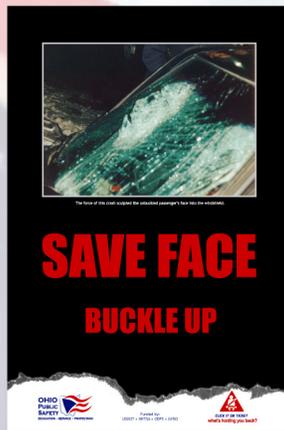


State of Ohio Traffic Safety Action Plan Federal Fiscal Year 2006

Adams Allen Ashland Ashtabula Athens Auglaize Belmont Brown Butler Carroll Champaign Clark
Clinton Columbiana Coshocton Crawford Cuyahoga Darke Defiance Delaware Erie Fairfield Fayette Franklin
Fulton Gallia Geauga Greene Guernsey Hamilton Hancock Hardin Harrison Henry Highland Hocking Holmes Huron Jackson Jefferson Knox Lake Lawrence Licking Logan Loin
Lucas Madison Mahoning Marion Medina Meigs
Mercer Miami Monroe Montgomery Morgan Morrow Muskingum Noble Ottawa Paulding Perry Pickaway Pike Portage Putnam Richland
Ross Sandusky Scioto Seneca Shelby Stark Summit Trumbull Tuscarawas Union Van Wert Vinton Warren Washington Wayne Williams Wood Wyandot



**Bob Taft
Governor**

**Kenneth L. Morckel, Director
Ohio Department of Public Safety**



GHSO
Governor's
Highway Safety Office

State of Ohio

FFY 2006 Traffic Safety Action Plan

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Executive Summary

The Governor's Highway Safety Office (GHSO) joined Ohio's other highway safety partners in 2004 in adopting the federal goal of one fatality per 100 million vehicle miles traveled (MVMT) by 2008. With this goal in mind, the GHSO places resources and efforts in program areas that are anticipated to have the greatest impact on the State's motor vehicle crash fatalities.

Major initiatives and projects to be undertaken in FFY 2006 will focus on restraint use, impaired driving, data record system improvements, reducing motorcycle crashes and collaboration among partners to implement a comprehensive highway safety plan.

- Partnerships, education, enforcement and mobilization efforts will focus on increasing restraint usage. The "Click It or Ticket / What's Holding You Back?" safety belt mobilization preceded by the Great Lakes Region Rural Demonstration Project will combine high-visibility enforcement with earned and paid media to impact usage throughout the state. Partnerships with African American churches, our Safe Communities Network and Occupant Protection Regional Resource Coordinators will be used to augment the mobilization as well as continue promoting belt use throughout the year. The GHSO is focused on reaching 85% safety belt usage rate by FFY 2007.
- Ohio's designation by NHTSA as a Strategic Evaluation State (SES) for alcohol related crashes provides additional incentive to focus on impaired driving. The GHSO will fund multi-jurisdictional and agency OVI task forces in the top ten alcohol crash counties. Law enforcement agencies and our partners will again participate in the national "You Drink & Drive, You Lose" crackdown and 3-D month. The GHSO will encourage local and multi-jurisdictional sobriety checkpoints and saturation OVI patrol efforts. Additionally, the GHSO will fund a Traffic Safety Resource Prosecutor to act as a resource and provide training for law enforcement officers and prosecutors, and assist with prosecution of OVI cases.
- Improvements to the data records system will focus on increasing the accuracy and timeliness of crash reports and improving the system infrastructure that utilized crash report information. One project will track data from the input into the crash report through processing by the Federal Motor Carrier Safety Administration, which is the furthest point for processing of crash data, identifying timelines and inefficiencies throughout the process. A study of impaired driving records and the state's court data system will serve to identify what will be needed to establish an OVI tracking system.
- The GHSO will take the leadership role in implementing a motorcycle safety strategic plan through partnerships with Motorcycle Ohio, the Ohio State Highway Patrol, motorcycle dealers, the American Motorcyclist Association, motorcycle-related businesses and with motorcyclist organizations.
- The GHSO will continue as an active partner in the development and implementation of a Comprehensive Highway Safety Plan (CHSP). The CHSP will identify the State's most critical traffic safety issues and problems, what countermeasures will be implemented and which partners will contribute resources to impact the problems and issues.

To increase efficiencies in the administration of grants, the GHSO will complete implementation of a web-based grant management system in FFY 2006. The system will track grant proposals to executed agreements, then through project activity and claims reimbursement through close-out. All FFY 2006 grants have been submitted, reviewed, and executed using the new system. After report and claims submission training for FFY 2006 grantees, all grants will be reported and administered on-line.

The Governor's Highway Safety Office appreciates the support and guidance received from the National Highway Traffic Safety Administration and the Great Lakes Regional Office. We look forward to continuing our positive working relationship as both federal and state partners work together toward saving lives and meeting both national and state traffic safety goals and priorities.

Ohio's Traffic Safety Plan

Overview

The Federal Highway Safety Act of 1966 directed the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) of the U.S. Department of Transportation to jointly administer various highway safety projects. This federal grant program provides federal funds administered through the Ohio Department of Public Safety (ODPS) Governor's Highway Safety Office (GHSO) to eligible entities to be used in part for, but not limited to, traffic safety education, enforcement and engineering projects.

The GHSO is responsible for administering the Section 402 State and Community Highway Safety Funds and related NHTSA grant awards received from NHTSA. Funds are to be used for short-term highway safety support, with the intent that other sources of funding will sustain programs over the long term. The federal grant program operates on a reimbursement basis.

The mission of the GHSO, which is consistent with that of the ODPS, is to save lives and reduce injuries on Ohio 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.

In 2004, Ohio adopted the national goal of one fatality per 100 million vehicle miles traveled (MVMT) by 2008. Ohio's fatality rate was 1.31 fatalities per 100 MVMT in 2002 which was established as the baseline year. In order to meet this goal, the State's fatalities must be reduced to approximately 1,120 by 2008. In 2004, the fatality rate dropped to 1.14 MVMT. It is recognized that the attainment of this goal will occur only if Ohio's many state and local agencies and organizations work cooperatively to maximize resources while focusing on reducing motor vehicle fatalities.

In the FFY 2006 grant proposal solicitation package, the national 2008 goal was identified and followed by the statement, "By submitting a grant proposal, your agency, if awarded a grant agreement, is committing to this goal and agreeing to join a statewide partnership determined to reduce fatal motor vehicle crashes in Ohio." Competitive grants will be awarded to those traffic safety activities that will have the greatest impact against fatal crashes. Each grant must focus on one or more of these issues—impaired driving, restraint use, speeding, and/or engineering.

It is the responsibility of the proposing agency to show how its programming can impact motor vehicle crashes which, in turn, will help achieve the state's goals. Since partnerships are critical to the long-term success of a project effort, applicants are encouraged to develop broad-based support and commitment by local officials and constituent groups toward addressing localized traffic safety concerns.

In addition, competitive grant proposals must include an evaluation strategy designed to assess the impact of proposed 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.

The FFY 2006 competitive grant process solicited grant proposals for highway safety activities from state agencies, non-profit organizations, colleges, universities, hospitals, political subdivisions and other interested groups within selected Ohio counties and jurisdictions. The GHSO uses a targeted approach to ensure a statewide effort that will satisfy state highway safety goals and that a minimum of 40% of federal funds are allocated to local jurisdictions.

The *FFY 2006 Traffic Safety Action Plan* strategically addresses Ohio's most problematic traffic safety issues and offers a collaborative approach by the State's many safety partners to implement effective programs that impact fatal motor vehicle crashes on Ohio's roadways.

Highway Safety Planning Process Calendar

Deadline Date	Process to be Completed
October - March	Obtain Input for Future Programming
December - January	Evaluate Previous Programs and Begin Problem ID Discussion
January - February	Finalize Problem ID Process and Establish Targeted Jurisdictions
March 15	Competitive Grants Notice Mailed to Eligible Agencies
March 20	Finalize Program Direction for Local Grant Awards
April 1	Finalize Grant Solicitation Package
April 15	Grant Package Released and On-line Proposal Submission Opens
May 5	Pre-Proposal Meeting And On-Line Instruction
May 15	Ohio Crash Facts Available (previous calendar year)
July 1	On-line Grant Proposal Submission Deadline
July 1	GHSO Grant Reviews Begin
August 1	Finalize Direction for All Funded Activities
August 20 - 25	GHSO Grant Application Review Completed
August 31	Highway Safety Plan Sent to NHTSA and FHWA
September 15	GHSO Grant Award Notification Completed
September 20 - 30	Pre-Activity Meetings and On-Line Instruction with Grantees
October 1	GHSO Grant Year Begins

Mission Statement and Problem Identification

Mission Statement

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

Problem Identification Process

The GHSO's program evaluator, Miami University, suggested that the problem identification process move from a targeted county approach to selecting jurisdictions having the highest number of fatal crashes, regardless of their location in the State. This approach was used in FFY 2005 for the first time and will remain the same for this next grant cycle.

For FFY 2006, the GHSO conducted an in-depth analysis of traffic crash data from 2002, 2003 and 2004 to identify and prioritize traffic safety problems and to target fatal crash locations for traffic safety programming. The GHSO will focus the majority of its grant funding on these locations because it is anticipated that programming there will have the most impact on reaching the State's adopted 2008 goal.

To better focus resources, the GHSO set a minimum eligibility requirement to apply for a law enforcement overtime grant. To be eligible, the agency's jurisdiction had to experience an average of two or more fatal crashes over the three-year period of 2002, 2003 and 2004. Jurisdictions meeting this criterion are referred to as *Targeted Jurisdictions*.

Counties with the highest number of alcohol-related fatal crashes were also identified. As a means of focusing resources on the State's worst alcohol-related crash problem, the GHSO will direct grant funding to the top 10 counties. Referred to as *Targeted Alcohol Counties*, the ten counties are listed below.

Butler	Mahoning
Cuyahoga	Montgomery
Franklin	Stark
Hamilton	Summit
Lucas	Trumbull

For FFY 2006, law enforcement agencies in the top ten alcohol-related fatal crash counties and 51 highest fatal crash jurisdictions, as well as all 88 county sheriff offices, were eligible to submit a proposal to participate in traffic safety enforcement efforts to impact Ohio's fatal crash goal.

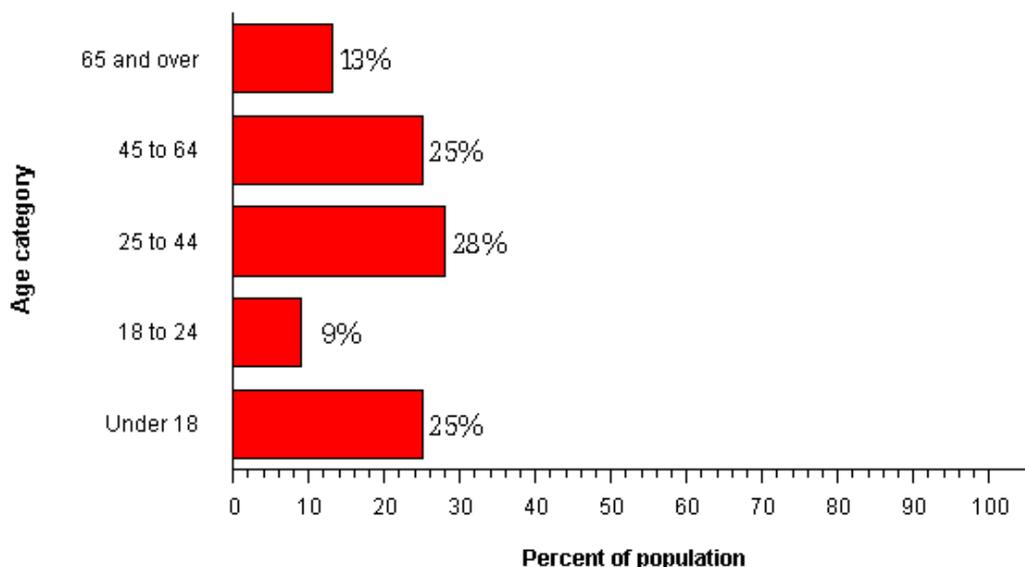
In addition to the crash data analysis, the GHSO and its partners have reviewed and evaluated recommendations from the *Governor's Task Force on Impaired Driving* report and three assessments (alcohol, traffic records and program impact) to identify program direction in FFY 2006. Input received through the many collaborations identified in the Partnerships section of this document were also considered during the planning process. Additional input has also been received from the NHTSA Great Lakes Region Office. Strategic activities that will be implemented as a result of this input can be seen throughout this year's action plan.

Ohio Demographics

The following information is from the U.S. Census Bureau, American Community Survey, 2003 Data Profile.

POPULATION OF Ohio: In 2003, Ohio had a household population of 11.1 million - 5.7 million (51 percent) females and 5.4 million (49 percent) males. The median age was 37.2 years. Twenty-five percent of the population were under 18 years, with 751,166 Ohioans between the ages of 15 - 19 years. Thirteen percent were 65 years and older.

The Age Distribution of People in Ohio in 2003



Source: American Community Survey, 2003

NATIVITY AND LANGUAGE: Three percent of the people living in Ohio in 2003 were foreign born. Ninety-seven percent were native, including 77 percent who were born in Ohio. Among people at least five years old living in Ohio in 2003, 6 percent spoke a language other than English at home. Of those speaking a language other than English at home, 32 percent spoke Spanish and 68 percent spoke some other language; 37 percent reported that they did not speak English "very well."

For people reporting one race alone, 86 percent were White; 12 percent were Black or African American; less than 0.5 percent were American Indian and Alaska Native; 1 percent were Asian; less than 0.5 percent were Native Hawaiian and Other Pacific Islander, and 1 percent were Some other race. One percent reported Two or more races. Two percent of the people in Ohio were Hispanic. Eighty-four percent of the people in Ohio were White non-Hispanic. People of Hispanic origin may be of any race.

EDUCATION: In 2003, 86 percent of people 25 years and over had at least graduated from high school and 23 percent had a bachelor's degree or higher. Among people 16 to 19 years old, 7 percent were dropouts; they were not enrolled in school and had not graduated from high school.

The total school enrollment in Ohio was 2.9 million in 2003. Preprimary school enrollment was 349,000 and elementary or high school enrollment was 1.9 million children. College enrollment was 625,000.

TRAVEL TO WORK: Eighty-four percent of Ohio workers drove to work alone in 2003, 8 percent carpoolled, 2 percent took public transportation, and 3 percent used other means. The remaining 3 percent worked at home. Among those who commuted to work, it took them on average 22 minutes to get to work.

Ohio's Traffic Safety Data

Ohio Data Trends

- In 2004, 1,285 people were killed and 140,177 were injured in traffic crashes.
- In 2004, alcohol-related crashes killed 477 and injured 10,568 people. Alcohol-impaired drivers in error were involved in 30.98% of all fatalities.
- According to the June 2005 statewide safety belt observational survey, 21.3% of front seat motor vehicle occupants still do not wear their safety belt.
- Despite recent increases statewide in safety belt use, there is still a significantly lower use among male drivers and passengers; drivers and passengers ages 15½-25; pick-up truck drivers and passengers; and commercial vehicle drivers. Northeast Ohio continues to have the lowest usage rate in the State.
- In 2004, 491 drivers between the ages of 16 and 25 were involved in fatal crashes representing 27% of all fatal crashes. In addition, 50,210 of these young drivers were injured.
- In 2004, 14.8% of the fatal crashes involved speed.
- According to a Safe Kids survey, actual hands-on inspection clinics conducted throughout Ohio revealed that on average only 16.2% of child safety seats are being properly used.
- In 2004, seniors accounted for 19% of all drivers who were killed in crashes.
- In 2004, there were 4,267 motorcycle-related crashes and 9.5% of all fatal traffic crashes involved motorcycles.

Ohio Traffic Crash Data and Measures of Exposure 2001 - 2004

	2001	2002	2003	2004	% Change 2001-04
Total Crashes	387,075	386,076	392,683	381,639	- 1.40%
Fatal Crashes	1,258	1,284	1,168	1,162	- 7.63%
Injury Crashes	94,971	95,374	94,970	94,058	- 0.96%
Fatal/Injury Crash Rate per 1,000 crashes	248.60	250.36	244.82	249.50	0.36%
People Killed	1,379	1,417	1,278	1,285	- 6.82%
People Seriously/Visibly Injured	66,854	67,864	66,466	66,842	-0.002%
Death Rate per 100,000 licensed drivers	17.47	18.02	16.20	16.24	- 7.04%
Fatal Crash Rate per 100,000 licensed drivers	15.93	16.33	14.81	14.69	-7.78%
Ohio Licensed Drivers	7,892,886	7,860,831	7,884,809	7,910,971	0.23%
Vehicle Miles of Travel	107,055,230,000	107,887,513,950	109,906,245,000	112,388,055,200	4.98%
Death rate per 100 MVMT	1.288	1.313	1.162	1.143	8.87%

Source: *Ohio Traffic Crash Facts*

Probable Causes of Crashes by Contributing Circumstances
2004

	Fatal	% Total Fatafs	Injury	Property Damage	Unknown	Total
MOTORIST IN ERROR						
None	9	0.8%	898	3,216	105	4,228
Failure to Yield	143	12.3%	15,882	31,404	638	48,067
Ran Red Light, or Stop Sign	76	6.5%	5,982	8,380	313	14,661
Exceeded Speed Limit	13	1.1%	149	208	22	392
Unsafe Speed	159	13.7%	5,197	9,296	222	14,874
Improper Turn	13	1.1%	1,944	7,094	213	9,264
Left of Center	95	8.2%	1,926	3,045	127	5,193
Followed Too Closely/ACDA	45	3.9%	24,108	60,340	1,191	85,684
Improper Lane Change	129	11.1%	4,808	18,190	564	23,691
Improper Backing	3	0.3%	581	11,986	294	12,864
Improper Start	0	0.0%	280	1,461	19	1,760
Stopped or Parked Illegally	1	0.1%	68	291	9	369
Operating Veh. In Erratic Manner	75	6.5%	1,875	3,113	326	5,389
Swerving to Avoid	9	0.8%	896	2,730	68	3,703
Failure to Control	180	15.5%	12,927	32,414	1,472	46,993
Vision Obstruction	0	0.0%	132	500	10	642
Driver Inattention	11	0.9%	2,336	7,527	251	10,125
Fatigue/Asleep	9	0.8%	979	1,336	17	2,341
Operating Defective Equipment	5	0.4%	669	2,803	35	3,512
Load Shifting/Falling/Spilling	2	0.2%	121	1,725	20	1,868
Other Improper Action	13	1.1%	689	2,559	93	3,354
Unknown (motorist)	55	4.7%	1,439	5,390	1,533	8,417
Subtotal	1,045	89.9%	83,796	215,008	7,542	307,391
NON-MOTORIST IN ERROR						
None (Non-Motorist)	0	0.0%	71	374	102	547
Improper Crossing	21	1.8%	598	91	36	746
Darting	9	0.8%	372	48	17	446
Lying and/or Illegally in Roadway	14	1.2%	87	18	2	121
Failure To Yield Right of Way	7	0.6%	201	35	12	255
Not Visible (Dark Clothing)	4	0.3%	33	7	4	48
Inattentive	2	0.2%	104	39	3	148
Failure to Obey Traffic Signs	4	0.3%	127	30	9	170
Wrong Side of The Road	6	0.5%	63	21	4	94
Other	3	0.3%	122	131	17	273
Unknown	1	0.1%	1,167	6,849	1,597	9,614
Subtotal	71	6.1%	2,945	7,643	7,643	12,462
Animal in Error	7	0.6%	1,290	30,690	220	32,207
No Error/Unknown/Not Stated	39	3.4%	6,027	21,728	1,785	29,579
TOTAL	1,162	100%	94,058	275,069	11,350	381,639

Source: Ohio Traffic Crash Facts

Observed Restraint Use in Ohio
2002 - 2005

	2002	2003	2004	2005	% Change 2002-05
Overall Safety Belt Use Rate	70.3%	74.7%	74.1%	78.7%	+11.9%
Restraint Use by Driver	72%	75.4%	74.5%	79.3%	+10.1%
Restraint Use by Passengers	66%	70.2%	72.0%	76.7%	+16.2%
Restraint Use by Males	65%	70.7%	68.8%	75.8%	+16.6%
Restraint Use by Females	76%	78.9%	80.2%	81.9%	+7.7%
Restraint Use in Passenger Cars	72%	76.2%	75.7%	79.3%	+10.1%
Restraint Use in Pick-up Trucks	59%	64.6%	63.7%	72.5%	+22.8%

Source: Observational Survey of Safety Belt Use in Ohio

Restraint Use of Persons Killed
2001 - 2004

Year	Used	Percent Used	Not Used	Not Available	Total
2001	383	34.2%	638	98	1,119
2002	414	35.7%	638	108	1,160
2003	371	36.9%	552	83	1,006
2004	368	36.9%	538	92	998

Source: Ohio Traffic Crash Facts

Table Data Fatalities involved: Drivers and Occupants; Restraint (Safety Equipment) used includes Shoulder Belt Only, Lab Belt Only, Shoulder/Lap Belt, Child Safety Seat, None Used, Use Unknown, and Unknown; all unit types included.

Alcohol-Related Crashes in Ohio
2001 - 2004

	2001	2002	2003	2004	% Change 2001-2004
Total Crashes	387,075	386,076	392,683	381,639	- 1.40%
Total Alcohol-Related Crashes	16,794	17,560	17,361	17,244	2.68%
Fatal Alcohol-Related Crashes	342	440	427	425	24.27%
Injury Alcohol-Related Crashes	7,702	7,754	7,265	7,261	- 5.73%
People Killed in Alcohol-Related Crashes	375	482	463	477	27.2%
Alcohol-Related Fatalities rate per 1,000 Total Crashes	.97	1.25	1.18	1.25	28.87%
People Seriously / Visibly Injured in Alcohol-Related Crashes	11,131	11,533	10,645	10,568	- 5.06%
Alcohol-Related Crash Rate per 100,000 licensed drivers	212.77	222.12	220.18	217.98	2.45%
Ohio Licensed Drivers	7,892,886	7,860,831	7,884,809	7,910,971	0.23%

Source: Ohio Traffic Crash Facts

Motorcycle Crashes in Ohio
2001 - 2004

	2001	2002	2003	2004	%Change 2001-2004
Motorcycle Licenses/Endorsements	604,492	609,616	620,706	632,729	4.67%
Motorcycle Registrations	272,265	286,712	300,345	312,161	14.65%
Total Vehicular Crashes	387,075	386,076	392,683	381,639	- 1.40%
Total Motorcycle-Related Crashes	3,961	3,940	4,063	4,267	7.73%
Fatal Motorcycle-Related Crashes	121	144	147	122	0.83%
Total Fatal Crashes	1,258	1,284	1,168	1,162	- 7.63%
% of Motorcycle-Related Fatal Crashes	9.61%	11.21%	15.28%	9.5%	- 0.11%
Injury Motorcycle-Related Crashes	3,005	2,903	3,043	3,084	2.63%
Fatal/Injury Motorcycle-Related Crash Rate per 1,000 Total Crashes	8.07	7.89	8.12	8.40	4.09%
Motorcycle-Related Crash Rate Per 1,000 Motorcycle Registrations	14.54	13.74	13.52	13.70	- 5.78%

Source: Ohio Traffic Crash Facts

Drivers in Crashes by Age Group
2004

Age Group	Fatal	Injury	Property Damage	Unknown	Total	Drivers in Error	Percent of Drivers in Error by Age	Percent of Total Crashes in Error
0-15	18	1,512	1,026	69	2,625	1,791	68.2%	0.3%
16-20	260	27,938	69,608	1,382	99,188	62,117	62.6%	9.7%
21-25	231	22,272	56,259	1,426	80,188	42,012	52.4%	6.6%
26-30	164	16,217	41,409	1,159	58,949	27,570	46.8%	4.3%
31-35	159	15,824	41,755	1,065	58,803	25,264	43.0%	4.0%
36-40	158	15,138	39,813	935	56,044	23,530	42.0%	3.7%
41-45	175	15,491	41,326	1,015	58,007	23,434	40.4%	3.7%
46-50	170	14,166	37,984	887	53,207	20,383	38.3%	3.2%
51-55	128	11,288	30,373	684	42,473	16,084	37.9%	2.5%
56-60	92	8,548	22,779	502	31,921	12,300	38.5%	1.9%
61-65	75	5,741	15,662	355	21,833	8,600	39.4%	1.3%
66-70	54	4,018	10,985	233	15,290	6,491	42.5%	1.0%
71-75	38	3,268	8,758	200	12,264	5,856	47.7%	0.9%
76 and Over	95	4,984	12,876	283	18,238	10,864	59.6%	1.7%
Not Stated	4	4,033	19,933	5,861	29,831	28,413	95.3%	4.4%
Total	1,821	170,438	450,546	16,056	638,861	314,709	49.3%	49.3%

Source: Ohio Traffic Crash Facts

Note: Drivers include operators of motorized and non-motorized units; Age 0 consists of occupants under 12 months; Percent in Error = Drivers in Error / Total x 100; Table Data - Drivers does not include parked units.

- GHSO Planning and Administration – Housed in the Administration Division within the Ohio Department of Public Safety, the GHSO administers the Section 402 State and Community grants, related NHTSA awards and initiatives, and contracts for traffic safety activities. In addition to direct office expenditures, the GHSO incurs the cost for staff salaries, benefits and other indirect costs.

Funding Level: \$1,100,000

Funding Source: 402

- Web-Based Grants Management System – During FFY 2005, the GHSO contracted with a vendor to develop a web-based grants management system called GRANTS (Grants Records and Application Network for Traffic Safety). The new system will make the entire grant management process more efficient and accessible. This system will minimize paper submission and staff time while enhancing grant tracking because all agencies are required to submit their proposal, reports, reimbursement claims, and grant revisions through the website. A grant file can be accessed by multiple viewers from different agencies at the same time provided they have the security level to view the grant. In addition, the system will also be used to register and track law enforcement agencies for mobilizations. The GHSO launched GRANTS on April 15, 2005; it will be fully operational for the FFY 2006 grant year.

Funding Level: \$ 50,000

Funding Source: 402

- GHSO's Regional Strategy – In FFY 2005, the GHSO decided to redirect the duties of its planning staff to oversee a geographical region of the state, rather than focusing solely on grant program area(s). The state was divided into four regions and a Planner was assigned to manage most agreements within each region. Engineering-related, most Occupant Protection Regional Resource Coordinators (OPRRC), and statewide diversity-related grants were initially excluded from this regional strategy. The regional approach will continue in FFY 2006 with the OPRRC and engineering grants also divided among the four regions.

Reorganization into a regional strategy:

- Reinforces the 2008 goal by focusing planning staff on lowering the fatal crashes within their assigned region;
- Encourages staff to build relationships with a broader array of traffic safety advocates who have interests in a geographic area of the State and allows them to identify what partners are not involved in the planning and implementation of traffic safety initiatives;
- Reduces the number of planning staff assigned to a grantee agency, allowing for more consistency;
- Allows cross-training of planning staff into other grant program areas; and
- Encourages communications among Planners which results in more consistency in the management of grants, both within their region and across the state.

For FFY 2006, each Planner, with the assistance of their respective Law Enforcement Liaison, has developed a regional action plan. Each action plan includes statistics for the region, planned broadcasts to partners, anticipated regional meeting(s), Law Enforcement Liaison involvement in the action plan implementation, a strategy to increase partnerships, training and equipment needs in the region, how best practices will be identified, strategies to promote partner involvement in the mobilizations and additional activities proposed to aid in the reduction of fatalities in FFY 2006.

At least one meeting will be held in each region during this funding cycle. At these meetings, grantees and traffic safety partners will be informed about current national and state traffic safety programs and initiatives, share best practices, and be asked for input for planning future programs.

- Governor’s Task Force on Ohio Highway Safety – On November 18, 2004, Governor Bob Taft directed the Ohio Departments of Public Safety (ODPS) and Transportation (ODOT) to establish the Governor’s Task Force on Ohio Highway Safety. The task force will determine whether high numbers of crashes are occurring over long corridors but are escaping detection because current crash reporting practices emphasize “spot” locations. The task force has been directed to:
 - Create a crash trend ranking system for long stretches of highways;
 - Create a common definition of “dangerous” with regard to highway safety;
 - Work together to target different places and problems along the state’s vast highway system for safety concerns; and
 - Work with residents and local governments on ways to comprehensively lower crashes on problem stretches.

Significant work began in FFY 2005 on this project. The ODPS and ODOT began work to design a “safety corridor” program. Public meetings were scheduled for August and September 2005 to gather input from local law enforcement, engineers, and citizens on problems and to identify strategies to reduce crashes on long corridors that have elevated crash rates. Work will continue in FFY 2006 to finalize the ranking system, problem identification and strategies to be implemented.

- Ohio Transportation Safety Coordinating Committee – The GHSO participates in the Ohio Transportation Safety Coordinating Committee. The committee is comprised of the state and federal agencies that work with surface transportation safety issues in Ohio. The primary mission of the committee is to: 1) develop and strengthen partnerships with safety stakeholders; 2) develop safety goals by establishing baseline conditions and performance measures; 3) improve the quality, timeliness, and availability of crash data; 4) identify, coordinate and share best practices within and throughout Ohio’s “safety community”; 5) emphasize and implement safety measures throughout all operational processes; 6) identify and share safety programs with all departments and consider related efforts by other stakeholders and coordinate with them as appropriate; and 7) evaluate, assess and adjust strategies as necessary. This committee’s focus in FFY 2006 will be oversight of the implementation of the Comprehensive Highway Safety Plan.
- Comprehensive Highway Safety Plan – Ohio began work on development of a Comprehensive Highway Safety Plan in FFY 2005. This project is interdisciplinary and inclusive of all levels of government. The plan will identify highway safety emphasis areas, with specific strategies to address crashes and fatalities. Safety emphasis areas are not limited to crash type, but rather can include population sectors, driving behavior or a number of other factors.

This effort will involve a three-tier approach. An Executive Committee comprised of state agency directors and administrators will approve the final plan. The Ohio Transportation Safety Coordinating Committee will serve as the Steering Committee of state and federal highway safety partners which will develop and oversee implementation of the plan. Road Way Safety Partners comprised of highway safety interest groups will communicate with Steering Committee members and provide feedback on the plan.

Federal and state partners met in February 2005 for an initial meeting to identify the purpose of the plan, its basic components, roles and responsibilities, determine the plan development process and determine the schedule for the project. A facilitation meeting was conducted in April 2005 to help draft the plan. A draft plan will be shared with the Road Way Safety Partners in late FFY 2005, with work to continue into the next federal fiscal year. The goal is to have the plan developed by December 2005.

- Traffic Records Coordinating Committee – The Traffic Records Coordinating Committee (TRCC) is comprised of state, local and federal agencies who are stakeholders in the traffic crash records system. Committee members’ key interest is the accuracy and timeliness of traffic crash data. During FFY 2005, efforts were made to revive the executive level meetings of the Traffic Records Coordinating Committee (TRCC) and to rejuvenate the technical (working) committee. By understanding how each member agency uses the crash data and how the system works, agencies are able to identify collaborative efforts for data projects that will improve the system’s effectiveness, this understanding is translated into the

State's Traffic Records Strategic Plan. In FFY 2005, the TRCC members reviewed the recommendations from the August 2004 Traffic Records Assessment and determined which recommendations would become a part of the plan. The Traffic Records Strategic Plan has become a true working document and is being updated two to three times a year. In order to stay on task with the data improvement plans the technical committee will begin meeting monthly in FFY 2006.

- Monthly ODOT/ODPS Meetings – The GHSO and ODOT's Roadway Safety and Mobility Office staff generally meet on a monthly basis to share information, discuss common problems and identify joint ventures to address Ohio's crash problems. Benefits of this closer partnership between the two agencies include sharing of crash problem identification, better coordination of local safety efforts and collaboration on joint projects. These meetings will continue throughout FFY 2006.
- Occupant Protection for Youth Advisory Committee – The GHSO will continue to gather input from the Occupant Protection for Youth Advisory Committee on child restraint issues. This committee is comprised of representatives from law enforcement, hospitals, fire department, CPS special health needs, health departments, the nursing profession, and Safe Kid/Safe Community partnerships. Presently all members are certified CPS technicians and/or instructors, however the GHSO will seek to expand this committee to include representation from additional constituencies in FFY 2006.
- Safe Communities Advisory Committee – The Safe Communities Advisory Committee, comprised of project coordinators from the various Safe Communities grantee agencies, plays an important role in providing direction for Ohio's Safe Communities programs. Committee representation includes staff from health departments, hospitals, law enforcement, educational service centers, metropolitan planning organizations, non-profit organization and a safety council. The committee meets with the GHSO on a quarterly basis.
- Corporate Safety Program – Since October 1992, the GHSO has coordinated a statewide network of employers and safety advocates entitled the Ohio Partnership for Traffic Safety (OPTS). The purpose of this network is to unite government and the private sector by combining the safety expertise and resources of ODPS with the knowledge and insight of Ohio business leaders. This partnership can increase profits, reduce operating costs, and minimize the public cost to citizens by reducing vehicle-related deaths and injuries. Presently this employee network represents more than 298,000 employees and more than 90,000 company vehicles.

In FFY 2006, the GHSO will continue to network with its OPTS membership of more than 190 employers to increase safety belt use and reduce the incidence of alcohol-impaired driving by employees, both on and off the job, as well as to address other traffic safety issues. The OPTS coordinator will continue to serve as a resource by providing information through the website, sending broadcast e-mails and encouraging participation in the safety belt and alcohol campaigns. The GHSO will redesign, print, and distribute new posters that promote traffic safety. An OPTS advisory committee will meet as needed to make recommendations to the GHSO on how the OPTS program can better serve the corporate community. This committee is made up of various members of the private and public sectors.

Funding Level: \$50,000

Funding Source: 402

- Safety Conscious Planning Project – In FFY 2005, the GHSO partnered with ODOT's Roadway Safety and Mobility Office to coordinate and conduct Safety Conscious Planning Workshops in cooperation with the Metropolitan Planning Organizations (MPOs) across the state. The purpose of these workshops is to meet with local officials from a variety of disciplines to identify and discuss high-crash locations and develop regional Safety Work Plans. Completion of the work plan results in eligibility of local governments to apply for ODOT funding for projects on the local highway system and possibly to the GHSO for behavioral related traffic safety projects.

Funding Level: \$200,000

Funding Source: 402

- DUI Court State Policy Workgroup – In 2004, Ohio established a State DUI Court Policy Workgroup. This group is comprised of representatives from the ODPS, The Supreme Court of Ohio and Ohio Department of Alcohol and Drug Addiction Services. The committee has visited several courts around Ohio to identify potential candidates for the DUI pilot project. The first pilot DUI court has been established and a second pilot court is currently under consideration. Through the assistance of the group, courts will be required to submit an implementation plan and a sustainability plan. An evaluation component is required for the pilot test project along with an overall project evaluation at the state level. This group will continue to meet regularly to monitor and make recommendations to insure a successful pilot project.

Communication Strategy

- Earned Media Plan – In conjunction with the ODPS Communications Office, an earned media plan has been crafted to incorporate NHTSA’s 2006 media calendar. The earned media plan will span the first week of October through the entire federal fiscal year and includes both the national CIOT mobilization and YDYDYL crackdown; the paid media plan for each national mobilization is detailed later in this document. The earned media plan consists of the following components:
 - Campaign toolkit developed for distribution to Ohio’s law enforcement partners, Safe Communities programs, the Ohio Partners for Traffic Safety (corporate partners) and other partners who have requested to join the national campaigns. The toolkit will include updated sample news releases, letter to the editors, fact sheets, newsletter articles and artwork.
 - Broadcast e-mails to all safety partners directing them to the NHTSA website as the mini-planners are released.
 - Coordinated media events by both ODPS and Ohio’s Safe Communities Programs.
 - Press releases and media exposure from state agencies include ODPS, ODOT, ODNR, and the Ohio Department of Insurance.

FFY 2006 Earned Media Plan

Activity	Date(s)
National Drive Safely to Work Week	October 3 – 7, 2005
National Walk Our Children to School Week	October 3 – 7, 2005
Put the Brakes on Fatality Day	October 10, 2005
National Red Ribbon Week	October 22 – 29, 2005
Halloween	October 31, 2005
Winter Weather Awareness	November 2005
National Drunk & Drugged Driving Prevention Month (3D Month)	December 2005
Super Bowl	February 5, 2006
Child Passenger Safety Week	February 13 – 19, 2006
St. Patrick’s Day	March 12–17, 2006
National Work Zone Awareness Week	April 2 – 8, 2006
Prom Season	April – May, 2006
Operation ABC Mobilization	May 22 – 29, 2006
Great Lakes Region Rural Safety Belt Project	May 1 – May 15, 2006
<i>Click It or Ticket/What’s Holding You Back?</i> Mobilization	May 15 – June 3, 2006
4 th of July	July 4, 2006
<i>You Drink & Drive. You Lose.</i> Crackdown	August 16 – September 4, 2006
National Stop on Red Week	August 27 – September 2, 2006
Homecomings	September 2006

Evaluating Strategies

- Miami University Evaluation – Ohio's Miami University (MU) will again assist the GHSO by evaluating several campaigns and programs such as the safety belt mobilizations and alcohol crackdown and Safe Communities grant program, as well as to assist with the development of problem identification, goals, program direction, and annual evaluation reports.

In FFY 2006, MU will assist with the development and conduct of the evaluation for the *I'm Safe* booster seat education program. MU will also conduct four statewide telephone surveys (approximate cost is \$25,000 per survey) to evaluate and measure the effects of paid media for both the CIOT/WHYB and the YD&DYL campaigns. MU is also responsible for analyzing the statewide observational safety belt survey data to determine the annual usage rate for the state using the NHTSA-established methodology.

Funding Level: \$450,000

Funding Source: 402

Estimated Funding for Office Operations and Partnerships in FFY 2006

Strategic Programs and Activities	Funding Level	Funding Source
GHSO Planning and Administration	\$1,100,000	402
Web-Based Grants Management System	\$ 50,000	402
Corporate Safety Program	\$ 50,000	402
Safety Conscious Planning Project	\$ 200,000	402
Miami University Evaluation	\$ 450,000	402

TOTAL \$1,850,000 *

* Note: There is no cost attributed to all other strategies and activities listed in this section because they are a part of the work duties of the respective participants.

Ohio's Traffic Safety Action Plan for FFY 2006

National "2008" Goal

- Ohio has adopted the national goal of one fatality per 100 million vehicle miles traveled by 2008.

Performance Measurement

- The number of fatalities each year per 100 million vehicle miles traveled.

Baseline

- Ohio's fatality rate was 1.31 fatalities per 100 million vehicle miles traveled in 2002 which is used as the baseline year.

Law Enforcement Strategies

- Law Enforcement Liaisons – The goal of the Law Enforcement Liaison (LEL) Program is to enhance all aspects of the GHSO'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 role is to:
 - Seek commitments from agencies to participate in the national mobilizations.
 - Increase participation in the mobilizations to over 850 agencies in 2006.
 - Visit law enforcement agencies to encourage the agencies to issue citations for safety belt and/or child passenger restraint violations and take a zero tolerance approach on impaired driving.
 - Educate agencies on the need for their officers to wear safety belts at all times.
 - Disseminate information and materials on GHSO programs and projects.
 - Disseminate information and address any law enforcement related issues that arise around the state.
 - Encourage accurate and timely submission of crash reports.
 - Assist with training for law enforcement agencies.

Funding Level: \$350,000

Funding Source: 402

- Equipment Awards – Traffic safety related equipment totaling approximately \$300,000 will be awarded to agencies who participate in Ohio's FFY 2006 safety belt campaign activities. These awards will be based on the level of involvement in the national mobilizations, a high visibility approach to safety belt and alcohol offenses, and a strong media and outreach component. With almost 1,000 law enforcement agencies in the state, the GHSO is unable to fund overtime enforcement activities for all agencies in support of the mobilizations. Offering equipment awards, especially the award of police cars, has been proven to be an effective incentive to participate in the mobilization efforts.

Funding Level: \$300,000

Funding Source: 402

- Law Enforcement Overtime Grants – Grants will be awarded to law enforcement agencies whose jurisdictions experienced an average of two or more fatal crashes over the three-year period of 2002, 2003 and 2004. In addition, all 88 Ohio Sheriff's Offices are eligible to submit a proposal to participate in traffic safety enforcement efforts to impact Ohio's fatal crash goal. With the intent to conduct increased enforcement activities at strategic times throughout the year, awarded grantees will be required to conduct enforcement blitzes focused on national, state and local holidays and events. All agencies will be required to participate in two national mobilizations - the Memorial Day "Click It or Ticket"/"What's Holding You Back?" (CIOT/WHYB) mobilization and the Labor Day "You Drink & Drive. You Lose." (YD&DYL) crackdown. Additionally, agencies must conduct at least six GSHO mandated blitzes - Halloween, Super Bowl, St. Patrick's Day, Prom Season, July 4th and Homecoming.

Agencies funded in FFY 2006 will be required to focus their enforcement efforts on locations and times where these traffic safety concerns are most predominant and problematic. All agencies receiving funding must certify that any personnel operating as an arresting officer must have completed Standard Field Sobriety Testing (SFST) or Advanced Detection, Apprehension and Prosecution (ADAP) training. Law enforcement agencies will include the Ohio State Highway Patrol (statewide), Ohio Department of Natural Resources Park Rangers (representing 14 state parks), county sheriff offices and local law enforcement agencies.

Funding Level: \$2,000,000

Funding Source: 402 and 410

- Judicial, Prosecutors and Officers Training –The Ohio Judicial College will also receive funding to offer the classes in OVI laws, speed enforcement, administrative license suspension, law enforcement procedures, and underage drinking. These courses are offered to judges and magistrates at locations across the state.

In FFY 2005, the GHSO entered into a grant with the Ohio Prosecuting Attorneys Association to hire an individual to serve as Ohio's first Traffic Safety Resource Prosecutor (TSRP). The TSRP provides technical assistance and conducts training programs to improve the ability of states prosecutors to effectively prosecute traffic safety violations, provide educational opportunities for prosecutor readiness, and serve as a resource and liaison among prosecutors, law enforcement and the traffic safety community. The TSRP also assists local prosecutors in cases by sitting as second chair upon request. In FFY 2006, his efforts will be concentrated in the top ten counties where the majority of alcohol related fatal crashes occur. He will emphasize the importance of traffic safety with prosecutors and help ensure convictions in traffic safety cases. The TSRP program will help strengthen the partnership between law enforcement and prosecutors while sending a uniform and consistent message about alcohol related traffic safety violations and impaired driving issues.

The GHSO will continue to fund Advance Detection, Apprehension and Prosecution (ADAP) courses through the Ohio State Highway Patrol Academy and the Ohio Peace Officers Training Academy (OPOTA) to train law enforcement officers on issues relating to impaired driving. Additionally, OPOTA and OSHP will continue to train officers in speed enforcement techniques to satisfy local department criteria for implementing federal funded speed enforcement grants. Training will include the five-day Electronic Speed Measuring Devices instructor course that will cover the NHTSA radar and laser training curriculum. Successful completion will qualify the student as a radar and laser instructor in Ohio. Other courses offered by the academies include BAC Datamaster, Intoxilyzer 5000, Traffic Crash Level I and II, Commercial Motor Vehicle Inspection and Investigation Level I, Traffic Crash Judicial Seminar and the NHTSA/OSHP Media School.

Funding Level: \$290,000

Funding Source: 402, 410 and 163

- In-Car Video Training – As in the past, the GHSO will offer two types of in-car video classes in FFY 2006. The first, the 40-hour Train-the-Trainer course, provides instruction on the proper use of the in-car video equipment, as well as the basic knowledge needed for legal and procedural uses of the video equipment. Agencies attending this course receive one in-car video upon successful course completion. The second, the eight-hour Basic Practitioner’s course, is designed to familiarize and equip police officers in the field with the basic knowledge necessary for the legal and procedural use of in-car mobile videotaping equipment. This course will be offered to any law enforcement agency, particularly those that do not meet the criteria for participation in the 40-hour course.

Funding Level: \$250,000

Funding Source: 410

- Ohio Department of Transportation’s (ODOT) Work Zone Safety - The Ohio Department of Transportation and the Department of Public Safety, through the Ohio State Highway Patrol and the GHSO, have formalized a partnership to reduce crashes in Ohio’s work zones. The purpose of this program is to initiate an enforcement presence and education campaign in identified interstate highway work zones. This activity will continue in FFY 2006.

Funding Level: \$100,000

Funding Source: ODOT

- ODOT’s Safe Commute – The Governor’s Highway Safety Office worked with the Ohio Department of Transportation, Roadway Safety and Mobility Office in FFY 2005 to reduce the number of traffic crashes and raise awareness of the role motorists play in improving safety on our highways. This partnership identified high crash areas in Cuyahoga County, Franklin County, Hamilton County, Lucas County and Montgomery County. This project consisted of a “Quick Clear” component during rush hour traffic and “Speed Enforcement” throughout the mid-day. This activity will continue in FFY 2006.

Funding Level: \$800,000

Funding Source: ODOT

Community Based Strategies

- Safe Communities Programs – With a diverse population of more than 11 million people, three major metropolitan areas, six cities with populations in excess of 100,000 and 100 cities with more than 23,000 people, the GHSO remains committed to the countywide Safe Communities concept. Ohio’s Safe Communities network uses local coalitions to deliver traffic safety messages and programs on a yearlong basis at the local level.

For FFY 2006, Ohio will fund 36 countywide Safe Communities programs which will involve over 280 separate communities. These coordinated communities will play an active role in addressing traffic safety issues. These programs are comprised of many different coordinating agencies, including county sheriff’s offices, city and township police departments, county and city health departments, hospitals, educational service centers, safety councils, township governments and metropolitan planning organizations. In FFY 2006, each program must include strategies focusing on the state and national goal to reduce traffic fatalities to one per 100 million vehicle miles of travel by 2008. To be included in each Safe Communities proposal for FFY 2006, strategies at a minimum need to focus on the following:

- Increase the restraint usage rate in their jurisdictions and
- Decrease the number of alcohol-related crashes in their communities.

In addition, each Safe Communities program, based on local problem identification, may address other traffic safety issues that will impact the overall goal of reduction of traffic fatalities in their community. In FFY 2006, a strong emphasis will be placed on increasing public awareness of the efforts of the local Safe Communities coalitions and of the health issues and consequences relating to traffic safety.

In order to increase public awareness of traffic safety issues, each Safe Communities program will, at a minimum:

- Submit a monthly traffic fatalities update to their local media by the 5th day of each month.
- Actively participate in a minimum of six state or national traffic safety campaigns.
- Support the activities of law enforcement during eight specified mobilizations/campaigns including the “Click It or Ticket/What’s Holding You Back?” (CIOT/WHYB) safety belt usage campaign and the “You Drink & Drive. You Lose.” (YD&DYL) campaign.
- Coordinate press events to include multi-jurisdictional representation focusing on traffic safety efforts including kickoff events for the “Click It or Ticket/What’s Holding You Back?” (CIOT/WHYB) safety belt usage campaign and the “You Drink & Drive. You Lose.” (YD&DYL) campaign.
- Participate in a minimum of six of the following state or national campaigns: Child Passenger Safety Week, Put the Brakes on Fatality Day, National Drive Safety Work Week, National Red Ribbon Week, Stop on Red Week, National Walk Our Children to School Week, National Work Zone Awareness Week, Operation ABC Mobilization or Winter Weather Awareness Week.
- Coordinate an “Impaired Driving – 3 D Month” event in December.
- Participate in their county fair or one other summer event to promote traffic safety.

Safe Communities programs in the Targeted Alcohol Counties will support their respective OVI Task Forces’ activities. This includes coordinating meetings between the county OVI task force and the Safe Communities program, pursuing media and public awareness opportunities and coordination of training opportunities.

With Safe Communities programs being multi-jurisdictional with many different agencies and organizations making up the coalitions, traffic safety will be addressed in a variety of ways. Some examples of countermeasures that will be conducted in FFY 2006 include:

- Working closer with business and corporate partners by participating in the Network of Employers for Traffic Safety (NETS) “Drive Safely Work Week” campaign.
- Through a partnership between Safe Communities and the local school districts, traffic safety brochures and postcards will be mailed to the parents of individual students. The purpose is to encourage parents to talk to their teenage children about traffic safety issues.
- Various youth educational programs will be conducted within the schools.
- Hands-on demonstrations highlighting the effects of impaired driving will be provided in the school setting. Strategic activities include the “Don’t Take a Shot at Drinking” which is conducted during half time at area basketball games. This program demonstrates, using the fatal vision goggles, the difficulty one has in accomplishing simple tasks. Another demonstration includes using a golf cart and traffic cones set up in a specific pattern. Students attempt to go through the course with and without using the fatal vision goggles. In support of this is also the use of goggles in conducting the walk and turn exercise.
- Working with their Safe Communities program, many schools will be conducting safety belt challenges. This brings awareness into the schools to the students and staff. Schools that increase safety belt usage are rewarded with some type of recognition determined by the students and Safe Communities.
- Safe Communities coordinators will be working with school administrators to have the Ohio safety belt message as a regular part of the students’ parking permit system. The Ohio message will be displayed on one side of the parking permit to give a constant message. The coordinators will also be working with schools to broadcast traffic safety messages during school events along with having posters and signage up around the various campuses.

- Several Safe Communities programs will coordinate a “Jam Don’t Slam” event in their communities, where high school students are challenged to come up with ways to promote traffic safety through music and art.
- Safe Communities programs will promote Safety Days or Mock Crashes in their communities. A key component is working in conjunction with school resource officers and various student groups.
- Safe Communities will have speakers who will go into schools to reinforce the traffic safety message. This will include enforcement, emergency medical services, Safe Communities coordinators and parents of students who have been involved in traffic crashes.
- Safe Communities programs will be addressing the issue of rural traffic safety with countermeasures focusing on the high-risk male pickup truck drivers.
- Several Safe Communities programs will conduct countywide “None for Under 21” rallies. In this concept, there are several different traffic safety scenes that are displayed for students to observe. These scenes include a teen party, a traffic crash, an arrest, a funeral and parents grieving by a grave. Speakers then reinforce the safety message through presentations by offenders, survivors and parents involved in impaired driving crashes.
- Several Safe Communities programs will coordinate bi-county or tri-county multi-jurisdictional efforts in addressing traffic safety issues through training opportunities, media events and public awareness campaigns.
- Safe Communities fully support the “Parents Who Host Lose the Most” campaign and will take this message into the community and work with different partners to reduce teen drinking parties.
- Ten Safe Communities programs will conduct senior driver activities and provide funding for the “55 Alive” program courses.
- The Cuyahoga County (Cleveland Area) Safe Communities program will continue their Speed, Reckless and Aggressive Driving (SRAD) countermeasure. This activity combines increased enforcement with public awareness to decrease the number of speed, reckless and aggressive driving incidents.

Funding Level: \$1,700,000

Funding Source: 402

Occupant Protection for Child Strategies

- Occupant Protection Regional Resource Coordinator Program - The GHSO, in partnership with the Ohio Department of Health, will award grants to fund nine Occupant Protection Regional Resource Coordinators (OPRRC). These coordinators provide occupant restraint programming to all 88 Ohio counties. The OPRRC responsibilities include coordinating a child safety seat distribution program for low-income families, conducting car seat check up events, coordinating the NHTSA 32-hour Standardized CPS Technician Training Course, disseminating occupant protection education and training for youth, as well as safety belt and air bag safety education and tips for the entire family. The coordinators are also charged with identifying and utilizing traffic safety related resources for local communities and identifying local partners to work with youth related traffic safety initiatives. The regional resource coordinators will continue to distribute materials to address proper installation of child restraints, child restraint design, selection and placement, harness threading and adjustment and restraint devices for the entire family.

Funding Level: \$525,000

Funding Source: 402

- Team Ohio Occupant Protection for Youth Conference - The GHSO will sponsor the fourth bi-annual Team Ohio Occupant Protection for Youth Conference, July 26–28, 2006. The conference sets the tone for state advocacy groups to be proactive and independent in shaping a future of safe travel on Ohio’s roadways for child passengers. The conference, which historically 400 child passenger safety advocates attend, has served as an arena to share information and new technology and to network with other advocacy groups from around the state. Break-out sessions focusing on car safety testing, new federal regulations, law enforcement involvement and CPS updates will be among the topics discussed at the conference.

Funding Level: \$30,000

Funding Source: 402

- I’m Safe Program - The *I’m Safe* program is an early education program designed to raise occupant restraint awareness among booster safety age children. The interactive program about proper safety restraint usage for children in grades K through 2 which includes safety materials for the entire family will be piloted in three school districts. The demographics of the districts chosen will include populations that include urban, suburban and rural sub-groups. Miami University will design and conduct the evaluation of this project.

Funding Level: \$70,000

Funding Source: 402

- 21st Century Insurance – The GHSO has agreed to partner with 21st Century Insurance who will sponsor child safety seat inspections in five major cities throughout Ohio in FFY 2006. Replacement seats will be provided by 21st Century Insurance at check up inspection events in Columbus, Cincinnati, Cleveland, Dayton and Akron. The inspection sites pre-selected by the OPRRC will be staffed with certified technicians.

Funding Level: \$ 0

Funding Source: 21st Century Insurance

- CPS Technician Training – The GHSO will coordinate two NHTSA 32 Hour Standardized CPS Technician Training Courses to be offered in Columbus.

Funding Level: \$30,000

Funding Source: 402

- Occupant Protection for Youth Website – The Occupant Protection for Youth website is “under construction” along with other websites within the department. Once re-established, this site will provide information for the general public on the proper installation of child restraints, car safety recall information, fitting station sites, car safety check up event site and local programming available.

Funding Level: \$ 0

Funding Source: State

- CPS Liaison – The GHSO has a contractual agreement with CPS Instructor Ron Phillips to assist in Occupant Protection for Youth programming. He will help organize and conduct one NHTSA 32 Hour Standardized Child Passenger Technician Training and up to two CPS recertification courses to re-certify expired technicians. Additionally, he will provide assistance at two additional NHTSA 32 Hour Standardized Child Passenger Technician Training courses. The Liaison will also maintain the database system for fitting stations, newly certified technicians, Safe Kids and all regional and state sponsored car seat checks. He will assist in recertifying technicians as needed in Ohio’s nine OPRRC regions and serve as co-chair for the Team Ohio Occupant Protection for Youth Conference in FFY 2006. Mr. Phillips will also coordinate the *I’m Safe* project implementation, and provide CPS technical assistance and technical update information to Ohio’s CPS list serve.

Funding Level: \$31,000

Funding Source: 402

- Special Needs Program – This child restraint program will provide awareness and education training on the use of child restraints for children with special needs. An interactive website will be maintained which can be accessed by certified technicians to remain up to date on changes with special need technologies. The program will train parents, physicians, member of professional groups and other school age children on special medical needs issues. The program will be headquartered in Montgomery County but will provide assistance statewide.

Funding Level: \$16,000

Funding Source: 402

Strategies for Ohio's Youth

- Driver Training Program – Housed in the GHSO, the Driver Training Section regulates training for novice teen drivers, handicapped drivers, truck drivers and juvenile and adult remedial driver training courses. This oversight includes courses conducted through both commercial and public schools. The section enforces administrative rules, seeks to improve the quality of driver training, responds to complaints from the industry and the public and serves as an information resource. The responsibility for all driver training in the state provides a unique experience for influencing Ohio's youth and impacting their driving behavior; it also provides the GHSO with a direct link to conduct pilot tests and in-depth evaluations regarding traffic safety issues related to Ohio's youthful drivers. With passage of legislation to fund the program in state fiscal year 2005, the GHSO has been able to contract with seven field staff to conduct school inspections, assist with investigations for administrative hearings and to conduct training seminars for school owners and training managers.

Funding Level: \$650,000

Funding Source: State

- Big Brothers Big Sisters of Central Ohio (BBBSCO) - In FFY 2005, GHSO awarded a grant to Big Brothers Big Sisters of Central Ohio. BBBSCO provided traffic safety education to 8 – 18 year olds through their mentoring and camp program in three central Ohio counties (Franklin, Delaware and Union). Similar programming will occur in FFY 2006.

Funding Level: \$65,000

Funding Source: 402

- Buckeye Ranch – As in FFY 2005, the GHSO will partner with Buckeye Ranch. The primary goal of the project is to increase both knowledge and attitudes toward highway safety among high schools students. Students will be selected from Franklin County schools. The students will participate in an interactive game show to raise their awareness of risk-taking behaviors, a curriculum on decision-making and anger management and development of a youth prevention message film that focused on a traffic safety theme.

Funding Level: \$45,000

Funding Source: 402

Strategies for Diverse Populations

- Faith Based Initiatives – Churches in five cities throughout Ohio will participate in activities to deliver messages to their congregation on the importance of buckling up and driving alcohol and drug free. This innovative injury prevention faith-based program uses education and awareness training on the importance of restraint use and the consequences of driving impaired. A series of messages addressing restraint use is delivered to those required to be restrained as well as to other family members, with a special emphasis on young people ages 14 - 20. These faith-based programs enlist trusted opinion leaders within the African American religious community to provide recurring and consistent traffic safety messages with the recommended injury prevention behaviors and role modeling.

Funding Level: \$217,000

Funding Source: 402

- Hispanic and Asian Initiatives – These diversity grants reach the Asian and Hispanic communities in the Columbus and surrounding area. These agreements provide education and awareness for specific ethnic groups in their native language. Workshops are held that provide a cultural awareness on the benefits of knowing laws that pertain to traffic safety messaging and how these communities can travel safely on Ohio roads. The grant with the Ohio Hispanic Coalition includes conducting one NHTSA 32 Hour Standardized CPS Technician Training course using NHTSA’s Spanish language curriculum. The course will be offered in Columbus.

Funding Level: \$110,000

Funding Source: 402

- African American Initiative – This diverse grant reaches the African-American youth population in the Hamilton County (Cincinnati) area. The agreement provides education and awareness activities for young drivers and passengers to address safety belt use and impaired driving. Additionally, parents will gain insight into the issues relating to teen driving through a monthly newsletter and participation in awareness events. A presentation outlining the teen curriculum will be presented to the parents. Parents will be asked to complete questionnaires on teen driving habits.

Funding Level: \$71,000

Funding Source: 402

- Amish-Related Initiative - Ohio has the world’s largest Amish population. The largest concentration of Amish live in 10 rural Ohio counties with hilly and winding two-lane roads. Through a grant with Ohio State University Extension (OSUE), targeted programs for these counties include alcohol awareness, buggy visibility, pedestrian and bicycle safety, buggy operation (including hands-on instruction for Amish youth) and rules of the road instruction. The OSUE coordinator will continue to foster relationships among Amish Elders, county Extension offices, law enforcement, and Safe Communities programs. The coordinator will initiate educational programming with Amish youth regarding alcohol use/abuse. The pedestrian visibility program and the bicycle helmet program will be expanded. OSUE will work with law enforcement and Safe Communities programs on activities focusing on speed, assured clear distance and illegal passing for motorists traveling in “Amish country”. The OSUE coordinator will also coordinate all Amish safety-related media activities, such as articles for Ohio magazines and news releases for rural and statewide newspapers. All materials distributed will be monitored to ensure materials are publicized and available for everyone.

Funding Level: \$60,000

Funding Source: 402

Strategies for Senior Drivers

- Ohio State Highway Patrol Mature Driver Program – The Ohio State Highway Patrol will conduct a mature driver awareness and safety educational program at the Ohio State Fair and county fairs around the state. Elements of the program will include the effects of age on driver reaction time, operator licensing requirements, vision and hearing testing and hands on operation of “driver brake reaction time box “ to demonstrate the relationship between the aging process and brake reaction time.

Funding Level: \$25,000

Funding Source: 402

- GHSO Senior Driver Presentations – Statistics show that the age of the Ohio driver is increasing and that the number of drivers over 50 years of age continues to grow annually. The GHSO’s Older Driver Program was developed to provide information on topics that affect this age group. Ten informational modules covering subjects such as: “When to Give up the Keys”, “Freeway Driving”, “Collision Avoidance”, “Simple Rules of the Road”, “Signs, Signals and Markings” and “Care of Your Vehicle” are presented in a Power Point presentation/discussion format and are approximately fifteen minutes in length. The audience receives a handout that covers the module as it is being shown on the screen. Only two modules of the ten different subjects are given on any one date as it was discovered during the pilot phase that this was the best method to relay the information to the older driver.

The goal of this project is to keep the senior driver population informed and up to date with the ever changing highway environment, information on the current Ohio traffic laws, vehicle research and technology issues.

Funding Level: \$20,000

Funding Source: 402

Strategies to Reduce Motorcycle Crashes

- **Motorcycle Ohio (MO) Program** – The state-mandated Motorcycle Ohio (MO) program, housed in the GHSO, provides three motorcycle safety courses to the public. In addition to training Ohio motorcyclists, MO develops and distributes public information and education materials, makes presentations regarding motorcycle safety issues and works to improve the drivers licensing system for motorcyclists.

The 16-hour basic riding course is mandatory for 16 and 17 year olds to obtain a motorcycle endorsement. Successful completion of the basic course waives the state on-cycle skill test; an incentive that has driven the increase in course enrollment since 2000. Separate courses are available for experienced riders and motorcyclists interested in becoming a motorcycle instructor. Tuition is charged for both of these courses.

The basic course is offered at 13 fixed and 23 mobile training sites across the state. The experienced rider course is offered at seven of these sites, while the instructor preparation course is offered on an as needed basis at select training sites across the state. It is anticipated that over 11,000 Ohioans will participate in MO courses in 2006.

In 2003, legislation passed which allowed the ODPS to set a reasonable fee for the basic course tuition (free to minors; \$25.00 is charged to all other participants). Additionally, the legislation allowed the basic course to be offered by third parties. As a result, three Harley-Davidson dealerships are now providing the basic rider course with a tuition cost of approximately \$300.

MO is funded from each motorcycle registration, currently \$6.00. Course tuition also helps support the program costs. With more than 300,000 registered motorcycles annually, there is no need to raise tuition in the foreseeable future.

Funding Level: \$2,300,000

Funding Source: State

- **Motorcycle Strategic Plan** – In FFY 2004, the GHSO Administrator, MO Coordinator and Miami University (MU) Evaluator attended a Great Lakes Region Motorcycle Safety Workshop for the purpose of identifying what could be done to reverse the rising motorcycle-related fatalities in the region. Several activities have occurred as a result of this meeting. Miami University redesigned the MO course participant survey for use in the 2005 training season. In FFY 2005, MU conducted telephone surveys in order to collect demographic information, opinions about motorcycle safety issues and gain insight on the rider education program. In April 2005, a group of key stakeholders met to discuss Ohio motorcycle statistics, review the telephone survey results and identify activities to reduce motorcycle crashes and fatalities. A strategic plan is being developed based upon input from the key stakeholders; several elements will be implemented in FFY 2006.

Funding Level: \$250,000

Funding Source: 402

- **OSHP and Motorcycle Safety** – In FFY 2005 the Ohio State Highway Patrol and the American Motorcyclist Association, a national motorcyclist organization headquartered in Pickerington, Ohio, teamed up to produce a "Ride Smart Drive Smart" motorist awareness campaign. A poster and informational card were produced and distributed in limited quantities. This campaign will be expanded in FFY 2006.

Funding Level: In-kind

Funding Source: State

Engineering Strategies

- Roadway Safety Projects – These projects focus on improvements to the roadway environment by supporting roadway analysis, data collection and purchase of engineering-related safety equipment. Types of projects that are planned in FFY 2006 include local roadway inventory, local traffic studies and engineering training.

Funding Level: \$200,000

Funding Source: 402

- Engineering Training – The Ohio Department of Transportation will continue to provide on-site training to assist local government agencies in conforming to the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) concerning roadway engineering issues.

Funding Level: \$20,000

Funding Source: 402

- County Surface Transportation Program (CSTP) Project – Through an agreement with the Ohio Department of Transportation (ODOT), the GHSA administers a portion of the CSTP funds allocated to the Ohio County Engineers Association. These funds assist county engineers with roadway safety activities. In FFY 2006, projects will consist of Sign Inventory and Sign Upgrade, Ball Bank Curve Study, No Passing Zone, Speed Zone Studies, etc.

Funding Level: \$750,000

Funding Source: ODOT

Data Systems Improvement Strategies

- Traffic Records Strategic Plan – The Traffic Records Coordinating Committee (TRCC) is comprised of state, local and federal agencies who are stakeholders in the traffic crash records system. By understanding how each member agency uses the crash data and how the system works, agencies are able to identify collaborative efforts for data projects that will improve the system's effectiveness; this is translated into the State's Traffic Records Strategic Plan. In FFY 2005, the TRCC members reviewed the recommendations from the August 2004 Traffic Records Assessment and determined which recommendations would become a part of the plan. The plan has become a true working document and is being updated two to three times a year.

Funding Level: In-Kind

Funding Source: State

- Timely and Reliable Data Study – The State will contract with Data Nexus, using Federal Motor Carrier Safety Administration (FMCSA) funding, to study the timeliness, reliability and comprehensiveness of Ohio's crash data. While commercial vehicle crashes will be the focus of the study, crashes involving other vehicle types will also be included. Under the contract, Data Nexus will:

- Provide a comprehensive flow chart and process timeline of crashes in the state of Ohio, beginning with the crash and ending with submission of data to the FMCSA;
- Analyze the process used for the gathering and storage of data to determine its level of accuracy;
- Identify data needs of all stakeholders and determine if those needs are being met, provide recommendations on improvements where needs are not being met; and
- Evaluate the effectiveness and cost of implementing a single statewide electronic system for crash record collection and storage.

Funding Level: Unknown

Funding Source: FMCSA

- CODES (Crash Outcomes Data Evaluation System) Project – The CODES model uses linked electronic data to track persons involved in motor vehicle crashes from the scene, and, if injured, through the health care system to a final destination. By linking crash, vehicle and behavior characteristics to their specific medical and financial outcomes, prevention factors can be identified. The linked data can yield information to determine statistically which highway safety strategies are most effective for reducing injury and death associated with motor vehicle crashes. In August 2004, Ohio was awarded a CODES grant. The GHSO will work with the Center for Injury Research and Policy (CIRP) of the Columbus Children’s Research Institute at Columbus Children’s Hospital to implement the CODES grant. In FFY 2006, CODES staff will train the Board of Directors on probabilistic linkage and the CODES 2000 software; the Board of Directors will develop a data request process; data linkage will begin; and the CODES Advisory Group will meet to discuss uses and presentation of linked data.

Funding Level: \$250,000

Funding Source: NHTSA Cooperative Agreement

- EMS Data Collection - EMS Data Center contracted with a vendor to test a data validation process for records submitted to the Ohio Trauma Registry (OTR). The validation process which used 2001 and 2002 OTR data, with minor revisions, will be used for validation of 2003 data. This is a critical activity to undertake as the EMS Division prepares to share data with the developing Crash Outcome Data Evaluation System (CODES) project and in preparation for using probabilistic linkage to link records in the EMS Incident Reporting System (EMSIRS) and OTR in order to make correct interpretations about the reliability and validity of the data. This activity will continue in FFY 2006.

Funding Level: \$75,000

Funding Source: 402

- Commercial Vehicle Analysis Reporting System (CVARS) Pilot Project – In July 2002, Ohio was awarded a grant to pilot test the collection of commercial vehicle crash data; evaluate CVARS procedures measuring data accuracy; and investigate new, more efficient procedures for processing CVARS records. Under this pilot, software compatible with laptop computers was designed to allow for electronic submission of the OH-1 crash report to the ODPS. Problems identified during the initial pilot test required further modification prior to being released again for additional field testing. The project is in the second phase of the pilot test with several agencies submitting crashes electronically.

More agencies are expected to be using the program by the end of FFY 2005. Once 1,000 crashes have been received electronically, arrangements will be made to distribute the program state-wide; this is expected to occur in FFY 2006.

Data is being gathered to schedule a “train-the-trainer” session for teaching crash data collection for commercial motor vehicles. Once trained, the participants would then be expected to teach the course in their respective geographic locations.

Funding Level: \$91,000

Funding Source: NHTSA Cooperative Agreement

Estimated Funding for Traffic Safety Programs in FFY 2006

Strategic Programs and Activities	Funding Level	Funding Source
Law Enforcement Liaisons	\$ 350,000	402
Equipment Awards	\$ 300,000	402
Law Enforcement Overtime	\$2,000,000	402 and 410
Judicial, Prosecutors and Officers Training	\$ 225,000	402, 410 and 163
In-Car Video Training	\$ 50,000	410
Safe Communities	\$1,700,000	402
Occupant Protection Regional Resource Coordinator Program	\$ 525,000	402
Teen Ohio Occupant Protection for Youth Conference	\$ 30,000	402
I'm Safe Program	\$ 70,000	402
CPS Technician Training	\$ 30,000	402
CPS Liaison	\$ 31,000	402
Special Needs Program	\$ 16,000	402
Big Brothers Big Sisters of Central Ohio	\$ 65,000	402
Buckeye Ranch	\$ 45,000	402
Faith Based Initiatives	\$ 217,000	402
Hispanic/Asian Initiatives	\$ 110,000	402
African-American Initiatives	\$ 71,000	402
Amish-Related Initiative	\$ 60,000	402
Ohio State Highway Patrol Mature Driver Program	\$ 25,000	402
GHSO Senior Driver Presentations	\$ 20,000	402
Motorcycle Strategic Plan	\$ 250,000	402
Roadway Safety Projects	\$ 200,000	402
Engineering Training	\$ 20,000	402
EMS Data Collection	\$ 75,000	402
Subtotal	\$6,685,000	
Additional Programs and Activities		
ODOT Work Zone Safety	\$ 100,000	ODOT
ODOT's Safe Commute	\$ 800,000	ODOT
Driver Training Program	\$ 650,000	State
Motorcycle Ohio	\$2,300,000	State
County Surface Transportation Program (CSTP) Project	\$ 750,000	ODOT
Timely and Reliable Data	Unknown	FMCSA
CODES	\$ 250,000	NHTSA Coop.
CVARS	\$ 91,000	NHTSA Coop.
Subtotal	\$4,941,000	
In-Kind Programs and Activities		
21 st Century Insurance	\$ 0	21 st Century Insurance
CPS Website	\$ 0	State
OSHP and Motorcycle Safety	In-Kind	State
Traffic Records Strategic Plan	In-Kind	State
TOTAL	\$11,626,000	

Ohio's Traffic Safety Action Plan for FFY 2006

Impaired Driving Goal

- Reduce the number of alcohol-related fatalities by 6% per 1,000 total crashes by 2006, thus saving at least 24 lives.

Performance Measurement

- The number of alcohol-related fatalities per 1,000 total crashes.

Baseline

- During 2004, 477 people died in alcohol-related crashes. Ohio averaged 1.25 alcohol-related fatalities for every 1,000 total crashes.

Impaired Driving Strategies

- OVI Task Forces – The GHSO will continue to place special emphasis on Ohio's impaired driving problem. Ohio's ten *Targeted Alcohol Counties* that experience the highest number of alcohol-related fatalities will once again receive funding for the operation of a countywide OVI Task Force. Agencies receiving these grants must conduct a minimum of four sobriety checkpoints, OVI saturation patrols and a minimum of two press events. The GHSO will reimburse for overtime labor and fringe costs, alcohol-related equipment, training, supplies, materials and minimal administrative costs. The countywide OVI Task Forces and their lead agencies representing the ten *Targeted Alcohol Counties* are:
 - Butler County OVI Task Force - Hamilton PD
 - Cuyahoga County OVI Task Force – University of Cleveland Hospital
 - Franklin County OVI Task Force –Columbus Department of Health
 - Hamilton County OVI Task Force – Sharonville PD
 - Lucas County OVI Task Force – Sylvania Township PD
 - Mahoning County OVI Task Force – Goshen PD
 - Montgomery County OVI Task Force – AAA Miami Valley
 - Stark County OVI Task Force – Perry Township PD
 - Summit County OVI Task Force – Hudson PD
 - Trumbull County OVI Task Force – Community Solutions

Funding Level: \$1,500,000

Funding Source: 164

- You Drink & Drive. You Lose. (YD&DYL) Crackdown The YD&DYL Crackdown combines highly visible law enforcement with both local and national media exposure. Advertising during the crackdown highlights that law enforcement will be strictly enforcing impaired driving laws during the crackdown period. Law enforcement agencies across the state will be asked to participate in the 2006 crackdown scheduled for August 16 – September 4, 2006.

The goal of the paid media plan for the 2006 “*You Drink & Drive, You Lose*” Crackdown is to decrease the number of impaired driver 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 can be defined as anyone who drives impaired or is likely to drive impaired. In 2006, all media direction will be skewing toward a younger male audience. The primary media target will be 18 -34 year olds, however, other demographic audiences might be targeted based on data from statewide telephone surveys.

Media strategies for the campaign include developing a program that is consistent with or complimentary to the national paid media efforts; maximizing the benefits of being an SES state and the media spots produced nationally; and negotiating bonus inventory with each vendor. All vendors are required to provide significant non-paid exposure in order to participate in the campaign. Gross rating points will not be calculated until the national placement has been completed. It is our goal to reach 600 GRP's in the larger markets throughout Ohio.

Media tactics will include providing ongoing influence throughout the year with stronger activity throughout the crackdown to coincide with national media campaign and delivering ongoing statewide impact using TV/radio as the primary vehicles. Bonus inventory will be required by each station.

Funding Level: \$300,000 (all paid media) **Funding Source:** 164

- OVI Tracking System Study – An OVI (Operating Vehicle Impaired) tracking system should collect data from all law enforcement, courts and treatment facilities to track an offender from arrest to adjudication and treatment. In practice, this tracking system should be readily accessible to all interested users and must be designed to enable all users to obtain specialized statistical reports on impaired driving activities to plan and manage their work effectively and efficiently and make necessary policy decisions. The system should provide individual offender histories to courts, law enforcement and treatment providers.

GHSO has contracted with Data Nexus, Inc. to conduct a study to determine what would be required to establish a statewide OVI tracking system and to provide a blueprint for action based upon its findings. The study is slated for completion in March 2006. Results of the study will be used as a blueprint to begin the process of establishing an OVI Tracking System in Ohio. The report could also be used to gain support from key stakeholders and decision-makers.

Funding Level: \$50,000 **Funding Source:** 163

- DUI Court Pilot Test – In FFY 2005, the GHSO began funding the Clermont County Municipal Court to pilot the DUI court concept for up to three years. The Clermont County team, along with GHSO's Special Projects Coordinator, attended NHTSA's DWI Court Training Initiative in July 2005. GHSO anticipates funding additional pilot programs in FFY 2006. All courts that participate in this pilot project are required to submit an implementation plan, a sustainability plan, and a description of what assistance they are requesting to be eligible for consideration. The DUI Court State Policy Group reviews all proposals, visits the courts if necessary, and determines which courts should participate in the pilot project. Evaluation is a required component of the pilot test project. The findings of the pilot test and a best practices guide will be provided to judges through written materials and a series of workshops.

Funding Level: \$250,000 **Funding Source:** 163

- Streamline The Impaired Driving Arrest Process, Paperwork and Processing Time – Streamlining the impaired driving arrest process, duplicate paperwork and processing time for OVI arrests and providing a standardized electronic OVI reporting format to all law enforcement agencies was included in one of the main recommendations from the Governor's Task Force on Impaired Driving.

In FFY 2005, the GHSO, in conjunction with the Ohio Department of Health (ODH) and the Ohio State Highway Patrol, convened a working group to examine replacing existing breath testing instruments with portable instruments. An aggressive deadline of July 1, 2006 has been proposed to finalize this working

group's recommendations and the ODH's administrative rules for portable breath-testing instruments. After consideration of the recommendations, a plan to replace all of the instruments in the state will be developed. Use of a standard portable breath testing instrument throughout Ohio is expected to reduce DUI arrest processing time; allow for advanced data collection; automate current manual processes, reducing the likelihood of data input errors; simplify machine maintenance and increase officer safety.

The streamlining component has been incorporated into the OVI Tracking System Study to be conducted in the fall of 2006. Information on best practices as well as document examples is currently being collected from other states that have already been through the streamlining process.

The funding level identified below is allocated for the working group. Funding for the instrument replacement will be submitted later in FFY 2006 or in the FFY 2007 TSAP.

Funding Level: \$10,000

Funding Source: 163

- ODPS Investigative Unit – The GHSO will continue to fund the ODPS Investigative Unit to enforce underage drinking laws at high profile events and parties. The Investigative Unit partners with the local police departments across the state and undercover agents target servers, sellers and buyers of alcohol.

Funding Level: \$150,000

Funding Source: 410

- MADD – MADD of Ohio will provide 35 multi-media school assembly presentations to schools in Ohio's ten *Targeted Alcohol Counties*. For FFY 2006, MADD will increase by 25 percent the number of assembly presentations that will be shown in inner city urban schools located in diverse communities. National MADD presentations "Face" and "The Spot" will both be targeted for grades 7-12. Key messages for these presentations focus on preventing underage drinking and safe driving such as limiting distractions, staying focused, buckling up and not drinking and driving. MADD will promote and publicize the shows locally and coordinate with school administrators, community leaders, media and law enforcement.

Additionally, MADD of Ohio will directly assist high school administrators with Mock Crashes, Grim Reaper and Mock Trial programs prior to and during prom season. A "Best Practices" Mock Crash guide that identifies supporting community resources will be developed and distributed to high school administrators, students and prom committees located in the ten *Targeted Alcohol Counties*.

Funding Level: \$64,000

Funding Source: 164

Estimated Funding for Impaired Driving Programs in FFY 2006

Strategic Programs and Activities	Funding Level	Funding Source
OVI Task Forces	\$1,500,000	164
You Drink & Drive. You Lose (YD&DYL) Crackdown	\$ 300,000	164 PM
OVI Tracking System Study	\$ 50,000	163
DUI Court Pilot Test	\$ 250,000	163
Streamline the Impaired Driving Arrest Process	\$ 10,000	163
ODPS Investigative Unit	\$ 150,000	410
MADD of Ohio	\$ 64,000	164
Subtotal	\$2,324,000	
TOTAL	\$2,324,000	

Ohio's Traffic Safety Action Plan for FFY 2006

Safety Belt Usage Goal

- To increase overall safety belt usage rate in Ohio to 85% by 2006.

Performance Measurement

- Statewide observational safety belt surveys will be conducted in 2006.

Baseline

- According to the 2005 statewide observational surveys, 78.7% of Ohio motorists use safety belts.

Safety Belt Usage Strategies

- Click It or Ticket / What's Holding You Back? (CIOT/WHYB) Safety Belt Campaign – Ohio will continue to implement and expand the national mobilizations in FFY 2006. Campaign components will include high visibility law enforcement, paid media, earned media and evaluation.

The GHSO's goals are to increase the level of law enforcement participation and expand its partnership network. The GHSO will seek to have over 850 agencies committed to participate in the 2006 enforcement mobilizations. In 2005, more than 100 African American churches, 37 Safe Communities programs, 70 Ohio Partners for Traffic Safety (corporate) partners, six major insurance companies, 36 fire stations/EMS/EMT providers, 14 entertainment venues and six state agencies participated. The GHSO will seek to increase the number of partners by 10 percent (Safe Communities are already at 100 percent).

New partnerships and earned media will help expand the campaign's message into the low usage populations. It has been proven that a higher frequency of messaging directed at low usage populations helps increase awareness and equates to a higher overall compliance rate for belt use. In FFY 2006, TV and radio spots will continue to be concentrated and aired on stations most likely to reach Ohio's targeted demographic.

The program goal is to increase statewide usage of safety belts via an enforcement, public education and paid advertising plan. The media objective is to elevate awareness of the safety belt message and heightened enforcement throughout the state of Ohio around the mobilization.

The target audience can be defined as anyone who drives or rides in a motor vehicle within the state of Ohio. According to the Ohio Department of Safety's 2005 Observational Survey of Safety Belt Use, younger drivers/passengers (ages 15-25) and men are less likely to use safety belts. Throughout 2006, all media direction will be skewed toward younger men with the primary media target being 18-34 year olds. A secondary emphasis will continue to be male urban audiences and pick-up truck drivers. Gross rating points will not be calculated until the national placement has been completed. It is our goal to reach 600 GRP's in the larger markets throughout Ohio.

Media strategies will include developing a program that is consistent with, or complimentary to, the 2005 paid media efforts, emphasizing greater media pressure against an adult audience who is already more likely to respond to the safety belt safety message and can influence other less likely demographics, maximizing statewide geographical impact as affordable, creating somewhat greater financial emphasis on cities of larger populations and lower safety belt usage rates, maximizing the benefits of participating in the rural safety belt demonstration project state and the media spots produced nationally, and negotiating

bonus inventory with each vendor. All vendors will be required to provide significant non-paid exposure in order to participate in the campaign.

Media tactics will include providing ongoing influence throughout the May-June campaign period by flighting the individual media elements; ensuring strong activity throughout May to coincide with a statewide high visibility law enforcement component and delivering ongoing statewide impact using TV/radio as the primary vehicles. 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 ONN Radio Network in part for this effort.

Funding Level: \$1,500,000*

Funding Source: 402

* includes \$1,000,000 for paid media

- Great Lakes Region Rural Safety Belt Project - In FFY 2005, the national mobilization was enhanced through a Great Lakes region coordinated approach to rural safety belt use. Ohio targeted 15 rural counties across the state to promote safety belt awareness prior to the national CIOT mobilization. The counties were selected by using factors such as safety belt use in fatal accidents, population and vehicle miles traveled (VMT). A media and enforcement component were used to promote safety belt use in rural communities directed towards educating/informing 18-34 year old males. The mobilization model, paid media, earned media, enforcement and evaluation were used for this project. Although results are early, an increase in safety belt use in the targeted counties was achieved. This project is a two-year commitment by the region and will continue in FFY 2006 with a Thanksgiving mobilization and another pre-CIOT mobilization media and enforcement period. There is no cost associated with the Thanksgiving effort.

Funding Level: \$300,000 (all paid media)

Funding Source: 402

- Save Face Campaign – During FFY 2005, the GHSO developed a new poster and safety campaign designed around a photo taken by Nellie Ivins, an EMT in New Jersey. This picture, of an imprint of a face sculpted in the windshield due to the force of the crash, is very powerful. Through a focus group of Safe Communities programs and the Ohio Partnership for Traffic Safety, the new message of “Save Face – Buckle Up” was created. An initial printing of 10,000 posters in FFY 2005 was well received resulting in wide distribution throughout Ohio. Signage on rural school bus stops using this picture has also been distributed around Ohio.

In FFY 2006, Ohio will expand on this campaign with the development of materials to include bookmarks, book covers and glow-in-the-dark wrist bands with the campaign message. The materials will be distributed through schools. Students will be asked to sign a buckle-up pledge card to receive the wrist band. The wrist bands and bus stop signage were purchased with state funding.

Funding Level: \$50,000

Funding Source: 402

- Third Grade Safety Belt Program – The Third Grade Safety Belt program, entering its 16th year of operation, is funded by the fines levied against safety belt violators. During FFY 2006, the program will again be taught through local law enforcement agencies to third graders statewide. This program consists of a 30-minute presentation, taught by a uniformed officer, on the importance of safety belts. The officer uses discussions, activities and demonstrations. Materials for this program are provided by the ODPS. Each student receives special materials including a pledge card, activity book, bookmark, and safety belt badge. Upon completion of the 30-minute class, each student is sworn in as an “Ohio Safety Belt Deputy” and pledges to remind others to always buckle up.

Funding Level: \$210,000

Funding Source: State

- Support Primary Safety Belt Law – As in past years, the ODPS will continue to support the passage of primary safety belt legislation. Department personnel (who are not federally funded) routinely provide testimony and necessary information to assist in the passage of this legislation. Governor Taft has indicated that he will sign a bill if one is presented to him.

Funding Level: \$ In-kind

Funding Source: State

- Support Booster Safety Law – As in past years, the ODPS will continue to support the passage of booster safety legislation. Department personnel (who are not federally funded) routinely provide testimony and necessary information to assist in the passage of this legislation.

Funding Level: \$ In-kind

Funding Source: State

Estimated Funding for Safety Belt Programs in FFY 2006

Strategic Programs and Activities	Funding Level	Funding Source
Click it or Ticket/What's Holding You Back?	\$ 500,000	402
CIOT/WHYB? Paid Media	\$1,000,000	402 PM
Great Lakes Region Rural Safety Belt Project	\$ 300,000	402 PM
Save Face Campaign	\$ 50,000	402
Subtotal	\$1,850,000	
Additional Programs and Activities		
Third Grade Safety Belt Program	\$ 210,000	State
Subtotal	\$ 210,000	
In-Kind Programs and Activities		
Support Primary Safety Belt Law	\$ 0	
Support Booster Safety Law	\$ 0	
TOTAL	\$2,060,000	

Highway Safety Program Cost Summary

STATE: OHIO

NUMBER: 2005-OH-0

DATE: 08/25/05

Federally Funded Program								
Program Area	Approved Program Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase / (Decrease)	% Change	Current Balance	Federal Share to Locals
AL-N	230,000			42,000				66,700
CP-N	1,365,000		210,000	170,000				678,000
MC-N	250,000		2,300,000	250,000				0
OP-N	1,345,000			17,000				571,000
PA-N	550,000		550,000	193,130				0
PM-N	1,300,000		0	0				0
PT-N	2,100,000			239,250				1,399,000
RS-N	280,000		0	16,000				220,000
SA-N	1,860,000		0	99,200				1,700,000
TR-N	75,000		0	154,000				0
Subtotal	9,355,000		3,060,000	1,180,580				4,634,700
7OP			0	430,000				0
7PM			0	0				0
Subtotal			0	430,000				0
IN2			0	23,000				0
INPM2			0	0				0
Subtotal			0	23,000				0
4AL	1,564,000		0	4,000				1,564,000
4AL PM	300,000		0	0				0
4HE	17,000,000		0	17,514,392				0
Subtotal	18,864,000		0	17,518,000				1,564,000
J8-J	1,500,000		0	43,250				1,316,000
Subtotal	1,500,000		0	43,250				1,316,000
163DM				275,000				
163ID	370,000		0	7,100,000				103,000
Subtotal	370,000		0	7,375,000				103,000
Total NHTSA	30,089,000		3,060,000	26,569,830				7,617,700

State Official Authorized Signature

 Name: Kenneth L. Morckel
 Title: Director & Governor's Highway Safety Representative
 Agency: Ohio Department of Public Safety
 Date: August 25, 2005

Federal Official(s) Authorized Signature

 NHTSA - Name: _____
 Title: _____
 Date: _____
 Effective Date: _____

 FHWA - Name: _____
 Title: _____
 Date: _____
 Effective Date: _____

State Certifications and Assurances

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 402(b) (1) (A));

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 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This 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 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges;

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);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin and 49 CFR Part 21; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; and 49 CFR Part 27 (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F)

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.
- c) 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).
- d) 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.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted –
 - 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.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

Buy America Act

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

Political Activity (Hatch Act)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

Certification Regarding Federal Lobbying

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.

Certification Regarding State Lobbying

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

Certification Regarding Debarment and Suspension

Instructions for Primary Certification

- 1) By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
- 2) The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
- 3) The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause for default.
- 4) The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
- 5) The terms covered *transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of the rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
- 6) The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
- 7) The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
- 8) A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
- 9) Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
- 10) Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from

participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

- 1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- 2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

- 1) By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
- 2) The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
- 3) The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
- 4) The terms "covered transaction", "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
- 5) The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is 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 this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
- 7) A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the

covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Non-procurement List.

- 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 suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

Environmental Impact

The Governor's Office of Highway Safety has reviewed the State's Fiscal Year 2004 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this highway safety plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.). Council on Environmental Quality regulations on compliance with the National Environmental Policy Act of 1969, as amended, 40 C.F.R. Part 1500 et seq.

Kenneth L. Morckel
Governor's Highway Safety Office
Director, Ohio Department of Public Safety

Highway Safety Program Cost Summary

STATE: OHIO

NUMBER: 2005-OH-0

DATE: 08/25/04

Federally Funded Program								
Program Area	Approved Program Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase / (Decrease)	% Change	Current Balance	Federal Share to Locals
AL-N	680,000		2,595,000					550,000
CP-N	820,000		630,000					520,000
EM-N	100,000		3,800,000					100,000
MC-N	250,000		2,500,000					250,000
OP-N	1,100,000		598,000					950,000
PA-N	750,000		750,000					0
PM-N	250,000		0					250,000
PS-N	50,000		0					40,000
PT-N	3,000,000		20,000,000					2,000,000
RS-N	1,050,000		0					1,000,000
SA-N	2,000,000		0					1,900,000
SC-N	2,000,000		0					1,900,000
TR-N	100,000		0					100,000
Subtotal	12,325,000		30,873,000					9,560,000
7OP	1,300,000		0					975,000
7PM	700,000		0					700,000
Subtotal	2,000,000		0					1,675,000
IN2	1,200,000		0					1,200,000
INPM2	900,000		100,000					900,000
Subtotal	2,100,000		100,000					2,100,000
4AL	2,000,000		0					2,000,000
4HE	17,000,000		0					17,000,000
Subtotal	19,000,000		0					19,000,000
J8-J	4,000,000		0					4,000,000
J9-1	32,000		0					32,000
J3-3	50,000		0					50,000
Subtotal	4,082,000		0					4,082,000
163ID	7,000,000		0					4,650,000
Subtotal	7,000,000		0					4,650,000
Total NHTSA	\$46,332,000		\$30,973,000					\$41,067,000

State Official Authorized Signature

Name: Kenneth L. Morckel
 Title: Director & Governor's Highway Safety Representative
 Agency: Ohio Department of Public Safety
 Date: August 25, 2004

Federal Official(s) Authorized Signature

NHTSA - Name: _____
 Title: _____
 Date: _____
 Effective Date: _____

FHWA - Name: _____
 Title: _____
 Date: _____
 Effective Date: _____

State Certifications and Assurances

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 402(b) (1) (A));

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 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This 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 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin and 49 CFR Part 21; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; and 49 CFR Part 27 (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F)

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.
- c) 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).
- d) 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.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted –
 - 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.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

Buy America Act

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent.

Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

Political Activity (Hatch Act)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

Certification Regarding Federal Lobbying

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.

Certification Regarding State Lobbying

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

Certification Regarding Debarment and Suspension

Instructions for Primary Certification

- 1) By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
- 2) The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction.

However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

- 3) The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause for default.
- 4) The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
- 5) The terms covered *transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of the rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
- 6) The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
- 7) The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
- 8) A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
- 9) Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
- 10) Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

- 1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement,

- theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- 2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

- 1) By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
- 2) The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
- 3) The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
- 4) The terms "covered transaction", "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
- 5) The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is 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 this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
- 7) A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Non-procurement List.
- 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 suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

Environmental Impact

The Governor's Office of Highway Safety has reviewed the State's Fiscal Year 2004 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this highway safety plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.). Council on Environmental Quality regulations on compliance with the National Environmental Policy Act of 1969, as amended, 40 C.F.R. Part 1500 et seq.

Kenneth L. Morckel
Governor's Highway Safety Office
Director, Ohio Department of Public Safety