2023.
- O-3) Reduce drugged driving fatal crashes by 1.25 percent per year from 331 (2017-2021 rolling average) to 323 (2019-2023 rolling average) by 2023.
- O-4) Reduce drugged driving serious injury crashes by 1.25 percent per year from 408 (2017-2021 rolling average) to 403 (2019-2023 rolling average) by 2023.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 1.07 percent to 85.0 percent by December 31, 2023.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Communications and Outreach

Project Safety Impacts / Linkage Between Program Area

For FFY2023, 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 2019, 2020, and 2021. New programs had to have a minimum of a three-year average of 6.78 fatal crashes to be eligible for funding. Ohio will fund up to 45 countywide Safe Communities programs which will involve almost 1,300 communities. These counties reach 82.61 percent of Ohio's population. Over 76 percent of the fatal crashes between 2017 and 2021 occurred in these counties. These coordinated communities will play an active role in addressing traffic safety issues. Each program must include strategies focusing on seat belt use, impaired driving (alcohol and/or drugged), distracted driving, motorcycle safety, and youthful drivers. Additional strategies are included based on county problem identification. Ohio's Safe Communities network uses local coalitions to deliver traffic safety messages and programs throughout the year at the local level. Safe Communities provides the education/earned media portion of our enforcement campaigns while our law enforcement agencies, including the Ohio State Highway Patrol, conduct the enforcement portion. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 1. Alcohol and Drug Impaired Driving
 - 5. Prevention, Intervention, Communications and Outreach
 - 5.2 Mass Media Campaigns
- Chapter 2. Seat Belts and Child Restraints
 - 3. Communications and Outreach
 - 3.1 Supporting Enforcement
 - 3.2 Strategies for Low-Belt-Use Groups
 - 6. Communications and Outreach
 - 6.1 Communications and Outreach Strategies for Older Children
- Chapter 3. Speeding and Speed Management
 - 4. Communications and Outreach
 - 4.1 Communications and Outreach Supporting Enforcement
- Chapter 4. Distracted Driving
 - 2. Communications and Outreach
 - 2.1 Communications and Outreach on Distracted Driving
- Chapter 5. Motorcycle Safety
 - 2. Alcohol Impairment
 - 2.2 Alcohol-Impaired Motorcyclists: Communications and Outreach
 - 4. Communications and Outreach
 - 4.1 Communications and Outreach: Conspicuity and Protective Clothing
 - 4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists
- Chapter 7. Older Drivers
 - 1. Communications and Outreach
 - 1.1 Formal Courses for Older Drivers
 - General Communications and Education
- Chapter 8. Pedestrians
 - 3. Impaired Pedestrians
 - 3.1 Impaired Pedestrians: Communications and Outreach
- Chapter 10. Drowsy Driving
 - 2. Communications and Outreach
 - 2.1 Communications and Outreach on Drowsy Driving

Planned Activities

Project Number: SA-2023-00-00-01

Project Title: Safe Communities

Description:

For FFY2023, 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 2019, 2020 and 2021. New programs had to have a minimum of a three-year average of 6.78 fatal crashes to be eligible for funding. Ohio will fund up to 45 countywide Safe Communities programs which will involve almost 1,300 communities. These counties reach 82.61 percent of Ohio's population. Over 76 percent of the fatal crashes between 2017 and 2021 occurred in these counties.

These coordinated communities will play an active role in addressing traffic safety issues. Each program must include strategies focusing on seat belt use, impaired driving (alcohol and impaired), distracted driving, motorcycle safety, and youthful drivers. Ohio's Safe Communities network uses local coalitions to deliver traffic safety messages and programs throughout the year at the local level. Safe Community programs are required to conduct events where they interact with the community. Some examples of events are county fairs, community festivals, and high school programs including Think Fast. Safe Communities provides the education/earned media portion of our enforcement campaigns while our law enforcement agencies, including the Ohio State Highway Patrol, conduct enforcement.

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

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

Each Safe Communities program can direct programming based on local problem identification. Franklin, Hamilton, Holmes, Lucas, Mahoning, and Wood counties have proposed activities to specifically reach pedestrians. These counties had 263 pedestrian fatal crashes and 978 pedestrian serious injury crashes between 2017 and 2021. This represents 35.35 percent of the statewide pedestrian fatal crashes and 38.52 percent of statewide pedestrian serious injury crashes in those years.

Intended Sub-recipients:

Agency	County	Population	Agency	County	Population
Lima-Allen Co. Reg. Planning Comm.	Allen	102,206	Madison County Public Health	Madison	43,824
UH Geneva Medical Center	Ashtabula	97,574	National Safety Council Ohio Chapter	Mahoning	228,614
Safety Council of Southwestern Ohio	Butler	390,357	Medina Co. Health Dept.	Medina	182,470
Clark Co. Combined Health	Clark	136,001	Miami Co. Health District	Miami	108,774
Univ. Hospitals Cleveland Med. Ctr.	Cuyahoga	1,264,817	Miami Valley Hos. – Injury Prev. Ctr.	Montgomery	537,309
Miami Valley Hos. – Injury Prev. Ctr.	Darke	51,881	Perry County EMA	Perry	35,408
Defiance Co. General Health District	Defiance	38,286	Pickaway County Public Health	Pickaway	58,539
Delaware General Health District	Delaware	214,124	Pike Co. General Health District	Pike	27,088
Erie Co. Health Dept.	Erie	75,622	Portage Co. Health Dept.	Portage	161,791
Fairfield Co. Family, Adult & Children	Fairfield	158,921	Adena Health System	Ross	77,093
Columbus Health Dept.	Franklin	1,323,807	Sandusky County Public Health	Sandusky	58,896
Fulton Co. Health Dept.	Fulton	42,713	Sidney-Shelby County Health Dept.	Shelby	48,230
Geauga Public Health	Geauga	95,397	Stark Co. Sheriff's Office	Stark	374,853
Greene Co. Combined Health District	Greene	167,966	Summit Co. Sheriff's Office	Summit	540,428
Bethesda North Hospital	Hamilton	830,639	Fowler Twp. Police Dept.	Trumbull	201,977
Hancock Public Health	Hancock	74,920	Tuscarawas Co. Health Dept.	Tuscarawas	93,263
Henry County Health Dept.	Henry	27,662	Union Co. Health District	Union	62,784
Anazao Community Partners	Holmes	44,223	Atrium Medical Center	Warren	242,337
Knox Co. Health Dept.	Knox	62,721	Anazao Community Partners	Wayne	116,894
Lake Co. General Health	Lake	232,603	Williams Co. Combined Health Dept.	Williams	37,102
Licking Co. Health Dept.	Licking	178,519	Bowling Green State University	Wood	132,248
Lorain Co. General Health District	Lorain	312,964	Wyandot Co. Health Dept.	Wyandot	21,900
Toledo-Lucas Co. Health Dept.	Lucas	431,279			

CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	1,094	829	75.78%	7,061	5,441	77.06%
2018	996	741	74.40%	6,246	4,884	78.19%
2019	1,041	774	74.35%	5,983	4,757	79.51%
2020	1,153	903	78.32%	5,926	4,731	79.83%
2021	1,244	965	77.57%	6,405	5,173	80.77%

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	297	220	74.07%	1,001	750	74.93%
2018	266	210	78.95%	863	665	77.06%
2019	331	255	77.04%	875	665	76.00%
2020	384	309	80.47%	829	626	75.51%
2021	404	313	77.48%	895	696	77.77%

DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	179	134	74.86%	521	366	70.25%
2018	206	146	70.87%	394	289	73.35%
2019	369	279	75.61%	381	286	75.07%
2020	442	355	80.32%	378	270	71.43%
2021	457	356	77.90%	367	282	76.84%

YOUTHFUL DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	290	215	74.14%	2,176	1,677	77.07%
2018	246	177	71.95%	1,877	1,439	76.66%
2019	234	179	76.50%	1,656	1,325	80.01%
2020	275	220	80.00%	1,709	1,398	81.80%
2021	296	236	79.73%	1,889	1,543	81.68%

UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	541	411	75.97%	2,202	1,714	77.84%
2018	491	371	75.56%	1,892	1,503	79.44%
2019	550	410	74.55%	2,126	1,713	80.57%
2020	591	466	78.85%	2,247	1,850	82.33%
2021	652	507	77.76%	2,438	1,984	81.38%

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	52	40	76.92%	371	271	73.05%
2018	47	30	63.83%	385	286	74.29%
2019	41	27	65.85%	325	241	74.15%
2020	29	22	75.86%	280	216	77.14%
2021	37	26	70.27%	328	239	72.87%

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	351	273	77.78%	1,530	1,100	71.90%
2018	305	228	74.75%	1,399	1,019	72.84%
2019	294	199	69.69%	1,367	1,023	74.84%
2020	336	261	77.68%	1,531	1,178	76.94%
2021	360	278	77.22%	1,550	1,198	77.29%

MATURE DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	426	323	75.82%	2,548	1,963	77.04%
2018	410	309	75.37%	2,268	1,783	78.62%
2019	429	323	75.29%	2,131	1,682	78.93%
2020	426	328	77.00%	1,934	1,521	78.65%
2021	480	353	73.54%	2,108	1,672	79.32%

MOTORCYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	155	118	76.13%	843	621	73.67%
2018	142	103	72.54%	714	541	75.77%
2019	156	108	69.23%	872	674	77.29%
2020	205	156	76.10%	1,085	852	78.53%
2021	215	171	79.53%	1,098	852	77.60%

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	142	117	82.39%	526	477	90.68%
2018	134	113	84.33%	533	477	89.49%
2019	129	117	90.70%	506	449	88.74%
2020	166	147	88.55%	452	400	88.50%
2021	173	148	85.55%	522	472	90.42%

BICYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	19	15	78.95%	168	145	86.31%
2018	22	20	90.91%	122	116	95.08%
2019	23	19	82.61%	120	109	90.83%
2020	16	14	87.50%	148	126	85.14%
2021	28	25	89.29%	152	134	88.16%

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 402 SA	Safe Communities	\$3,000,000	\$0	\$3,000,000

Community Traffic Safety Program: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
BIL 402 SA – Safe Communities (FAST)						
SA-2023-00-00-01	Safe Communities	2022	\$3,000,000	\$3,000,000	\$0	\$0
FIL 402 SA Total			\$3,000,000	\$3,000,000	\$0	\$0
Total Funding Community Traffic Safety Program Area						
			\$3,000,000	\$3,000,000	\$0	\$0

Distracted Driving

Description of Problem

Distracted Driving

Problem

The number of distracted driving fatal crashes has decreased 28.85 percent over the five-year period (2017 - 2021). The five-year average has increased 7.89 percent since the 2013 – 2017 average. The number of distracted driving serious injury crashes has decreased 11.59 percent over the five-year period (2017 - 2021). The five-year average has decreased 15.71 percent since the 2013 – 2017 average. The percentage of Ohio's fatal crashes that are distracted driver related has decreased 37.47 percent and the percentage of serious injury crashes has decreased 2.48 percent from 2016 to 2020.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants, SHEP grants, and the statewide distracted driving grant. In FFY2023, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from 1,107 (2017-2021 rolling average) to 1,150 (2019-2023 rolling average) by 2023.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from 7,806 (2017-2021 rolling average) to 7,496 (2019-2023 rolling average) by 2023.*
- C-3a) Reduce the fatalities/100 MVMT rate by 2.00 percent per year from 1.09 (2017-2021 rolling average) to 1.04 (2019-2023 rolling average) by 2023.*
- C-3b) Reduce the rural fatalities/100 MVMT rate by 2.67 percent per year from 1.456 (2017-2021 rolling average) to 1.378 (2019-2023 rolling average) by 2023.
- C-3c) Reduce the urban fatalities/100 MVMT rate by 1.25 percent per year from 0.847 (2017-2021 rolling average) to 0.826 (2019-2023 rolling average) by 2023.
- O-1) Reduce distracted driving fatal crashes by 1.25 percent per year from 41 (2017-2021 rolling average) to 40 (2019-2023 rolling average) by 2023.
- O-2) Reduce distracted driving serious injury crashes by 1.25 percent per year from 338 (2017-2021 rolling average) to 334 (2019-2023 rolling average) by 2023.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

High Visibility Cellphone/Text Messaging Enforcement

Project Safety Impacts / Linkage Between Program Area

In FFY2023, the Ohio State Highway Patrol (OSHP) will work overtime with a focus on distracted driving with most of the hours being worked during National Distracted Driving Month. In addition, STEP sub-recipients will conduct overtime enforcement during National Distracted Driving Month. There were 206 distracted driving related fatal crashes and 1,689

distracted driving related serious injury crashes in Ohio between 2017 and 2021. Enforcement efforts will be coupled with paid and earned media to reduce distracted driving crashes. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 4. Distracted Driving
 - 1. Laws and Enforcement
 - 1.3 High Visibility Cell Phone and Text Messaging Enforcement

Planned Activities

Project Number: DD-2023-00-00-01

Project Title: Statewide Distracted Driving Enforcement

Description:

There were 206 distracted driving related fatal crashes and 1,689 distracted driving related serious injury crashes in Ohio between 2017 and 2021. In FFY20223, the Ohio State Highway Patrol (OSHP) will work overtime with a focus on distracted driving with most of the hours being worked during National Distracted Driving Month (April 2023).

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PT	Distracted Driving	\$425,000	\$0	\$0

Distracted Driving Program: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 DD – Distracted Driving (FAST)						
DD-2023-00-00-01	Statewide Distracted Driving Enforcement	2021	\$425,000	\$0	\$0	\$0
FAST Act 402 DD Total			\$425,000	\$0	\$0	\$0
<i>Total Funding Distracted Driving Program Area</i>						
			\$425,000	\$0	\$0	\$0

Driver Education and Behavior

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary 2021 data, the number of traffic fatalities has increased 15.01 percent over the five-year period (2017 - 2021). The five-year average has increased 10.53 percent since the 2013 – 2017 average. The number of serious injuries has decreased 9.66 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 13.39 percent since the 2013 - 2017 average.

Analysis

Fatalities increased 10.24 percent from 1,230 in 2020 to 1,356 in 2021. Ohio began new efforts in FFY2022 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 9.67 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary 2021 data, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 14.33 percent over the five-year period (2017 - 2021). The five-year moving average has increased 11.73 percent since the 2013 - 2017 average. The number of drugged driving fatal crashes has increased 155.31 percent over the five-year period (2017 - 2021). The five-year moving average has increased 68.88 percent since the 2013 - 2017 average. The number of drugged driving serious injury crashes has decreased 29.56 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 54.77 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are alcohol related has increased 19.63 percent and the percentage of serious injury crashes has decreased 1.48 percent from 2017 to 2021. The percentage of Ohio's fatal crashes that are drug related has increased 124.57 percent and the percentage of serious injury crashes has decreased 22.36 percent from 2017 to 2021.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, the percent of total fatal crashes and total serious injury crashes that are alcohol related and drug related have increased since 2016. Ohio will continue to focus efforts toward impaired (alcohol and/or drugged) driving.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences to reduce alcohol-impaired driving fatalities and to decrease impaired driving (alcohol and drug) fatal and serious injury crashes.

Occupant Protection

Problem

In 2021, Ohio reached an 84.1 percent observed seat belt use rate – a 2.1 percent decrease from 85.9 percent in 2019 (survey was not completed in 2020 due to COVID).

Using preliminary 2021 data, the number of unrestrained fatalities has increased 22.87 percent over the five-year period (2017 - 2021). The five-year average has increased 5.71 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are unrestrained related has increased 5.99 percent and the percentage of serious injury crashes has increased 22.03 percent from 2017 to 2021.

Analysis

Ohio's observed seat belt usage rate decreased from 85.9 percent in 2019 to 84.1 percent in 2021. Ohio utilized the waiver in FFY2020 and did not complete an observational seat belt usage survey. The observed seat belt usage rate has decreased and the percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased since 2017.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Problem

Using preliminary 2021 data, the number of speed related fatalities has increased 62.30 percent over the five-year period (2017 - 2021). The five-year average has increased 27.67 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are speed related has decreased 9.79 percent and the percentage of serious injury crashes has increased 11.68 percent from 2017 to 2021.

Analysis

Speed-related fatalities have increased 62.30 percent from 2016 to 2020. The percent of total fatal crashes that are speed related has decreased since 2017; however, the percent of total serious injury crashes that are speed related has increased.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Motorcycle Safety

Problem

Using preliminary 2021 data, the number of motorcycle fatalities has increased 43.31 percent over the five-year period (2017 - 2021). The five-year average has increased 13.92 percent since the 2013 - 2017 average. Using preliminary 2021 data, the number of un-helmeted

motorcycle fatalities has increased 25.69 percent over the five-year period (2017 - 2021). The five-year average has increased 11.92 percent since the 2013 – 2017 average. The percentage of Ohio's fatal crashes that are motorcycle related has increased 21.95 percent and the percentage of serious injury crashes has increased 43.55 percent from 2017 to 2021.

Analysis

The number of motorcycle fatalities has increased 43.31 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 26.85 percent over the last five years. The percent of total fatal crashes and total serious injury crashes that are motorcycle related have increased since 2017.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase helmet use, increase driver awareness of motorcyclists on the roadway, reduce motorcycle related fatal and serious injury crashes.

Youthful Driver

Problem

Using preliminary 2021 data, the number of young drivers (20 or younger) involved in fatal crashes has increased 4.63 percent over the five-year period (2017 - 2021). The five-year average has decreased 4.86 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are youthful driver related has decreased 10.26 percent and the percentage of serious injury crashes has decreased 4.32 percent from 2017 to 2021.

Analysis

The number of drivers aged 20 or younger involved in fatal crashes has increased 4.64 percent over the last five years. Ohio has reduced the percent of total fatal crashes and the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24).

Ohio will continue to focus efforts towards this age group with an emphasis on speed, impaired driving, and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Distracted Driving

Problem

The number of distracted driving fatal crashes has decreased 28.85 percent over the five-year period (2017 - 2021). The five-year average has increased 7.89 percent since the 2013 – 2017 average. The number of distracted driving serious injury crashes has decreased 11.59 percent over the five-year period (2017 - 2021). The five-year average has decreased 15.71 percent since the 2013 – 2017 average. The percentage of Ohio's fatal crashes that are distracted driver related has decreased 37.47 percent and the percentage of serious injury crashes has decreased 2.48 percent from 2016 to 2020.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants, SHEP grants, and the statewide distracted driving grant. In FFY2023, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from 1,107 (2017-2021 rolling average) to 1,150 (2019-2023 rolling average) by 2023.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from 7,806 (2017-2021 rolling average) to 7,496 (2019-2023 rolling average) by 2023.*
- C-3a) Reduce the fatalities/100 MVMT rate by 2.00 percent per year from 1.09 (2017-2021 rolling average) to 1.04 (2019-2023 rolling average) by 2023.*
- C-3b) Reduce the rural fatalities/100 MVMT rate by 2.67 percent per year from 1.456 (2017-2021 rolling average) to 1.378 (2019-2023 rolling average) by 2023.
- C-3c) Reduce the urban fatalities/100 MVMT rate by 1.25 percent per year from 0.847 (2017-2021 rolling average) to 0.826 (2019-2023 rolling average) by 2023.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from 389 (2017-2021 rolling average) to 370 (2019-2023 rolling average) by 2023.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from 343 (2017-2021 rolling average) to 339 (2019-2023 rolling average) by 2023.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from 323 (2017-2021 rolling average) to 315 (2019-2023 rolling average) by 2023.
- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from 180 (2017-2021 rolling average) to 173 (2019-2023 rolling average) by 2023.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from 122 (2017-2021 rolling average) to 119 (2019-2023 rolling average) by 2023.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 1.82 percent per year from 137 (2017-2021 rolling average) to 132 (2019-2023 rolling average) by 2023.
- O-1) Reduce distracted driving fatal crashes by 1.25 percent per year from 41 (2017-2021 rolling average) to 40 (2019-2023 rolling average) by 2023.
- O-2) Reduce distracted driving serious injury crashes by 1.25 percent per year from 338 (2017-2021 rolling average) to 334 (2019-2023 rolling average) by 2023.
- O-3) Reduce drugged driving fatal crashes by 1.25 percent per year from 331 (2017-2021 rolling average) to 323 (2019-2023 rolling average) by 2023.
- O-4) Reduce drugged driving serious injury crashes by 1.25 percent per year from 408 (2017-2021 rolling average) to 403 (2019-2023 rolling average) by 2023.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 1.07 percent to 85.0 percent by December 31, 2023.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Communications and Outreach

Project Safety Impacts / Linkage Between Program Area

Communications and outreach strategies seek to inform the public of:

- The dangers of driving while impaired
- The dangers of not wearing a seat belt
- The importance of motorcycle awareness (Watch Out for Motorcycles)
- The dangers of distracted driving
- The dangers of speeding

As with prevention and intervention, education through various communications and outreach strategies is especially important for youth under 21. Education may occur through formal classroom settings, news media, paid advertisements and public service announcements, and a wide variety of other communication channels such as posters, billboards, web banners, and the like. A mass media campaign consists of intensive communications and outreach activities that use radio, television, print, and other mass media, both paid and/or earned. Materials purchased with campaign messages reinforces the Paid Media Campaign and increases earned media during Ohio's traffic enforcement periods. Earned media are based on Ohio's problem identification. Communication and outreach strategies deliver traffic safety messages and programs throughout the year at the local level. Communication and outreach strategies provide the education / earned media portion of our enforcement campaigns while our law enforcement agencies, including the Ohio State Highway Patrol, conduct the enforcement portion. Using communication / outreach strategies along with enforcement will help Ohio reach its goals. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 1. Alcohol and Drug Impaired Driving
 - 5. Prevention, Intervention, Communications and Outreach
 - 5.2 Mass Media Campaigns
- Chapter 2. Seat Belts and Child Restraints
 - 3. Communications and Outreach
 - 3.1 Supporting Enforcement
 - 3.2 Strategies for Low-Belt-Use Groups
 - 6. Communications and Outreach
 - 6.1 Strategies for Older Children
- Chapter 3. Speeding and Speed Management
 - 4. Communications and Outreach
 - 4.1 Communications and Outreach Supporting Enforcement
- Chapter 4. Distracted Driving
 - 2. Communications and Outreach
 - 2.1 Communications and Outreach on Distracted Driving
- Chapter 5. Motorcycle Safety
 - 4. Communications and Outreach
 - 4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists
- Chapter 7. Older Drivers
 - 1. Communications and Outreach
 - 1.2 General Communications and Education

Planned Activities

Project Number: M6OT-2023-00-00-04

Project Title: Impaired Driving Print Advertising/Educational Materials

Description:

Impaired driving (alcohol and/or drugged) print advertising/educational materials are one of Ohio's communication and outreach strategies to inform the public of the dangers of impaired driving (alcohol and/or impaired). The national Drive Sober or Get Pulled Over alcohol crackdown around the Labor Day Holiday combines highly visible enforcement with both local and national media exposure. Paid media during the crackdown will highlight that law enforcement will be strictly enforcing impaired driving laws. All law enforcement agencies across the state will be encouraged and funded agencies are required to participate in the 2023 crackdown. Funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials that will be distributed in a systematic manner to promote the message through earned media. Print advertising/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	Fast Act 405d	405d Impaired Driving Low	\$225,000	\$0	\$0

Project Number: M2X-2023-00-00-04

Project Title: Seat Belt Print Advertising/Educational Materials

Description:

In FFY2023, Ohio will continue to use the Click It or Ticket (CIOT) message for sustained seat belt messaging throughout the year. The goal of the sustained effort is to increase statewide usage of seat belts. The objective is to elevate awareness of the seat belt message. This will be coupled with paid media and heightened enforcement throughout the State of Ohio. Funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials that will be distributed in a systematic manner to promote seat belt use through earned media. Print media/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405b	405b Low Public Education	\$225,000	\$0	\$0

Project Numbers: M9MA-2023-00-00-02**Project Title:** Motorcycle Awareness Print Advertising/Educational Materials**Description:**

In FFY2023, Section 405f funding will be used to purchase approved print advertising/educational materials aimed to increase motorists' awareness of motorcyclists. In addition to distributing print advertising/educational materials directly to traffic safety partners, OTSO distributes materials to the Safe Community programs for distribution. Print advertising/educational materials are distributed in a systematic manner to promote the message. Print advertising/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405f	405f Motorcyclist Awareness	\$125,000	\$0	\$0

Project Number: SC-2023-00-00-01**Project Title:** Speed Print Advertising/Educational Materials**Description:**

In FFY2023, funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials to address speed. Materials will be distributed in a systematic manner to promote seat belt use through earned media. Print media/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 402 SC	Speed Management	\$100,000	\$0	\$0

Project Number: DD-2023-00-00-02

Project Title: Distracted Driving Print Advertising/Educational Materials

Description:

Funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials to promote the distracted driving message. Print advertising/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 DD	Distracted Driving	\$225,000	\$0	\$0

Project Number: DE-2023-00-00-01

Project Title: Youthful Driver Print Advertising/Educational Materials

Description:

Funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials to address youthful drivers. Print advertising/educational materials are evaluated in several ways: knowledge surveys, gross impressions, numbers distributed and telephone surveys.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 DE	Drivers Education	\$100,000	\$0	\$0

Project Number: DE-2023-00-00-02

Project Title: Mature Driver Print Advertising/Educational Materials

Description:

Funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials to address mature drivers. Print advertising/educational materials are evaluated in several ways: knowledge surveys, gross impressions, numbers distributed and telephone surveys.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 DE	Drivers Education	\$25,000	\$0	\$0

Driver Education and Behavior: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 DD – Distracted Driving						
DD-2023-00-00-02	Distracted Driving Print Advertising/Educational	2021	\$225,000	\$0	\$0	\$0
FAST Act 402 DD Total			\$225,000	\$0	\$0	\$0
FAST Act 402 DE – Driver Education						
DE-2023-00-00-01	Youthful Driver Print Advertising/Educational	2021	\$100,000	\$0	\$0	\$0
DE-2023-00-00-02	Mature Driver Print Advertising/Educational	2021	\$25,000	\$0	\$0	\$0
FAST Act 402 DE Total			\$125,000	\$0	\$0	\$0
BIL 402 SC – Speed Management						
SC-2023-00-00-01	Speed Print Advertising/Educational	2021	\$100,000	\$0	\$0	\$0
BIL 402 SC Total			\$100,000	\$0	\$0	\$0
BIL 405b OP Low						
M2X-2023-00-00-04	Seat Belt Print Advertising/Educational	2022	\$225,000	\$0	\$0	\$0
BIL 405b OP Low Total			\$225,000	\$0	\$0	\$0
FAST Act 405d Impaired Driving Low						
M6OT-2023-00-00-04	Impaired Driving Print Advertising/Educational	2021	\$225,000	\$0	\$0	\$0
Fast Act 405d Impaired Driving Low			\$225,000	\$0	\$0	\$0
BIL 405f Motorcycle Programs						
M9MA-2023-00-00-02	Motorcycle Awareness Print Advertising/Educ.	2022	\$125,000	\$0	\$0	\$0
BIL 405f Motorcycle Programs			\$125,000	\$0	\$0	\$0
Total Funding Driver Education and Behavior Program Area			\$1,025,000	\$0	\$0	\$0

Impaired Driving (Drug and Alcohol)

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary 2021 data, the number of traffic fatalities has increased 15.01 percent over the five-year period (2017 - 2021). The five-year average has increased 10.53 percent since the 2013 – 2017 average. The number of serious injuries has decreased 9.66 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 13.39 percent since the 2013 - 2017 average.

Analysis

Fatalities increased 10.24 percent from 1,230 in 2020 to 1,356 in 2021. Ohio began new efforts in FFY2022 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 9.67 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary 2021 data, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 14.33 percent over the five-year period (2017 - 2021). The five-year moving average has increased 11.73 percent since the 2013 - 2017 average. The number of drugged driving fatal crashes has increased 155.31 percent over the five-year period (2017 - 2021). The five-year moving average has increased 68.88 percent since the 2013 - 2017 average. The number of drugged driving serious injury crashes has decreased 29.56 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 54.77 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are alcohol related has increased 19.63 percent and the percentage of serious injury crashes has decreased 1.48 percent from 2017 to 2021. The percentage of Ohio's fatal crashes that are drug related has increased 124.57 percent and the percentage of serious injury crashes has decreased 22.36 percent from 2017 to 2021.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, the percent of total fatal crashes and total serious injury crashes that are alcohol related and drug related have increased since 2016. Ohio will continue to focus efforts toward impaired (alcohol and/or drugged) driving.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences to reduce alcohol-impaired driving fatalities and to decrease impaired driving (alcohol and drug) fatal and serious injury crashes.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from 1,107 (2017-2021 rolling average) to 1,150 (2019-2023 rolling average) by 2023.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from 7,806 (2017-2021 rolling average) to 7,496 (2019-2023 rolling average) by 2023.*
- C-3a) Reduce the fatalities/100 MVMT rate by 2.00 percent per year from 1.09 (2017-2021 rolling average) to 1.04 (2019-2023 rolling average) by 2023.*
- C-3b) Reduce the rural fatalities/100 MVMT rate by 2.67 percent per year from 1.456 (2017-2021 rolling average) to 1.378 (2019-2023 rolling average) by 2023.
- C-3c) Reduce the urban fatalities/100 MVMT rate by 1.25 percent per year from 0.847 (2017-2021 rolling average) to 0.826 (2019-2023 rolling average) by 2023.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from 343 (2017-2021 rolling average) to 339 (2019-2023 rolling average) by 2023.
- O-3) Reduce drugged driving fatal crashes by 1.25 percent per year from 331 (2017-2021 rolling average) to 323 (2019-2023 rolling average) by 2023.
- O-4) Reduce drugged driving serious injury crashes by 1.25 percent per year from 408 (2017-2021 rolling average) to 403 (2019-2023 rolling average) by 2023.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategies

High Visibility Enforcement

Publicized Sobriety Checkpoint

Enforcement of Drug-Impaired Driving

Liquor Law Enforcement

Law Enforcement Training

Drug Recognition Expert (DRE) Training

Ignition Interlocks

Breath Test Devices

Laboratory Drug Testing

Project Safety Impacts / Linkage Between Program Area

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, the percent of total fatal crashes and total serious injury crashes that are alcohol related and drug related have increased since 2017. Ohio will continue to focus efforts toward impaired (alcohol and/or drugged) driving.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences to reduce alcohol-impaired driving fatalities and to decrease impaired driving (alcohol and drug) fatal and serious injury crashes.

The OSHP and IDEP sub-recipients will be conducting alcohol overtime enforcement during strategic times throughout the year consistent with the NHTSA Communications Calendar (coupled with paid and earned media). Ohio's OVI Task Force program is a countywide initiative to conduct high visibility enforcement, public awareness and education focusing on impaired driving. In order to reach our goal of reducing fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of 0.08 g/dL or higher, Ohio is concentrating its OVI Task Force program in the counties that experience the highest number of alcohol-related fatal crashes. In addition, the OSHP will be conducting day-time drugged driving overtime enforcement. The Trace Back program allows Ohio Investigative Unit (OIU) Agents to investigate alcohol involved fatal and serious injury crashes to interview suspect/witnesses to "trace back" where the alcohol was consumed prior to crash. Ohio's training program includes Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and DRE training for law enforcement. Additional programs selected to reduce Ohio's impaired driving (alcohol and/or drugged) fatalities include a breath instrument training program, oral fluid project and Ohio's ignition interlock program. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 1. Alcohol and Drug Impaired Driving
 - 2. Deterrence: Enforcement
 - 2.1 Publicized Sobriety Checkpoints
 - 2.2 High Visibility Saturation Patrols
 - 2.3 Breath Test Devices
 - 2.5 Integrated Enforcement
 - 4. Deterrence: DWI Offender Treatment, Monitoring, and Control
 - 4.2 Alcohol Ignition Interlocks
 - 5. Prevention, Intervention, Communications and Outreach
 - 5.2 Mass Media Campaigns
 - 5.3 Responsible Beverage Service
 - 6. Underage Drinking and Drinking and Driving
 - 6.5 Other Legal Minimum Drinking Age 21 Law Enforcement
 - 7. Drug-Impaired Driving
 - 7.1 Enforcement of Drug-Impaired Driving
 - 7.2 Drug-Impaired Driving Laws
 - 7.3 Education Regarding Medications

Training Ohio's law enforcement officers (state, county, local) increases proper enforcement activity to ensure the charges do not get reduced or dismissed in court.

Planned Activities

Project Number: 164AL-2023-00-00-01

Project Title: Impaired Driving Enforcement Program

Description:

High Visibility Enforcement is designed to convince the public that there are consequences to traffic violations. Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2019, 2020 and 2021. Each agency must conduct alcohol impaired driving enforcement activity to impact their alcohol impaired fatal crashes. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar. In addition to the required Blitzes and National Campaign, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding. All IDEP sub-recipients are also required to submit for the STEP hours to conduct all other traffic related overtime activities (i.e., speed, seat belts, aggressive, etc.). Included in the STEP grant are funds to be used for education. These funds can be used for training officers or for educating the public on all areas of traffic safety including impaired driving. All IDEP sub-recipients are required to attend scheduled OTSO/Sub-recipient meetings. Items discussed at the meetings include re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities, and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

FFY2023 IDEP Required Blitz/National Campaigns

Dates	Blitz/National Campaign
October 21 – 31, 2022	Halloween
November 23 – 27, 2022	Thanksgiving
December 16 – 31, 2022	Winter Holiday Drive Sober or Get Pulled Over
January 1, 2023	Winter Holiday Drive Sober or Get Pulled Over
February 12 – 13, 2023	Super Bowl
March 17 – 19, 2023	St. Patrick's Day
April – May 2023	Prom
July 1 – 5, 2023	4 th of July
August 18 – September 4, 2023	Drive Sober or Get Pulled Over
October 2022 and/or September 2023	Homecoming

IDEP/STEP Grants have been received in 58 of Ohio's 88 counties and represent 82.47 percent of the fatal crashes between 2017 and 2021 and 84.74 percent of Ohio's population.

Intended Sub-recipients:

Agency	County	Population	Agency	County	Population
Allen County Sheriff's Office	Allen	102,206	Jefferson Co. Sheriff's Office	Jefferson	65,249
Shawnee Twp. Police Dept.	Allen		Mentor Police Department	Lake	47,450
Ashland County Sheriff's Office	Ashland	52,447	Licking Co. Sheriff's Office	Licking	178,519
Ashtabula County Sheriff's Office	Ashtabula	97,574	Newark Police Dept.	Licking	
Athens Co. Sheriff's Office	Athens	62,431	Logan Co. Sheriff's Office	Logan	46,450
Brown Co. Sheriff's Office	Brown	43,676	Lorain Co. Sheriff's Office	Lorain	312,964
Butler Co. Sheriff's Office	Butler	390,357	Elyria Police Dept.	Lorain	
Hamilton Police Dept.	Butler		Lorain Police Dept.	Lorain	
Middletown Police Dept.	Butler		Lucas Co. Sheriff's Office	Lucas	431,279
West Chester Police Dept.	Butler		Sylvania Twp. Police Dept.	Lucas	
Champaign Co. Sheriff's Office	Champaign	38,714	Toledo Police Dept.	Lucas	
Clark Co. Sheriff's Office	Clark	136,001	Mahoning Co. Sheriff's Office	Mahoning	228,614
Springfield Police Dept.	Clark		Boardman Police Dept.	Mahoning	
Clermont Co. Sheriff's Office	Clermont	208,601	Youngstown Police Dept.	Mahoning	
Miami Twp. Police Dept.	Clermont		Marion Co. Sheriff's Office	Marion	63,359
Pierce Twp. Police Dept.	Clermont		Medina Co. Sheriff's Office	Medina	182,470
Crawford Co. Sheriff's Office	Crawford	42,025	Mercer Co. Sheriff's Office	Mercer	42,528
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,264,817	Miami Co. Sheriff's Office	Miami	108,774
Cleveland Police Dept.	Cuyahoga		Montgomery Co. Sheriff's Office	Montgomery	537,309
Euclid Police Dept.	Cuyahoga		Dayton Police Dept.	Montgomery	
Independence Police Dept.	Cuyahoga		Miami Twp. Police Dept.	Montgomery	
North Royalton Police Dept.	Cuyahoga		Riverside Police Dept.	Montgomery	
Defiance County Sheriff's Office	Defiance	38,286	Trotwood Police Dept.	Montgomery	
Delaware Co. Sheriff's Office	Delaware	214,124	Pickaway Co. Sheriff's Office	Pickaway	58,539
Erie Co. Sheriff's Office	Erie	75,622	Portage Co. Sheriff's Office	Portage	161,791
Lancaster Police Department	Fairfield	40,552	Putnam Co. Sheriff's Office	Putnam	34,451
Franklin Co. Sheriff's Office	Franklin	1,323,807	Richland Co. Sheriff's Office	Richland	124,936
Blendon Twp. Police Dept.	Franklin		Sandusky Co. Sheriff's Office	Sandusky	58,896
Columbus Police Dept.	Franklin		Perkins Twp. Police Dept.	Sandusky	
Gahanna Police Dept.	Franklin		Scioto Co. Sheriff's Office	Scioto	74,008
Mifflin Twp. Police Dept.	Franklin		Seneca Co. Sheriff's Office	Seneca	55,069
Fulton Co. Sheriff's Office	Fulton	42,713	Stark Co. Sheriff's Office	Stark	374,853
Geauga Co. Sheriff's Office	Geauga	95,397	Canton Police Dept.	Stark	
Greene Co. Sheriff's Office	Greene	167,966	Summit Co. Sheriff's Office	Summit	540,428
Beavercreek Police Dept.	Greene		Akron Police Dept.	Summit	
Fairborn Police Dept.	Greene		Cuyahoga Falls Police Dept.	Summit	
Hamilton Co. Sheriff's Office	Hamilton	830,639	Trumbull Co. Sheriff's Office	Trumbull	201,977
Cincinnati Police Dept.	Hamilton		Howland Twp. Police Dept.	Trumbull	
Springfield Twp. Police Dept.	Hamilton		Tuscarawas Co. Sheriff's Office	Tuscarawas	93,263
Hancock Co. Sheriff's Office	Hancock	74,920	Van Wert Co. Sheriff's Office	Van Wert	28,931
Hardin Co. Sheriff's Office	Hardin	30,696	Vinton Co. Sheriff's Office	Vinton	12,800
Harrison Co. Sheriff's Office	Harrison	14,483	Washington Co. Sheriff's Office	Washington	59,771
Henry Co. Sheriff's Office	Henry	27,662	Wayne Co. Sheriff's Office	Wayne	116,894
Highland Co. Sheriff's Office	Highland	43,317	Williams Co. Sheriff's Office	Williams	37,102
Hocking Co. Sheriff's Office	Hocking	28,050	Wood Co. Sheriff's Office	Wood	132,248
Holmes Co. Sheriff's Office	Holmes	44,223	Wyandot Co. Sheriff's Office	Wyandot	21,900
Jackson Co. Sheriff's Office	Jackson				

Note: Police Departments are indented under the county sheriff's office; population is left blank because it is included in the county population.

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	297	241	81.14%	1,001	814	81.32%
2018	266	225	84.59%	863	705	81.69%
2019	331	265	80.06%	875	725	82.86%
2020	384	330	85.94%	829	690	83.23%
2021	404	346	85.64%	895	744	83.13%

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	164 Transfer Funds	164 Alcohol	\$1,200,000	\$0	\$1,200,000
2023	164 Transfer Funds	164 Alcohol	\$1,300,000	\$0	\$1,300,000

*Funding levels and amount are for IDEP activities only.

Project Number: M6OT-2023-00-00-05

Project Title: Statewide Impaired Driving Enforcement Program

Description:

There were 1,682 alcohol related fatal crashes and 4,463 alcohol related serious injury crashes in Ohio between 2017 and 2021. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar. In addition to the required Blitzes and National Campaign, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding. In FFY2023, the OSHP will continue with their Impaired Driving Enforcement grant. They will conduct at least 100 checkpoints in addition to saturation patrols. All sub-recipients are required to attend scheduled OTSO/Sub-recipient meetings. Items discussed at the meetings include re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities, and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

Using state funds, the OSHP conducts speed, occupant restraint, impaired driving (alcohol and/or drugged) and motorcycle enforcement activity statewide to impact fatal crashes. The state funds activity that occurs during regular working hours. The portion of these funds that are impaired driving related is used towards match for the 405d funds.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d	405d Impaired Driving Low	\$2,200,000	\$2,100,000	\$0

Project Number: M6OT-2023-00-00-06

Project Title: OVI Task Force Program

Description:

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

The twelve counties that submitted proposals represent 50.59 percent of the alcohol related fatal crashes between 2017 and 2021 and 56.07 percent of Ohio's population. Each OVI Task Force is required to conduct a minimum of 16 checkpoints (two during the Drive Sober or Get Pulled Over Crackdown) and three press events (one during Drive Sober or Get Pulled Over). Saturation patrols are conducted in conjunction with the checkpoints. OVI Task Forces conduct meetings with participating agencies to coordinate activities within the task force. All OVI Task Force sub-recipients are required to attend scheduled OTSO/Sub-recipient meetings. Items discussed at the meetings include re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities, and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

Intended Sub-recipients:

Agency	County	Population
Oxford Division of Police	Butler	390,357
University Hospitals of Cleveland	Cuyahoga	1,264,817
Franklin County Sheriff's Office	Franklin	1,323,807
Blue Ash Police Department	Hamilton	830,639
Licking County Sheriff's Office	Licking	178,519
North Ridgeville Police Department	Lorain	312,964
Lucas County Sheriff's Office	Lucas	431,279
Canfield Police Department	Mahoning	228,614
Dayton Police Department	Montgomery	537,309
Stark County Sheriff's Office	Stark	374,853
Summit County Sheriff's Office	Summit	540,428
Warren Police Department	Trumbull	201,977

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	297	139	46.80%	1,001	493	49.25%
2018	266	122	45.86%	863	426	49.36%
2019	331	173	52.27%	875	432	49.37%
2020	384	204	53.13%	829	378	45.60%
2021	404	213	52.72%	895	426	47.60%

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d	405d Impaired Driving Low	\$2,700,000	\$0	\$2,700,000

Project Number: M6OT-2023-00-00-07

Project Title: Statewide Drugged Driving Enforcement Program

Description:

There were 1,653 drugged driving fatal crashes and 2,041 drugged driving serious injury crashes in Ohio between 2017 and 2021. In FFY2023, the OSHP will continue to focus enforcement efforts on drugged drivers.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low	\$575,000	\$0	\$0

Project Number: M6OT-2023-00-00-08

Project Title: Trace Back Program

Description:

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

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low	\$50,000	\$0	\$0

Project Number: M6OT-2023-00-00-09**Project Title:** Drug Recognition Expert Program**Description:**

Ohio currently has 168 certified DREs. Two DRE classes, twenty Advanced Roadside Impaired Driving Enforcement (ARIDE) and one DRE Instructor class are planned in FFY2023. Ohio currently has 25 DRE instructors. The OSHP is the statewide DRE Coordinator.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	Supplemental BIL 405d	405d Impaired Driving Low	\$625,000	\$0	\$0

Project Number: M6OT-2023-00-00-10**Project Title:** Ignition Interlock Device Program**Description:**

Ohio's passage of an Ignition Interlock law, H.B. 388 will provide the state with an additional tool to deter alcohol impaired driving. This law provides for the use of Ignition Interlock Devices for drivers wishing to regain their driving privileges. The OTSO has oversight of this program. Ohio continues the inspection of ignition interlock installers.

Intended Sub-recipient:

Ohio Traffic Safety Office (Contracted employee)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low	\$50,000	\$0	\$0

Project Number: M6OT-2023-00-00-11**Project Title:** Breath Testing Instrument Training**Description:**

The ODH has certified two new breath-testing instruments to be available to law enforcement agencies across the state to better address impaired driving. ODH has 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.

Intended Sub-recipients:

Ohio Department of Health

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d	405d Impaired Driving Low	\$150,000	\$0	\$0

Project Number: M6OT-2023-00-00-12

Project Title: Oral Fluid Testing

Description:

Ohio will work with BGSU, OSHP and ODH to identify and establish protocols for oral fluid testing in Ohio. With the increasing prevalence of drug-impaired driving and poly-category drug use, current evidence collection methods for impaired driving prosecution are a challenge. The current options permitted by the Ohio Administrative Code (OAC) are blood, breath, and urine. While blood is the best evidence, warrant-based collection requirements have become difficult. Breath testing is restricted to alcohol analysis and urine is a waste product that fails to identify impairment at the time of the driving violation. Oral fluid has emerged across the country as an additional evidentiary option. Research has shown the blood contained in oral fluid will provide the same result as a blood test in a much less invasive process. To provide this option to Ohio law enforcement, the OAC will need revised to allow for oral fluid and an Ohio-based study demonstrating the reliability of oral fluid for subsequent prosecutions. To accomplish this objective ODH, ODPS / OTSO, BGSU, OSHP Crime Lab, and Ohio's DRE program are collaborating to establish oral fluid testing in Ohio.

BGSU has an approved Indirect Cost Rate of 42.00 percent. The Indirect Cost Rate amount is \$36,573.

Intended Sub-recipients:

Bowling Green State University

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d	405d Impaired Driving Low	\$125,000	\$0	\$0

Project Number: M6OT-2023-00-00-13

Project Title: Impaired Driving Assessment

Description:

OTSO has requested an Impaired Driving (ID) Assessment in FFY2023. Ohio's last ID Assessment was conducted in 2011. Ohio plans to use this assessment to improve ID Programming.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d	405d Impaired Driving Low	\$50,000	\$0	\$0

Impaired Driving (Alcohol and Drug): Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
164 Transfer Funds – 164 Alcohol						
164 AL-2023-00-00-01	Impaired Driving Enforcement Program	2022	\$1,200,000	\$1,200,000	\$0	\$0
164 AL-2023-00-00-01	Impaired Driving Enforcement Program	2023	\$1,300,000	\$1,300,000	\$0	\$0
164 Transfer Funds Total			\$2,500,000	\$2,500,000	\$0	\$0
FAST Act 405d Impaired Driving Low						
M6OT-2023-00-00-07	Statewide Drugged Driving Enforcement	2021	\$575,000	\$0	\$0	\$0
M6OT-2023-00-00-08	Trace Back Program	2021	\$50,000	\$0	\$0	\$0
M6OT-2023-00-00-10	Ignition Interlock Program	2021	\$50,000	\$0	\$0	\$0
Fast Act 405d Impaired Driving Low			\$675,000	\$0	\$0	\$0
Supplemental BIL 405d Impaired Driving Low						
M6OT-2023-00-00-09	Drug Recognition Expert Program	2022	\$625,000	\$0	\$0	\$0
Supplemental BIL 405d Impaired Driving Low			\$625,000	\$0	\$0	\$0
BIL 405d Impaired Driving Low						
M6OT-2023-00-00-05	Statewide Impaired Driving Enforcement	2022	\$2,200,000	\$0	\$2,100,000	\$0
M6OT-2023-00-00-06	OVI Task Force Program	2022	\$2,700,000	\$2,700,000	\$0	\$0
M6OT-2022-00-00-11	Breath Instrument Training	2022	\$150,000	\$0	\$0	\$0
M6OT-2022-00-00-12	Oral Fluid Testing	2022	\$125,000	\$0	\$0	\$36,573
BIL 405d Impaired Driving Low			\$5,175,000	\$2,700,000	\$2,100,000	\$36,573
Total Funding Impaired Driving (Alcohol and Drug) Program Area			\$8,975,000	\$5,200,000	\$2,100,000	\$36,573

Motorcycle Safety

Description of Problem

Motorcycle Safety

Problem

Using preliminary 2021 data, the number of motorcycle fatalities has increased 43.31 percent over the five-year period (2017 - 2021). The five-year average has increased 13.92 percent since the 2013 - 2017 average. Using preliminary 2021 data, the number of un-helmeted motorcycle fatalities has increased 25.69 percent over the five-year period (2017 - 2021). The five-year average has increased 11.92 percent since the 2013 – 2017 average. The percentage of Ohio's fatal crashes that are motorcycle related has increased 21.95 percent and the percentage of serious injury crashes has increased 43.55 percent from 2017 to 2021.

Analysis

The number of motorcycle fatalities has increased 43.31 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 26.85 percent over the last five years. The percent of total fatal crashes and total serious injury crashes that are motorcycle related have increased since 2017.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase helmet use, increase driver awareness of motorcyclists on the roadway, reduce motorcycle related fatal and serious injury crashes.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from 1,107 (2017-2021 rolling average) to 1,150 (2019-2023 rolling average) by 2023.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from 7,806 (2017-2021 rolling average) to 7,496 (2019-2023 rolling average) by 2023.*
- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from 180 (2017-2021 rolling average) to 173 (2019-2023 rolling average) by 2023.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from 122 (2017-2021 rolling average) to 119 (2019-2023 rolling average) by 2023.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Motorcycle Rider Training

Project Safety Impacts / Linkage Between Program Area

In FFY2023, ODPS / OTSO / Motorcycle Ohio program will continue its new motorcycle training curriculum for the Basic Rider Skills (BRS), Basic Rider Skills for Returning Riders (BRS-RR), Basic Rider Skills for Experienced Riders (BRS-2) and Advanced Rider Skills (ARS) courses. The updated curriculum will improve the training for motorcycle riders in the State of Ohio.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 5. Motorcycle Safety
 - 3. Motorcycle Rider Licensing and Training
 - 3.2 Motorcycle Rider Training

Planned Activities

Project Number: M9MT-2023-00-00-01

Project Title: Motorcycle Training

Description:

In FFY2023, funds will be utilized to print the new student workbooks, range cards, activity cards, range support materials, range set-up supplies, and instructor training.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405f	405f Motorcycle Training	\$37,000	\$0	\$0
2022	Supplemental BIL 405f	405f Motorcycle Training	\$13,000	\$0	\$0

Motorcycle Safety Program: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
BIL 405f – Motorcycle Training						
M9MT-2023-00-00-01	Motorcycle Training	2022	\$37,000	\$0	\$0	\$0
BIL 405f Total			\$37,000	\$0	\$0	\$0
Supplemental BIL 405f – Motorcycle Training						
M9MT-2023-00-00-01	Motorcycle Training	2022	\$13,000	\$0	\$0	\$0
Supplemental BIL 405f Total			\$13,000	\$0	\$0	\$0
Total Funding Motorcycle Safety Program Area						
			\$50,000	\$0	\$0	\$0

Non-Motorized (Pedestrians)

Ohio does not qualify for the Section 405h Non-motorized Safety Grant. Non-motorized programming is handled at a local level based on problem identification. See Community Traffic Safety Program, Safe Communities for funded pedestrian programming. See Roadway Safety / Traffic Engineering, Roadway Safety Training for pedestrian/bicycle funded training courses.

Occupant Protection (Adult and Child Passenger Safety)

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary 2021 data, the number of traffic fatalities has increased 15.01 percent over the five-year period (2017 - 2021). The five-year average has increased 10.53 percent since the 2013 – 2017 average. The number of serious injuries has decreased 9.66 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 13.39 percent since the 2013 - 2017 average.

Analysis

Fatalities increased 10.24 percent from 1,230 in 2020 to 1,356 in 2021. Ohio began new efforts in FFY2022 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 9.67 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach these segments of Ohio's roadways.

Occupant Protection

Problem

In 2021, Ohio reached an 84.1 percent observed seat belt use rate – a 2.1 percent decrease from 85.9 percent in 2019 (survey was not completed in 2020 due to COVID).

Using preliminary 2021 data, the number of unrestrained fatalities has increased 22.87 percent over the five-year period (2017 - 2021). The five-year average has increased 5.71 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are unrestrained related has increased 5.99 percent and the percentage of serious injury crashes has increased 22.03 percent from 2017 to 2021.

Analysis

Ohio's observed seat belt usage rate decreased from 85.9 percent in 2019 to 84.1 percent in 2021. Ohio utilized the waiver in FFY2020 and did not complete an observational seat belt usage survey. The observed seat belt usage rate has decreased and the percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased since 2017.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from 1,107 (2017-2021 rolling average) to 1,150 (2019-2023 rolling average) by 2023.*

- C-2) Reduce serious traffic injuries by 2.00 percent per year from 7,806 (2017-2021 rolling average) to 7.496 (2019-2023 rolling average) by 2023.*
- C-3a) Reduce the fatalities/100 MVMT rate by 2.00 percent per year from 1.09 (2017-2021 rolling average) to 1.04 (2019-2023 rolling average) by 2023.*
- C-3b) Reduce the rural fatalities/100 MVMT rate by 2.67 percent per year from 1.456 (2017-2021 rolling average) to 1.378 (2019-2023 rolling average) by 2023.
- C-3c) Reduce the urban fatalities/100 MVMT rate by 1.25 percent per year from 0.847 (2017-2021 rolling average) to 0.826 (2019-2023 rolling average) by 2023.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from 389 (2017-2021 rolling average) to 370 (2019-2023 rolling average) by 2023.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 1.07 percent to 85.0 percent by December 31, 2023.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Short-term, High Visibility Seat Belt Law Enforcement
Child Restraint System Inspection Station(s)

Project Safety Impacts / Linkage Between Program Area

Ohio's observed seat belt usage rate decreased from 85.9 percent in 2019 to 84.1 percent in 2021. Ohio utilized the waiver in FFY2020 and did not complete an observational seat belt usage survey. The observed seat belt usage rate has decreased and the percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased since 2017.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 2. Seat Belts and Child Restraints
 - 2. Seat Belt Law Enforcement
 - 2.1 Short-term, High Visibility Seat Belt Law Enforcement
 - 5. Child Restraint/Booster Seat Law Enforcement
 - 5.1 Short-term, High Visibility Child Restraint/Booster Law Enforcement
 - 6. Communications and Outreach
 - 6.1 Communications and Outreach Strategies for Older Children
 - 6.2 Communications and Outreach Strategies for Child Restraint and Booster Seat Use
 - 7. Other Strategies
 - 7.2 Inspection Stations

Planned Activities

Project Number: M2X-2023-00-00-05

Project Title: Statewide Seat Belt Tac Squads

Description:

There were 2,825 unbelted fatal crashes and 10,905 unbelted serious injury crashes in Ohio between 2017 and 2021. The OSHP will distribute hours to districts statewide for seat belt tac squads. These tac squads will be conducted between 6 a.m. and 6 p.m. in areas with high numbers of unbelted fatalities in November and during the National May CIOT mobilization.

The OSHP conducts speed, occupant restraint, impaired driving (alcohol and/or drugged), and motorcycle enforcement activity statewide to impact fatal crashes. The state funded activity occurs during regular working hours. The portion of these funds that are seat belt - related is used towards match for the 405b funds.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405b	405b Low Public Education	\$975,000	\$550,000	\$0

Project Number: OP-2023-00-00-01

Project Title: Occupant Protection Coordinator Program

Description:

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

Each OPC Coordinator is responsible for conducting car seat check events and overseeing each partnering established fitting station within the region. Ohio currently has 172 established fitting stations. Ohio currently has 940 certified technicians. Ohio's training program includes 45 instructors, and a minimum of eight classes. Following this program, Ohio can maintain sufficient coverage at fitting stations and events. Ohio's technician retention rate is 61.7 percent, which is above the national average of 47.8 percent. Ohio has 112 fitting stations in rural areas (an at-risk population), 81 in urban areas (some of these are also at-risk populations that include predominantly minority populations and low-income areas), 102 in low income (at-risk) areas.

The ODH has an approved Indirect Cost Rate of 29.0 percent on direct labor and fringe. The Indirect Cost Rate amount is \$16,980.70.

Intended Sub-recipients:

Ohio Department of Health

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	Supplemental BIL 402 OP	Occupant Protection	\$675,000	\$0	\$472,000

Occupant Protection (Adult and Child Passenger Safety): Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
Supplemental BIL 402 OP – Occupant Protection						
OP-2023-00-00-01	Occupant Protection Coordinator Program	2022	\$675,000	\$472,000	\$0	\$16,981
Supplemental BIL 402 OP Total			\$675,000	\$472,000	\$0	\$16,981
BIL 405b OP Low						
M2X-2023-00-00-05	Statewide Seat Belt Tac Squads	2022	\$975,000	\$0	\$550,000	\$0
BIL 405b OP Low Total			\$975,000	\$0	\$550,000	\$0
<i>Total Funding Occupant Protection (Adult and Child) Program</i>						
			\$1,650,000	\$472,000	\$550,000	\$16,981

Planning & Administration

Description of Problem

Planning and Administration projects were selected based upon the needs of the office to address problem identification and meet goals.

Planned Activities

Project Numbers: PA-2023-00-00-01
CP-2023-00-00-01

Project Title: Traffic Safety Grant Program Management

Description:

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

402 PA	
OTSO Director	Program Administrator 1
OTSO Assistant Director	Administrative Professional 2
OTSO Federal Administrator	Administrative Professional 3
Regional Programs Manager	Public Information Officer
Program Administrator 2	Social Sciences Research Specialist
Program Administrator 1	

402 CP	
Planner 3	Planner 3
Planner 3	

The State of Ohio will use state funds spent to support OTSO to meet the 50 percent match requirement on the 402 PA funds. The Office of Criminal Justice Service's Grants Fiscal Monitoring and Compliance Section will conduct fiscal monitoring visits on OTSO's grants using state funds. Additional state funds can also include, but are not limited to personnel costs, fringe benefits, office supplies, etc.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PA	Planning and Administration	\$1,500,000	\$1,500,000	\$0
2021	FAST Act 402 CP	Community Traffic Safety Project	\$375,000	\$0	\$0

Project Number: PA-2023-00-00-02**Project Title:** Web-Based Grants Management System**Description:**

The Web-based grants management system called GRANTS (Grant Records and Application Network for Traffic Safety) was launched in 2005 to receive grant proposals for FFY2006 and upgraded in 2017 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, expenditure reports (programmatic reports and 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 hosting, maintenance service, training, and system enhancements.

The State of Ohio will use state funds spent to support OTSO to meet the 50 percent match requirement on the 402 PA funds. The Office of Criminal Justice Service's Grants Fiscal Monitoring and Compliance Section will conduct fiscal monitoring visits on OTSO's grants using state funds. Additional state funds can also include, but are not limited to personnel costs, fringe benefits, office supplies, etc.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PA	Planning and Administration	\$200,000	\$200,000	\$0

Project Number: CP-2023-00-00-02**Project Title:** Traffic Safety Resource Prosecutor Program**Description:**

The Traffic Safety Resource Prosecutor (TSRP) role is designed to increase the ability of prosecutors and law enforcement to effectively present and prosecute traffic safety violations, particularly focusing on impaired driving (alcohol and/or drugged). The two TSRPs work closely with the Law Enforcement Liaisons (LELs) and the Judicial Outreach Liaison (JOL).

The TSRPs are a vital resource for our office and local communities in. The TSRPs will be conducting classes for law enforcement and prosecutors on various traffic safety related issues.

Intended Sub-recipients:

Cincinnati Police Department
Stark County Sheriff's Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	Fast Act 402 CP	Community Traffic Safety Project	\$375,000	\$0	\$0

Project Number: CP-2023-00-00-03

Project Title: Judicial Outreach Liaison Program

Description:

The Judicial Outreach Liaison (JOL) role is designed to increase the ability of judges to prosecute traffic safety violations, particularly focusing on impaired driving (alcohol and/or drugged). The JOL will work closely with the TSRPs and the Law Enforcement Liaisons (LELs) and will be a valuable resource to the office and to all our partners.

The American Bar Association has an approved Indirect Cost Rate of 15.53 percent. The Indirect Cost Rate amount is \$10,342.

Intended Sub-recipients:

American Bar Association

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	Fast Act 402 CP	Community Traffic Safety Project	\$100,000	\$0	\$0

Project Number: CP-2023-00-00-04

Project Title: Training / Educational Materials

Description:

This grant will cover associated costs with training conducted by OTSO. Examples of items include, but are not limited to: printing student manuals, workbooks, and CLE credits.

Intended Sub-recipients:

Ohio Traffic Safety Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	Fast Act 402 CP	Community Traffic Safety Project	\$25,000	\$0	\$0

Project Number: PA-2023-00-00-03**Project Title:** University Evaluation**Description:**

The University of Akron will assist OTSO by overseeing the observational seat belt survey, problem identification and data analysis. In FFY2023, the University of Akron's activities will include:

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

The University of Akron has an approved Indirect Cost Rate of 26.00 percent. The Indirect Cost Rate amount is \$40,283.

The State of Ohio will use state funds spent to support OTSO to meet the 50 percent match requirement on the 402 PA funds. The Office of Criminal Justice Service's Grants Fiscal Monitoring and Compliance Section will conduct fiscal monitoring visits on OTSO's grants using state funds. Additional state funds can also include, but are not limited to personnel costs, fringe benefits, office supplies, etc.

Intended Sub-recipients:

The University of Akron

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PA	Planning and Administration	\$200,000	\$200,000	\$0

Project Numbers: PA-2023-00-00-04**Project Title:** GHSA Projects**Description:**

The OTSO will continue to work with Consulting Services Initiative (CSI) through GHSA for as needed in FFY2023.

The State of Ohio will use state funds spent to support OTSO to meet the 50 percent match requirement on the 402 PA funds. The Office of Criminal Justice Service's Grants Fiscal

Monitoring and Compliance Section will conduct fiscal monitoring visits on OTSO's grants using state funds. Additional state funds can also include, but are not limited to personnel costs, fringe benefits, office supplies, etc.

Intended Sub-recipients:

Governor's Highway Safety Association

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PA	Planning and Administration	\$100,000	\$100,000	\$0

Planning and Administration: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 CP – Community Traffic Safety Project						
CP-2023-00-00-01	Traffic Safety Program Management	2021	\$375,000	\$0	\$0	\$0
CP-2023-00-00-02	Traffic Safety Resource Prosecutor Program	2021	\$375,000	\$0	\$0	\$0
CP-2023-00-00-03	Judicial Outreach Liaison	2021	\$100,000	\$0	\$0	\$10,342
CP-2023-00-00-04	Training/Educational Materials	2021	\$25,000	\$0	\$0	\$0
FAST Act 402 CP Total			\$875,000	\$0	\$0	\$10,342
FAST Act 402 PA – Planning and Administration						
PA-2023-00-00-01	Traffic Safety Program Management	2021	\$1,500,000	\$0	\$1,500,000	\$0
PA-2023-00-00-02	Web-Based Grant Management System	2021	\$200,000	\$0	\$200,000	\$0
PA-2023-00-00-03	University Evaluation	2021	\$200,000	\$0	\$200,000	\$39,761
PA-2023-00-00-04	GHSA Projects	2021	\$100,000	\$0	\$100,000	TBD
FAST Act 402 PA Total			\$2,000,000	\$0	\$2,000,000	\$39,761
Total Funding Planning and Administration Program Area						
			\$2,875,000	\$0	\$2,000,000	\$50,103

Police Traffic Services

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary 2021 data, the number of traffic fatalities has increased 15.01 percent over the five-year period (2017 - 2021). The five-year average has increased 10.53 percent since the 2013 – 2017 average. The number of serious injuries has decreased 9.66 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 13.39 percent since the 2013 - 2017 average.

Analysis

Fatalities increased 10.24 percent from 1,230 in 2020 to 1,356 in 2021. Ohio began new efforts in FFY2022 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 9.67 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary 2021 data, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 14.33 percent over the five-year period (2017 - 2021). The five-year moving average has increased 11.73 percent since the 2013 - 2017 average. The number of drugged driving fatal crashes has increased 155.31 percent over the five-year period (2017 - 2021). The five-year moving average has increased 68.88 percent since the 2013 - 2017 average. The number of drugged driving serious injury crashes has decreased 29.56 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 54.77 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are alcohol related has increased 19.63 percent and the percentage of serious injury crashes has decreased 1.48 percent from 2017 to 2021. The percentage of Ohio's fatal crashes that are drug related has increased 124.57 percent and the percentage of serious injury crashes has decreased 22.36 percent from 2017 to 2021.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, the percent of total fatal crashes and total serious injury crashes that are alcohol related and drug related have increased since 2016. Ohio will continue to focus efforts toward impaired (alcohol and/or drugged) driving.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences to reduce alcohol-impaired driving fatalities and to decrease impaired driving (alcohol and drug) fatal and serious injury crashes.

Occupant Protection

Problem

In 2021, Ohio reached an 84.1 percent observed seat belt use rate – a 2.1 percent decrease from 85.9 percent in 2019 (survey was not completed in 2020 due to COVID).

Using preliminary 2021 data, the number of unrestrained fatalities has increased 22.87 percent over the five-year period (2017 - 2021). The five-year average has increased 5.71 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are unrestrained related has increased 5.99 percent and the percentage of serious injury crashes has increased 22.03 percent from 2017 to 2021.

Analysis

Ohio's observed seat belt usage rate decreased from 85.9 percent in 2019 to 84.1 percent in 2021. Ohio utilized the waiver in FFY2020 and did not complete an observational seat belt usage survey. The observed seat belt usage rate has decreased and the percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased since 2017.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Problem

Using preliminary 2021 data, the number of speed related fatalities has increased 62.30 percent over the five-year period (2017 - 2021). The five-year average has increased 27.67 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are speed related has decreased 9.79 percent and the percentage of serious injury crashes has increased 11.68 percent from 2017 to 2021.

Analysis

Speed-related fatalities have increased 62.30 percent from 2016 to 2020. The percent of total fatal crashes that are speed related has decreased since 2017; however, the percent of total serious injury crashes that are speed related has increased.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Motorcycle Safety

Problem

Using preliminary 2021 data, the number of motorcycle fatalities has increased 43.31 percent over the five-year period (2017 - 2021). The five-year average has increased 13.92 percent since the 2013 - 2017 average. Using preliminary 2021 data, the number of un-helmeted

motorcycle fatalities has increased 25.69 percent over the five-year period (2017 - 2021). The five-year average has increased 11.92 percent since the 2013 – 2017 average. The percentage of Ohio's fatal crashes that are motorcycle related has increased 21.95 percent and the percentage of serious injury crashes has increased 43.55 percent from 2017 to 2021.

Analysis

The number of motorcycle fatalities has increased 43.31 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 26.85 percent over the last five years. The percent of total fatal crashes and total serious injury crashes that are motorcycle related have increased since 2017.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase helmet use, increase driver awareness of motorcyclists on the roadway, reduce motorcycle related fatal and serious injury crashes.

Youthful Driver

Problem

Using preliminary 2021 data, the number of young drivers (20 or younger) involved in fatal crashes has increased 4.63 percent over the five-year period (2017 - 2021). The five-year average has decreased 4.86 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are youthful driver related has decreased 10.26 percent and the percentage of serious injury crashes has decreased 4.32 percent from 2017 to 2021.

Analysis

The number of drivers aged 20 or younger involved in fatal crashes has increased 4.64 percent over the last five years. Ohio has reduced the percent of total fatal crashes and the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24).

Ohio will continue to focus efforts towards this age group with an emphasis on speed, impaired driving, and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Distracted Driving

Problem

The number of distracted driving fatal crashes has decreased 28.85 percent over the five-year period (2017 - 2021). The five-year average has increased 7.89 percent since the 2013 – 2017 average. The number of distracted driving serious injury crashes has decreased 11.59 percent over the five-year period (2017 - 2021). The five-year average has decreased 15.71 percent since the 2013 – 2017 average. The percentage of Ohio's fatal crashes that are distracted driver related has decreased 37.47 percent and the percentage of serious injury crashes has decreased 2.48 percent from 2016 to 2020.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants, SHEP grants, and the statewide distracted driving grant. In FFY2023, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Pedestrian Safety

Problem

Using preliminary 2021 data, the number of pedestrian fatalities has increased 28.17 percent over the five-year period (2017 – 2021). The five-year average has increased 30.09 percent since the 2013 – 2017 average. The percentage of Ohio's fatal crashes that are pedestrian related has increased 7.16 percent and the percentage of serious injury crashes has increased 9.40 percent from 2016 to 2020.

Analysis

Pedestrian fatalities continue to increase in Ohio. Looking at the statewide pedestrian statistics, pedestrian fatalities are isolated to certain locations (urban areas). Ohio will continue to fund local projects (Safe Communities) that have pedestrian fatality problems based on local problem identification. Ohio continues to address pedestrian issues through the SHSP.

Bicycle Safety

Problem

Using preliminary 2021 data, the number of bicycle fatalities has increased 47.37 percent over the five-year period (2017 - 2021). The five-year average has increased 22.22 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are bicycle related has increased 29.31 percent and the percentage of serious injury crashes has decreased 0.42 percent from 2016 to 2020.

Analysis

Ohio's bicycle fatalities have fluctuated between 2017 and 2021. Looking at the statistics statewide, the bicycle problem appears to be mainly among adults, in urban areas. However, since bicycle fatalities only account for approximately two percent of all fatalities, Ohio will fund local projects if warranted based on problem identification and continue to work on bicycle issues through the SHSP.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from 1,107 (2017-2021 rolling average) to 1,150 (2019-2023 rolling average) by 2023.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from 7,806 (2017-2021 rolling average) to 7,496 (2019-2023 rolling average) by 2023.*
- C-3a) Reduce the fatalities/100 MVMT rate by 2.00 percent per year from 1.09 (2017-2021 rolling average) to 1.04 (2019-2023 rolling average) by 2023.*
- C-3b) Reduce the rural fatalities/100 MVMT rate by 2.67 percent per year from 1.456 (2017-2021 rolling average) to 1.378 (2019-2023 rolling average) by 2023.
- C-3c) Reduce the urban fatalities/100 MVMT rate by 1.25 percent per year from 0.847 (2017-2021 rolling average) to 0.826 (2019-2023 rolling average) by 2023.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from 389 (2017-2021 rolling average) to 370 (2019-2023 rolling average) by 2023.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from 343 (2017-2021 rolling average) to 339 (2019-2023 rolling average) by 2023.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from 323 (2017-2021 rolling average) to 315 (2019-2023 rolling average) by 2023.

- C-7) Reduce motorcyclist fatalities by 1.25 percent per year from 180 (2017-2021 rolling average) to 173 (2019-2023 rolling average) by 2023.
- C-8) Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from 122 (2017-2021 rolling average) to 119 (2019-2023 rolling average) by 2023.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 1.82 percent per year from 137 (2017-2021 rolling average) to 132 (2019-2023 rolling average) by 2023.
- C-10) Reduce pedestrian fatalities by 1.25 percent per year from 147 (2017-2021 rolling average) to 143 (2019-2023 rolling average) by 2023.
- C-11) Reduce bicyclist fatalities by 1.25 percent per year from 22 (2017-2021 rolling average) to 21 (2019-2023 rolling average) by 2023.
- O-1) Reduce distracted driving fatal crashes by 1.25 percent per year from 41 (2017-2021 rolling average) to 40 (2019-2023 rolling average) by 2023.
- O-2) Reduce distracted driving serious injury crashes by 1.25 percent per year from 338 (2017-2021 rolling average) to 334 (2019-2023 rolling average) by 2023.
- O-3) Reduce drugged driving fatal crashes by 1.25 percent per year from 331 (2017-2021 rolling average) to 323 (2019-2023 rolling average) by 2023.
- O-4) Reduce drugged driving serious injury crashes by 1.25 percent per year from 408 (2017-2021 rolling average) to 403 (2019-2023 rolling average) by 2023.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 1.07 percent to 85.0 percent by December 31, 2023.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Communications and Outreach

Officer Training

Short-term, High Visibility Law Enforcement

Project Safety Impacts / Linkage Between Program Area

Preliminary 2021 crash data shows increases in most of the core measures. To reduce all areas of traffic fatalities, Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences. The OSHP and STEP sub-recipients will be conducting overtime enforcement during strategic times throughout the year consistent with the NHTSA Communications Calendar (coupled with paid and earned media). Ohio contracts with four Law Enforcement Liaisons (LELs) to enhance all aspects of OTSO's relationship with Ohio's law enforcement agencies. Additional programs selected to reduce Ohio's fatalities and serious injuries include training for both law enforcement personnel and funding available to help educate the public about traffic safety. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 1. Alcohol and Drug Impaired Driving
 - 2. Deterrence: Enforcement
 - 2.1 Publicized Sobriety Checkpoints
 - 2.2 High Visibility Saturation Patrols
 - 2.5 Integrated Enforcement
 - 7. Drug-Impaired Driving
 - 7.1 Enforcement of Drug-Impaired Driving
- Chapter 2. Seat Belts and Child Restraints
 - 2. Seat Belt Law Enforcement
 - 2.1 Short-term, High Visibility seat Belt Law Enforcement
 - 5. Child Restraint/Booster Seat Law Enforcement
 - 5.1 Short-term, High Visibility Child Restraint/Booster Law Enforcement
- Chapter 3. Speeding and Speed Management
 - 2. Enforcement
 - 2.2 High-Visibility Enforcement
- Chapter 4. Distracted Driving
 - 1. Laws and Enforcement
 - 1.3 High Visibility Cell Phone and Text Messaging Enforcement
- Chapter 5. Motorcycle Safety
 - 1. Motorcycle Helmets
 - 1.3 Motorcycle Helmet Law Enforcement: Noncompliant Helmets
 - 2. Alcohol Impairment
 - 2.1 Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions
- Chapter 6. Young Drivers
 - 4. Traffic Law Enforcement
 - 4.1 Enforcement of GDL and Zero-Tolerance Laws
- Chapter 7. Older Drivers
 - 3. Traffic Law Enforcement
 - 3.1 Law Enforcement Roles
- Chapter 8. Pedestrian Safety
 - 4. All Pedestrians
 - 4.2 Reduce and Enforce Speed Limits
 - 4.4 Enforcement Strategies
- Chapter 9. Bicycle Safety
 - 3. All Bicyclists
 - 3.3 Enforcement Strategies

Planned Activities

Project Numbers: PT-2023-00-00-01

Project Title: Law Enforcement Liaison Program

Description:

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

- Seek commitments from agencies to participate in the national mobilizations;
- Increase percentage of agencies reporting in the mobilizations to 65 percent in 2023.
- Visit law enforcement agencies to encourage the agencies to issue citations for distracted driving, seat belt and child passenger restraint violations and take a zero-tolerance approach on impaired driving (alcohol and/or drugged) and improperly licensed motorcyclists;
- Educate agencies on the need for their officers to always wear seat belts; LELs promote the Below 100 Training to law enforcement agencies across the state;
- Educate law enforcement on laws and regulations pertaining to motorcycles;
- Disseminate information and materials on NHTSA programs and projects;
- Disseminate information and address any traffic safety related issues that arise around the state;
- Connect law enforcement with Safe Communities;
- Encourage accurate and timely submission of crash reports; LELs promote the new online crash reporting system to agencies that do not currently report electronically;
- Assist with training for law enforcement agencies and other traffic safety funded agencies; encouraging the use of OSTATS to help in problem site identification;
- Physical inspection and documentation of federally funded equipment;
- Help promote the E-Citation Program;
- DRE Recruitment and ARIDE training.

Intended Sub-recipients:

Blue Ash Police Department
Hardin County Sheriff's Office
Lorain Police Department
Union County Sheriff's Office

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 402 PT	Police Traffic Services	\$450,000	\$0	\$0

Project Number: PT-2023-00-00-02

Project Title: Selective Traffic Enforcement Program

Description:

High Visibility Enforcement is designed to convince the public that there are consequences for traffic violations. Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2019, 2020 and 2021. Each agency must conduct enforcement activity (i.e., speed, seat belt, aggressive, etc.) to impact their fatal crashes. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar. In addition to the required Blitzes and National Campaigns, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding. All STEP sub-recipients are also required to submit for the Impaired Driving Enforcement (IDEP) hours to conduct alcohol impaired driving related overtime activities. Included in the STEP grant are funds to be used for education. The amount available for education is based on the jurisdiction's population (\$1,500 for small; \$2,500 for medium; \$3,500 for large). These funds can be used for training officers or for educating the public on all areas of traffic safety including the importance of seat belts. All STEP sub-recipients are required to attend scheduled OTSO/Sub-recipient meetings. Items discussed at the meetings include re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities, and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

FFY2023 STEP Required Blitz/National Campaigns

Dates	Blitz/National Campaign
November 23 – 27, 2022	Thanksgiving
April 2023	Distracted Driving Month
April – May 2023	Prom
May 22 – June 4, 2023	Click It or Ticket
October 2022 and/or September 2023	Homecoming

IDEP/STEP Grants have been received in 58 of Ohio's 88 counties and represent 82.47 percent of the fatal crashes between 2017 and 2021 and 84.74 percent of Ohio's population.

Intended Sub-recipients:

Agency	County	Population	Agency	County	Population
Allen County Sheriff's Office	Allen	102,206	Jefferson Co. Sheriff's Office	Jefferson	65,249
Shawnee Twp. Police Dept.	Allen		Mentor Police Department	Lake	47,450
Ashland County Sheriff's Office	Ashland	52,447	Licking Co. Sheriff's Office	Licking	178,519
Ashtabula County Sheriff's Office	Ashtabula	97,574	Newark Police Dept.	Licking	
Athens Co. Sheriff's Office	Athens	62,431	Logan Co. Sheriff's Office	Logan	46,450
Brown Co. Sheriff's Office	Brown	43,676	Lorain Co. Sheriff's Office	Lorain	312,964
Butler Co. Sheriff's Office	Butler	390,357	Elyria Police Dept.	Lorain	
Hamilton Police Dept.	Butler		Lorain Police Dept.	Lorain	
Middletown Police Dept.	Butler		Lucas Co. Sheriff's Office	Lucas	431,279
West Chester Police Dept.	Butler		Sylvania Twp. Police Dept.	Lucas	
Champaign Co. Sheriff's Office	Champaign	38,714	Toledo Police Dept.	Lucas	
Clark Co. Sheriff's Office	Clark	136,001	Mahoning Co. Sheriff's Office	Mahoning	228,614
Springfield Police Dept.	Clark		Boardman Police Dept.	Mahoning	
Clermont Co. Sheriff's Office	Clermont	208,601	Youngstown Police Dept.	Mahoning	
Miami Twp. Police Dept.	Clermont		Marion Co. Sheriff's Office	Marion	63,359
Pierce Twp. Police Dept.	Clermont		Medina Co. Sheriff's Office	Medina	182,470
Crawford Co. Sheriff's Office	Crawford	42,025	Mercer Co. Sheriff's Office	Mercer	42,528
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,264,817	Miami Co. Sheriff's Office	Miami	108,774
Cleveland Police Dept.	Cuyahoga		Montgomery Co. Sheriff's Office	Montgomery	537,309
Euclid Police Dept.	Cuyahoga		Dayton Police Dept.	Montgomery	
Independence Police Dept.	Cuyahoga		Miami Twp. Police Dept.	Montgomery	
North Royalton Police Dept.	Cuyahoga		Riverside Police Dept.	Montgomery	
Defiance County Sheriff's Office	Defiance	38,286	Trotwood Police Dept.	Montgomery	
Delaware Co. Sheriff's Office	Delaware	214,124	Pickaway Co. Sheriff's Office	Pickaway	58,539
Erie Co. Sheriff's Office	Erie	75,622	Portage Co. Sheriff's Office	Portage	161,791
Lancaster Police Department	Fairfield	40,552	Putnam Co. Sheriff's Office	Putnam	34,451
Franklin Co. Sheriff's Office	Franklin	1,323,807	Richland Co. Sheriff's Office	Richland	124,936
Blendon Twp. Police Dept.	Franklin		Sandusky Co. Sheriff's Office	Sandusky	58,896
Columbus Police Dept.	Franklin		Perkins Twp. Police Dept.	Sandusky	
Gahanna Police Dept.	Franklin		Scioto Co. Sheriff's Office	Scioto	74,008
Mifflin Twp. Police Dept.	Franklin		Seneca Co. Sheriff's Office	Seneca	55,069
Fulton Co. Sheriff's Office	Fulton	42,713	Stark Co. Sheriff's Office	Stark	374,853
Geauga Co. Sheriff's Office	Geauga	95,397	Canton Police Dept.	Stark	
Greene Co. Sheriff's Office	Greene	167,966	Summit Co. Sheriff's Office	Summit	540,428
Beavercreek Police Dept.	Greene		Akron Police Dept.	Summit	
Fairborn Police Dept.	Greene		Cuyahoga Falls Police Dept.	Summit	
Hamilton Co. Sheriff's Office	Hamilton	830,639	Trumbull Co. Sheriff's Office	Trumbull	201,977
Cincinnati Police Dept.	Hamilton		Howland Twp. Police Dept.	Trumbull	
Springfield Twp. Police Dept.	Hamilton		Tuscarawas Co. Sheriff's Office	Tuscarawas	93,263
Hancock Co. Sheriff's Office	Hancock	74,920	Van Wert Co. Sheriff's Office	Van Wert	28,931
Hardin Co. Sheriff's Office	Hardin	30,696	Vinton Co. Sheriff's Office	Vinton	12,800
Harrison Co. Sheriff's Office	Harrison	14,483	Washington Co. Sheriff's Office	Washington	59,771
Henry Co. Sheriff's Office	Henry	27,662	Wayne Co. Sheriff's Office	Wayne	116,894
Highland Co. Sheriff's Office	Highland	43,317	Williams Co. Sheriff's Office	Williams	37,102
Hocking Co. Sheriff's Office	Hocking	28,050	Wood Co. Sheriff's Office	Wood	132,248
Holmes Co. Sheriff's Office	Holmes	44,223	Wyandot Co. Sheriff's Office	Wyandot	21,900
Jackson Co. Sheriff's Office	Jackson				

Note: Police Departments are indented under the county sheriff's office; population is left blank because it is included in the county population.

CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	1,094	893	81.63%	7,061	5,972	84.58%
2018	996	798	80.12%	6,246	5,292	84.73%
2019	1,041	826	79.35%	5,983	5,049	84.39%
2020	1,153	970	84.13%	5,926	5,036	84.98%
2021	1,244	1,072	86.17%	6,405	5,502	85.90%

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	297	241	81.14%	1,001	814	81.32%
2018	266	225	84.59%	863	705	81.69%
2019	331	265	80.06%	875	725	82.86%
2020	384	330	85.94%	829	690	83.23%
2021	404	346	85.64%	895	744	83.13%

DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	179	147	82.12%	521	407	78.12%
2018	206	164	79.61%	394	318	80.71%
2019	369	289	78.32%	381	305	80.05%
2020	442	381	86.20%	378	307	81.22%
2021	457	400	87.53%	367	306	83.38%

YOUTHFUL DRIVER RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	290	239	82.41%	2,176	1,848	84.93%
2018	246	193	78.46%	1,877	1,571	83.70%
2019	234	190	81.20%	1,656	1,417	85.57%
2020	275	245	89.09%	1,709	1,464	85.66%
2021	296	258	87.16%	1,889	1,649	87.29%

UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	541	439	81.15%	2,202	1,858	84.38%
2018	491	392	79.84%	1,892	1,599	84.51%
2019	550	434	78.91%	2,126	1,812	85.23%
2020	591	503	85.11%	2,247	1,953	86.92%
2021	652	556	85.28%	2,438	2,116	86.79%

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	52	41	78.85%	371	319	85.98%
2018	47	37	78.72%	385	316	82.08%
2019	41	30	73.17%	325	266	81.85%
2020	29	26	89.66%	280	233	83.21%
2021	37	32	86.49%	328	265	80.79%

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	351	284	80.91%	1,530	1,237	80.85%
2018	305	241	79.02%	1,399	1,160	82.92%
2019	294	215	73.13%	1,367	1,112	81.35%
2020	336	293	87.20%	1,531	1,292	84.39%
2021	360	309	85.83%	1,550	1,304	84.13%

MATURE DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	426	346	81.22%	2,548	2,157	84.65%
2018	410	328	80.00%	2,268	1,927	84.96%
2019	429	342	79.72%	2,131	1,791	84.05%
2020	426	347	81.46%	1,934	1,645	85.06%
2021	480	405	84.38%	2,108	1,787	84.77%

MOTORCYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	155	128	82.58%	843	701	83.16%
2018	142	114	80.28%	714	572	80.11%
2019	156	117	75.00%	872	726	83.26%
2020	205	176	85.85%	1,085	914	84.24%
2021	215	190	88.37%	1,098	905	82.42%

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	142	125	88.03%	526	499	94.87%
2018	134	121	90.30%	533	501	94.00%
2019	129	115	89.15%	506	464	91.70%
2020	166	149	89.76%	452	412	91.15%
2021	173	159	91.91%	522	482	92.34%

BICYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	19	17	89.47%	168	154	91.67%
2018	22	20	90.91%	122	117	95.90%
2019	23	22	95.65%	120	110	91.67%
2020	16	15	93.75%	148	134	90.54%
2021	28	26	92.86%	152	145	95.39%

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 402 PT	Police Traffic Services	\$2,700,000	\$0	\$2,700,000

*Funding levels and amount are for STEP activities only.

Project Number: PT-2023-00-00-03

Project Title: Summer Holiday Enforcement Program

Description:

High Visibility Enforcement is designed to convince the public that there are consequences for traffic violations. If funding allows, this grant program will be offered mid-year to agencies that can't participate in IDEP-STEP program and to agencies that have an average of 1.67 fatal crashes over a three-year period. Additional details will be provided once finalized. Each agency must conduct enforcement activity (i.e., speed, impaired, seat belt, aggressive, etc.) to impact their fatal crashes. Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar.

All Holiday Blitz Enforcement Program sub-recipients will be required to attend scheduled OTSO/Sub-recipient meetings. Items discussed at the meetings include re-caps of previous blitzes/national campaigns, upcoming blitzes/national campaigns, current crash trends, enforcement activities, educational activities, and other timely traffic related information specific to the district. Sub-recipients coordinate activities and plan locations based on local data and data shared at these meetings to ensure all activities are highly visible and are based on problem identification.

FFY2023 SHEP Required Blitz/National Campaigns

Dates	Blitz/National Campaign
April 2023	Distracted Driving Month
May 22 – June 4, 2023	Click It or Ticket
July 1 – 5, 2023	4 th of July
August 18 – September 4, 2023	Drive Sober or Get Pulled Over
April – September	Local Event

Intended Sub-recipients:

TBD after IDEP/STEP grants are awarded

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 PT	Police Traffic Services	\$500,000	\$0	\$500,000

Project Number: PT-2023-00-00-04**Project Title:** Dedicated Traffic Enforcement Program**Description:**

High Visibility Enforcement is designed to convince the public that there are consequences for traffic violations. This grant program is being developed to fund a full-time traffic enforcement officer at selected agencies (based on problem ID). More details will be provided once program is finalized, but costs could include, but not limited to: Labor, fringe benefits, training/travel, equipment, vehicle wrapping to ensure high visibility. This program would be 100 percent funded the first year, then step down over the following three years (75 percent, 50 percent, 25 percent).

Intended Sub-recipients:

Logan County Sheriff's Office

TBD

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 402 PT	Police Traffic Services	\$600,000	\$0	\$600,000

Project Number: PT-2023-00-00-05**Project Title:** Officer Training**Description:**

The Attorney General's Office / OPOTA will offer Traffic Collision Investigation Level 1, Advanced Collision Investigation Level II, Vehicle Dynamics Level III, RADAR and LIDAR Operator, RADAR and LIDAR Instructor, SFST Instructor, and Advanced Roadside Impaired Driving Enforcement (ARIDE) courses. Training Ohio's officers will allow them to conduct effective enforcement programs to remove speeding and drivers displaying other unsafe driving behaviors from Ohio's roads before fatal crashes occur.

Intended Sub-recipients:

Ohio Attorney General's Office – Ohio Peace Officer Training Academy

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	Supplemental BIL 402 PT	Police Traffic Services	\$280,000	\$0	\$280,000

Project Number: PT-2023-00-00-06

Project Title: Officer Training/Public Education

Description:

OSHP will offer SFST and Speed Measuring Device training courses. Training Ohio's officers will allow them to conduct effective enforcement programs to remove impaired and speeding drivers from Ohio's roads before fatal crashes occur.

OSHP will use education funds to attend public events (fairs, festivals, high schools, etc.) to speak to the public regarding impaired driving (alcohol and/or drugged), seat belts, distracted driving, speeding and other traffic safety related safety topics. In addition, funds may be used to educate troopers on traffic safety related topics through trainings and / or conferences.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 402 PT	Police Traffic Services (BIL)	\$300,000	\$0	\$0

Police Traffic Services: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 PT – Police Traffic Services						
PT-2023-00-00-03	Summer Holiday Enforcement Program	2021	\$500,000	\$500,000	\$0	\$0
FAST Act 402 PT Total			\$500,000	\$500,000	\$0	\$0
BIL 402 PT – Police Traffic Services						
PT-2023-00-00-01	Law Enforcement Liaison Program	2022	\$450,000	\$0	\$0	\$0
PT-2023-00-00-02	Selective Traffic Enforcement Program	2022	\$2,700,000	\$2,700,000	\$0	\$0
PT-2023-00-00-04	Dedicated Traffic Enforcement Program	2022	\$600,000	\$600,000	\$0	\$0
PT-2023-00-00-06	Officer Training/Public Education	2022	\$300,000	\$0	\$0	\$0
BIL 402 PT Total			\$4,050,000	\$3,300,000	\$0	\$0
Supplemental BIL 402 PT – Police Traffic Services						
PT-2023-00-00-05	Officer Training	2022	\$280,000	\$280,000	\$0	\$0
Supplemental BIL 402 PT Total			\$280,000	\$280,000	\$0	\$0
Total Funding Police Traffic Services Program Area						
			\$4,830,000	\$4,080,000	\$0	\$0

Roadway Safety / Traffic Engineering

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary 2021 data, the number of traffic fatalities has increased 15.01 percent over the five-year period (2017 - 2021). The five-year average has increased 10.53 percent since the 2013 – 2017 average. The number of serious injuries has decreased 9.66 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 13.39 percent since the 2013 - 2017 average.

Analysis

Fatalities increased 10.24 percent from 1,230 in 2020 to 1,356 in 2021. Ohio began new efforts in FFY2022 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 9.67 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach these segments of Ohio's roadways.

Pedestrian Safety

Problem

Using preliminary 2021 data, the number of pedestrian fatalities has increased 28.17 percent over the five-year period (2017 – 2021). The five-year average has increased 30.09 percent since the 2013 – 2017 average. The percentage of Ohio's fatal crashes that are pedestrian related has increased 7.16 percent and the percentage of serious injury crashes has increased 9.40 percent from 2016 to 2020.

Analysis

Pedestrian fatalities continue to increase in Ohio. Looking at the statewide pedestrian statistics, pedestrian fatalities are isolated to certain locations (urban areas). Ohio will continue to fund local projects (Safe Communities) that have pedestrian fatality problems based on local problem identification. Ohio continues to address pedestrian issues through the SHSP.

Bicycle Safety

Problem

Using preliminary 2021 data, the number of bicycle fatalities has increased 47.37 percent over the five-year period (2017 - 2021). The five-year average has increased 22.22 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are bicycle related has increased 29.31 percent and the percentage of serious injury crashes has decreased 0.42 percent from 2016 to 2020.

Analysis

Ohio's bicycle fatalities have fluctuated between 2017 and 2021. Looking at the statistics statewide, the bicycle problem appears to be mainly among adults, in urban areas. However, since bicycle fatalities only account for approximately two percent of all fatalities, Ohio will fund local projects if warranted based on problem identification and continue to work on bicycle issues through the SHSP.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from 1,107 (2017-2021 rolling average) to 1,150 (2019-2023 rolling average) by 2023.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from 7,806 (2017-2021 rolling average) to 7,496 (2019-2023 rolling average) by 2023.*
- C-3a) Reduce the fatalities/100 MVMT rate by 2.00 percent per year from 1.09 (2017-2021 rolling average) to 1.04 (2019-2023 rolling average) by 2023.*
- C-3b) Reduce the rural fatalities/100 MVMT rate by 2.67 percent per year from 1.456 (2017-2021 rolling average) to 1.378 (2019-2023 rolling average) by 2023.
- C-3c) Reduce the urban fatalities/100 MVMT rate by 1.25 percent per year from 0.847 (2017-2021 rolling average) to 0.826 (2019-2023 rolling average) by 2023.
- C-10) Reduce pedestrian fatalities by 1.25 percent per year from 147 (2017-2021 rolling average) to 143 (2019-2023 rolling average) by 2023.
- C-11) Reduce bicyclist fatalities by 1.25 percent per year from 22 (2017-2021 rolling average) to 21 (2019-2023 rolling average) by 2023.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Training

Project Safety Impacts / Linkage Between Program Area

In conjunction with Ohio's SHSP, Ohio works with ODOT to provide additional safety related courses for engineers and surveyors from ODOT as well as locals (county and municipal governments). These courses are designed specifically to reduce traffic fatalities and are approved by OTSO prior to scheduling to ensure that topics are highway safety related. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding

Rationale

Training Ohio's engineers and surveyors (state, county, local), allows for safer roadway designs and modifications to be made to Ohio's roadways.

Planned Activities

Project Number: RS-2023-00-00-01

Project Title: Roadway Safety Training

Description:

In conjunction with Ohio's SHSP, Ohio works with ODOT to provide additional safety related courses for engineers and surveyors from ODOT as well as local governments (county and municipal). These courses are designed specifically to reduce traffic fatalities and are

approved by OTSO prior to scheduling to ensure that topics are highway safety related. Courses that may be approved for funding in FFY2023 include Access Management: Fundamental Principles, Application and Computation, Introducing Human Factors in Roadway Design and Operations, Combating Roadway Departures, Speed Management, Innovative Intersections and Interchanges, Modern Roundabouts: Intersections Designed for Safety, Geometric Design: Applying Flexibility and Risk Management, Planning and Designing for Pedestrian Safety, Signalized Intersection Guidebook Workshop, Roadside Safety Design, and Designing for Pedestrian Safety.

Intended Sub-recipients:

Ohio Department of Transportation

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 402 RS	Roadway Safety	\$150,000	\$0	\$150,000

Roadway Safety: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
BIL 402 RS – Roadway Safety (FAST)						
RS-2023-00-00-01	Roadway Safety Training	2022	\$150,000	\$150,000	\$0	\$0
BIL 402 RS Total			\$150,000	\$150,000	\$0	\$0
Total Funding Roadway Safety Program Area						
			\$150,000	\$150,000	\$0	\$0

Speed Management

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary 2021 data, the number of traffic fatalities has increased 15.01 percent over the five-year period (2017 - 2021). The five-year average has increased 10.53 percent since the 2013 – 2017 average. The number of serious injuries has decreased 9.66 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 13.39 percent since the 2013 - 2017 average.

Analysis

Fatalities increased 10.24 percent from 1,230 in 2020 to 1,356 in 2021. Ohio began new efforts in FFY2022 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 9.67 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach these segments of Ohio's roadways.

Speed

Problem

Using preliminary 2021 data, the number of speed related fatalities has increased 62.30 percent over the five-year period (2017 - 2021). The five-year average has increased 27.67 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are speed related has decreased 9.79 percent and the percentage of serious injury crashes has increased 11.68 percent from 2017 to 2021.

Analysis

Speed-related fatalities have increased 62.30 percent from 2016 to 2020. The percent of total fatal crashes that are speed related has decreased since 2017; however, the percent of total serious injury crashes that are speed related has increased.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from 1,107 (2017-2021 rolling average) to 1,150 (2019-2023 rolling average) by 2023.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from 7,806 (2017-2021 rolling average) to 7,496 (2019-2023 rolling average) by 2023.*
- C-3a) Reduce the fatalities/100 MVT rate by 2.00 percent per year from 1.09 (2017-2021 rolling average) to 1.04 (2019-2023 rolling average) by 2023.*

- C-3b) Reduce the rural fatalities/100 MVMT rate by 2.67 percent per year from 1.456 (2017-2021 rolling average) to 1.378 (2019-2023 rolling average) by 2023.
- C-3c) Reduce the urban fatalities/100 MVMT rate by 1.25 percent per year from 0.847 (2017-2021 rolling average) to 0.826 (2019-2023 rolling average) by 2023.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from 323 (2017-2021 rolling average) to 315 (2019-2023 rolling average) by 2023.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Sustained Enforcement

Project Safety Impacts / Linkage Between Program Area

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to decrease the number of speed-related fatalities. OSHP will conduct enforcement activity (with an emphasis on speed enforcement) to reduce fatal and serious injury crashes. Amount of funding allocated to each countermeasure strategy was based on a combination of problem identification, funding available and proposals submitted for funding.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 3. Speeding and Speed Management
 - 2. Enforcement
 - 2.2 High Visibility Enforcement

Planned Activities

Project Number: SE-2023-00-00-01

Project Title: Statewide Speed Enforcement

Description:

There were 5,528 fatal crashes and 31,621 serious injury crashes in Ohio between 2017 and 2021. Of these, 1,646 fatal crashes and 7,377 serious injury crashes were speed related. In FFY2023, OSHP will conduct enforcement activity (with an emphasis on speed enforcement) to reduce fatal and serious injury crashes.

OSHP conducts speed, occupant restraint, impaired driving (alcohol and/or drugged) and motorcycle enforcement activity statewide to impact fatal crashes. The state funded activity occurs during regular working hours. The portion of these funds that are speed related is used towards match for the 402 funds.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 402 SE	Speed Enforcement	\$1,200,000	\$3,325,000	\$0

Speed Management: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
BIL 402 SE – Speed Enforcement (FAST)						
SE-2023-00-00-01	Statewide Speed Enforcement	2022	\$1,200,000	\$0	\$3,325,000	\$0
BIL 402 SE Total			\$1,200,000	\$0	\$3,325,000	\$0
Total Speed Management Program Area			\$1,200,000	\$0	\$3,325,000	\$0

Traffic Records

Description of Problem

Traffic Records

Problem

In FFY2021, Ohio completed a Traffic Records Assessment. The report identified that overall improvements could be made in the following areas: Crash, Citation / Adjudication and EMS. Strategic Planning, Data Use and Integration, and TRCC Management. The TRCC meets at least once a quarter to review progress made in the areas mentioned in the assessment, update members on current projects, and propose new projects that will address the concerns highlighted in the most recent assessment.

Analysis

Ohio will be working on the following projects this year: Optical Character Recognition, Court Case Management System upgrades, eCitation Interfaces, Intersection Data Collection, and the BMV Driver Exam Testing platform. These projects will improve the accuracy, timeliness, completeness, and accessibility of Citation/Adjudication, Crash, Roadway, and Driver databases.

Countermeasure Strategy

Improves Accessibility, Accuracy, Completeness, Integration, Timeliness, and Uniformity

Project Safety Impacts / Linkage Between Program Area

The projects continue to address improvements from the 2021 Traffic Records Assessment.

Rationale

All TRCC projects are funded with dedicated Traffic Record Improvement funds (405c) and will enhance the data systems used to guide traffic safety funding.

Planned Activities

Project Numbers: M3DA-2023-00-00-01 (2019 Promise Project)
M3DA-2023-00-00-02

Project Title: Traffic Records Coordinating Committee Projects Grant

Description:

OSHP chairs the TRCC committee. The committee is comprised of state, local and federal agencies who are stakeholders in the traffic crash records system. Committee members oversee implementation of the Traffic Records Strategic Plan. A Traffic Records Assessment was completed in FFY2021. To streamline the project management process, the OSHP has been awarded a grant to oversee the TRCC grant projects. All project suggestions will continue to be submitted to the TRCC Committee. The committee will decide as a whole on whether to submit the project(s) to NHTSA for funding approval. Projects that will be completed by internal ODPS agencies will be overseen by OSHP through this grant. This should help liquidate the Section 405c funds in a more efficient manner. A brief description of the projects being funded under the OSHP grant with the data system/attribute are listed

below. See the “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” for additional information including individual current, short-term, and long-term goals.

Travel - \$10,000

Travel costs associated with traffic records management training and conferences (Traffic Records Forum) for the TRCC Chair/Co-Chair.

TRCC APPROVED PROJECTS:

Title: Citation Interfaces with Courts

Description: Ohio will continue this project in FFY2023. Currently Ohio has 146 courts receiving E-Citations electronically. This project was approved by the TRCC on March 14, 2017 and by NHTSA on April 10, 2017.

Database: Citation/Adjudication

Attribute: Timeliness

Performance Measure: Increase the number of courts, by at least 10 percent that can accept electronically files traffic citations.

Baseline: By the end of 2021, 146 courts have been interfaced to accept eCitations.

Amount: \$500,000.00

Title: Optical Character Recognition

Description: The goal of this project is to increase the accuracy and efficiency of gathering data affecting all aspects of traffic enforcement and traffic crash investigation, in addition to vehicle records. This solution would reduce the redundant copying of data which is prone to error by allowing officers to scan text directly from many different sources, including but not limited to, VIN numbers, license plates, driver's licenses, vehicle titles, etc. This project was approved by the TRCC on July 31, 2018 and approved by NHTSA on October 10, 2018.

Database: Citation/Adjudication and Crash

Attribute: Accuracy

Performance Measure: Reduce the number of reports that have data entry errors by 10 percent.

Baseline: In 2021, 5,891 reports have been submitted with data entry errors.

Amount: \$70,000.00

Title: Court Case Management System Upgrades

Description: Assist local courts in upgrading case management systems to facilitate e-filing of traffic citations. This project was approved by the TRCC on June 13, 2019 and by NHTSA on October 3, 2019.

Database: Citation/Adjudication

Attribute: Timeliness

Performance Measure: Increase the number of courts, by at least 20 that will be ready to interface with OLEIS/OTIS in order to accept electronically filed traffic citations.

Baseline: Currently, 13 courts have been completed.

Amount: \$1,000,000.00

Title: ODOT Intersection Collection

Description: Ohio's goal for FFY2023 will to complete any additional data collection remaining after FFY2022. This project was approved by the TRCC on September 12, 2019 and by NHTSA on October 3, 2019.

Database: Roadway Data

Attribute: Completeness

Performance Measure: Percentage of intersections with inventory characteristics will increase from 11% to 80% by the end of the project.

Baseline: Currently there are approximately 231,889 intersections included in the database with an estimated total of more than 288,766 intersections in the state.

Amount: \$570,000.00

Title: BMV Driver Exam Testing Platform

Description: Ohio will replace the current paper-based testing process for driver exams with an electronic driver exam platform. The goal is to use the data obtained from the driver exams to increase training to reduce failure rates on both the driving/skills and the knowledge tests. This project was approved by the TRCC on September 12, 2019 and by NHTSA on November 6, 2019.

Database: Driver Safety Data System

Attribute: Accessibility

Performance Measure: Once the project is complete, failure rates will be reduced by 750 (driving/skills) and 1,600 (knowledge) respectively (approximately ten percent). In addition to projected first-time failure reductions, performance standards and baselines will be established in other areas of testing where increased productivity will be tracked and evaluated.

Baseline: Currently, approximately 75,000 customers fail the driving portion and 169,000 fail the knowledge test on their first try, annually (calendar 2018).

Amount: \$850,000.00

TRCC PENDING PROJECTS:

The OTSO has set aside funding for projects that will be submitted to the committee during FFY2023. Once these projects have been approved by the TRCC, OTSO will submit the projects to NHTSA for approval. Once approved by NHTSA, OTSO will submit an HSP Revision to include the project.

Amount: \$2,000,000.00

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

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c	405c Data Program	\$1,300,000	\$325,000	\$0
2020	FAST Act 405c	405c Data Program	\$1,465,596	\$366,399	\$0
2021	FAST Act 405c	405c Data Program	\$1,469,353	\$367,338	\$0
2022	BIL 405c	405c Data Program	\$765,051	\$191,263	\$
		<i>Total:</i>	<i>\$5,000,000</i>	<i>\$1,250,000</i>	<i>\$0</i>

Traffic Records: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 405c Data Program						
M3DA-2023-00-00-01	Traffic Records Coordinating Committee	2019	\$1,300,000	\$0	\$325,000	\$0
M3DA-2022-00-00-02	Traffic Records Coordinating Committee	2020	\$1,465,596	\$0	\$366,399	\$0
M3DA-2022-00-00-02	Traffic Records Coordinating Committee	2021	\$1,469,353	\$0	\$367,338	\$0
FAST Act 405c Data Program Total			\$4,234,949	\$0	\$1,058,737	\$0
BIL 405c Data Program						
M3DA-2022-00-00-02	Traffic Records Coordinating Committee	2022	\$765,051	\$0	\$191,263	\$0
BIL 405c Data Program Total			\$765,051	\$0	\$191,263	\$0
<i>Total Traffic Records Program Area</i>						
			\$5,000,000	\$0	\$1,250,000	\$0

Youthful Driver Safety Program

Description of Problem

Fatality / Serious Injury

Problem

Using preliminary 2021 data, the number of traffic fatalities has increased 15.01 percent over the five-year period (2017 - 2021). The five-year average has increased 10.53 percent since the 2013 – 2017 average. The number of serious injuries has decreased 9.66 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 13.39 percent since the 2013 - 2017 average.

Analysis

Fatalities increased 10.24 percent from 1,230 in 2020 to 1,356 in 2021. Ohio began new efforts in FFY2022 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio is showing a decrease of 9.67 percent in serious injuries over the last five years. Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach these segments of Ohio's roadways.

Impaired Driving

Problem

Using preliminary 2021 data, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 14.33 percent over the five-year period (2017 - 2021). The five-year moving average has increased 11.73 percent since the 2013 - 2017 average. The number of drugged driving fatal crashes has increased 155.31 percent over the five-year period (2017 - 2021). The five-year moving average has increased 68.88 percent since the 2013 - 2017 average. The number of drugged driving serious injury crashes has decreased 29.56 percent over the five-year period (2017 - 2021). The five-year moving average has decreased 54.77 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are alcohol related has increased 19.63 percent and the percentage of serious injury crashes has decreased 1.48 percent from 2017 to 2021. The percentage of Ohio's fatal crashes that are drug related has increased 124.57 percent and the percentage of serious injury crashes has decreased 22.36 percent from 2017 to 2021.

Analysis

Even though Ohio has made long-term progress in reducing the number of fatalities involving a driver or motorcycle operator with a Blood Alcohol Content (BAC) of .08 or higher, the percent of total fatal crashes and total serious injury crashes that are alcohol related and drug related have increased since 2016. Ohio will continue to focus efforts toward impaired (alcohol and/or drugged) driving.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach identified target audiences to reduce alcohol-impaired driving fatalities and to decrease impaired driving (alcohol and drug) fatal and serious injury crashes.

Occupant Protection

Problem

In 2021, Ohio reached an 84.1 percent observed seat belt use rate – a 2.1 percent decrease from 85.9 percent in 2019 (survey was not completed in 2020 due to COVID).

Using preliminary 2021 data, the number of unrestrained fatalities has increased 22.87 percent over the five-year period (2017 - 2021). The five-year average has increased 5.71 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are unrestrained related has increased 5.99 percent and the percentage of serious injury crashes has increased 22.03 percent from 2017 to 2021.

Analysis

Ohio's observed seat belt usage rate decreased from 85.9 percent in 2019 to 84.1 percent in 2021. Ohio utilized the waiver in FFY2020 and did not complete an observational seat belt usage survey. The observed seat belt usage rate has decreased and the percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased since 2017.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Problem

Using preliminary 2021 data, the number of speed related fatalities has increased 62.30 percent over the five-year period (2017 - 2021). The five-year average has increased 27.67 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are speed related has decreased 9.79 percent and the percentage of serious injury crashes has increased 11.68 percent from 2017 to 2021.

Analysis

Speed-related fatalities have increased 62.30 percent from 2016 to 2020. The percent of total fatal crashes that are speed related has decreased since 2017; however, the percent of total serious injury crashes that are speed related has increased.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Youthful Driver

Problem

Using preliminary 2021 data, the number of young drivers (20 or younger) involved in fatal crashes has increased 4.63 percent over the five-year period (2017 - 2021). The five-year average has decreased 4.86 percent since the 2013 - 2017 average. The percentage of

Ohio's fatal crashes that are youthful driver related has decreased 10.26 percent and the percentage of serious injury crashes has decreased 4.32 percent from 2017 to 2021.

Analysis

The number of drivers aged 20 or younger involved in fatal crashes has increased 4.64 percent over the last five years. Ohio has reduced the percent of total fatal crashes and the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24).

Ohio will continue to focus efforts towards this age group with an emphasis on speed, impaired driving, and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Distracted Driving

Problem

The number of distracted driving fatal crashes has decreased 28.85 percent over the five-year period (2017 - 2021). The five-year average has increased 7.89 percent since the 2013 – 2017 average. The number of distracted driving serious injury crashes has decreased 11.59 percent over the five-year period (2017 - 2021). The five-year average has decreased 15.71 percent since the 2013 – 2017 average. The percentage of Ohio's fatal crashes that are distracted driver related has decreased 37.47 percent and the percentage of serious injury crashes has decreased 2.48 percent from 2016 to 2020.

Analysis

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants, SHEP grants, and the statewide distracted driving grant. In FFY2023, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Pedestrian Safety

Problem

Using preliminary 2021 data, the number of pedestrian fatalities has increased 28.17 percent over the five-year period (2017 – 2021). The five-year average has increased 30.09 percent since the 2013 – 2017 average. The percentage of Ohio's fatal crashes that are pedestrian related has increased 7.16 percent and the percentage of serious injury crashes has increased 9.40 percent from 2016 to 2020.

Analysis

Pedestrian fatalities continue to increase in Ohio. Looking at the statewide pedestrian statistics, pedestrian fatalities are isolated to certain locations (urban areas). Ohio will continue to fund local projects (Safe Communities) that have pedestrian fatality problems based on local problem identification. Ohio continues to address pedestrian issues through the SHSP.

Bicycle Safety

Problem

Using preliminary 2021 data, the number of bicycle fatalities has increased 47.37 percent over the five-year period (2017 - 2021). The five-year average has increased 22.22 percent since the 2013 - 2017 average. The percentage of Ohio's fatal crashes that are bicycle

related has increased 29.31 percent and the percentage of serious injury crashes has decreased 0.42 percent from 2016 to 2020.

Analysis

Ohio's bicycle fatalities have fluctuated between 2017 and 2021. Looking at the statistics statewide, the bicycle problem appears to be mainly among adults, in urban areas. However, since bicycle fatalities only account for approximately two percent of all fatalities, Ohio will fund local projects if warranted based on problem identification and continue to work on bicycle issues through the SHSP.

Performance Targets

- C-1) Reduce traffic fatalities by 2.00 percent per year from 1,107 (2017-2021 rolling average) to 1,150 (2019-2023 rolling average) by 2023.*
- C-2) Reduce serious traffic injuries by 2.00 percent per year from 7,806 (2017-2021 rolling average) to 7,496 (2019-2023 rolling average) by 2023.*
- C-3a) Reduce the fatalities/100 MVMT rate by 2.00 percent per year from 1.09 (2017-2021 rolling average) to 1.04 (2019-2023 rolling average) by 2023.*
- C-3b) Reduce the rural fatalities/100 MVMT rate by 2.67 percent per year from 1.456 (2017-2021 rolling average) to 1.378 (2019-2023 rolling average) by 2023.
- C-3c) Reduce the urban fatalities/100 MVMT rate by 1.25 percent per year from 0.847 (2017-2021 rolling average) to 0.826 (2019-2023 rolling average) by 2023.
- C-4) Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from 389 (2017-2021 rolling average) to 370 (2019-2023 rolling average) by 2023.
- C-5) Reduce alcohol impaired driving fatalities by 1.25 percent per year from 343 (2017-2021 rolling average) to 339 (2019-2023 rolling average) by 2023.
- C-6) Reduce speeding-related fatalities by 1.25 percent per year from 323 (2017-2021 rolling average) to 315 (2019-2023 rolling average) by 2023.
- C-9) Reduce drivers age 20 or younger involved in fatal crashes by 1.82 percent per year from 137 (2017-2021 rolling average) to 132 (2019-2023 rolling average) by 2023.
- O-1) Reduce distracted driving fatal crashes by 1.25 percent per year from 41 (2017-2021 rolling average) to 40 (2019-2023 rolling average) by 2023.
- O-2) Reduce distracted driving serious injury crashes by 1.25 percent per year from 338 (2017-2021 rolling average) to 334 (2019-2023 rolling average) by 2023.
- B-1) Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 1.07 percent to 85.0 percent by December 31, 2023.

*Traffic fatality, serious injury and fatality rate goals were coordinated with the SHSP.

Countermeasure Strategy

Peer to Peer Teen Outreach

Youthful Driver Behavior Survey

Project Safety Impacts / Linkage Between Program Area

Ohio continues to focus on efforts geared toward youthful drivers. In FFY2023, Ohio will work with two teen peer-to-peer groups. Students Against Destructive Decisions (SADD) and Family, Career and Community Leaders of America (FCCLA) will provide peer to peer programming in many of Ohio's high schools. A new partnership with the Ohio Investigative Unit will provide compliance checks to reduce the sales of alcohol to minors. Partnerships with The Ohio State University include working with Recording Artists Against Drunk Driving

(RADD) on a college campus impaired driving (alcohol and drugged) project. Ohio is also working with the Children's Hospital of Philadelphia on youthful driver research, evaluation, and evidence-based materials.

Rationale

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 1. Alcohol and Drug Impaired Driving
 - 5. Prevention, Intervention, Communications and Outreach
 - 5.2 Mass Media Campaigns
 - 5.4 Alternative Transportation
 - 5.5 Designated Drivers
 - 6. Underage Drinking and Drinking and Driving
 - 6.3 Alcohol Vendor Compliance Checks
- Chapter 2. Seat Belts and Child Restraints
 - 3. Communications and Outreach
 - 3.1 Supporting Enforcement
 - 3.2 Strategies for Low-Belt-Use Groups
 - 6. Communications and Outreach
 - 6.1 Strategies for Older Children
- Chapter 3. Speeding and Speed Management
 - 4. Communications and Outreach
 - 4.1 Communications and Outreach Supporting Enforcement
- Chapter 4. Distracted Driving
 - 2. Communications and Outreach
 - 2.1 Communications and Outreach on Distracted Driving

Planned Activities

Project Number: TSP-2023-00-00-01

Project Title: Peer-to-Peer Youth Programming - SADD

Description:

SADD will continue to conduct programming statewide in FFY2023. Ohio SADD will use evidence-based programming to facilitate peer-to-peer education to educate young drivers on the "Four Ds", which include drowsy driving, distracted driving, drugged driving, and drunk driving. SADD will also promote and educate on seat belt usage, dangers of speed, the hazards of reckless driving and GDL laws.

SADD has an approved indirect cost rate of 26 percent. The Indirect Cost Rate amount is \$33,022.

Intended Sub-recipients:

Students Against Destructive Decisions

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 TSP	Teen Safety Program	\$175,000	\$0	\$0

Project Number: TSP-2023-00-00-02**Project Title:** Peer-to-Peer Youth Programming - FCCLA**Description:**

Family, Career, and Community Leaders of America (FCCLA) will engage with 100 chapters. These student chapters will submit, conduct, and prepare a final report on a project that addresses the traffic safety needs discovered through a community needs assessment. In addition to the 100 peer-to-peer projects, FCCLA will provide the Families Acting for Community Traffic Safety (FACTS) program to all 300 chapters for the advisors to embed traffic safety into the curriculum.

FCCLA is charging the grant the de Minimis rate of 10 percent of the modified total direct costs. This amount is \$18,325.

Intended Sub-recipients:

Family Career and Community Leaders of America (FCCLA)

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 TSP	Teen Safety Program	\$225,000	\$0	\$0

Project Number: M6OT-2023-00-00-14**Project Title:** Underage Alcohol Sales Compliance Checks**Description:**

The Ohio Investigative Unit (OIU) will concentrate underage alcohol sales compliance checks on establishments in counties that have the highest number of youth alcohol involved fatal crashes to reduce the number of youth alcohol related fatal crashes. Grant funds will be used for overtime hours to conduct the checks.

Intended Sub-recipients:

Ohio State Highway Patrol

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	405d Impaired Driving Low	\$100,000	\$0	\$0

Project Number: M6OT-2023-00-00-15**Project Title:** College Campus Impaired Driving Program

Description:

The Ohio State University will partner with Recording Artists against Drunk Driving (RADD) and the Higher Education Center for Alcohol and Drug (HECAOD). This grant will expand entertainment-driven and social media focused outreach programming to engage 18–24-year-olds in impaired driving prevention efforts through a two-prong approach: 1) Distribute impaired driving prevention materials to Ohio campuses that reach a racially & ethnically diverse audience and 2) Create social norms messaging to be delivered on campuses, in concert venues, and by peer musicians through social media.

The Ohio State University has an approved Indirect Cost Rate of 57.5 percent. The Indirect Cost Rate amount is \$41,505.

Intended Sub-recipients:

The Ohio State University

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d	405d Impaired Driving Low	\$325,000	\$0	\$0

Project Number: DE-2023-00-00-03

Project Title: Youthful Driver Skills Assessment Project

Description:

OTSO will grant with Children’s Hospital of Philadelphia (CHOP) to expand analyses assessing on road exam (ORE) preparedness among customers under 18 vs. 18 years and older based on state-wide data, driving school based-data, socioeconomic status variables, geolocation data, crash outcomes, etc. Data will be used to guide educational programming to improve new driver skill sets and provide statewide data for youthful driving (funding) problem identification.

Complete comprehensive report detailing the data, analyses, finding, conclusions, and recommended next steps for the Virtual Driving Assessment (VDA) as the program expands.

CHOP is charging the grant the de Minimis rate of ten percent of the modified total direct costs. The maximum amount is \$22,403.

Intended Sub-recipients:

Children’s Hospital of Philadelphia

Funding Sources (Budget):

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402 DE	Drivers Education	\$250,000	\$0	\$0

Youthful Driver Safety: Program and Budget Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
FAST Act 402 DE – Driver Education						
DE-2023-00-00-02	Youthful Driver Skills Assessment Program	2021	\$250,000	\$0	\$0	\$22,403
FAST Act 402 DE Total			\$250,000	\$0	\$0	\$22,403
FAST Act 402 TSP – Teen Safety Program						
TSP-2023-00-00-01	Peer to Peer Youth Programming - SADD	2021	\$175,000	\$0	\$0	\$33,022
TSP-2023-00-00-02	Peer to Peer Youth Programming - FCCLA	2021	\$225,000	\$0	\$0	\$18,325
FAST Act 402 TSP Total			\$400,000	\$0	\$0	\$51,347
FAST Act 405d Impaired Driving Low						
M6OT-2023-00-00-14	Underage Alcohol Sales Compliance Checks	2021	\$100,000	\$0	\$0	\$0
Fast Act 405d Impaired Driving Low			\$100,000	\$0	\$0	\$0
BIL 405d Impaired Driving Low						
M6OT-2023-00-00-15	College Campus Impaired Driving Program	2022	\$325,000	\$0	\$0	\$41,505
Fast Act 405d Impaired Driving Low			\$325,000	\$0	\$0	\$41,505
Total Funding Youthful Driver Safety Program Area						
			\$1,075,000	\$0	\$0	\$115,255

Appendix A – FFY2023 Funding Summary

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
164 Transfer Funds – 164 Alcohol						
164 AL-2023-00-00-01	Impaired Driving Enforcement Program	2022	\$1,200,000	\$1,200,000	\$0	\$0
164 AL-2023-00-00-01	Impaired Driving Enforcement Program	2023	\$1,300,000	\$1,300,000	\$0	\$0
164 Transfer Funds Total			\$2,500,000	\$2,500,000	\$0	\$0
FAST Act 402 CP – Community Traffic Safety Project						
CP-2023-00-00-01	Traffic Safety Program Management	2021	\$375,000	\$0	\$0	\$0
CP-2023-00-00-02	Traffic Safety Resource Prosecutor Program	2021	\$375,000	\$0	\$0	\$0
CP-2023-00-00-03	Judicial Outreach Liaison	2021	\$100,000	\$0	\$0	\$9,430
CP-2023-00-00-04	Training/Educational Materials	2021	\$25,000	\$0	\$0	\$0
FAST Act 402 CP Total			\$875,000	\$0	\$0	\$9,430
FAST Act 402 DD – Distracted Driving						
DD-2023-00-00-01	Statewide Distracted Driving Enforcement	2021	\$425,000	\$0	\$0	\$0
DD-2023-00-00-02	Distracted Driving Print Advertising/Educational	2021	\$225,000	\$0	\$0	\$0
FAST Act 402 DD Total			\$650,000	\$0	\$0	\$0
FAST Act 402 DE – Driver Education						
DE-2023-00-00-01	Youthful Driver Print Advertising/Educational	2021	\$100,000	\$0	\$0	\$0
DE-2023-00-00-02	Mature Driver Print Advertising/Educational	2021	\$25,000	\$0	\$0	\$0
DE-2023-00-00-02	Youthful Driver Skills Assessment Program	2021	\$250,000	\$0	\$0	\$22,403
FAST Act 402 DE Total			\$375,000	\$0	\$0	\$22,403
FAST Act 402 PA – Planning and Administration						
PA-2023-00-00-01	Traffic Safety Program Management	2021	\$1,500,000	\$0	\$1,500,000	\$0
PA-2023-00-00-02	Web-Based Grant Management System	2021	\$200,000	\$0	\$200,000	\$0
PA-2023-00-00-03	University Evaluation	2021	\$200,000	\$0	\$200,000	\$39,761
PA-2023-00-00-04	GHSA Projects	2021	\$100,000	\$0	\$100,000	TBD
FAST Act 402 PA Total			\$2,000,000	\$0	\$2,000,000	\$39,761
FAST Act 402 PM – Paid Advertising						
PM-2023-00-00-01	Motorcycle Safety Paid Media	2021	\$100,000	\$0	\$0	\$0
PM-2023-00-00-02	Distracted Driving Paid Media	2021	\$500,000	\$0	\$0	\$0
PM-2023-00-00-03	Youthful Driver Paid Media	2021	\$350,000	\$0	\$0	\$0
PM-2023-00-00-04	Youthful Driver – College Paid Media	2021	\$150,000	\$0	\$0	\$0
PM-2023-00-00-05	Speed Paid Media	2021	\$200,000	\$0	\$0	\$0
PM-2023-00-00-06	Campaign Creative/Design	2021	\$300,000	\$0	\$0	\$0
FAST Act 402 PM Total			\$1,600,000	\$0	\$0	\$0
FAST Act 402 PT – Police Traffic Services						
PT-2023-00-00-03	Summer Holiday Enforcement Program	2021	\$500,000	\$500,000	\$0	\$0
FAST Act 402 PT Total			\$500,000	\$500,000	\$0	\$0
FAST Act 402 TSP – Teen Safety Program						
TSP-2023-00-00-01	Peer to Peer Youth Programming - SADD	2021	\$175,000	\$0	\$0	\$33,022
TSP-2023-00-00-02	Peer to Peer Youth Programming - FCCLA	2021	\$225,000	\$0	\$0	\$17,610
FAST Act 402 TSP Total			\$400,000	\$0	\$0	\$51,032
FAST Act 402 Total			\$6,400,000	\$500,000	\$2,000,000	\$122,626
BIL 402 PT – Police Traffic Services						
PT-2023-00-00-01	Law Enforcement Liaison Program	2022	\$450,000	\$0	\$0	\$0
PT-2023-00-00-02	Selective Traffic Enforcement Program	2022	\$2,700,000	\$2,700,000	\$0	\$0
PT-2023-00-00-04	Dedicated Traffic Enforcement Program	2022	\$600,000	\$600,000	\$0	\$0
PT-2023-00-00-06	Officer Training/Public Education	2022	\$300,000	\$0	\$0	\$0
BIL 402 PT Total			\$4,050,000	\$3,300,000	\$0	\$0
BIL 402 RS – Roadway Safety						
RS-2023-00-00-01	Roadway Safety Training	2022	\$150,000	\$150,000	\$0	\$0
BIL 402 RS Total			\$150,000	\$150,000	\$0	\$0

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
BIL 402 SA – Safe Communities						
SA-2023-00-00-01	Safe Communities	2022	\$3,000,000	\$3,000,000	\$0	\$0
BIL 402 SA Total			\$3,000,000	\$3,000,000	\$0	\$0
BIL 402 SC – Speed Management						
SC-2023-00-00-01	Speed Print Advertising/Educational	2021	\$100,000	\$0	\$0	\$0
BIL 402 SC Total			\$100,000	\$0	\$0	\$0
BIL 402 SE – Speed Enforcement						
SE-2023-00-00-01	Statewide Speed Enforcement	2022	\$1,200,000	\$0	\$3,325,000	\$0
BIL 402 SE Total			\$1,200,000	\$0	\$3,325,000	\$0
BIL 402 Total						
			\$8,500,000	\$6,450,000	\$3,325,000	\$0
Supplemental BIL 402 OP – Occupant Protection						
OP-2023-00-00-01	Occupant Protection Coordinator Program	2022	\$675,000	\$472,000	\$0	\$16,981
Supplemental BIL 402 OP Total			\$675,000	\$472,000	\$0	\$16,981
Supplemental BIL 402 PT – Police Traffic Services						
PT-2023-00-00-05	Officer Training	2022	\$280,000	\$280,000	\$0	\$0
Supplemental BIL 402 PT Total			\$280,000	\$280,000	\$0	\$0
Supplemental BIL 402 Total			\$955,000	\$752,000	\$0	\$16,981
402 Total			\$15,855,00	\$7,702,000	\$5,325,000	\$139,607
BIL 405b OP Low						
M2X-2023-00-00-02	Click It or Ticket Paid Media	2022	\$300,000	\$0	\$0	\$0
M2X-2023-00-00-03	Sustained Belt Paid Media	2022	\$500,000	\$0	\$0	\$0
M2X-2023-00-00-04	Seat Belt Print Advertising/Educational	2022	\$225,000	\$0	\$0	\$0
M2X-2023-00-00-05	Statewide Seat Belt Tac Squads	2022	\$975,000	\$0	\$550,000	\$0
BIL 405b OP Low Total			\$2,000,000	\$0	\$550,000	\$0
Supplemental BIL 405b OP Low						
M2X-2023-00-00-01	Holiday Click It or Ticket Paid Media	2022	\$200,000	\$0	\$0	\$0
Supplement BIL 405b OP Low Total			\$200,000	\$0	\$0	\$0
405b OP Low Total			\$2,200,000	\$0	\$550,000	\$0
FAST Act 405c Data Program						
M3DA-2023-00-00-01	Traffic Records Coordinating Committee Projects	2019	\$1,300,000	\$0	\$325,000	\$0
M3DA-2023-00-00-02	Traffic Records Coordinating Committee Projects	2020	\$1,465,596	\$0	\$366,399	\$0
M3DA-2023-00-00-02	Traffic Records Coordinating Committee Projects	2021	\$1,469,353	\$0	\$367,338	\$0
FAST Act 405c Data Program Total			\$4,234,949	\$0	\$1,058,737	\$0
BIL 405c Data Program						
M3DA-2023-00-00-02	Traffic Records Coordinating Committee Projects	2022	\$765,051	\$0	\$191,263	\$0
BIL 405c Data Program Total			\$765,051	\$0	\$191,263	\$0
405c Data Program Total			\$5,000,000	\$0	\$1,250,000	\$0
FAST Act 405d Impaired Driving Low						
M6OT-2023-00-00-01	Holiday Drive Sober or Get Pulled Over Paid Media	2021	\$200,000	\$0	\$0	\$0
M6OT-2023-00-00-02	Drive Sober or Get Pulled Over Paid Media	2021	\$300,000	\$0	\$0	\$0
M6OT-2023-00-00-03	Sustained Impaired Driving Paid Media	2021	\$500,000	\$0	\$0	\$0
M6OT-2023-00-00-04	Impaired Driving Print Advertising/Educational	2021	\$225,000	\$0	\$0	\$0
M6OT-2023-00-00-07	Statewide Drugged Driving Enforcement	2021	\$575,000	\$0	\$0	\$0
M6OT-2023-00-00-08	Trace Back Program	2021	\$50,000	\$0	\$0	\$0
M6OT-2023-00-00-10	Ignition Interlock Program	2021	\$50,000	\$0	\$0	\$0
M6OT-2023-00-00-14	Underage Alcohol Compliance Checks	2021	\$100,000	\$0	\$0	\$0
Fast Act 405d Impaired Driving Low			\$2,000,000	\$0	\$0	\$0
BIL 405d Impaired Driving Low						
M6OT-2023-00-00-05	Statewide Impaired Driving Enforcement Program	2022	\$2,200,000	\$0	\$2,100,000	\$0
M6OT-2023-00-00-06	OVI Task Force Program	2022	\$2,700,000	\$2,700,000	\$0	\$0

Project Number	Project Title	Source Year	Funding Amount	Local Benefit	Match Amount	Indirect Costs
M6OT-2023-00-00-11	Breath Instrument Training	2022	\$150,000	\$0	\$0	\$0
M6OT-2023-00-00-12	Oral Fluid Testing	2022	\$125,000	\$0	\$0	\$36,573
M6OT-2023-00-00-15	College Campus Impaired Driving Program	2022	\$325,000	\$0	\$0	\$41,505
BIL 405d Impaired Driving Low			\$5,500,000	\$2,700,000	\$2,100,000	\$78,078
Supplemental BIL 405d Impaired Driving Low						
M6OT-2023-00-00-09	Drug Recognition Expert Program	2022	\$625,000	\$0	\$0	\$0
M6OT-2023-00-00-10	Ignition Interlock Program	2022	\$50,000	\$0	\$0	\$0
Supplemental BIL 405d Impaired Driving Low			\$675,000	\$0	\$0	\$0
405d Impaired Driving Low Total			\$8,175,000	\$2,700,000	\$2,100,000	\$78,078
BIL 405f Motorcycle Programs						
M9MA-2023-00-00-01	Motorcycle Awareness Paid Media	2022	\$100,000	\$0	\$0	\$0
M9MA-2023-00-00-02	Motorcycle Awareness Print Advertising/Educ.	2022	\$125,000	\$0	\$0	\$0
M9MT-2023-00-00-01	Motorcycle Training	2022	\$37,000	\$0	\$0	\$0
BIL 405f Motorcycle Programs			\$262,000	\$0	\$0	\$0
Supplemental BIL 405f Motorcycle Programs						
M9MT-2023-00-00-01	Motorcycle Training	2022	\$37,000	\$0	\$0	\$0
Supplemental BIL 405f Motorcycle Programs			\$37,000	\$0	\$0	\$0
405f Motorcycle Programs Total			\$299,000	\$0	\$0	\$0
Total FFY2023 Funding			\$34,029,000	\$12,902,000	\$9,225,000	\$217,685

Appendix B – FFY2023 Sub-Recipients

HSP Project Number	Grant Number	Organization	Award Amount
164AL-2023-00-00-01	IDEP/STEP-2023-Akron Police Department-00057	Akron Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Allen County Sheriff's Of-00026	Allen County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Ashland County Sheriff's -00024	Ashland County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Ashtabula County Sheriff-00030	Ashtabula County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Athens Co. Sheriff's Offi-00021	Athens Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Beavercreek Police Depart-00101	Beavercreek Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Blendon Township Police D-00035	Blendon Township Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Boardman Police Departmen-00075	Boardman Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Brown County Sheriff's Of-00078	Brown County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Butler County Sheriff's O-00033	Butler County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Canton Police Department-00052	Canton Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Champaign Co. Sheriff's O-00092	Champaign County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Cincinnati Police Departm-00085	Cincinnati Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Clark County Sheriff's Of-00016	Clark County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Clermont County Sheriff's-00082	Clermont County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Cleveland Police Departme-00104	Cleveland Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Columbus Police Departmen-00073	Columbus Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Crawford County Sheriff's-00079	Crawford County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Cuyahoga Co. Sheriff's De-00034	Cuyahoga Co. Sheriff's Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Cuyahoga Falls Police Dep-00097	Cuyahoga Falls Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Dayton Police Dept.-00022	Dayton Police Dept.	
164AL-2023-00-00-01	IDEP/STEP-2023-Defiance Co. Sheriff's Of-00065	Defiance Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Delaware County Sheriff's-00080	Delaware County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Elyria Police Department-00102	Elyria Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Erie Co. Sheriff's Office-00077	Erie Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Euclid Police Department-00090	Euclid Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Fairborn Police Departmen-00051	Fairborn Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Franklin County Sheriff's-00093	Franklin County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Fulton County Sheriff's O-00042	Fulton County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Gahanna Police Department-00020	Gahanna Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Geauga County Sheriff's O-00025	Geauga County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Greene County Sheriff's O-00095	Greene County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Hamilton County Sheriff's-00094	Hamilton County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Hamilton Police Departmen-00061	Hamilton Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Hancock County Sheriff's -00044	Hancock County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Hardin Co. Sheriff's Offi-00088	Hardin Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Harrison County Sheriff's-00086	Harrison County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Henry Co. Sheriff's Office-00070	Henry Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Highland Co. Sheriff's Of-00056	Highland Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Hocking County Sheriff's -00108	Hocking County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Holmes Co. Sheriff's Offi-00043	Holmes Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Howland Township Police D-00100	Howland Township Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Independence Police Depar-00018	Independence Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Jackson County Sheriff's -00039	Jackson County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Jefferson Co. Sheriff's O-00084	Jefferson Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Lancaster Police Departme-00074	Lancaster Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Licking County Sheriff's -00109	Licking County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Logan Co. Sheriff's Offic-00023	Logan Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Lorain Co. Sheriff's Offi-00063	Lorain Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Lorain Police Department-00036	Lorain Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Lucas County Sheriff's Of-00046	Lucas County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Mahoning County Sheriff's-00072	Mahoning County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Marion County Sheriff's O-00087	Marion County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Medina County Sheriff's O-00060	Medina County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Mentor Police Department-00037	Mentor Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Mercer County Sheriff's O-00055	Mercer County Sheriff's Office	

HSP Project Number	Grant Number	Organization	Award Amount
164AL-2023-00-00-01	IDEP/STEP-2023-Miami County Sheriff's Of-00083	Miami County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Miami Township Police Dep-00048	Miami Township Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Miami Twp. Police Departm-00058	Miami Twp. Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Middletown Police Departm-00099	Middletown Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Mifflin Township Police-00111	Mifflin Township Police	
164AL-2023-00-00-01	IDEP/STEP-2023-Montgomery County Sheriff-00019	Montgomery County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Newark Police Department-00038	Newark Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-North Royalton Police Dep-00106	North Royalton Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Perkins Twp. Police Depar-00027	Perkins Twp. Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Pickaway Co. Sheriff's Of-00049	Pickaway Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Pierce Twp. Police Depart-00081	Pierce Twp. Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Portage Co. Sheriff's Off-00053	Portage Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Putnam County Sheriff's O-00062	Putnam County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Richland County Sheriff's-00067	Richland County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Riverside Police Departme-00029	Riverside Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Sandusky Co. Sheriff's Of-00050	Sandusky Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Scioto Co. Sheriff's Offi-00045	Scioto Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Seneca County Sheriff's O-00071	Seneca County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Shawnee Township Police D-00041	Shawnee Township Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Springfield Police Depart-00028	Springfield Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Springfield Twp Police De-00059	Springfield Twp Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Stark County Sheriff's Of-00031	Stark County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Summit County Sheriff's O-00096	Summit County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Sylvania Twp. Police Depa-00091	Sylvania Twp. Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Toledo Police Department-00089	Toledo Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Trotwood Police Departmen-00110	Trotwood Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Trumbull County Sheriff's-00105	Trumbull County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Tuscarawas County Sheriff-00017	Tuscarawas County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Van Wert Co. Sheriff's Of-00066	Van Wert Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Vinton Co. Sheriff's Offi-00098	Vinton Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Warren Police Department-00107	Warren Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Washington Co. Sheriff's -00103	Washington Co. Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Wayne County Sheriff's Of-00054	Wayne County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-West Chester Police Depar-00032	West Chester Police Department	
164AL-2023-00-00-01	IDEP/STEP-2023-Williams County Sheriff's-00068	Williams County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Wood County Sheriff's Off-00040	Wood County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Wyandot County Sheriff's -00076	Wyandot County Sheriff's Office	
164AL-2023-00-00-01	IDEP/STEP-2023-Youngstown Police Departm-00069	Youngstown Police Department	
CP-2023-00-00-01	OB-2023-Ohio Traffic Safety Office-00025	Ohio Traffic Safety Office	\$375,000.00
CP-2023-00-00-02	LEL/TSRP-2023-Cincinnati Police Departm-00016	Cincinnati Police Department	
CP-2023-00-00-02	LEL/TSRP-2023-Stark County Sheriff's Of-00014	Stark County Sheriff's Office	
CP-2023-00-00-03	GG-2023-The American Bar Associat-00015	The American Bar Association	
CP-2023-00-00-04	OB-2023-Ohio Traffic Safety Office-00027	Ohio Traffic Safety Office	\$25,000.00
DD-2023-00-00-01	OHVEP-2023-Ohio State Highway Patrol-00017	Ohio State Highway Patrol	
DD-2023-00-00-02	OB-2023-Ohio Traffic Safety Office-00018	Ohio Traffic Safety Office	\$225,000.00
DE-2023-00-00-01	OB-2023-Ohio Traffic Safety Office-00019	Ohio Traffic Safety Office	\$100,000.00
DE-2023-00-00-02	OB-2023-Ohio Traffic Safety Office-00020	Ohio Traffic Safety Office	\$25,000.00
DE-2023-00-00-03	GG-2023-Children's Hospital of Ph-00017	Children's Hospital of Philadelphia	
M2X-2023-00-00-01	OB-2023-Ohio Traffic Safety Office-00004	Ohio Traffic Safety Office	\$200,000.00
M2X-2023-00-00-02	OB-2023-Ohio Traffic Safety Office-00005	Ohio Traffic Safety Office	\$300,000.00
M2X-2023-00-00-03	OB-2023-Ohio Traffic Safety Office-00006	Ohio Traffic Safety Office	\$500,000.00
M2X-2023-00-00-03	OB-2023-Ohio Traffic Safety Office-00015	Ohio Traffic Safety Office	\$225,000.00
M2X-2023-00-00-05	OHVEP-2023-Ohio State Highway Patrol-00020	Ohio State Highway Patrol	
M3DA-2023-00-00-01	GG-2023-Ohio State Highway Patrol-00022	Ohio State Highway Patrol	
M3DA-2023-00-00-02	GG-2023-Ohio State Highway Patrol-00022	Ohio State Highway Patrol	
M6OT-2023-00-00-01	OB-2023-Ohio Traffic Safety Office-00001	Ohio Traffic Safety Office	\$200,000.00
M6OT-2023-00-00-02	OB-2023-Ohio Traffic Safety Office-00002	Ohio Traffic Safety Office	\$300,000.00
M6OT-2023-00-00-03	OB-2023-Ohio Traffic Safety Office-00003	Ohio Traffic Safety Office	\$500,000.00
M6OT-2023-00-00-04	OB-2023-Ohio Traffic Safety Office-00014	Ohio Traffic Safety Office	\$225,000.00

HSP Project Number	Grant Number	Organization	Award Amount
M6OT-2023-00-00-05	OHVEP-2023-Ohio State Highway Patrol-00019	Ohio State Highway Patrol	
M6OT-2023-00-00-06	OVI-2023-Blue Ash Police Departmen-00016	Blue Ash Police Department	
M6OT-2023-00-00-06	OVI-2023-Canfield Police Departmen-00008	Canfield Police Department	
M6OT-2023-00-00-06	OVI-2023-Dayton Police Dept.-00009	Dayton Police Dept.	
M6OT-2023-00-00-06	OVI-2023-Franklin County Sheriff's-00015	Franklin County Sheriff's Office	
M6OT-2023-00-00-06	OVI-2023-Licking County Sheriff's -00019	Licking County Sheriff's Office	
M6OT-2023-00-00-06	OVI-2023-Lucas County Sheriff's Of-00014	Lucas County Sheriff's Office	
M6OT-2023-00-00-06	OVI-2023-North Ridgeville Police D-00010	North Ridgeville Police Department	
M6OT-2023-00-00-06	OVI-2023-Oxford Division of Police-00018	Oxford Division of Police	
M6OT-2023-00-00-06	OVI-2023-Stark County Sheriff's Of-00013	Stark County Sheriff's Office	
M6OT-2023-00-00-06	OVI-2023-Summit County Sheriff's O-00017	Summit County Sheriff's Office	
M6OT-2023-00-00-06	OVI-2023-University Hospitals Clev-00011	University Hospitals Cleveland Medical Center	
M6OT-2023-00-00-06	OVI-2023-Warren Police Department-00012	Warren Police Department	
M6OT-2023-00-00-07	OHVEP-2023-Ohio State Highway Patrol-00018	Ohio State Highway Patrol	
M6OT-2023-00-00-08	GG-2023-Ohio State Highway Patrol-00026	Ohio State Highway Patrol	
M6OT-2023-00-00-09	GG-2023-Ohio State Highway Patrol-00021	Ohio State Highway Patrol	
M6OT-2023-00-00-10	OB-2023-Ohio Traffic Safety Office-00021	Ohio Traffic Safety Office	\$50,000.00
M6OT-2023-00-00-11	GG-2023-Ohio Department of Health-00029	Ohio Department of Health	
M6OT-2023-00-00-12	GG-2023-Bowling Green State Unive-00019	Bowling Green State University	
M6OT-2023-00-00-13	OB-2023-Ohio Traffic Safety Office-00022	Ohio Traffic Safety Office	\$50,000.00
M6OT-2023-00-00-14	GG-2023-Ohio State Highway Patrol-00025	Ohio State Highway Patrol	
M6OT-2023-00-00-15	GG-2023-The Ohio State University-00024	The Ohio State University	
M9MA-2023-00-00-01	OB-2023-Ohio Traffic Safety Office-00008	Ohio Traffic Safety Office	\$100,000.00
M9MA-2023-00-00-02	OB-2023-Ohio Traffic Safety Office-00016	Ohio Traffic Safety Office	\$125,000.00
M9MT-2023-00-00-01	OB-2023-Ohio Traffic Safety Office-00023	Ohio Traffic Safety Office	\$50,000.00
OP-2023-00-00-01	GG-2023-Ohio Department of Health-00018	Ohio Department of Health	
PA-2023-00-00-01	OB-2023-Ohio Traffic Safety Office-00024	Ohio Traffic Safety Office	\$1,500,000.00
PA-2023-00-00-02	OB-2023-Ohio Traffic Safety Office-00026	Ohio Traffic Safety Office	\$200,000.00
PA-2023-00-00-03	GG-2023-University of Akron-00027	University of Akron	
PM-2023-00-00-01	OB-2023-Ohio Traffic Safety Office-00007	Ohio Traffic Safety Office	\$100,000.00
PM-2023-00-00-02	OB-2023-Ohio Traffic Safety Office-00009	Ohio Traffic Safety Office	\$500,000.00
PM-2023-00-00-03	OB-2023-Ohio Traffic Safety Office-00010	Ohio Traffic Safety Office	\$350,000.00
PM-2023-00-00-04	OB-2023-Ohio Traffic Safety Office-00011	Ohio Traffic Safety Office	\$150,000.00
PM-2023-00-00-05	OB-2023-Ohio Traffic Safety Office-00012	Ohio Traffic Safety Office	\$200,000.00
PM-2023-00-00-06	OB-2023-Ohio Traffic Safety Office-00013	Ohio Traffic Safety Office	\$30,000.00
PT-2023-00-00-01	LEL/TSRP-2023-Blue Ash Police Departmen-00013	Blue Ash Police Department	
PT-2023-00-00-01	LEL/TSRP-2023-Hardin Co. Sheriff's Offi-00018	Hardin Co. Sheriff's Office	
PT-2023-00-00-01	LEL/TSRP-2023-Lorain Police Department-00015	Lorain Police Department	
PT-2023-00-00-01	LEL/TSRP-2023-Union Co. Sheriff's Office-00017	Union Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Akron Police Department-00057	Akron Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Allen County Sheriff's Of-00026	Allen County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Ashland County Sheriff's -00024	Ashland County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Ashtabula County Sheriff-00030	Ashtabula County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Athens Co. Sheriff's Offi-00021	Athens Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Beavercreek Police Depart-00101	Beavercreek Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Blendon Township Police D-00035	Blendon Township Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Boardman Police Departmen-00075	Boardman Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Brown County Sheriff's Of-00078	Brown County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Butler County Sheriff's O-00033	Butler County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Canton Police Department-00052	Canton Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Champaign Co. Sheriff's O-00092	Champaign County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Cincinnati Police Departm-00085	Cincinnati Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Clark County Sheriff's Of-00016	Clark County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Clermont County Sheriff's-00082	Clermont County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Cleveland Police Departme-00104	Cleveland Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Columbus Police Departmen-00073	Columbus Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Crawford County Sheriff's-00079	Crawford County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Cuyahoga Co. Sheriff's De-00034	Cuyahoga Co. Sheriff's Department	
PT-2023-00-00-02	IDEP/STEP-2023-Cuyahoga Falls Police Dep-00097	Cuyahoga Falls Police Department	

HSP Project Number	Grant Number	Organization	Award Amount
PT-2023-00-00-02	IDEP/STEP-2023-Dayton Police Dept.-00022	Dayton Police Dept.	
PT-2023-00-00-02	IDEP/STEP-2023-Defiance Co. Sheriff's Of-00065	Defiance Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Delaware County Sheriff's-00080	Delaware County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Elyria Police Department-00102	Elyria Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Erie Co. Sheriff's Office-00077	Erie Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Euclid Police Department-00090	Euclid Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Fairborn Police Departmen-00051	Fairborn Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Franklin County Sheriff's-00093	Franklin County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Fulton County Sheriff's O-00042	Fulton County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Gahanna Police Department-00020	Gahanna Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Geauga County Sheriff's O-00025	Geauga County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Greene County Sheriff's O-00095	Greene County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Hamilton County Sheriff's-00094	Hamilton County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Hamilton Police Departmen-00061	Hamilton Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Hancock County Sheriff's -00044	Hancock County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Hardin Co. Sheriff's Offi-00088	Hardin Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Harrison County Sheriff's-00086	Harrison County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Henry Co. Sheriff's Office-00070	Henry Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Highland Co. Sheriff's Of-00056	Highland Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Hocking County Sheriff's -00108	Hocking County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Holmes Co. Sheriff's Offi-00043	Holmes Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Howland Township Police D-00100	Howland Township Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Independence Police Depar-00018	Independence Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Jackson County Sheriff's -00039	Jackson County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Jefferson Co. Sheriff's O-00084	Jefferson Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Lancaster Police Departme-00074	Lancaster Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Licking County Sheriff's -00109	Licking County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Logan Co. Sheriff's Offic-00023	Logan Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Lorain Co. Sheriff's Offi-00063	Lorain Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Lorain Police Department-00036	Lorain Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Lucas County Sheriff's Of-00046	Lucas County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Mahoning County Sheriff's-00072	Mahoning County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Marion County Sheriff's O-00087	Marion County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Medina County Sheriff's O-00060	Medina County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Mentor Police Department-00037	Mentor Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Mercer County Sheriff's O-00055	Mercer County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Miami County Sheriff's Of-00083	Miami County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Miami Township Police Dep-00048	Miami Township Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Miami Twp. Police Departm-00058	Miami Twp. Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Middletown Police Departm-00099	Middletown Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Mifflin Township Police-00111	Mifflin Township Police	
PT-2023-00-00-02	IDEP/STEP-2023-Montgomery County Sheriff-00019	Montgomery County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Newark Police Department-00038	Newark Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-North Royalton Police Dep-00106	North Royalton Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Perkins Twp. Police Depar-00027	Perkins Twp. Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Pickaway Co. Sheriff's Of-00049	Pickaway Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Pierce Twp. Police Depart-00081	Pierce Twp. Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Portage Co. Sheriff's Off-00053	Portage Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Putnam County Sheriff's O-00062	Putnam County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Richland County Sheriff's-00067	Richland County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Riverside Police Departme-00029	Riverside Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Sandusky Co. Sheriff's Of-00050	Sandusky Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Scioto Co. Sheriff's Offi-00045	Scioto Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Seneca County Sheriff's O-00071	Seneca County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Shawnee Township Police D-00041	Shawnee Township Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Springfield Police Depart-00028	Springfield Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Springfield Twp Police De-00059	Springfield Twp Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Stark County Sheriff's Of-00031	Stark County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Summit County Sheriff's O-00096	Summit County Sheriff's Office	

HSP Project Number	Grant Number	Organization	Award Amount
PT-2023-00-00-02	IDEP/STEP-2023-Sylvania Twp. Police Depa-00091	Sylvania Twp. Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Toledo Police Department-00089	Toledo Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Trotwood Police Departmen-00110	Trotwood Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Trumbull County Sheriff's-00105	Trumbull County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Tuscarawas County Sheriff-00017	Tuscarawas County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Van Wert Co. Sheriff's Of-00066	Van Wert Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Vinton Co. Sheriff's Offi-00098	Vinton Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Warren Police Department-00107	Warren Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Washington Co. Sheriff's -00103	Washington Co. Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Wayne County Sheriff's Of-00054	Wayne County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-West Chester Police Depar-00032	West Chester Police Department	
PT-2023-00-00-02	IDEP/STEP-2023-Williams County Sheriff's-00068	Williams County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Wood County Sheriff's Off-00040	Wood County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Wyandot County Sheriff's -00076	Wyandot County Sheriff's Office	
PT-2023-00-00-02	IDEP/STEP-2023-Youngstown Police Departm-00069	Youngstown Police Department	
PT-2023-00-00-05	GG-2023-Ohio Attorney General's O-00016	Ohio Attorney General's Office	
PT-2023-00-00-06	GG-2023-Ohio State Highway Patrol-00020	Ohio State Highway Patrol	
RS-2023-00-00-01	GG-2023-Ohio Department of Transp-00023	Ohio Department of Transportation	
SA-2023-00-00-01	SC-2023-Bowling Green State Unive-00019	Bowling Green State University	
SA-2023-00-00-01	SC-2023-Defiance County General H-00004	Defiance County General Health District	
SA-2023-00-00-01	SC-2023-Fulton County Health Depa-00028	Fulton County Health Department	
SA-2023-00-00-01	SC-2023-Hancock Public Health-00037	Hancock Public Health	
SA-2023-00-00-01	SC-2023-Henry County Health Depar-00040	Henry County Health Department	
SA-2023-00-00-01	SC-2023-Lima-Allen County Regiona-00008	Lima-Allen County Regional Planning Commission	
SA-2023-00-00-01	SC-2023-Toledo-Lucas County Healt-00045	Toledo-Lucas County Health Department	
SA-2023-00-00-01	SC-2023-Williams County Combined -00023	Williams County Combined Health Department	
SA-2023-00-00-01	SC-2023-Erie County Health Depart-00043	Erie County Health Department	
SA-2023-00-00-01	SC-2023-Sandusky County Public He-00047	Sandusky County Public Health	
SA-2023-00-00-01	SC-2023-Wyandot County Health Dep-00007	Wyandot County Health Department	
SA-2023-00-00-01	SC-2023-Anazao Community Partners-00029	Anazao Community Partners	
SA-2023-00-00-01	SC-2023-Anazao Community Partners-00030	Anazao Community Partners	
SA-2023-00-00-01	SC-2023-Lorain County General Hea-00011	Lorain County General Health District	
SA-2023-00-00-01	SC-2023-Medina County Health Depa-00012	Medina County Health Department	
SA-2023-00-00-01	SC-2023-Stark County Sheriff's Of-00035	Stark County Sheriff's Office	
SA-2023-00-00-01	SC-2023-Summit County Sheriff's O-00013	Summit County Sheriff's Office	
SA-2023-00-00-01	SC-2023-University Hospitals Clev-00009	University Hospitals Cleveland Medical Center	
SA-2023-00-00-01	SC-2023-Fowler Twp. Police Depart-00016	Fowler Twp. Police Department	
SA-2023-00-00-01	SC-2023-Geauga Public Health -00032	Geauga Public Health	
SA-2023-00-00-01	SC-2023-Lake County General Health-00027	Lake County General Health	
SA-2023-00-00-01	SC-2023-National Safety Council O-00005	National Safety Council Ohio Chapter	
SA-2023-00-00-01	SC-2023-Portage County Health Dep-00041	Portage County Health Department	
SA-2023-00-00-01	SC-2023-UH Geneva Medical Center-00017	UH Geneva Medical Center	
SA-2023-00-00-01	SC-2023-Clark County Combined Hea-00018	Clark County Combined Health	
SA-2023-00-00-01	SC-2023-Greene County Combined He-00042	Greene County Combined Health District	
SA-2023-00-00-01	SC-2023-Miami County Health Distr-00031	Miami County Health District	
SA-2023-00-00-01	SC-2023-Miami Valley Hospital - I-00002	Miami Valley Hospital - Injury Prevention Center	
SA-2023-00-00-01	SC-2023-Miami Valley Hospital - I-00026	Miami Valley Hospital - Injury Prevention Center	
SA-2023-00-00-01	SC-2023-Sidney-Shelby County Heal-00025	Sidney-Shelby County Health Department	
SA-2023-00-00-01	SC-2023-Union County Health Distr-00036	Union County Health District	
SA-2023-00-00-01	SC-2023-Columbus Health Departmen-00039	Columbus Health Department	
SA-2023-00-00-01	SC-2023-Delaware General Health D-00003	Delaware General Health District	
SA-2023-00-00-01	SC-2023-Fairfield County Family, -00006	Fairfield Co. Family, Adult and Children First Council	
SA-2023-00-00-01	SC-2023-Knox County Health Depart-00046	Knox County Health Department	
SA-2023-00-00-01	SC-2023-Licking County Health Dep-00010	Licking County Health Department	
SA-2023-00-00-01	SC-2023-Madison County Public Hea-00038	Madison County Public Health	
SA-2023-00-00-01	SC-2023-Perry County EMA-00044	Perry County EMA	
SA-2023-00-00-01	SC-2023-Pickaway County Public He-00020	Pickaway County Public Health	
SA-2023-00-00-01	SC-2023-Tuscarawas County Health -00015	Tuscarawas County Health Department	
SA-2023-00-00-01	SC-2023-Atrium Medical Center-00024	Atrium Medical Center	

HSP Project Number	Grant Number	Organization	Award Amount
SA-2023-00-00-01	SC-2023-Bethesda North Hospital-00014	Bethesda North Hospital	
SA-2023-00-00-01	SC-2023-Safety Council of Southwe-00022	Safety Council of Southwestern Ohio	
SA-2023-00-00-01	SC-2023-Adena Health System-00021	Adena Health System	
SA-2023-00-00-01	SC-2023-Pike County General Healt-00034	Pike County General Health District	
SC-2023-00-00-01	OB-2023-Ohio Traffic Safety Offic-00017	Ohio Traffic Safety Office	\$100,000.00
SE-2023-00-00-01	OHVEP-2023-Ohio State Highway Patrol-00021	Ohio State Highway Patrol	
TSP-2023-00-00-01	GG-2023-SADD-00028	SADD	
TSP-2023-00-00-02	GG-2023-Family, Career and Commun-00030	Family, Career and Community Leaders of America	

Appendix C – Crash Data Summary

FFY2023 grant funding is tentatively allocated to 67 out of 88 counties reaching 88.71 percent of Ohio's population. Funding will reach the counties that experience 88.78 percent of fatal crashes and 90.65 percent of serious injury crashes between 2017 and 2021.

CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	1,094	958	87.57%	7,061	6,354	89.99%
2018	996	886	88.96%	6,246	5,655	90.54%
2019	1,041	903	86.74%	5,983	5,412	90.46%
2020	1,153	1,046	90.72%	5,926	5,373	90.67%
2021	1,244	1,072	89.63%	6,405	5,870	91.65%
Total	5,528	4,908	88.78%	31,621	28,664	90.65%

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	297	258	86.87%	1,001	881	88.01%
2018	266	243	91.35%	863	764	88.53%
2019	331	283	85.50%	875	769	87.89%
2020	384	353	91.93%	829	733	88.42%
2021	404	358	88.61%	895	810	90.50%
Total	1,682	1,495	88.88%	4,463	3,957	88.66%

DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	179	158	88.27%	521	441	84.64%
2018	206	185	89.81%	394	344	87.31%
2019	369	316	85.64%	381	335	87.93%
2020	442	406	91.86%	378	331	87.57%
2021	457	414	90.59%	367	333	90.74%
Total	1,653	1,479	89.47%	2,041	1,784	87.41%

YOUTHFUL DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	290	258	88.97%	2,176	1,982	91.08%
2018	246	216	87.80%	1,877	1,696	90.36%
2019	234	212	90.60%	1,656	1,515	91.49%
2020	275	257	93.45%	1,709	1,563	91.46%
2021	296	271	91.55%	1,889	1,742	92.22%
Total	1,341	1,214	90.53%	9,307	8,498	91.31%

UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	541	477	88.17%	2,202	1,983	90.05%
2018	491	441	89.82%	1,892	1,720	90.91%
2019	550	472	85.82%	2,126	1,925	90.55%
2020	591	537	90.86%	2,247	2,065	91.90%
2021	652	581	89.11%	2,438	2,231	91.51%
Total	2,825	2,508	88.78%	10,905	9,924	91.00%

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	52	47	90.38%	371	338	91.11%
2018	47	41	87.23%	385	344	89.35%
2019	41	34	82.93%	325	284	87.38%
2020	29	27	93.10%	280	249	88.93%
2021	37	36	97.30%	328	289	88.11%
Total	206	185	89.81%	1,689	1,504	89.05%

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	351	305	86.89%	1,530	1,329	86.86%
2018	305	267	87.54%	1,399	1,160	88.42%
2019	294	240	81.63%	1,367	1,195	87.42%
2020	336	309	91.96%	1,531	1,362	88.96%
2021	360	322	89.44%	1,550	1,405	90.65%
Total	1,646	1,443	87.67%	7,377	6,528	88.49%

MATURE DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	426	372	87.32%	2,548	2,291	89.91%
2018	410	368	89.76%	2,268	2,057	90.70%
2019	429	378	88.11%	2,131	1,925	90.33%
2020	426	385	90.38%	1,934	1,751	90.54%
2021	480	427	88.96%	2,108	1,917	90.94%
Total	2,171	1,930	88.90%	10,989	9,941	90.46%

MOTORCYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	155	136	87.74%	843	746	88.49%
2018	142	123	86.62%	714	619	86.69%
2019	156	132	84.62%	872	778	89.22%
2020	205	187	91.22%	1,085	972	89.59%
2021	215	199	92.56%	1,098	974	88.71%
Total	873	777	89.00%	4,612	4,089	88.66%

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	142	130	91.55%	526	510	96.96%
2018	134	125	93.28%	533	507	95.12%
2019	129	122	94.57%	506	479	94.66%
2020	166	157	94.58%	452	431	95.35%
2021	173	164	94.80%	522	500	95.79%
Total	744	698	93.82%	2,539	2,427	95.59%

BICYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2017	19	17	89.47%	168	159	94.64%
2018	22	22	100.00%	122	120	98.36%
2019	23	23	100.00%	120	114	95.00%
2020	16	16	100.00%	148	139	93.92%
2021	28	26	92.86%	152	148	97.37%
Total	108	104	96.30%	710	680	95.77%

Appendix D – Evidence-Based Traffic Safety Enforcement Program

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 Tenth Edition, 2020* was reviewed to determine the most effective evidence-based programming to address Ohio's problems.

Traffic Safety Enforcement Program (TSEP) Projects

Project ID	Name	Page
M6OT-2023-00-00-01	Holiday Drive Sober or Get Pulled Over Paid Media	41
M6OT-2023-00-00-02	Drive Sober or Get Pulled Over Paid Media	42
M6OT-2023-00-00-03	Sustained Impaired Driving Paid Media	42
M2X-2023-00-00-01	Holiday Click It or Ticket Paid Media	43
M2X-2023-00-00-02	Click It or Ticket Paid Media	44
M2X-2023-00-00-03	Sustained Seat Belt Paid Media	45
PM-2023-00-00-02	Sustained Distracted Driving Paid Media	47
PM-2023-00-00-03	Youthful Driver Paid Media	48
PM-2023-00-00-04	Youthful Driver – College Paid Media	48
PM-2023-00-00-05	Speed Paid Media	49
PM-2023-00-00-06	Campaign Creative / Design	49
M6OT-2023-00-00-04	Impaired Driving Print Advertising/Educational Materials	69
M2X-2023-00-00-04	Seat Belt Print Advertising/Educational Materials	69
SC-2023-00-00-01	Speed Print Advertising/Educational Materials	70
DD-2023-00-00-02	Distracted Driving Print Advertising/Educational Materials	71
DE-2023-00-00-01	Youthful Driver Print Advertising/Educational Materials	71
DE-2023-00-00-02	Mature Driver Print Advertising/Educational Materials	71
SA-2023-00-00-01	Safe Communities	57
DD-2023-00-00-01	Statewide Distracted Driving Enforcement	63
M6OT-2023-00-00-05	Statewide Impaired Driving Enforcement	78
164AL-2023-00-00-01	Impaired Driving Enforcement Program	76
PT-2023-00-00-02	Selective Traffic Enforcement Program	103
M6OT-2023-00-00-06	OVI Task Force Program	79
M6OT-2023-00-00-07	Statewide Drugged Driving Enforcement Program	80
M2X-2023-00-00-05	Statewide Seat Belt Tac Squads	89
PT-2023-00-00-03	Summer Holiday Enforcement Program	107
PT-2023-00-00-04	Dedicated Traffic Enforcement Program	108
SE-2023-00-00-01	Statewide Speed Enforcement	114

Analysis of crash data in areas of highest risk:

For FFY2023, 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 2017, 2018, 2019, and 2020 and the Ohio

Department of Public Safety (ODPS) Ohio Crash Facts calendar years 2017, 2018, 2019, 2020, and 2021.

Deployment of resources based upon that analysis:

Safe Communities

- Maximum amounts for each county were set based on the average number of fatal crashes for 2019, 2020, and 2021. New programs had to have a minimum of a three-year average of 6.29 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 FFY2023.
 - Programs with a three-year fatal crash average between 0.00 and 11.35 may conduct strategies focusing on a maximum of five specific traffic safety areas.
 - Programs with a three-year fatal crash average between 11.36 and 22.70 may conduct strategies focusing on a maximum of six specific traffic safety areas.
 - Programs with a three-year fatal crash average of 22.71 and higher may conduct strategies focusing on a maximum of seven specific traffic safety areas.
 - These four specific traffic safety program areas must be addressed:
 - Impaired Driving / Drugged Driving
 - Seat Belt Usage / "Click It or Ticket" initiatives
 - Distracted Driving
 - Motorcycle Awareness
 - Youthful Driver (15 ½ - 24)

If additional program area(s) are submitted in the proposal for consideration, the program area(s) must be justified by local fatal crash problem identification.

OVI Task Force

- To qualify for FFY2023 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 2019, 2020, and 2021 (total of 18 or more alcohol-related fatal crashes during these three years).
 - When an existing OVI Task Force no longer meets the above requirements, they will be eligible for one more year at the existing funding level. The following year will be at 75 percent of that funding level and the following year at 50 percent.
- Each task force must:
 - Enlist a diverse task force membership
 - Conduct, at a minimum, 16 sobriety checkpoints in areas and time prioritized by the problem ID process - two are required during Drive Sober or Get Pulled Over (DSOGPO)
 - Ensure alcohol-related overtime enforcement activity is conducted in the areas and time periods of alcohol-related problems identified through a site selection process.
 - Hold a minimum of three press conference events (one during DSOGPO)

Impaired Driving Enforcement Program (IDEP) / Selective Traffic Enforcement Program (STEP)

- Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2019, 2020, and 2021.
- 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, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding.

Summer Holiday Enforcement Program (SHEP)

- Grants are awarded to law enforcement agencies whose jurisdictions do not have an IDEP/STEP grant and experienced an average of 1.67 or more fatal crashes over the three-year period of 2019, 2020, and 2021.
- 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.

Ohio State Highway Patrol High Visibility Enforcement Periods

- Distracted Driving Enforcement
 - Conduct high visibility distracted driving enforcement in locations and at times that will have the greatest impact in reducing distracted driving fatal crashes.
 - Enforcement must be conducted during National Distracted Driving Month and throughout the year based on local problem identification.
- Drugged Driving Enforcement
 - Conduct high visibility drugged driving enforcement in locations and at times that will have the greatest impact in reducing drugged driving fatal crashes.
 - Enforcement must be conducted throughout the year based on local problem identification.
- Impaired Driving Enforcement
 - Conduct high visibility impaired driving enforcement in locations and at times that will have the greatest impact in reducing impaired driving fatal crashes.
 - Enforcement must be conducted during the mandatory blitz periods and throughout the year based on local problem identification.
- Seat Belt Enforcement
 - Conduct high visibility seat belt enforcement in locations and at times that will have the greatest impact in reducing unbelted fatal crashes.
 - Enforcement must be conducted during November Click It or Ticket and during the spring Click It or Ticket.

- Speed Enforcement
 - Conduct high visibility speed enforcement in locations and at times that will have the greatest impact in reducing fatal crashes with an emphasis on speed.
 - Enforcement must be conducted throughout the year based on local problem identification.

General Grants

- General traffic safety grant proposals must demonstrate cost effectiveness, measurable results, and the potential to positively impact the traffic-related goals at both the state and local levels.

National Mobilizations

Ohio will continue to implement and expand the national impaired driving mobilization efforts in FFY2023. 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 Click It or Ticket and both 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 (drugged and alcohol impaired)
- Inform the public of the dangers of distracted driving
- Inform the public of the dangers of speeding
- 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"

Effectiveness Monitoring

During the grant year, all sub-recipients are required to attend scheduled OTSO/Sub-recipient meetings. At each meeting, sub-recipients recap 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 saturation patrols; IDEP/STEP and SHEP sub-recipients plan their overtime enforcement for either impaired driving enforcement or speed/belts/aggressive; the OSHP plans their checkpoint, saturation, speed, seat belt,

distracted, drugged overtime and Safe Communities can coordinate the educational/outreach or “softer side” approach. All this planning is based on current trends that are happening in the district.

Appendix E – High-Visibility Enforcement (HVE) Strategies

Planned HVE Strategies to Support National Mobilizations:

- Communications and Outreach
- High Visibility Enforcement
- Mass Media Campaign
- Publicized Sobriety Checkpoints
- Short-term, High Visibility Seat Belt Law Enforcement

HVE Planned Activities

Project ID	Name	Page
M6OT-2023-00-00-01	Holiday Drive Sober or Get Pulled Over Paid Media	41
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Appendix F - 405(b) Occupant Protection Grant

Occupant Protection Plan

Ohio's Occupant Protection plan consists of the following Program Areas:

- Communications (Media)
- Driver Education and Behavior
- Occupant Protection (Adult and Child Passenger Safety)

Participation in Click It or Ticket (CIOT) National Mobilization

Agency	Agency	Agency
Aberdeen Police Dept.	Bellville Police Dept.	Cadiz Police Dept.
Ada Police Dept.	Belmont Co. Sheriff's Office	Caldwell Police Dept.
Adams Co. Sheriff's Office	Belmont Police Dept.	Cambridge Police Dept.
Addyston Police Dept.	Belmore Police Dept.	Camden Police Dept.
Adena Health System Police Dept.	Belpre Police Dept.	Campbell Police Dept.
Adena Police Dept.	Beverly Police Dept.	Canal Fulton Police Dept.
Akron Police Dept.	Bexley Police Dept.	Canfield Police Dept.
Albany Police Dept.	Blakeslee Police Dept.	Canton Police Dept.
Allen Co. Sheriff's Office	Blanchester Police Dept.	Capital University Police Dept.
Alliance Police Dept.	Blendon Twp. Police Dept.	Cardington Police Dept.
Amberley Village Police Dept.	Bloomdale Police Dept.	Carey Police Dept.
Amelia Police Dept.	Bloomington Police Dept.	Carlisle Police Dept.
American Twp. Police Dept.	Bloomville Police Dept.	Carroll Co. Sheriff's Office
Amesville Police Dept.	Blue Ash Police Dept.	Carroll Police Dept.
Amherst Police Dept.	Bluffton Police Dept.	Carroll Twp. Police Dept.
Amsterdam Police Dept.	Boardman Police Dept.	Carrollton Police Dept.
Andover Police Dept.	Bolivar Police Dept.	Case Western Reserve Univ. P.D.
Anna Police Dept.	Boston Heights Police Dept.	Castalia Police Dept.
Ansonia Police Dept.	Botkins Police Dept.	Catawba Island Twp. Police Dept.
Antwerp Police Dept.	Bowersville Police Dept.	Catawba Police Dept.
Apple Creek Police Dept.	Bowling Green Police Division	Cedarville Police Dept.
Arcanum Police Dept.	Bowling Green State Univ. Police Dept.	Celina Police Dept.
Archbold Police Dept.	Braceville Twp. Police Dept.	Center Twp. Police Dept.
Arlington Heights Police Dept.	Bradner Police Dept.	Centerville Police Dept. - Montgomery
Ashland Co. Sheriff's Office	Bratenahl Police Dept.	Central State University Police Dept.
Ashland Police Dept.	Brecksville Police Dept.	Chagrin Falls Police Dept.
Ashley Police Dept.	Brewster Police Dept.	Champaign Co. Sheriff's Office
Ashtabula Co. Sheriff's Office	Brice Police Dept.	Champion Twp. Police Dept.
Ashtabula Police Dept.	Bridgeport Police Dept.	Chardon Police Dept.
Ashville Police Dept.	Brimfield Twp. Police Dept.	Chesapeake Police Dept.
Athens Co. Sheriff's Office	Broadview Heights Police Dept.	Chester Twp. Police Dept.
Athens Police Dept.	Brook Park Police Dept.	Cheviot Police Dept.
Attica Police Dept.	Brookfield Twp. Police Dept.	Chillicothe Police Dept.
Auglaize Co. Sheriff's Office	Brooklyn Heights Village Police Dept.	Cincinnati Police Dept.
Aurora Police Dept.	Brooklyn Police Dept.	Cincinnati State College Campus P.D.
Austintown Police Dept.	Brookville Police Dept.	Circleville Police Dept.
Avon Lake Police Dept.	Brown Co. Sheriff's Office	Clark Co. Park District
Avon Police Dept.	Brunswick Hills Police Dept.	Clark Co. Sheriff's Office
Bainbridge Twp. Police Dept.	Brunswick Police Dept.	Clay Center Police Dept.

Agency	Agency	Agency
Ballville Twp. Park Ranger	Bryan Police Dept.	Clay Twp. Police Dept. - Brookville
Baltimore Police Dept.	Buchtel Police Dept.	Clay Twp. Police Dept. - Genoa
Barberton Police Dept.	Buckeye Lake Police Dept.	Clayton Police Dept.
Barnesville Police Dept.	Buckland Police Dept.	Clearcreek Twp. Police Dept.
Batavia Police Dept.	Bucyrus Police Dept.	Clearfork Reservoir Police Dept.
Bath Twp. Police Dept.	Burton Police Dept.	Clermont Co. Sheriff's Office
Bay View Police Dept.	Butler Co. Metro Parks	Cleveland Clinic Police Dept.
Bay Village Police Dept.	Butler Co. Sheriff's Office	Cleveland Heights Police Dept.
Bellbrook Police Dept.	Butler Police Dept.	Cleveland Metroparks Ranger Dept.
Bellefontaine Police Dept.	Butler Twp. Police Dept.	Cleveland Police Dept.
Bellevue Police Dept. (OH)	Byesville Police Dept.	Cleveland State University Police Dept.
Cleves Police Dept.	Delhi Twp. Police Dept.	Greater Cleveland Reg. Transit Auth.
Clinton Co. Sheriff's Office	Dellroy Police Dept.	Green Springs Police Dept.
Clinton Twp. Police Dept.	Delphos Police Dept.	Green Twp. Police Dept.
Clyde Police Dept.	Delta Police Dept.	Grover Hill Police Dept.
Coal Grove Police Dept.	Denison University Police Dept.	Guernsey Co. Sheriff's Office
Coalton Police Dept.	Dennison Police Dept.	Hamden Police Dept.
Coitsville Twp. Police Dept.	Deshler Police Dept.	Hamersville Police Dept.
Coldwater Police Dept.	Dillonvale Police Dept.	Hamilton Co. Sheriff's Office
Colerain Twp. Police Dept.	Donnelsville Police Dept.	Hamilton Police Dept.
Columbiana Co. Sheriff's Office	Dover Police Dept.	Hamilton Twp. Police Dept.
Columbiana Police Dept.	Doylestown Police Dept.	Hancock Co. Sheriff's Office
Columbus Airport Authority	Dresden Police Dept.	Hartford Village Police Dept.
Columbus & Franklin Co. Metro Parks	Dublin Police Dept.	Hartville Police Dept.
Columbus Grove Police Dept.	East Canton Police Dept.	Harveysburg Police Dept.
Columbus Police Dept.	Fairlawn Police Dept.	Haskins Police Dept.
Columbus State Comm. College P.D.	Fairport Harbor Police Dept.	Hayesville Police Dept.
Commercial Point Police Dept.	Fairview Park Police Dept.	Heath Police Dept.
Conneaut Police Dept.	Fayette Co. Sheriff's Office	Hebron Police Dept.
Continental Police Dept.	Fayette Police Dept.	Henry Co. Sheriff's Office
Convoy Police Dept.	Fayetteville Police Dept.	Hicksville Police Dept.
Coolville Police Dept.	Felicity Police Dept.	Highland Co. Sheriff's Office
Copley Police Dept.	Findlay Police Dept.	Highland Heights Police Dept.
Corning Police Dept.	Five Rivers MetroParks	Highland Hills Police Dept.
Cortland Police Dept.	Flushing Police Dept.	Highland Police Dept.
Coshocton Co. Sheriff's Office	Forest Park Police Dept.	Hilliard Police Dept.
Covington Police Dept.	Forest Police Dept.	Hills And Dales Police Dept.
Craig Beach Police Dept.	Fort Jennings Police Dept.	Hillsboro Police Dept.
Crawford Co. Sheriff's Office	Fort Loramie Police Dept.	Hinckley Police Dept.
Crestline Police Dept.	Fort Recovery Police Dept.	Hiram Police Dept.
Creston Police Dept.	Fostoria Police Dept.	Hocking College Police Dept.
Cridersville Police Dept.	Gahanna Police Dept.	Hocking Co. Sheriff's Office
Crooksville Police Dept.	Galion Police Dept.	Holden Arboretum Police Dept.
Cross Creek Twp. Police Dept.	Gallia Co. Sheriff's Office	Holland Police Dept.
Cuyahoga Comm. College Police Dept.	Gallipolis Police Dept.	Holmes Co. Sheriff's Office
Cuyahoga Co. Sheriff's Office	Garfield Heights Police Dept.	Holzer Health System Police Dept.
Cuyahoga Falls Police Dept.	Garrettsville Police Dept.	Howland Twp. Police Dept.
Cuyahoga Heights Police Dept.	Gates Mills Village Police Dept.	Hubbard City Police Dept.
Cuyahoga Metro Housing Auth. PD	Geauga Co. Park District Rangers	Hubbard Twp. Police Dept.
Dalton Police Dept.	Geauga Co. Sheriff's Office	Huber Heights Police Division
Danbury Twp. Police Dept.	Genesis Healthcare Police Dept.	Hudson Police Dept.

Agency	Agency	Agency
Danville Police Dept.	Geneva Police Dept.	Humility of Mary Health Partners
Darke Co. Sheriff's Office	Geneva-on-the-Lake Police Dept.	Hunting Valley Police Dept.
Dayton International Airport Police	Genoa Police Dept.	Huron Co. Sheriff's Office
Dayton Police Dept.	Genoa Twp. Police Dept.	Huron Police Dept.
Deer Park Police Dept.	Georgetown Police Dept.	Independence Police Dept.
Defiance Co. Sheriff's Office	Grandview Heights Police Dept.	Indian Hill Police Dept.
Defiance Police Dept.	Grandview Medical Center Police Dept.	Ironton Police Dept.
Degraff Police Dept.	Granville Police Dept.	Jackson Center Police Dept.
Delaware Co. Sheriff's Office	Gratis Police Dept.	Jackson Co. Sheriff's Office
Delaware Police Dept.	Great Parks of Hamilton Co.	Jackson Police Dept.
Jackson Twp. Police Dept. - Mahoning	Liverpool Twp. Police Dept.	McArthur Police Dept.
Jackson Twp. P.D. - Montgomery	Lockland Police Dept.	McComb Police Dept.
Jackson Twp. Police Dept. - Stark	Lodi Police Dept.	McConnelsville Police Dept.
Jamestown Police Dept.	Logan Co. Sheriff's Office	McDonald Police Dept.
Jefferson Co. Sheriff's Office	Logan Police Dept.	Mechanicsburg Police Dept.
Jefferson Police Dept.	London Police Dept.	Medina Co. Park District
Jewett Police Dept.	Lorain Co. Metro Parks	Medina Co. Sheriff's Office
John Carroll University Campus Safety	Lorain Co. Sheriff's Office	Medina Police Dept.
Johnny Appleseed Metro Park District	Lorain Police Dept.	Medina Twp. Police Dept.
Johnstown Police Dept.	Lordstown Village Police Dept.	Meigs Co. Sheriff's Office
Junction City Police Dept.	Loudonville Police Dept.	Mentor Police Dept.
Kalida Police Dept.	Louisville Police Dept.	Mentor-on-the-Lake Police Dept.
Kelleys Island Police Dept.	Loveland Police Dept.	Mercer Co. Sheriff's Office
Kent Police Dept.	Lowell Police Dept.	Miami Co. Park District Park Rangers
Kent State University Police Dept.	Lowellville Police Dept.	Miami Co. Sheriff's Office
Kenton Police Dept.	Lucas Co. Sheriff's Office	Miami Twp. Police Dept. - Clermont
Kettering Police Dept.	Luckey Police Dept.	Miami Twp. Police Dept. - Montgomery
Kinsman Twp. Police Dept.	Lynchburg Police Dept.	Miami University Police Dept.
Kipton Police Dept.	Lyndhurst Police Dept.	Miamisburg Police Dept.
Kirkersville Police Dept.	Macedonia Police Dept.	Middleburg Heights Police Dept.
Kirtland Hills Police Dept.	Madeira Police Dept.	Middlefield Police Dept.
Kirtland Police Dept.	Madison Co. Sheriff's Office	Middleport Police Dept.
Knox Co. Sheriff's Office	Madison Twp. Police Dept. - Franklin	Middletown Police Dept.
LaGrange Police Dept.	Madison Twp. Police Dept. - Lake	Midvale Police Dept.
Lake Co. Sheriff's Office	Madison Village Police Dept.	Mifflin Police Dept.
Lake Metroparks Police Dept.	Magnolia Police Dept.	Mifflin Twp. Police Dept.
Lake Twp. Police Dept. - Wood	Mahoning Co. Sheriff's Office	Milan Police Dept.
Lake Waynoka Police Dept.	Maineville Police Dept.	Milford Police Dept.
Lakeland Community College P.D.	Malinta Police Dept.	Mill Creek MetroParks Police Dept.
Lakewood Police Dept.	Malone University Police Dept.	Millersburg Police Dept.
Lancaster Police Dept.	Manchester Police Dept.	Millersport Police Dept.
Latty Police Dept.	Mansfield Police Dept.	Milton Twp. Police Dept.
Laurelville Police Dept.	Mantua Police Dept.	Minerva Park Police Dept.
Lawrence Co. Sheriff's Office	Maple Heights Police Dept.	Minerva Police Dept.
Lawrence Twp. Police Dept.	Marblehead Police Dept.	Mingo Junction Police Dept.
Lebanon Police Dept.	Mariemont Police Dept.	Minster Police Dept.
Leesburg Police Dept.	Marietta College Police Dept.	Mogadore Police Dept.
Leetonia Police Dept.	Marietta Police Dept.	Monroe Co. Sheriff's Office
Leipsic Police Dept.	Marion Co. Sheriff's Office	Monroe Police Dept.
Lewisburg Police Dept.	Marion Police Dept.	Monroeville Police Dept.
Lexington Police Dept.	Marion Twp. Police Dept.	Montgomery Co. Sheriff's Office

Agency	Agency	Agency
Liberty Twp. Police Dept.	Marlboro Twp. Police Dept.	Montgomery Police Dept.
Licking Co. Sheriff's Office	Marshallville Police Dept.	Montpelier Police Dept.
Licking Memorial Hospital Police Dept.	Martins Ferry Police Dept.	Montville Twp. Police Dept.
Lima Parks Dept.	Marysville Police Dept.	Moraine Police Dept.
Lima Police Dept.	Mason Police Dept. - Warren	Moreland Hills Police Dept.
Lindner Center of Hope Police Dept.	Massillon Police Dept.	Morgan Co. Sheriff's Office
Linndale Village Police Dept.	Maumee Police Dept.	Morristown Police Dept.
Lisbon Police Dept.	Mayfield Heights Police Dept.	Morrow Co. Sheriff's Office
Lithopolis Police Dept.	Mayfield Village Police Dept.	Morrow Police Dept.
Mount Eaton Police Dept.	North Olmsted Police Dept.	Perkins Twp. Police Dept.
Mount Gilead Police Dept.	North Perry Police Dept.	Perry Co. Sheriff's Office
Mount Healthy Police Dept.	North Randall Police Dept.	Perry Twp. Police Dept. - Allen
Mount Orab Police Dept.	North Ridgeville Police Dept.	Perry Twp. Police Dept. - Columbiana
Mount Pleasant Police Dept.	North Royalton Police Dept.	Perry Twp. Police Dept. - Franklin
Mount Vernon Police Dept.	Northfield Village Police Dept.	Perry Twp. Police Dept. - Montgomery
Mowrystown Police Dept.	NW Ohio Psychiatric Hospital P.D.	Perry Twp. Police Dept. - Stark
Munroe Falls Police Dept.	Northwood Police Dept.	Perry Village Police Dept.
Murray City Police Dept.	Norton Police Dept.	Perrysburg Police Dept.
Muskingum Co. Sheriff's Office	Norwalk Police Dept.	Perrysburg Twp. Police Dept.
Muskingum University Police Dept.	Norwood Police Dept.	Phillipsburg Police Dept.
Napoleon Police Dept.	Notre Dame College Police Dept.	Pickaway Co. Sheriff's Office
Nashville Police Dept.	Oak Harbor Police Dept.	Pickerington Police Dept.
Navarre Police Dept.	Oak Hill Police Dept.	Pierce Twp. Police Dept.
Nelsonville Police Dept.	Oakwood Police Dept. - Montgomery	Pike Co. Sheriff's Office
New Albany Police Dept.	Oakwood Police Dept. - Paulding	Piketon Police Dept.
New Alexandria Police Dept.	Oakwood Village Police Dept.	Pioneer Police Dept.
New Athens Police Dept.	Oberlin Police Dept.	Piqua Police Dept.
New Boston Police Dept.	Obetz Police Dept.	Plain City Police Dept.
New Bremen Police Dept.	Ohio Dept. of Natural Resources	Plymouth Police Dept.
New Concord Police Dept.	Ohio University Police Dept.	Poland Twp. Police Dept.
New Franklin Police Dept.	Olmsted Falls Police Dept.	Poland Village Police Dept.
New Knoxville Police Dept.	Olmsted Twp. Police Dept.	Pomeroy Police Dept.
New Lebanon Police Dept.	Ontario Police Dept.	Port Clinton Police Dept.
New Lexington Police Dept.	Orange Village Police Dept.	Port Washington Police Dept.
New London Police Dept.	Oregon Police Dept.	Port William Police Dept.
New Matamoras Police Dept.	Orrville Police Dept.	Portage Co. Sheriff's Office
New Miami Police Dept.	Orwell Police Dept.	Portage Police Dept.
New Middletown Police Dept.	Ostrander Police Dept.	Portsmouth Police Dept.
New Paris Police Dept.	Ottawa Co. Sheriff's Office	Powell Police Dept.
New Philadelphia Police Dept.	Ottawa Hills Police Dept.	Powhatan Point Police Dept.
New Richmond Police Dept.	Ottawa Police Dept.	Preble Co. Sheriff's Office
New Riegel Police Dept.	Otterbein Police Dept.	Proctorville Police Dept.
New Straitsville Police Dept.	Ottoville Police Dept.	Put-in-Bay Police Dept.
New Vienna Police Dept.	Owens Comm. College-Public Safety	Putnam Co. Sheriff's Office
New Washington Police Dept.	Owensville Police Dept.	Racine Police Dept.
New Waterford Police Dept.	Oxford Police Dept.	Ravenna Police Dept.
Newark Police Dept.	Oxford Twp. Police Dept.	Reading Police Dept.
Newburgh Heights Police Dept.	Painesville Police Dept.	Reminderville Police Dept.
Newcomerstown Police Dept.	Pandora Police Dept.	Republic Police Dept.
Newton Falls Police Dept.	Parma Heights Police Dept.	Reynoldsburg Police Dept.
Newtonsville Police Dept.	Parma Police Dept.	Richfield Police Dept.

Agency	Agency	Agency
Newtown Police Dept.	Pataskala Police Dept.	Richland Co. Sheriff's Office
Niles Police Dept.	Paulding Co. Sheriff's Office	Richland Twp. Police Dept.
Noble Co. Sheriff's Office	Paulding Police Dept.	Richmond Heights Police Dept.
North Baltimore Police Dept.	Payne Police Dept.	Richmond Police Dept.
North Canton Police Dept.	Peebles Police Dept.	Richwood Police Dept.
North College Hill Police Dept.	Pemberville Police Dept.	Rio Grande Police Dept.
North Hampton Police Dept.	Peninsula Police Dept.	Ripley Police Dept.
North Kingsville Police Dept.	Pepper Pike Police Dept.	Risingsun Police Dept.
Rittman Police Dept.	Shelby Police Dept.	Syracuse Police Dept.
Riverside Police Dept.	Shreve Police Dept.	Tallmadge Police Dept.
Roaming Shores Police Dept.	Sidney Police Dept.	Terrace Park Police Dept.
Rockford Police Dept.	Silver Lake Police Dept.	The Ohio State University Police Div.
Rocky Ridge Police Dept.	Silverton Police Dept.	Thompson Twp. Police Dept.
Rocky River Police Dept.	Sinclair Comm. College Police Dept.	Thornville Police Dept.
Roseville Police Dept.	Smith Twp. Police Dept.	Tiffin Police Dept.
Ross Co. Sheriff's Office	Smithfield Police Dept.	Tiltonsville Police Dept.
Ross Twp. Police Dept.	Smithville Police Dept.	Timberlake Police Dept.
Rossford Police Dept.	Solon Police Dept.	Tipp City Police Dept.
Russell Twp. Police Dept.	Somerset Police Dept.	Toledo Metro. Park Dist./Ranger Dept.
Russells Point Police Dept.	South Amherst Police Dept.	Toledo Police Dept.
Russellville Police Dept.	South Bloomfield Police Dept.	Tol./Lucas Co. Port Auth. PD-Swanton
Rutland Police Dept.	South Charleston Police Dept.	Toronto Police Dept.
Sabina Police Dept.	South Euclid Police Dept.	Tremont City Police Dept.
Sagamore Hills Twp. Police Dept.	South Point Police Dept.	Trenton Police Dept.
Saint Bernard Police Dept.	South Russell Police Dept.	Trotwood Police Dept.
Saint Clair Twp. Police Dept.	South Vienna Police Dept.	Troy Police Dept.
Saint Clairsville Police Dept.	South Zanesville Police Dept.	Trumbull Co. Sheriff's Office
Saint Henry Police Dept.	Southwest General Police Dept.	Tuscarawas Co. Sheriff's Office
Saint Louisville Police Dept.	Spencer Police Dept.	Tuscarawas Police Dept.
Saint Marys Police Dept.	Spencerville Police Dept.	Twinsburg Police Dept.
Saint Paris Police Dept.	Springboro Police Dept.	UC Health Dept. of Public Safety
Salem Police Dept.	Springdale Police Dept.	Uhrichsville Police Dept.
Salem Twp. Police Dept.	Springfield Police Dept.	Union City Police Dept.
Saline Twp. Police Dept.	Springfield Twp. P.D. - Hamilton	Union Co. Sheriff's Office
Salineville Police Dept.	Springfield Twp. P.D. - Mahoning	Union Police Dept.
Sandusky Co. Park Dist. Ranger Dept.	Springfield Twp. Police Dept. - Summit	Union Twp. Police Dept. - Clermont
Sandusky Co. Sheriff's Office	Stark Co. Park Dist. Enforcement Div.	Union Twp. Police Dept. - Lawrence
Sandusky Police Dept.	Stark Co. Sheriff's Office	Union Twp. Police Dept. - Licking
Sardinia Police Dept.	Steubenville Police Dept.	Uniontown Police Dept.
Scioto Co. Sheriff's Office	Stow Police Dept.	University Circle Police Dept.
Scott Police Dept.	Strasburg Police Dept.	University Heights Police Dept.
Seaman Police Dept.	Stratton Police Dept.	University of Akron Police Dept.
Sebring Police Dept.	Streetsboro Police Dept.	University of Cincinnati Campus P.D.
Seneca Co. Sheriff's Office	Strongsville Police Dept.	University of Dayton Police Dept.
Senecaville Police Dept.	Struthers Police Dept.	University of Rio Grande Police Dept.
Seven Hills Police Dept.	Stryker Police Dept.	University of Toledo Police Dept.
Seven Mile Police Dept.	Sugar Grove Police Dept.	Upper Arlington Police Dept.
Seville Police Dept.	Sugarcreek Police Dept.	Upper Sandusky Police Dept.
Shadyside Police Dept.	Sugarcreek Twp. Police Dept.	Urbana Police Dept.
Shaker Heights Police Dept.	Summa Hlth. Protective Svcs./Police	Utica Police Dept.
Sharon Twp. Police Dept.	Summit Behavioral Healthcare Police	Valley View Police Dept.

Agency	Agency	Agency
Sharonville Police Dept.	Summit Co. Sheriff's Office	Valleyview Police Dept.
Shawnee Hills Police Dept.	Summit Metro Parks	Van Wert Co. Sheriff's Office
Shawnee Police Dept.	Sunbury Police Dept.	Van Wert Police Dept.
Shawnee Twp. Police Dept.	Swanton Police Dept.	Vandalia Police Dept.
Sheffield Lake Police Dept.	Sycamore Police Dept.	Vermilion Police Dept.
Sheffield Village Police Dept.	Sylvania Police Dept.	Versailles Police Dept.
Shelby Co. Sheriff's Office	Sylvania Twp. Police Dept.	Vienna Twp. Police Dept.
Vinton Co. Sheriff's Office	Wellington Police Dept.	Willowick Police Dept.
Wadsworth Police Dept.	Wells Twp. Police Dept.	Wilmington Police Dept.
Waite Hill Police Dept.	Wellston Police Dept.	Wilmot Police Dept.
Wakeman Police Dept.	Wellsville Police Dept.	Winchester Police Dept.
Walbridge Police Dept.	West Alexandria Police Dept.	Windham Police Dept.
Walsh University Police Dept.	West Carrollton Police Dept.	Wintersville Police Dept.
Walton Hills Police Dept.	West Chester Police Dept.	Wittenberg University Police Dept.
Wapakoneta Police Dept.	West Farmington Police Dept.	Wood Co. Park District
Warren Co. Sheriff's Office	West Jefferson Police Dept.	Wood Co. Sheriff's Office
Warren Police Dept.	West Lafayette Police Dept.	Woodlawn Police Division
Warren Twp. Police Dept.	West Liberty Police Dept.	Woodmere Police Dept.
Warrensville Heights Police Dept.	West Milton Police Dept.	Woodsfield Police Dept.
Washington Co. Sheriff's Office	West Salem Police Dept.	Woodville Police Dept.
Washington Court House Police Dept.	West Union Police Dept.	Wooster Police Dept.
Washington Twp. Police Dept. - Logan	West Unity Police Dept.	Worthington Police Dept.
Washington Twp. Police Dept. - Lucas	Westerville Police Dept.	Wright State University Police Dept.
Washingtonville Police Dept.	Westfield Center Police Dept.	Wyandot Co. Sheriff's Office
Waterville Police Dept.	Westlake Police Dept.	Wyoming Police Dept.
Waterville Twp. Police Dept.	Whitehall Police Dept.	Xavier University Police Dept.
Wauseon Police Dept.	Whitehouse Police Dept.	Xenia Police Division
Waverly Police Dept.	Wickliffe Police Dept.	Yellow Springs Police Dept.
Wayne Co. Sheriff's Office	Wilberforce University Police Dept.	Yorkville Police Dept.
Wayne Police Dept.	Willard Police Dept.	Youngstown Police Dept.
Waynesburg Police Dept.	Williams Co. Sheriff's Office	Youngstown State University P.D.
Waynesfield Police Dept.	Williamsburg Police Dept.	Zanesville Police Dept.
Waynesville Police Dept.	Willoughby Hills Police Dept.	
Weathersfield Twp. Police Dept.	Willoughby Police Dept.	

Planned Participation in National Mobilizations

Drive Sober or Get Pulled Over Mobilizations

Ohio will continue to implement and expand the national impaired driving mobilization efforts in FFY2023. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation. Ohio will participate in both the Winter Holiday Drive Sober or Get Pulled Over (DSOGPO) and the Labor Day DSOGPO campaigns.

The goal of the paid media plan for the 2023 alcohol crackdown is to decrease the number of impaired drivers and alcohol related fatalities. The media objective is to increase awareness of highly visible enforcement with both local and national media exposure.

The target audience is defined as anyone who drives impaired or is likely to drive impaired on Ohio's roadways. In 2023, media will be heavily directed toward a younger male audience.

Once again, the primary media target will be 18 – 34 year old males; however, other demographic audiences might be targeted based on Ohio’s current crash data. Media will also be directed toward Ohio’s multicultural communities.

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

Funds will be used to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with approved print advertising/educational materials that will be distributed in a systematic manner to promote the message through earned media. Print advertising/educational materials are evaluated in several ways: knowledge surveys, gross impressions, and numbers distributed.

Ohio’s Law Enforcement Liaisons (LELs) will continue to seek commitments from additional agencies (non-sub-recipients) to also participate in the national mobilizations and increase participation in the mobilizations. Ohio’s goal is to have more than 65 percent of agencies participate and report their results.

Ohio will continue to participate in Tri-State Kick-Off Events for DSGPO. In addition, Safe Community programs are required to conduct a DSOGPO kick-off event in their county and each OVI Task Force is required to hold a media event for DSOGPO. This will total between 50 and 60 events for DSOGPO.

Click It or Ticket Mobilizations

Ohio will continue to implement and expand the national seat belt mobilization efforts in FFY2023. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation. Ohio will participate in the Memorial Day CIOT campaigns.

Campaign components will include earned media (education and outreach), paid media, high visibility enforcement and evaluation. A higher frequency of messaging directed at low usage populations helps increase awareness and equates to a higher overall compliance rate for seat belt use. New media partnerships and earned media will help expand the campaign’s message into the low usage populations. In FFY2023, television and radio spots will continue to be concentrated and aired on stations most likely to reach Ohio’s multicultural communities. Additionally, social media and a limited amount of targeted outdoor and print media will be used during this effort.

The target audience is defined as anyone who drives or rides in a motor vehicle within the State of Ohio. According to the ODPS 2021 Observational Survey of Safety Belt Use, younger driver/passengers (ages 15 ½ - 25) and men are less likely to use seat belts. Throughout 2023, a heavy emphasis of paid media will be directed toward younger men with the primary media target being 18 -34-year-olds. A secondary emphasis will continue to be male urban audiences, rural and pick-up truck drivers.

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

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

Ohio's Law Enforcement Liaisons (LELs) will continue to seek commitments from additional agencies (non-sub-recipients) to also participate in the national mobilizations and increase participation in the mobilizations. Ohio's goal is to have more than 65 percent of agencies participate and report their results.

Ohio will continue to participate in Tri-State Kick-Off Events for CIOT. In addition, Safe Community programs are required to conduct a CIOT kick-off event in their county. This will be approximately 45 events for CIOT.

Child Restraint Inspection Stations

Countermeasure Strategy

Child Restraint System Inspection Station(s)

Planned Activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Project ID	Name	Page
OP-2023-00-00-01	Occupant Protection Coordinator Program	89

Total Number of planned inspection stations and/or events in the State.

Planned inspection stations and/or event: 220

Total number of planned inspection stations and/or event in the State serving each of the following populations categories: urban, rural, and at-risk:

- Urban: 81
- Rural: 112
- At-Risk: 102

The grant funded inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child Passenger Safety Technicians

Countermeasure Strategy

Child Restraint System Inspection Station(s)

Planned activities for recruiting, training, and maintaining a sufficient number of child passenger safety technicians:

Project ID	Name	Page
OP-2023-00-00-01	Occupant Protection Coordinator Program	89

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally certified Child Passenger Safety Technicians:

- Estimated Total number of classes: 8
- Estimated Total number of technicians: 975

Ohio is applying for funding under the three following criteria:

Seat Belt Enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

Countermeasure Strategy

Communication and Outreach

Mass Media Campaign

Short-term, High Visibility Seat Belt Law Enforcement

Planned Activities:

Project ID	Name	Page
M2X-2023-00-00-01	Holiday Click It or Ticket Paid Media	43
M2X-2023-00-00-02	Click It or Ticket Paid Media	44
M2X-2023-00-00-03	Sustained Seat Belt Paid Media	45
PM-2023-00-00-06	Campaign Creative / Design	49
M2X-2023-00-00-04	Seat Belt Print Advertising/Educational Materials	69
SA-2023-00-00-01	Safe Communities	57
DD-2023-00-00-01	Statewide Distracted Driving Enforcement	63
M2X-2023-00-00-05	Statewide Seat Belt Tac Squads	89
PT-2023-00-00-02	Selective Traffic Enforcement Program	103
PT-2023-00-00-03	Summer Holiday Enforcement Program	107
PT-2023-00-00-04	Dedicated Traffic Enforcement Program	108

High Risk Population Countermeasures Programs

Countermeasure strategies demonstrating that the state will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Un-restrained nighttime drivers; teenage drivers; other high-risk population identified in the occupant protection program area plan:

Countermeasure strategies:

Communication and Outreach

Mass Media Campaign

Peer to Peer Teen Outreach

Project ID	Name	Page
M2X-2023-00-00-03	Sustained Seat Belt Paid Media	45
PM-2023-00-00-03	Youthful Driver Paid Media	48
PM-2023-00-00-06	Campaign Creative / Design	49
M2X-2023-00-00-04	Seat Belt Print Advertising/Educational Materials	69
DE-2023-00-00-01	Youthful Driver Print Advertising/Educational Materials	71
SA-2023-00-00-01	Safe Communities	57
TSP-2023-00-00-01	Peer to Peer Youth Programming – SADD	124
TSP-2023-00-00-02	Peer to Peer Youth Programming – FCCLA	125
DE-2023-00-00-03	Youthful Driver Skills Assessment	126

Occupant Protection Program Assessment

Date of the NHTSA-facilitated assessment: 04/29/2022

Appendix G - 405(c) State Traffic Safety Information System Improvements Grant

Traffic Records Coordinating Committee (TRCC)

Meeting dates during the 12 months immediately preceding the application due date:

- Thursday, September 16, 2021
- Tuesday, December 14, 2021
- Thursday, February 17, 2022
- Thursday, April 21, 2022
- Thursday, June 16, 2022

List of TRCC Members

See pages 46 - 48 in the “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” (separate document).

Traffic Records System Assessment

All Recommendations

See pages 8 – 10 in the “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” (separate document).

Non-Addressed Recommendations

See pages 8 – 10 in the “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” (separate document). Ohio is addressing all the recommendations from the assessment.

Traffic Records for Model Performance Measures

See the following pages of the “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” (separate document) for the Traffic Records for Model Performance Measures.

Crash: page 14

Vehicle: page 18

Driver: page 22

Roadway: page 27

Citation/Adjudication: pages 32 - 33

EMS/Injury Surveillance: page 37

Data Use and Integration: pages 40 – 41

State Traffic Records Strategic Plan

The “State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025” has been submitted as a separate document.

Planned Activities:

Project ID	Name	Page
M3DA-2023-00-00-01	Traffic Records Coordinating Committee Projects	116
M3DA-2023-00-00-02	Traffic Records Coordinating Committee Projects	116

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Crash

Description

The continued development and deployment of a statewide, electronic crash submission system remains a priority for the State of Ohio. Per the Ohio Revised Code (ORC), all traffic crash reports involving personal injury and/or property damage in excess of \$1,000 are required to be submitted to ODPS within five days. To support the electronic submission of traffic crash records, the state developed the Ohio Law Enforcement Information System (OLEIS) which is provided at no cost to law enforcement agencies. There are also a number of third-party systems that operate in the state. Since OLEIS has been made available, there has been a substantial increase in the number of crash reports being submitted electronically, and participation continues to improve. In 2021, there were 270,041 total traffic crashes in Ohio, and approximately 84% (225,701) of reports were submitted electronically. Year-to-date 2022, there have been 60,995 total traffic crashes, and approximately 81% (49,405) of reports have been submitted electronically. Currently, 260 law enforcement agencies are submitting crashes electronically using the OLEIS Crash Module.

The electronic crash process results in the instantaneous receipt of crash information. This eliminates the mailing and manual data entry of crash reports, therefore drastically improving both the timeliness and accuracy of Ohio’s traffic crash data. Ohio crash data is publicly available on the ODPS website. Electronic crash submission functions are funded through federal grants provided to TRCC from NHTSA as well as through state agency funding sources.

Great strides have been made to ensure all agencies are submitting crashes, as required. With the transition to electronic submissions, deficiencies existed in the lack of follow-up to ensure electronic submissions were being received. Reports are now run on a routine basis; if a significant decrease is noticed in the number of agency reports, contact is made with the agency. Usually, there is either an IT issue or misunderstanding on how to complete the crash

through all phases. Tracking now exists on paper crash reports that are returned to agencies for correction.

During 2018 and 2019, Ohio's crash report, the OH-1, underwent a significant re-write. A committee was assembled and met to ensure the integration of both ANSI D.16-2017 and Model Minimum Uniform Crash Criteria, Fifth Edition (2017). As a result of OH-1 changes, a complete overhaul of the platform on which Ohio received the data was made. These changes will require Ohio to develop a new crash data dictionary.

System Attribute Status

Attribute Area Status Crash Information System	
Timeliness	The Ohio Department of Public Safety has worked diligently to increase the number of law enforcement agencies to submit the Ohio Uniform Crash Report (OH-1) electronically. ODPS developed the Ohio Law Enforcement Information System (OLEIS) which is provided at no cost to law enforcement agencies. In addition to the OLEIS program, agencies may also utilize a third-party vendor. Once the crash is validated and approved, ODPS receives the crash data immediately. Additionally, the ORC requires agencies to submit crashes to ODPS within five days. On January 1, 2019, the new Ohio Uniform Crash report was released.
Accuracy	During the crash re-write, a committee met and thoroughly reviewed the MMUCC 5th edition and ANSI D.16-2017 to maintain compliance with the new mandatory elements. Validations were established to ensure that the crash elements are completed accurately prior to submission into the statewide crash data system.
Completeness	Once a crash is validated and approved by the law enforcement agency supervisor, the validations ensure that the report is accurately completed. The paper crash reports are also reviewed for completeness by staff prior to being sent and keyed by our third party vendor.
Uniformity	The Ohio Revised Code gives the Director of ODPS the authority to update Ohio's crash report, the OH-1. Electronic data is converted to mirror the paper form that has been approved by the ODPS Director.
Integration	Ohio shares the crash data to many stakeholders in efforts to reduce traffic crash fatalities. The data is provided externally and through FTP agreements to organizations that study crash trends and injuries. ODPS also works with ODOT and the BMV. These partnerships help keep Ohio's roadways safe.
Accessibility	The statewide crash database is used by internal and external stakeholders. ODPS has provided an external webpage that allows the public to search Ohio's crash data.

Performance Measures

Crash Performance Measures 3-Year Analysis			
Measure	FFY 2019	FFY2020	FFY2021
Number of agencies submitting electronic crash reports. <i>*Ohio has approximately 1,000 law enforcement agencies. From year to year, roughly 600 regularly submit at least one crash report each year.</i>	508 unique law enforcement agencies (by NCIC) have submitted electronically.	521 unique law enforcement agencies (by NCIC) have submitted electronically.	549 unique law enforcement agencies (by NCIC) have submitted electronically.
Percentage of submitted crash reports that are electronic.	76%	80%	83%
Mean number of days between crash date to submission of crash reports and availability online.	4.47	3.75	3.60
Percentage of crash reports returned due to errors.	4%	3%	

Appendix H - 405(f) Motorcyclist Safety Grant

Motorcycle Safety Information

Counties or political subdivision in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to the official state motor vehicle records, provided the state must offer at least one motorcycle rider training course in counties or political subdivision that collectively account for a majority of the state's registered motorcycle.

County	Motorcycle Registrations by County		County	Motorcycle Registrations by County		County	Motorcycle Registrations by County		County	Motorcycle Registrations by County	
	Training	No Training		Training	No Training		Training	No Training		Training	No Training
Adams		1,334	Fayette		1,529	Lorain		14,995	Richland	6,942	
Allen	4,837		Franklin	31,662		Lucas	13,861		Ross	3,685	
Ashland	3,562		Fulton		2,854	Madison		2,302	Sandusky	3,784	
Ashtabula	6,746		Gallia		1,362	Mahoning	10,795		Scioto		3,261
Athens	2,164		Geauga		5,403	Marion		3,700	Seneca		3,188
Auglaize		2,749	Greene	7,619		Medina	10,257		Shelby		2,626
Belmont		3,508	Guernsey		2,164	Meigs		1,547	Stark		18,510
Brown		2,759	Hamilton	21,085		Mercer		2,252	Summit	22,591	
Butler	14,829		Hancock		3,632	Miami	5,940		Trumbull	12,252	
Carroll		1,988	Hardin		1,710	Monroe		825	Tuscarawas	5,551	
Champaign		2,243	Harrison		950	Montgomery		19,642	Union	3,523	
Clark	6,719		Henry		1,688	Morgan		800	Van Wert		1,738
Clermont		10,415	Highland		2,223	Morrow		2,256	Vinton		696
Clinton	2,402		Hocking		1,760	Muskingum		4,580	Warren		9,465
Columbiana		7,133	Holmes		1,318	Noble		645	Washington	3,098	
Coshocton		1,847	Huron		3,562	Ottawa		2,724	Wayne		6,085
Crawford		2,930	Jackson		1,604	Paulding		1,161	Williams		2,338
Cuyahoga	36,161		Jefferson		3,284	Perry		1,923	Wood	5,729	
Darke		3,454	Knox	3,372		Pickaway		3,338	Wyandot		1,568
Defiance	2,109		Lake	11,352		Pike		1,093			
Delaware	7,290		Lawrence		2,829	Portage	8,982		Totals	278,899	219,842
Erie		4,491	Licking		9,006	Preble		2,745			
Fairfield		7,333	Logan		3,215	Putnam		1,562			

Total motorcycles registered in the state:	498,741
Registered motorcycles in counties with training:	278,899
Percent of registered motorcycles in counties with training:	55.92%

Use of fees collected from Motorcyclists for motorcycle programs legal citations

Use of fees criterion: Data State

SFY21 MO Fund 8460 Summary (7/1/20 – 6/30/21)

SFY21 MO Fund 8460 Summary			
Fiscal Year	Journal Source Descr	Total	Total Revenue
2021	JrnlGen - Accounts Receivable	\$ (2,962,464.29)	\$ (2,962,464.29)
	JrnlGen - Accounts Payable	\$ 1,953,752.76	
	JrnlGen - HRMS	\$ 456,308.75	
	PS/GL Journal Entry Page	\$ 9,562.50	Total Expenditures
	PS/GL Spreadsheet Journal	\$ 19,637.77	\$ 2,439,261.78
2021 Total		\$ (523,202.51)	
Grand Total		\$ (523,202.51)	

See “FY21 Use of Fees Back-up” submitted as a separate document for details.

Appendix I - Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2023 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

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

State: Ohio

Fiscal Year: 2023

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

GENERAL REQUIREMENTS

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

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

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010,

(https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act** of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the

programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the NonDiscrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

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

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;
 3. Any available drug counseling, rehabilitation, and employee assistance programs;
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - 1. Abide by the terms of the statement;
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
 - 1. Taking appropriate personnel action against such an employee, up to and including termination;
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

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

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

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

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

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

5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to

other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

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

- (1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(applies to subrecipients as well as States)

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

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the

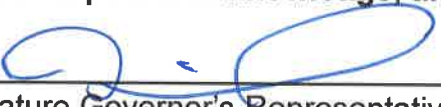
Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - o Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and

- o Increase use of seat belts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))
8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

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



Signature Governor's Representative for Highway Safety

6/30/22

Date

Thomas Stickrath

Printed name of Governor's Representative for Highway Safety

Appendix J - Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906 Grants

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

State: Ohio

Fiscal Year: 2023

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

☒ **PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

[Check the box above **only** if applying for this grant.]

All States:

[Fill in **all** blanks below.]

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at Appendix F page 146.
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at Appendix F pages 146 – 153.
- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at Appendix F page 153.

Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

- Countermeasure strategies and planned activities, as provided in the HSP at Appendix F page 154, that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat Belt Use States Only:

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- ☐ The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- Legal citation(s):** _____.

- ☐ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant. **Legal citations:**

- _____ Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
- _____ Coverage of all passenger motor vehicles;
- _____ Minimum fine of at least \$25;
- _____ Exemptions from restraint requirements.

- ☒ The countermeasure strategies and planned activities demonstrating the State's **seat belt enforcement plan** are provided in the HSP at Appendix F page 154.
- ☒ The countermeasure strategies and planned activities demonstrating the State's **high risk population countermeasure program** are provided in the HSP at Appendix F page 155.

- ☐ The State's **comprehensive occupant protection program** is provided as follows:
- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date _____ (date);

 - Multi-year strategic plan: HSP at _____(location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at _____ (location).
- ☒ The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on April 29, 2022 (within 3 years of the application due date);
- _____

☒ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

All States:

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

[Fill in all blank for each bullet below.]

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at Appendix G page 156.
- The name and title of the State's Traffic Records Coordinator is: Gretchen Lopez-Martinez, Chair

A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at: See pages 46 - 48 in the "State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025" (separate document).

The State Strategic Plan is provided as follows:

- Description of specific, quantifiable and measurable improvements at:
See the following pages of the "State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025" (separate document) for the Traffic Records for Model Performance Measures;
 - **Crash:** page 14
 - **Vehicle:** page 18
 - **Driver:** page 22
 - **Roadway:** page 27
 - **Citation/Adjudication:** page 32
 - **EMS/Injury Surveillance:** page 37
 - **Data Use and Integration:** pages 40 – 41
- List of all recommendations from most recent assessment at:
See pages 8 – 10 in the "State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025" (separate document);
- Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at
See pages 8 – 10 in the "State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025" (separate document);
- Recommendations not to be addressed, including reasons for not implementing:
See pages 8 – 10 in the "State of Ohio Traffic Records Coordinating Committee 5 Year Strategic Plan FFY2021 – 2025" (separate document). Ohio is addressing all the recommendations from the assessment;

- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at Appendix G pages 157 - 159.

The State's most recent assessment or update of its highway safety data and traffic records system was completed on February 1, 2021.

**☒ PART 3: IMPAIRED DRIVING COUNTERMEASURES
(23 CFR 1300.23(D)-(F))**

[Check the box above only if applying for this grant.]

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

Mid-Range State Only:

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

☐ The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____(date).
Specifically –

- HSP at _____
(location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____(location)
contains the list of names, titles and organizations of all task force members;
- HSP
at _____(location)
contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

☐ The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on _____(date) and continues to use this plan.

High-Range State Only:

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

☐ The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically, –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____ (location) contains the list of names, titles and organizations of all task force members;
- HSP at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP at _____ (location) contains the planned activities, in detail, for spending grant funds;
- HSP at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

☐ The State submits an updated Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the HSP at _____ (location).

☒ **PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

[Check the box above **only** if applying for this grant.]

[Fill in all blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol ignition interlocks for a period of 6 months that was enacted on 04/06/2017 and last amended on 09/29/2017, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s): **O.R.C. 4510.022**

☐ **PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

[Check the box above **only** if applying for this grant.]

[Fill in all blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):**

_____.

[Check at least one of the boxes below and fill in all blanks under that checked box.]

☐ *Law citation.* The State provides citations to a law that authorizes a Statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):**

_____.

☐ *Program information.* The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at _____ (location).

☒ PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and fill in all blanks.]

Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State's driver's license examination in the HSP at N/A.

- **Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, was enacted on 03/22/2013 and last amended on 10/29/2018, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- O.R.C. 4511.204: Prohibition on texting while driving;
- O.R.C. 4511.204 (G): Definition of covered wireless communication devices;
- O.R.C. 4511.204 (D); O.R.C. 4511.991 (B): Minimum fine of at least \$25 for an offense;
- O.R.C. 4511.204 (B): Exemptions from texting ban.

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

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues and requiring a minimum fine of at least \$25, was enacted on 03/22/2013 and last amended on 10/29/2018, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- O.R.C. 4511.205: Prohibition on youth cell phone use while driving;
 - O.R.C. 4511.205 (E): Definition of covered wireless communication devices;
 - O.R.C. 4511.205 (C): Minimum fine of at least \$25 for an offense;
 - O.R.C. 4511.205 (B): Exemptions from youth cell phone use ban.
- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.
-

☒ PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above **only** if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

☒ Motorcycle riding training course:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Thomas Stickrath, Director, Ohio Department of Public Safety
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula: [Check at least one of the following boxes below and fill in any blanks.]
 - ☐ Motorcycle Safety Foundation Basic Rider Course;
 - ☐ TEAM OREGON Basic Rider Training;
 - ☐ Idaho STAR Basic I;
 - ☐ California Motorcyclist Safety Program Motorcyclist Training Course;
 - ☒ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the HSP at Appendix H page 160 is a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

☐ Motorcyclist awareness program:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the HSP at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the HSP at _____ (location), the countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs in a majority of counties or

political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

☐ **Impaired driving program:**

- In the HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the HSP at _____ (location), countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

☐ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

☒ **Use of fees collected from motorcyclists for motorcycle programs:**

[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**
- The State's law appropriating funds for FY ____ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s): _____
_____.

☒ Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the HSP at Appendix H page 161.

☒ PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANTS (23 CFR 1300.26)

[Check the box above **only** if applying for this grant.]

[Fill in all applicable blanks below.]

The State's graduated driver's licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license, was last amended on 07/01/2015, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage –

Legal citations:

- O.R.C. 4507.05: Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- O.R.C. 4507.11: Applicant must pass vision test and knowledge assessment;
- O.R.C. 4507.071: In effect for at least 6 months;
- O.R.C. 4507.071: In effect until driver is at least 16 years of age;
- O.R.C. 4507.05 (A): Must be accompanied and supervised at all times;
- O.R.C. 4507.21 (B): Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- O.R.C. 4511.205: Prohibits use of personal wireless communications device;
- O.R.C. 4507.071(D): Extension of learner's permit stage if convicted of a driving-related offense;
- O.R.C. 4507.05: Exemptions from learner's permit stage.

Intermediate Stage –

Legal citations:

- O.R.C. 4507.071: Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- O.R.C. 4507.11: Applicant must pass behind-the-wheel driving skills assessment;
- O.R.C. 4507.071: In effect for at least 6 months;
- O.R.C. 4507.071: In effect until driver is at least 17 years of age;
- O.R.C. 4507.071 B, 1(2)(B): Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;

- O.R.C. 4507.071 (B)(2)(b)(4): No more than 1 nonfamilial passenger younger than 21 years of age allowed;
 - O.R.C. 4511.205: Prohibits use of personal wireless communications device;
 - O.R.C. 4507.071 (D): Extension of intermediate stage if convicted of a driving-related offense;
 - O.R.C. 4507.071 (C): Exemptions from intermediate stage.
-

☐ **PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)**

[Check the box above only applying for this grant AND only if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).

☐ PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)

[Check the box above **only** if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

☐ In the HSP at _____ (location), the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

☐ In the HSP at _____ (location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. (A State may not receive a racial profiling data collection grant by checking this box for more than 2 fiscal years.)

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

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

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



Signature Governor's Representative for Highway Safety

6/30/22

Date

Thomas Stickrath

Printed name of Governor's Representative for Highway Safety