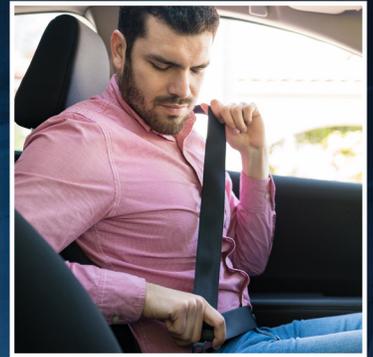


# ANNUAL EVALUATION REPORT



FEDERAL FISCAL YEAR  
**2021**



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## **Mission Statement**

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

## **Overview**

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### **402 Program**

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

### **Highway Safety Office Program**

Housed under the Ohio Department of Public Safety (ODPS), the Ohio Traffic Safety Office (OTSO) administers the Section 402 State and Community grants, Section 405 National Priority Safety Program grants, related National Highway Traffic Safety Administration (NHTSA) awards, initiatives, and contracts for traffic safety activities. The staff consisted of the Traffic Safety Commander, Traffic Safety Administrator, Grants Administrator, Regional Programs Manager / Law Enforcement Liaison (LEL) Coordinator, Special Projects Coordinator, Program Administrator, Administrative Professional 3, three Planners, Grants Coordinator 2 and a Fiscal Professional.

The Administrative Professional 3 and Special Projects Coordinator assist with the national campaigns, planning assessments, and other projects as needed throughout the year. The Traffic Safety Administrator oversees all staff mentioned above. The Traffic Safety Commander oversees the OTSO and is responsible for all activities of the office.

### **Planning and Administration Section**

The Program Administrator manages the web-based grants management system, assists with the Grant Solicitation Package, Highway Safety Plan (HSP) and Annual Evaluation Report (AER). The Fiscal Professional and Grants Coordinator 2 are responsible for the financial activity on each grant. The Grants Administrator oversees the Program Administrator, Fiscal Professional and Grants Coordinator 2, the web-based grants management system, some statewide program/initiatives, and coordinates the Grant Solicitation Package, the HSP and the AER.

### **Program Management Section**

Planners and LELs are assigned grants based on the highway patrol districts. The Planner is responsible for overseeing the programmatic activity on each grant. The Regional Programs Manager/LEL Coordinator oversees the planners and coordinates the LELs.

Grant proposals are accepted and reviewed annually by OTSO, with funds awarded to traffic safety projects that will have the greatest impact on reducing fatal crashes or that significantly improve traffic safety systems. Since partnerships are critical to the long-term success of a project

effort, applicants are encouraged to develop broad-based support and commitment by officials and constituent groups to address traffic safety concerns.

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

The FFY2021 competitive grant process solicited grant proposals for highway safety activities from state agencies, non-profit organizations, colleges, universities, hospitals, political subdivisions and other interested groups within Ohio counties and jurisdictions (based upon the number of fatal crashes). OTSO used a targeted approach to ensure a statewide effort that satisfied state highway safety goals and that a minimum of 40 percent of federal funds were allocated to local jurisdictions.

This Annual Evaluation Report summarizes activities that occurred between October 1, 2020 and September 30, 2021. Activities listed in this report that can be directly tied to a specific county reached 91.38 percent of Ohio's population (approximately 10.5 million people). Several grants operate on a statewide basis and potentially reached the entire state, for 100 percent reach.

## **Accomplishments**

Ohio continued to partner with Recording Artists Against Drunk Driving (RADD) and the Higher Education Center for Alcohol and Drug Misuse Prevention and Recovery (HECAOD) through a grant with The Ohio State University to reach college aged youthful drivers. This grant has successfully pivoted from in-person contacts to more virtual reach re-enforced by in-person contacts when allowable. In FFY2021, an additional partnership with Radio One in Cleveland to reach a diverse audience.

Ohio expanded grants to Students Against Destructive Decisions (SADD) and Family, Community, Career Leaders of America (FCCLA). SADD expanded its programming to include developing webinars on "The Road to Teen Traffic Safety – Best Practices for Working with Young Drivers" and developing curriculums for driver instructors for working with teens and curriculums for teens to mentor younger students before they become teen drivers. FCCLA expanded peer-to-peer programming by providing all chapters with copies of Families Acting for Community Traffic Safety (FACTS) teaching resource. FCCLA also increased chapter projects from 50 in FFY2020 to 75 in FFY2021. Chapter projects are student driven to conduct peer-to-peer education on a traffic safety topic relevant to their community. Topics covered include distracted driving, impaired driving, pedestrian safety, seat belts, and speeding. FCCLA is expanding to 100 chapter projects in FFY2022.

Based on NHTSA recommendations from the 2019 Management Review, Ohio was successful in restructuring the Ohio Traffic Safety Office. As of June 2021, OTSO was under the Ohio Department of Public Safety's (ODPS) Director's Office. The ODPS Director is Ohio's Governor's Representative

(GR). OTSO was restructured to clearly define the federally funded programs and the state programs. OTSO received approval to add a dedicated Public Information Officer and a dedicated researcher to staffing levels. OTSO is currently in the process of filling these new positions and other long standing vacancies.

The Ohio Traffic Safety Council continues to actively meet to focus on data analysis to identify traffic safety priority areas and develop actionable projects to have an immediate impact. The council includes representatives from federal (including NHTSA), state, county, and local agencies along with traffic safety partners and advocates who are all dedicated to making Ohio's roadways safer.

## Annual Report Planning Process

Activity	Time Frame
Review sub-recipient progress and monitoring reports during the year to identify significant highlights or accomplishments for inclusion in the Annual Evaluation Report (AER).	October - September
Ensure all sub-recipient final expenditure reports and annual reports are submitted by November 1 <sup>st</sup> and finalized (approved) by December 15 <sup>th</sup> .	October – December 15 <sup>th</sup>
Analyze and assemble data for the AER. Data to include, but not limited to: <ul style="list-style-type: none"> <li>• Highway Safety Plan (HSP) performance measures               <ul style="list-style-type: none"> <li>○ Goal, Results, and met/not met details</li> </ul> </li> <li>• Crash data</li> <li>• Objectives</li> <li>• Project results (activity and financial)</li> <li>• Mobilization results (activity and financial)</li> <li>• Paid Media results (activity and financial)</li> </ul>	October – December 15 <sup>th</sup>
AER first draft	Mid-December
Final Financial Obligation Closeout (voucher)	Mid-December
Finalize AER	By December 30 <sup>th</sup>
Submit final AER to NHTSA Regional Office	By December 30 <sup>th</sup>

## Evidence-Based Traffic Enforcement Plan

Ohio conducted an in-depth analysis of traffic crash data to identify and prioritize the state's traffic safety problems and to target fatal crash locations for programming. This analysis was used to develop Ohio's Evidence-Based Traffic Enforcement Plan. Once the problems and locations were determined, *The Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* was reviewed to determine the most effective evidence-based programming to address Ohio's problems.

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

For FFY2021, an in-depth analysis of traffic crash data was conducted to not only identify and prioritize the state's traffic safety problems, but to target fatal crash locations for traffic safety programming. The traffic crash data used for this analysis was from Fatality Analysis Reporting System (FARS) calendar years 2015, 2016, 2017, 2018 and the Ohio Department of Public Safety (ODPS) crash data calendar years 2015, 2016, 2017, 2018, and 2019.

### **Deployment of resources based upon that analysis:**

#### **Safe Communities**

- Maximum amounts for each county were set based on the average number of fatal crashes for 2017, 2018, and 2019. New programs had to have a minimum of a three-year average of 6.17 fatal crashes to be eligible for funding.
- Based on a county's three-year fatal crash average, a grant proposal must specify strategies in specific safety program areas for FFY2021.

- Programs with a three-year fatal crash average between 0.00 and 10.34 may conduct strategies focusing on a maximum of three specific traffic safety areas.
- Programs with a three-year fatal crash average between 10.35 and 20.67 may conduct strategies focusing on a maximum of four specific traffic safety areas.
- Programs with a three-year fatal crash average of 20.68 and higher may conduct strategies focusing on a maximum of five specific traffic safety areas.
- These three specific traffic safety program areas must be addressed:
  - Impaired Driving / Drugged Driving
  - Seat Belt Usage / “Click It or Ticket” initiatives
  - Motorcycle Awareness
  - If additional program area(s) are submitted in the proposal for consideration, the program area(s) must be justified by local fatal crash problem identification.

**See Project Number SA-2021-00-00-01 under Community Traffic Safety Program on page 36 for project results.**

**OVI Task Force**

- To qualify for FFY2021 OVI Task Force grant funding, an OVI Task Force agency must be in the top alcohol-related fatal crash counties. The top alcohol-related fatal crash counties must have an average of at least 6.0 alcohol-related motor vehicle related fatal crashes during 2017, 2018, and 2019 (total of 18 or more alcohol-related fatal crashes during these three years).
  - When an existing OVI Task Force no longer meets the above requirements, they will be eligible for one more year at the existing funding level. The following year will be at 75 percent of that funding level and the following year at 50 percent.
- Each task force must:
  - Enlist a diverse task force membership
  - Conduct, at a minimum, 16 sobriety checkpoints in areas and time prioritized by the problem ID process - two are required during Drive Sober or Get Pulled Over (DSOGPO)
  - Ensure alcohol-related overtime enforcement activity is conducted in the areas and time periods of alcohol-related problems identified through a site selection process.
  - Hold a minimum of three press conference events (one during DSOGPO)

**See Project Number M6OT-2021-00-00-06 under Impaired Driving (Drug and Alcohol) on page 53 for project results.**

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

- Grants are awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2017, 2018, and 2019.
- Each agency must conduct impaired driving enforcement activity to impact their fatal crashes.

- Highly visible enforcement activities are conducted at strategic times throughout the year consistent with the NHTSA Communications Calendar.
- In addition to the required Blitzes and National Campaigns, overtime enforcement based on local fatal/serious injury crash problem identification is eligible for funding.

**See Project Number 164AL-2021-00-00-01 under Impaired Driving (Drug and Alcohol) on page 49 and Project Number PT-2021-00-00-02 under Police Traffic Services on page 77 for project results.**

### **Drugged Driving Enforcement Program**

- Grants are awarded to law enforcement agencies that are awarded a FFY2021 IDEP/STEP grant.
- Enforcement activities must be conducted in locations and at times that will have the greatest impact in reducing drugged driving fatal crashes.

**See Project Number M6OT-2021-00-00-07 under Impaired Driving (Drug and Alcohol) on page 55 for project results.**

### **Ohio State Highway Patrol High Visibility Enforcement Periods**

- Distracted Driving Enforcement
  - Conduct high visibility distracted driving enforcement in locations and at times that will have the greatest impact in reducing distracted driving fatal crashes.
  - Enforcement must be conducted during National Distracted Driving Month and throughout the year based on local problem identification.

**See Project Number DD-2021-00-00-01 under Distracted Driving on page 42 for project results.**

- Drugged Driving Enforcement
  - Conduct high visibility drugged driving enforcement in locations and at times that will have the greatest impact in reducing drugged driving fatal crashes.
  - Enforcement must be conducted throughout the year based on local problem identification.

**See Project Number M6OT-2021-00-00-08 under Impaired Driving (Drug and Alcohol) on page 57 for project results.**

- Impaired Driving Enforcement
  - Conduct high visibility impaired driving enforcement in locations and at times that will have the greatest impact in reducing impaired driving fatal crashes.
  - Enforcement must be conducted during the mandatory blitz periods and throughout the year based on local problem identification.

**See Project Number M6OT-2021-00-00-05 under Impaired Driving (Drug and Alcohol) on page 52 for project results.**

- **Seat Belt Enforcement**
  - Conduct high visibility seat belt enforcement in locations and at times that will have the greatest impact in reducing unrestrained fatal crashes.
  - Enforcement must be conducted during November Click It or Ticket and during the spring Click It or Ticket.

**See Project Number M2X-2021-00-00-05 under Occupant Protection (Adult and Children) on page 67 for project results.**

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

**See Project Number SE-2021-00-00-01 under Speed Management on page 85 for project results.**

### **General Grants**

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

### **National Mobilizations**

Ohio will continue to implement and expand the national impaired driving mobilization efforts in FFY2021. Following the national model, campaign components will include earned media (education and outreach), paid media, high visibility law enforcement and evaluation.

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

**See pages 75 and 76 under Police Traffic Services for project results.**

### **Paid Media**

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

- Inform the public of the dangers of impaired driving (drugged and alcohol impaired)
- Inform the public of the dangers of distracted driving
- Inform the public of the danger of speeding
- Encourage the public to buckle up

- Encourage motorcyclists to ride “SMART” (Sober, Motorcycle endorsed, Alert, with the Right gear, and properly Trained)
- Encourage motorists to share the road: “Watch Out for Motorcycles”

**For paid media see the following Paid Media projects under Communications (Media) on pages 25 – 34.**

M6OT-2021-00-00-01	PM-2021-00-00-01
M6OT-2021-00-00-02	M11MA-2021-00-00-01
M6OT-2021-00-00-03	PM-2021-00-00-02
M2X-2021-00-00-01	PM-2021-00-00-03
M2X-2021-00-00-02	PM-2021-00-00-04
M2X-2021-00-00-03	

**Continuous follow-up and adjustment of the enforcement plan:**

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

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

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

**The COVID-19 pandemic disrupted most sub-recipient activity in FFY2021. In-person meetings were cancelled, but virtual meetings took place. Please see each project for specific details.**

# FFY2021 Performance Targets

ASSESSMENT OF RESULTS IN ACHIEVING PERFORMANCE TARGETS FOR FFY21 AND FFY20									
PERFORMANCE MEASURE	FFY 2021					FFY 2020			
	TARGET PERIOD	TARGET YEAR(S)	TARGET VALUE FFY21 HSP	DATA SOURCE/ FFY 21 PROGRESS RESULTS	ON TRACK TO MEET FFY21 TARGET Y/N	TARGET VALUE FFY20 HSP	TARGET YEAR(S)	DATA SOURCE/ FFY20 FINAL RESULT	MET FFY20 TARGET Y/N
<b>C-1) Total Traffic Fatalities</b>	5 year	2017-2021	1,084	2016 – 2020 FARS 1,152	No	1,077	2015-2019	2015 – 2019 FARS 1,128	No
<b>C-2) Serious Injuries in Traffic Crashes</b>	5 year	2017-2021	8,101	2016 – 2020 STATE 8,065	Yes	8,518	2015-2019	2015 – 2019 STATE 8,434	Yes
<b>C-3a) Fatalities/VMT</b>	5 year	2017-2021	0.93	2016 – 2020 FARS 1.02*	No	0.921	2015-2019	2015 – 2019 FARS 0.97	No
<b>C-3b) Rural Fatalities/VMT</b>	5 year	2017-2021	1.47	2016 – 2020 FARS 1.46*	No	1.351	2015-2019	2015 – 2019 FARS 1.51	No
<b>C-3c) Urban Fatalities/VMT</b>	5 year	2017-2021	0.72	2016 – 2020 FARS 0.81*	No	0.683	2015-2019	2015 – 2019 FARS 0.72	No
<b>C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions</b>	5 year	2017-2021	374	2016 – 2020 FARS 367	Yes	360	2015-2019	2015 – 2019 FARS 365	No
<b>C-5) Alcohol-Impaired Driving Fatalities</b>	5 year	2017-2021	317	2016 – 2020 FARS 353	No	292	2015-2019	2015 – 2019 FARS 323	No
<b>C-6) Speeding-Related Fatalities</b>	5 year	2017-2021	261	2016 – 2020 FARS 292	No	247	2015-2019	2015 – 2019 FARS 266	No
<b>C-7) Motorcyclist Fatalities (FARS)</b>	5 year	2017-2021	162	2016 – 2020 FARS 175	No	158	2015-2019	2015 – 2019 FARS 166	No
<b>C-8) Un-helmeted Motorcyclist Fatalities</b>	5 year	2017-2021	112	2016 – 2020 FARS 124	No	108	2015-2019	2015 – 2019 FARS 115	No
<b>C-9) Drivers Age 20 or Younger Involved in Fatal Crashes</b>	5 year	2017-2021	139	2016 – 2020 FARS 138	Yes	141	2015-2019	2015 – 2019 FARS 140	Yes
<b>C-10) Pedestrian Fatalities</b>	5 year	2017-2021	126	2016 – 2020 FARS 137	No	120	2015-2019	2015 – 2019 FARS 129	No
<b>C-11) Bicyclist Fatalities</b>	5 year	2017-2021	20	2016 – 2020 FARS 20	No	19	2015-2019	2015 – 2019 FARS 22	No
<b>B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)</b>	Annual	2021	86.0	2021 State survey/ 84.1	No	85.1	2020	2020 State survey/ 85.9	Yes
<b>O-1) Distracted Driving Fatal Crashes</b>	5 year	2017-2021	39	2016 – 2020 State 39	Yes	40	2015-2019	2015 – 2019 STATE 40	Yes
<b>O-2) Distracted Driving Serious Injury Crashes</b>	5 year	2017-2021	388	2016 – 2020 State 360	Yes	393	2015-2019	2015 – 2019 STATE 398	No
<b>O-3) Drugged Driving Fatal Crashes</b>	5 year	2017-2021	359	2016 – 2020 State 277	Yes	363	2015-2019	2015 – 2019 STATE 368	No
<b>O-4) Drugged Driving Serious Injury Crashes</b>	5 year	2017-2021	1,184	2016 – 2020 State 428	Yes	1,199	2015-2019	2015 – 2019 STATE 1,214	No

\*Rates not finalized

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

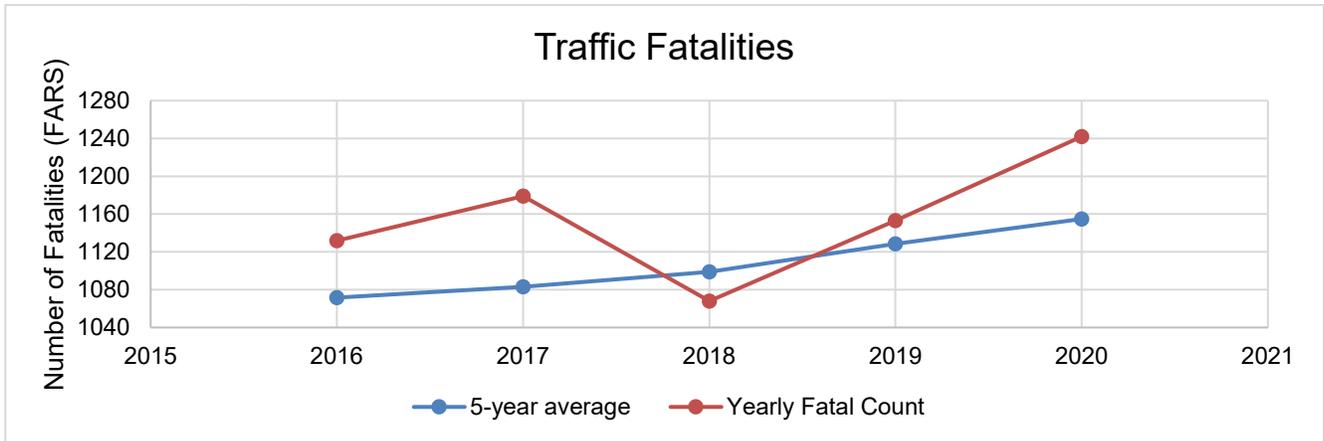
OHIO VEHICLE MILES OF TRAVEL	
2016	118,505,816,550 (Ohio Department of Transportation)
2017	119,266,845,200 (Ohio Department of Transportation)
2018	112,860,387,100 (Ohio Department of Transportation)
2019	114,694,000,000 (Ohio Department of Transportation)
2020	102,833,000,000 (Ohio Department of Transportation)

See Appendix B for goal status updates.

## Crash Data

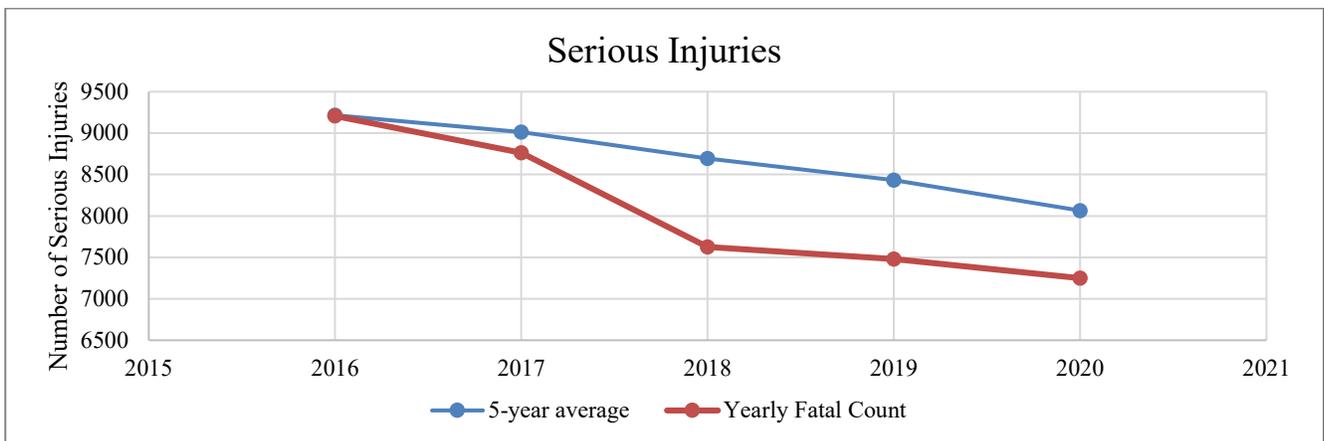
### Fatality / Serious Injury

Using preliminary state numbers, the number of traffic fatalities has increased 8.57 percent over the five-year period (2016 - 2020). The five-year average has increased 7.52 percent since the 2012 – 2016 average.



Traffic Fatalities	5-Year Average	Yearly Fatal Count
2016	1,072	1,132
2017	1,083	1,179
2018	1,099	1,068
2019	1,128	1,153
2020	1,152	1,229

The number of serious injuries has decreased 21.27 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 12.49 percent since the 2012 - 2016 average.

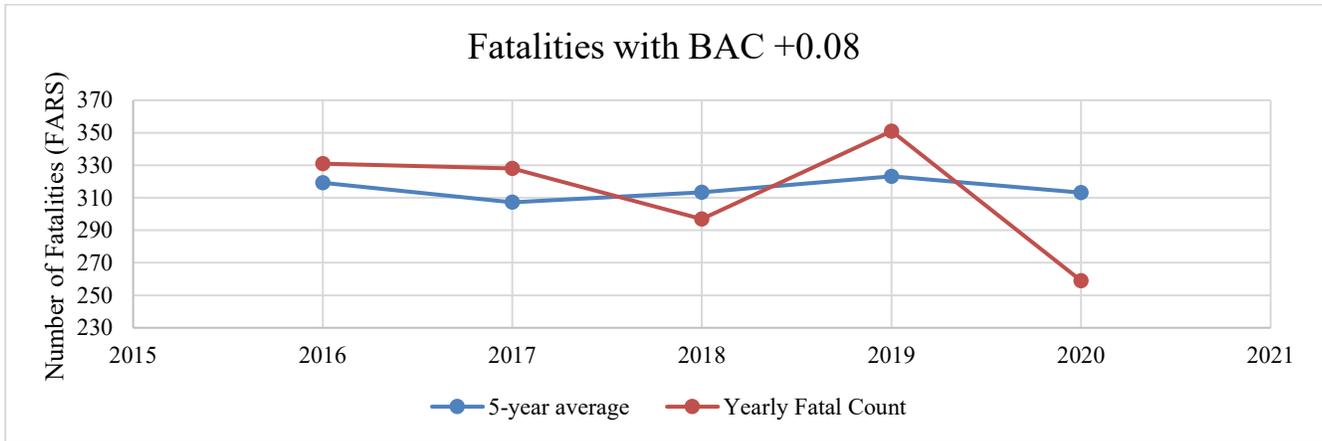


Serious Injuries	5-Year Average	Yearly Serious Injury Count
2016	9,217	9,207
2017	9,013	8,763
2018	8,691	7,623
2019	8,432	7,487
2020	8,063	7,237

## Impaired Driving

### Fatalities

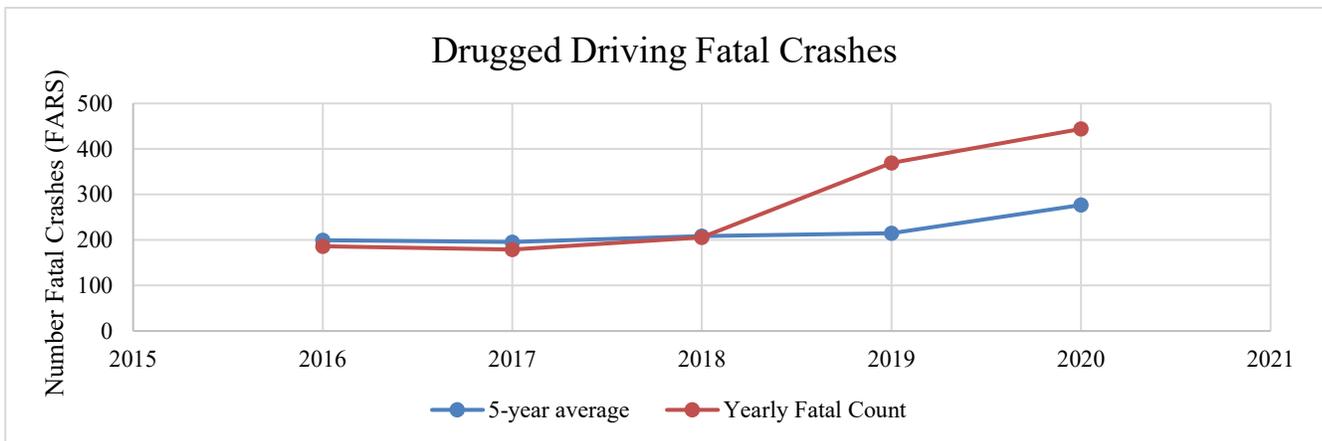
Using preliminary state numbers, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 21.75 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 3.07 percent since the 2012 - 2016 average.



Fatalities with BAC +0.08	5-Year Average	Yearly Fatal Count
2016	319	331
2017	307	328
2018	313	297
2019	323	351
2020	313	259

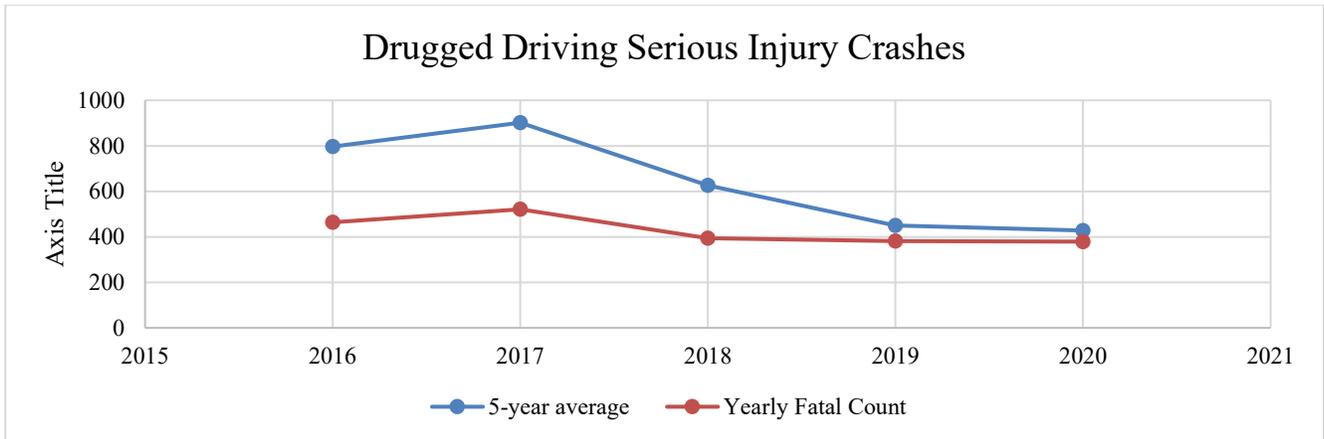
### Crashes

The number of drugged driving fatal crashes has increased 138.71 percent over the five-year period (2016 - 2020). The five-year moving average has increased 38.57 percent since the 2012 - 2016 average.



Drugged Driving Fatal Crashes	5-Year Average	Yearly Fatal Count
2016	200	186
2017	196	179
2018	209	206
2019	215	369
2020	277	444

The number of drugged driving serious injury crashes has decreased 18.32 percent over the five-year period (2016 - 2020). The five-year moving average has decreased 46.32 percent since the 2012 - 2016 average.



Drugged Driving Serious Injury Crashes	5-Year Average	Yearly Serious Injury Count
2016	797	464
2017	902	521
2018	627	394
2019	450	381
2020	428	379

The percentage of Ohio’s fatal crashes that are alcohol related has increased 12.12 percent and the percentage of serious injury crashes has increased 6.10 percent from 2016 to 2020.

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Alcohol Related	Percent	Total	Alcohol Related	Percent
2016	1,054	313	29.70%	7,509	991	13.20%
2017	1,094	297	27.15%	7,061	1,001	14.18%
2018	996	266	26.70%	6,246	863	13.82%
2019	1,041	331	31.80%	5,983	875	14.62%
2020	1,153	384	33.30%	5,926	829	14.00%

The percentage of Ohio’s fatal crashes that are drug related has increased 118.13 percent and the percentage of serious injury crashes has increased 3.24 percent from 2016 to 2020.

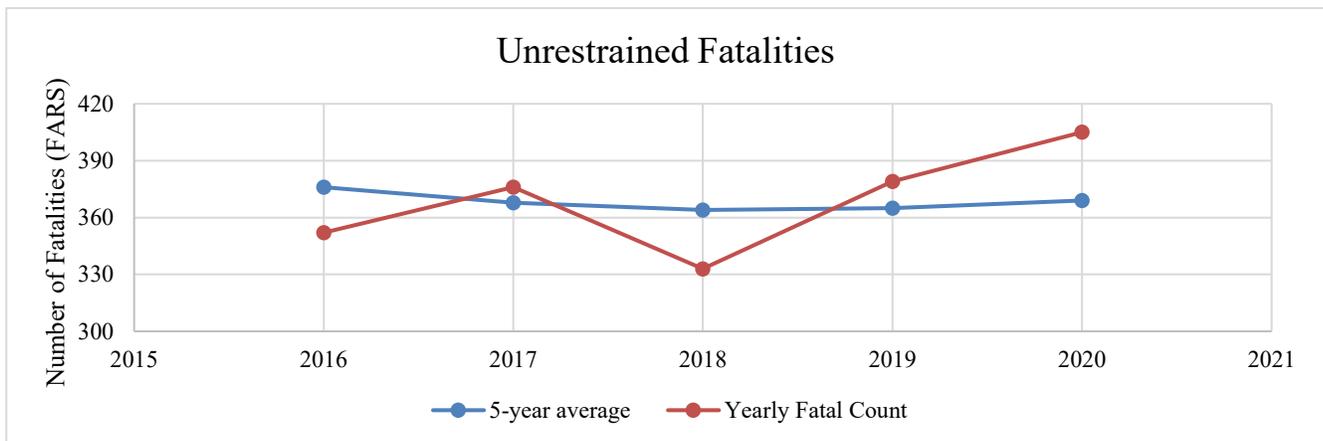
DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Drug Related	Percent	Total	Drug Related	Percent
2016	1,054	186	17.65%	7,509	464	6.18%
2017	1,094	179	16.36%	7,061	521	7.38%
2018	996	206	20.98%	6,246	394	6.31%
2019	1,041	369	35.45%	5,983	381	6.37%
2020	1,153	444	38.50%	5,926	378	6.38%

## Occupant Protection

### Fatalities

In 2019, Ohio reached an 85.9 percent observed seat belt use rate – a 1.18 percent increase from 84.9 percent in 2018. Ohio utilized the waiver and did not complete a survey in 2020. The 2021 survey decreased to 84.1 percent.

Using preliminary state numbers, the number of unrestrained fatalities has increased 15.06 percent over the five-year period (2016 - 2020). The five-year average has decreased 1.86 percent since the 2012 - 2016 average.



Unrestrained Fatalities	5-Year Average	Yearly Fatal Count
2016	376	352
2017	368	376
2018	364	333
2019	365	379
2020	369	405

### Crashes

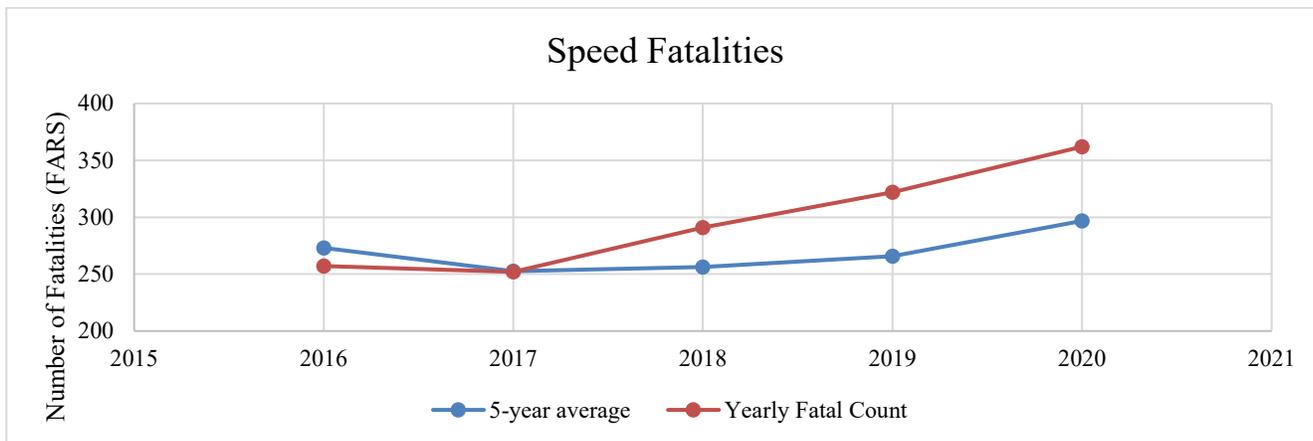
The percentage of Ohio's fatal crashes that are unrestrained related has increased 3.89 percent and the percentage of serious injury crashes has increased 25.48 percent from 2016 to 2020.

UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Unrestrained Related	Percent	Total	Unrestrained Related	Percent
2016	1,054	520	49.34%	7,509	2,269	30.22%
2017	1,094	541	49.45%	7,061	2,202	31.19%
2018	996	491	49.30%	6,246	1,892	30.29%
2019	1,041	550	52.83%	5,983	2,126	35.53%
2020	1,153	591	51.26%	5,926	2,247	37.92%

## Speed

### Fatalities

Using preliminary state numbers, the number of speed related fatalities has increased 40.86 percent over the five-year period (2016 - 2020). The five-year average has increased 8.72 percent since the 2012 - 2016 average.



Speed Fatalities	5-Year Average	Yearly Fatal Count
2016	273	257
2017	253	252
2018	256	291
2019	266	322
2020	297	362

### Crashes

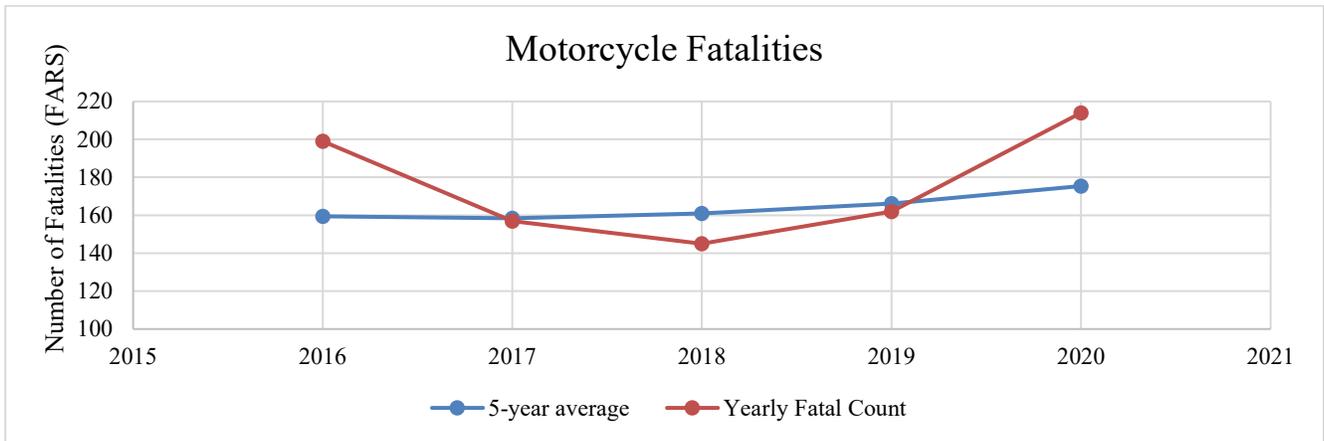
The percentage of Ohio's fatal crashes that are speed related has decreased 12.99 percent and the percentage of serious injury crashes has increased 19.24 percent from 2016 to 2020.

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Speed Related	Percent	Total	Speed Related	Percent
2016	1,054	353	33.49%	7,509	1,627	21.67%
2017	1,094	351	32.08%	7,061	1,530	21.67%
2018	996	305	30.62%	6,246	1,399	22.40%
2019	1,041	294	28.24%	5,983	1,367	22.85%
2020	1,153	336	29.14%	5,926	1,531	25.84%

## Motorcycle Safety

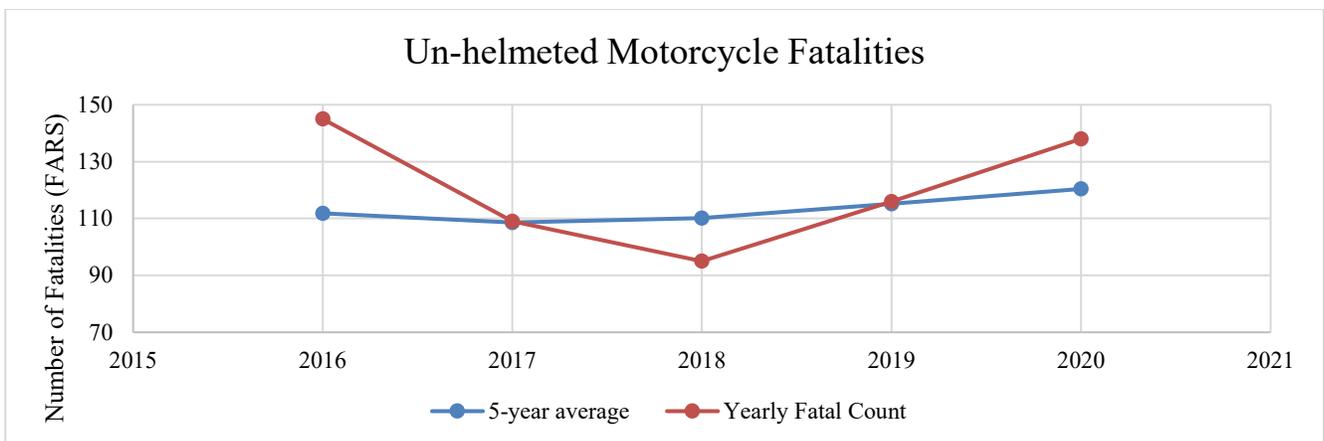
### Fatalities

Using preliminary state numbers, the number of motorcycle fatalities has increased 7.54 percent over the five-year period (2016 - 2020). The five-year average has increased 10.04 percent since the 2012 - 2016 average.



Motorcycle Fatalities	5-Year Average	Yearly Fatal Count
2016	159	199
2017	158	157
2018	161	145
2019	166	162
2020	175	214

Using preliminary state numbers, the number of un-helmeted motorcycle fatalities has decreased 4.83 percent over the five-year period (2016 - 2020). The five-year average has increased 8.04 percent since the 2012 – 2016 average.



Un-helmeted Motorcycle Fatalities	5-Year Average	Yearly Fatal Count
2016	112	145
2017	109	109
2018	110	95
2019	115	116
2020	121	138

## Crashes

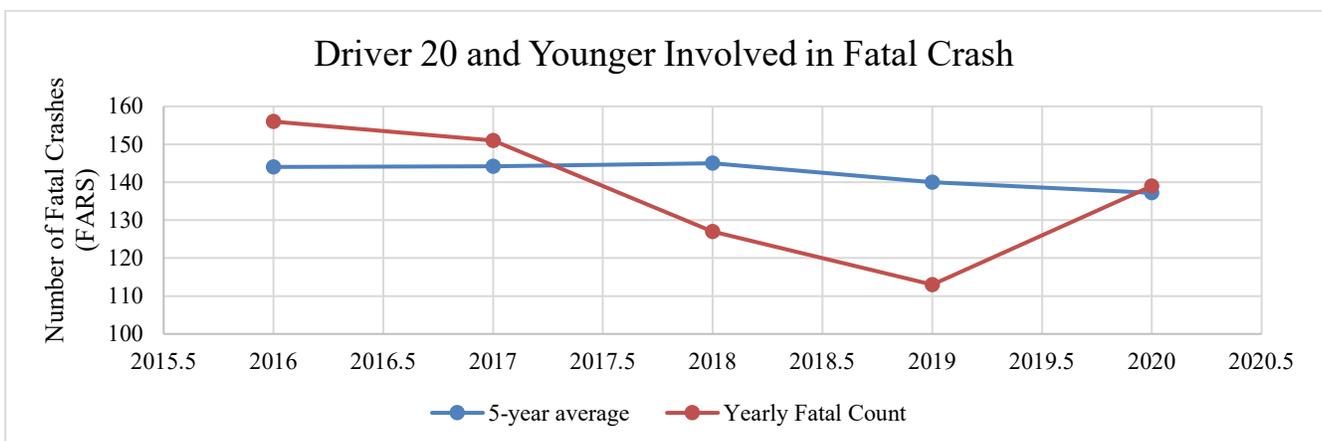
The percentage of Ohio’s fatal crashes that are motorcycle related has decreased 3.42 percent and the percentage of serious injury crashes has increased 51.20 percent from 2016 to 2020.

MOTORCYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Motorcycle Related	Percent	Total	Motorcycle Related	Percent
2016	1,054	194	18.41%	7,509	909	12.11%
2017	1,094	155	14.17%	7,061	843	11.94%
2018	996	142	14.26%	6,246	714	11.43%
2019	1,041	156	14.99%	5,983	872	14.57%
2020	1,153	205	17.78%	5,926	1,085	18.31%

## Youthful Driver

### Fatalities

Using preliminary state numbers, the number of young drivers (20 or younger) involved in fatal crashes has decreased 10.9 percent over the five-year period (2016 - 2020). The five-year average has decreased 4.72 percent since the 2012 - 2016 average.



Driver 20 and Younger	5-Year Average	Yearly Fatal Count
2016	144	156
2017	144	151
2018	145	127
2019	140	113
2020	137	139

## Crashes

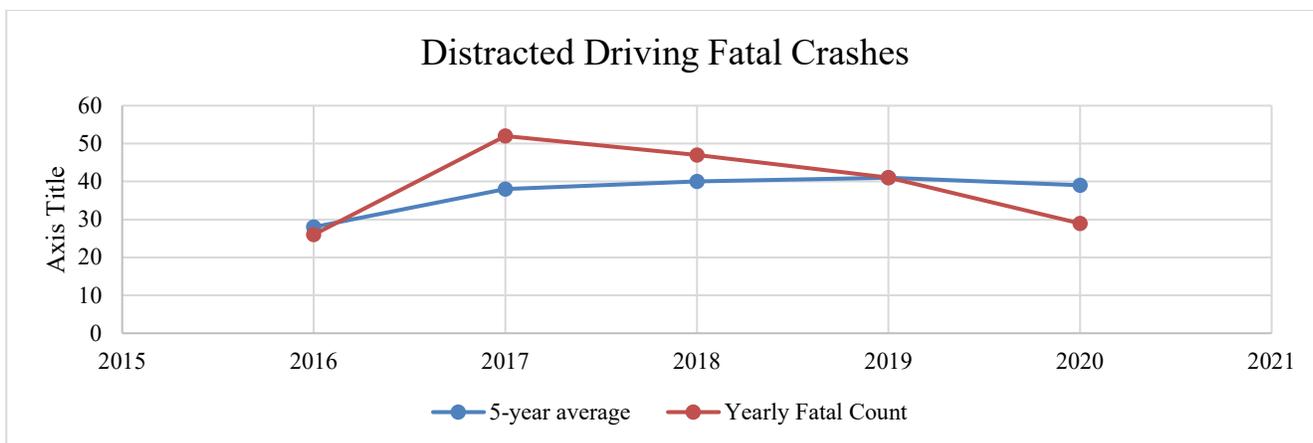
The percentage of Ohio’s fatal crashes that are youthful driver related has decreased 6.54 percent and the percentage of serious injury crashes has decreased 13.32 percent from 2016 to 2020.

YOUTHFUL DRIVER CRASHES (15 ½ - 24)						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Youthful Driver Related	Percent	Total	Youthful Driver Related	Percent
2016	1,054	269	25.52%	7,509	2,498	33.27%
2017	1,094	290	26.51%	7,061	2,176	30.82%
2018	996	246	24.70%	6,246	1,877	30.05%
2019	1,041	234	22.48%	5,983	1,656	27.68%
2020	1,153	275	23.85%	5,926	1,709	28.84%

## Distracted Driving

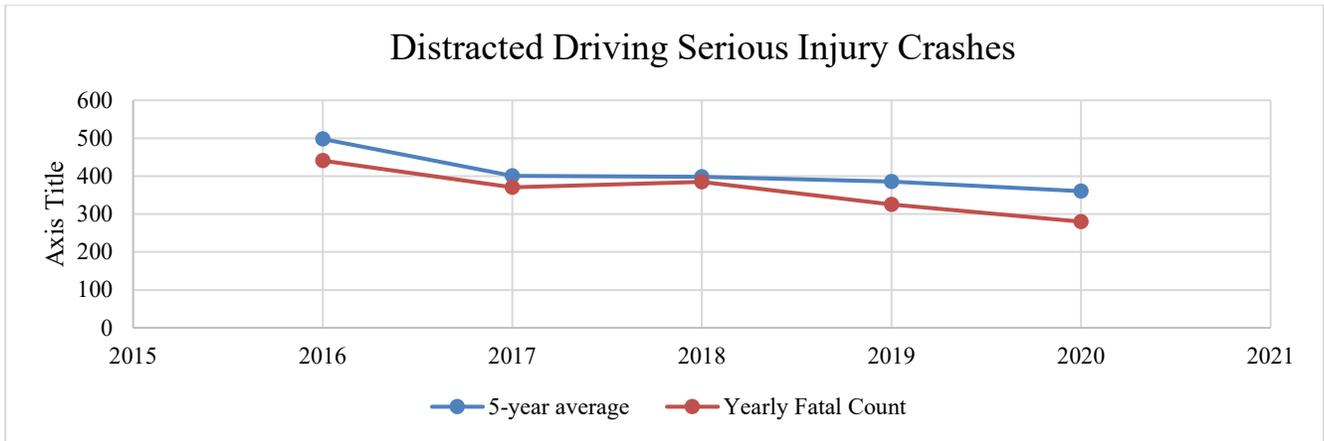
### Crashes

The number of distracted driving fatal crashes has increased 11.54 percent over the five-year period (2016 - 2020). The five-year average has increased 39.29 percent since the 2012 – 2016 average.



Distracted Driving Fatal Crashes	5-year average	Yearly Fatal Count
2016	28	26
2017	38	52
2018	40	47
2019	41	41
2020	39	29

The number of distracted driving serious injury crashes has decreased 36.51 percent over the five-year period (2016 - 2020). The five-year average has decreased 27.63 percent since the 2012 – 2016 average.



Distracted Driving Serious Injuries	5-year average	Yearly Serious Injury Count
2016	498	441
2017	401	371
2018	398	385
2019	386	325
2020	360	280

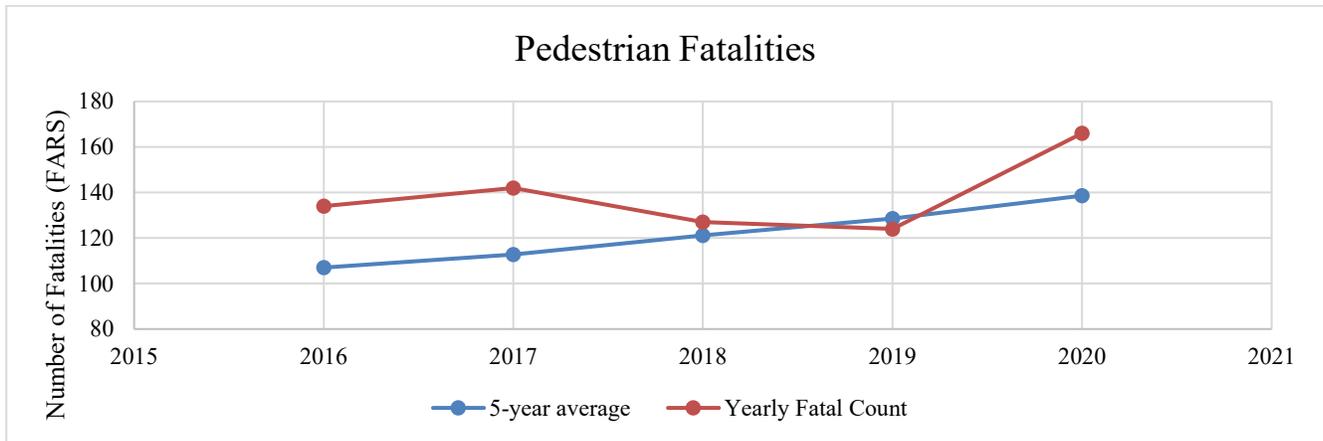
The percentage of Ohio’s fatal crashes that are distracted driver related has increased 2.02 percent and the percentage of serious injury crashes has decreased 19.59 percent from 2016 to 2020.

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Distracted Related	Percent	Total	Distracted Related	Percent
2016	1,054	26	2.47%	7,509	441	5.87%
2017	1,094	52	4.75%	7,061	371	5.25%
2018	996	47	4.72%	6,246	385	6.16%
2019	1,041	41	3.94%	5,983	325	5.43%
2020	1,153	29	2.52%	5,926	280	4.72%

## Pedestrian Safety

### Fatalities

Using preliminary state numbers, the number of pedestrian fatalities has increased 23.88 percent over the five-year period (2016 – 2020). The five-year average has increased 29.53 percent since the 2012 – 2016 average.



Pedestrian Fatalities	5-year average	Yearly Fatal Count
2016	107	134
2017	113	142
2018	121	127
2019	129	124
2020	139	166

### Crashes

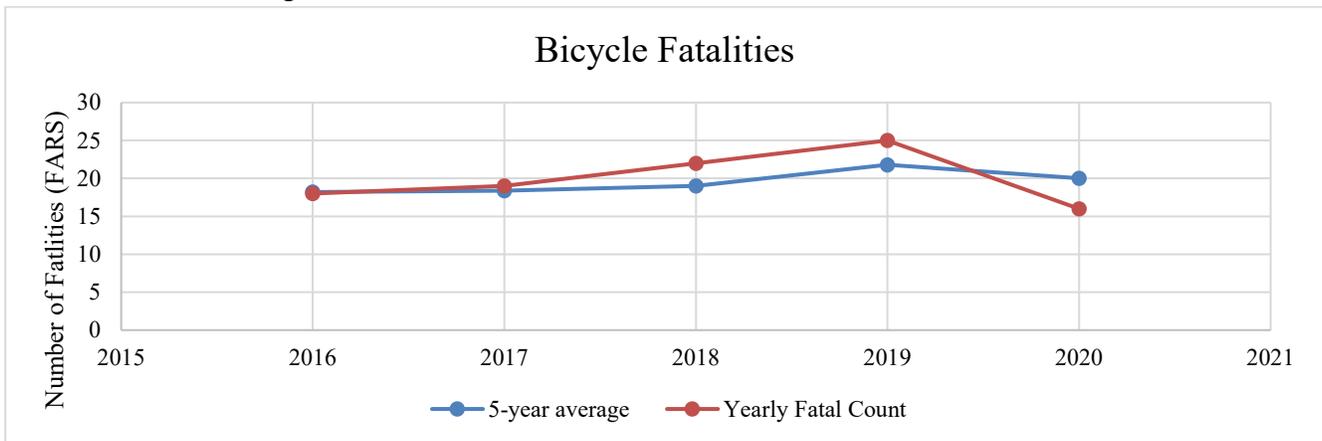
The percentage of Ohio's fatal crashes that are pedestrian related has increased 10.77 percent and the percentage of serious injury crashes has increased 17.93 percent from 2016 to 2020.

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Pedestrian Related	Percent	Total	Pedestrian Related	Percent
2016	1,054	137	13.00%	7,509	486	6.47%
2017	1,094	142	12.98%	7,061	526	7.45%
2018	996	134	13.45%	6,246	533	8.53%
2019	1,041	129	12.39%	5,983	506	8.46%
2020	1,153	166	14.40%	5,926	452	7.63%

## Bicycle Safety

### Fatalities

Using preliminary state numbers, the number of bicycle fatalities has decreased 11.11 percent over the five-year period (2016 - 2020). The five-year average has increased 9.89 percent since the 2012 - 2016 average.

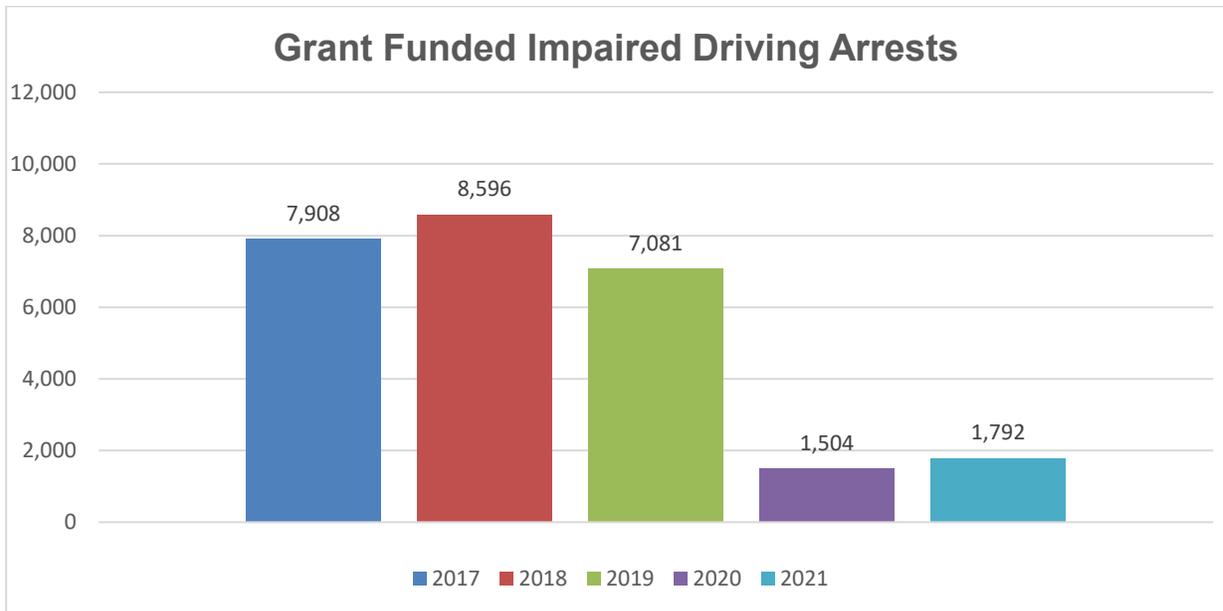
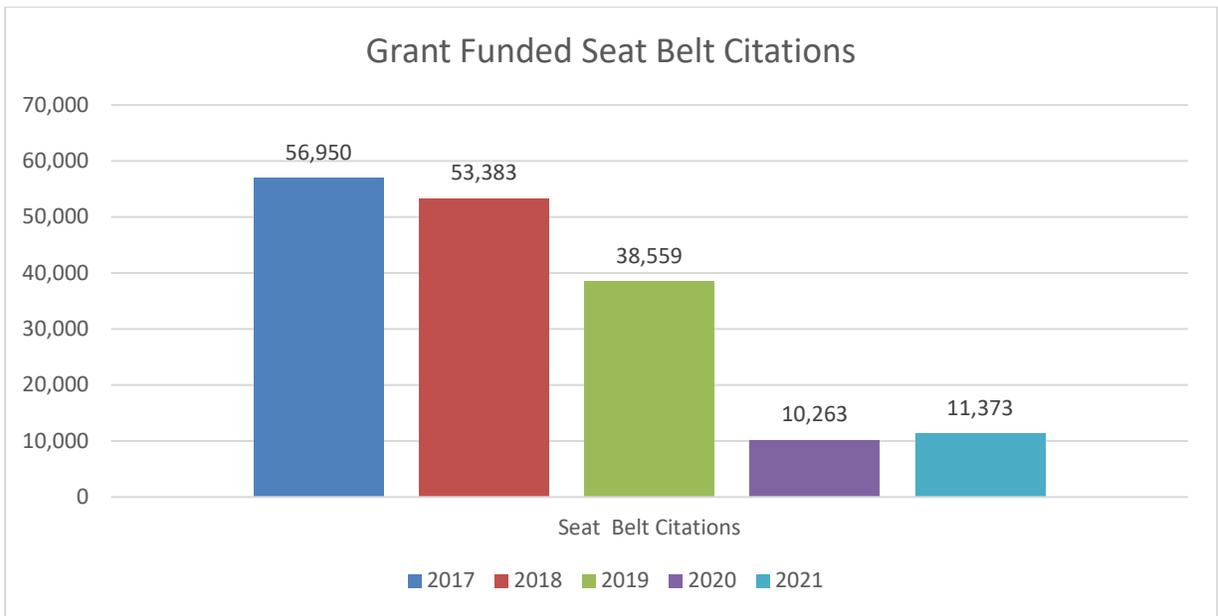
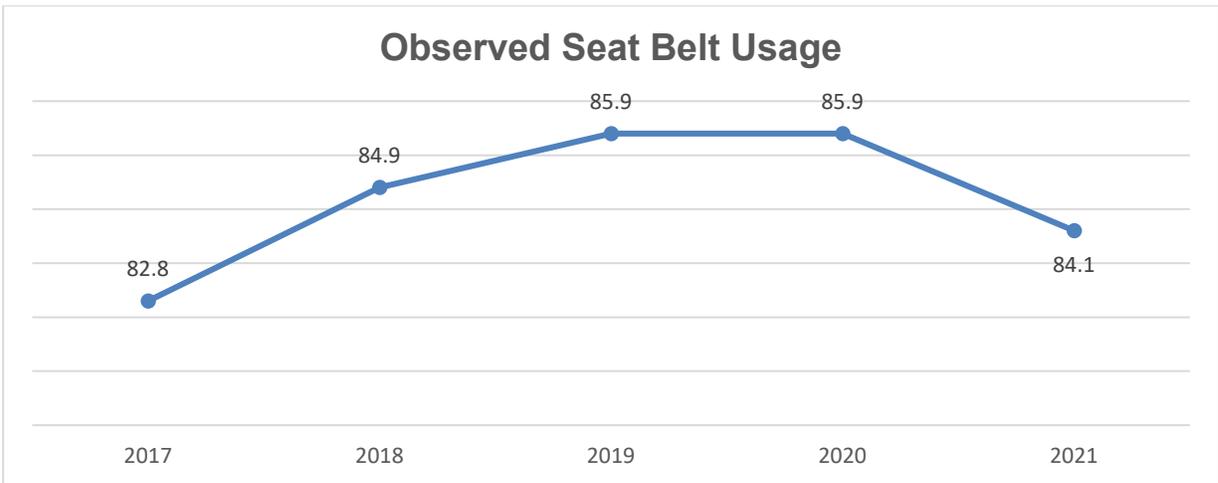


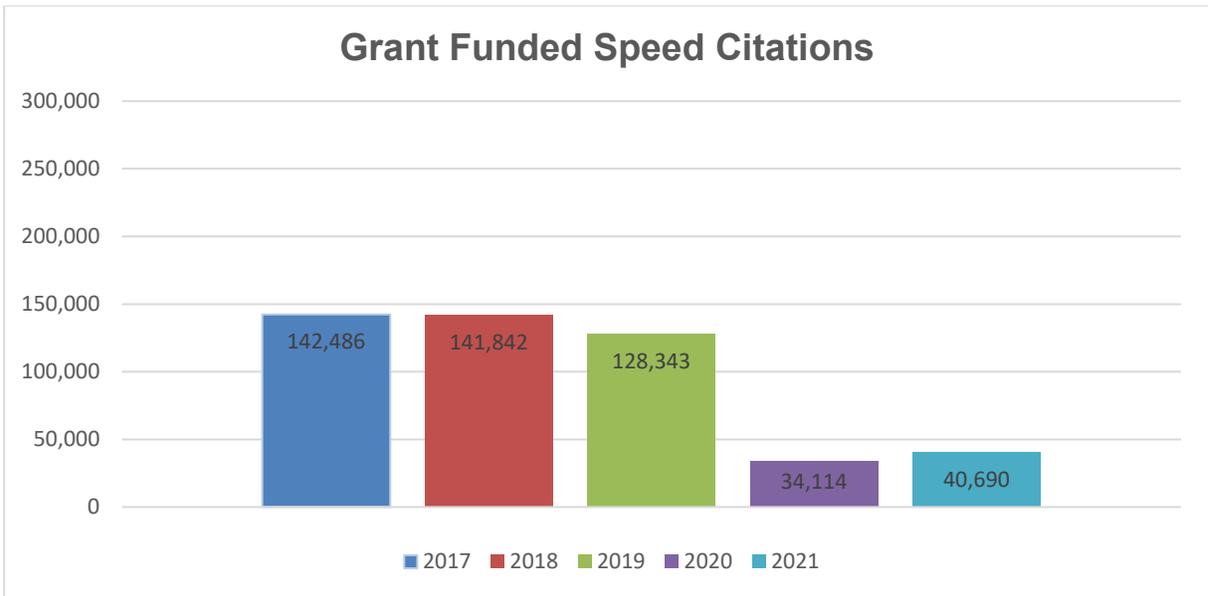
Bicycle Fatalities	5-year average	Yearly Fatal Count
2016	18	18
2017	18	19
2018	19	22
2019	22	25
2020	20	16

### Crashes

The percentage of Ohio's fatal crashes that are bicycle related has decreased 18.71 percent and the percentage of serious injury crashes has increased 12.61 percent from 2016 to 2020.

BICYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Bicycle Related	Percent	Total	Bicycle Related	Percent
2016	1,054	18	1.71%	7,509	167	2.22%
2017	1,094	19	1.74%	7,061	168	2.38%
2018	996	22	2.21%	6,246	122	1.95%
2019	1,041	23	2.21%	5,983	120	2.01%
2020	1,153	16	1.39%	5,926	148	2.50%





COVID-19 continued to significantly change the regular operations of law enforcement based on uncertainty, health concerns, and community need. Concerns over contact with the public and officer safety decreased use of overtime and traffic enforcement in general

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## Communications (Media)

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**Project Title:** Earned Media Plan

**Project Description:**

Ohio's earned media spanned the entire federal fiscal year with the heaviest emphasis during national mobilizations / crackdowns. Ohio used many different networks to ensure earned media was achieved statewide (e.g., law enforcement, Safe Communities, corporate partners, etc.). Messaging was consistent with the National Highway Traffic Safety Administration (NHTSA) National Communications Plan.

**Project Results:**

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

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

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

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**Project Number:** M6OT-2021-00-00-01

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

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

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

### Project Results:

The OTSO paid media component consisted of a mix of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airings or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 8,795,860.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
TV/Cable	17	82	99	\$ 21,449.70
Radio	130	130	260	\$ 12,869.86
Internet	N/A	N/A	N/A	\$ 25,901.29
Out of Home/Other	N/A	N/A	N/A	\$ 96,989.07
<b>Total Media Cost</b>				<b>\$ 157,209.92</b>

**Awarded: 180,000.00 Expended: 157,209.92 Funding Source: 405d**

**Project Number:** M6OT-2021-00-00-02

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

**Funded Agency:** Ohio Traffic Safety Office

### Project Description:

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

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

### Project Results:

The OTSO paid media component consisted of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 4,692,929.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
TV/Cable	47	99	146	\$ 35,195.01
Radio	118	118	236	\$ 8,273.44
Internet	N/A	N/A	N/A	\$ 11,741.86
Out of Home/Other	N/A	N/A	N/A	\$ 214,557.24
<b>Total Media Cost</b>				<b>\$ 269,767.55</b>

**Awarded: 270,000.00 Expended: 269,767.55 Funding Source: 405d**

**Project Number:** M6OT-2021-00-00-03

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

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

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

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

**Project Results:**

An emphasis was placed on working with media partners who would reach our target audience, embrace traffic safety messages and were willing to go above and beyond the traditional media buy. Expected efforts included the willingness to provide additional bonus spots, public service announcements with high profile talent, on the ground events and integrating traffic safety messaging into social media and enforcement campaigns, live reads during major events and other innovative and unique options that helped reach specific segments of our targeted audience.

The OTSO paid media component consisted of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 10,879,290.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
TV/Cable	111	139	250	\$ 128,392.04
Radio	1,024	1,010	2,034	\$ 72,591.30
Internet	N/A	N/A	N/A	\$ 44,346.63
Out of Home/Other	N/A	N/A	N/A	\$ 154,506.22
<b>Total Media Cost</b>				<b>\$ 399,836.19</b>

**Awarded: 400,000.00 Expended: 399,836.19 Funding Source: 405d**

**Project Number:** M2X-2021-00-00-01

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

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

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

**Project Results:**

The OTSO paid media component consisted of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for impaired driving. There were no non-paid PSA airings or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 6,209,601.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
TV/Cable	22	0	22	\$ 93,941.37
Radio	14	14	28	\$ 5,581.31
Internet	N/A	N/A	N/A	\$ 27,370.11
Out of Home/Other	N/A	N/A	N/A	\$ 43,275.86
<b>Total Media Cost</b>				<b>\$ 170,168.65</b>

**Awarded: 180,000.00 Expended: 170,168.65 Funding Source: 405b**

**Project Number:** M2X-2021-00-00-02  
**Project Title:** Click It or Ticket Paid Media  
**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

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

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

**Project Results:**

The OTSO paid media component consisted of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for seat belts. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 9,130,107.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
TV/Cable	69	76	145	\$ 27,578.18
Radio	841	809	1,650	\$ 83,099.85
Internet	N/A	N/A	N/A	\$ 31,866.43
Out of Home/Other	N/A	N/A	N/A	\$ 117,291.25
<b>Total Media Cost</b>				<b>\$ 259,835.71</b>

**Awarded:** 270,000.00 **Expended:** 259,835.71 **Funding Source:** 405b

**Project Number:** M2X-2021-00-00-03  
**Project Title:** Sustained Belt Paid Media Plan  
**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

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

The goal was to sustain the message throughout the year and to hit the highest peak during the national mobilization. Throughout the year, using secondary messages like *What's Holding You*

*Back?* and *Buckle Up in your Truck* provided an opportunity to extend the core safety messages. Embracing social-norming messages allowed OTSO to look for marketing alliances with businesses and organizations important to our target audiences. We have learned that many partners are not comfortable spending their resources to aggressively promote a strong enforcement message. A year-round mix of enforcement and social-norming messages helped to avoid these conflicts and provided OTSO with more opportunities to keep our messages in front of the public and target audiences.

### **Project Results:**

An emphasis was placed on working with media partners who would reach our target audience, embrace traffic safety messages and were willing to go above and beyond the traditional media buy. Expected efforts included the willingness to provide additional bonus spots, public service announcements with high profile talent, on the ground events and integrating traffic safety messaging into social media and enforcement campaigns, live reads during major events and other innovative and unique options that helped reach specific segments of our targeted audience.

### **High Risk Populations**

#### **Teens**

Ohio planned to target rural teen seat belt usage. The existing partnership with Huddle High Schools, Inc. to distribute high school tickets for regular season events (sports, plays, etc.) for high schools throughout Ohio was not completed due to the closure of school and school events. Over two million high school ticket backs were scheduled to be printed with a “Buckle-Up in Your Truck” seat belt message during the school year to direct target this audience.

#### **Rural**

Ohio worked to target rural seat belt usage. The existing partnership with Huddle High Schools, Inc. to distribute high school tickets for regular season events (sports, plays, etc.) for high schools throughout Ohio was not completed due to the closure of school and school events. Over two million high school ticket backs were scheduled to be printed with a “Buckle-Up in Your Truck” seat belt message during the school year to direct target this audience. Currently, rural school bus shelter locations statewide are also printed with the same message. These bus shelters are located along rural routes. The message was placed on the outside of the shelter for passing traffic to see.

#### **18 – 34 Year Old Male**

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

The OTSO paid media component consisted of radio buys and out of home placement combined with earned media. The following is a summary of information from the paid media plan for seat

belts. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 5,611,968.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
Radio	132	109	241	\$ 20,822.94
Out of Home/Other	N/A	N/A	N/A	\$ 352,148.25
<b>Total Media Cost</b>				<b>\$ 372,971.19</b>

<b>Awarded:</b>	<b>400,000.00</b>	<b>Expended:</b>	<b>372,971.19</b>	<b>Funding Source:</b>	<b>405b</b>
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**Project Number:** PM-2021-00-00-01  
**Project Title:** Motorcycle Safety Paid Media  
**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

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

**Project Results:**

The OTSO’s paid media components consisted primarily of radio buys, print, and internet combined with earned media. The following is a summary of information from the paid media plan for motorcycle safety. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 4,118,000.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
Radio	114	72	186	\$ 50,693.19
Print	N/A	N/A	N/A	\$ 14,729.00
Internet	N/A	N/A	N/A	\$ 36,150.95
<b>Total Media Cost</b>				<b>\$ 101,573.14</b>

<b>Awarded:</b>	<b>101,573.14</b>	<b>Expended:</b>	<b>101,573.14</b>	<b>Funding Source:</b>	<b>402 PM</b>
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**Project Number:** M11MA-2021-00-00-01  
**Project Title:** Motorcycle Awareness Paid Media  
**Funded Agency:** Ohio Traffic Safety Office

### Project Description:

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

### Project Results:

The OTSO's paid media components consisted of out of home combined with earned media. The following is a summary of information from the paid media plan for motorcycle safety. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 286,020.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
Out of Home/Other	N/A	N/A	N/A	\$100,000.64
<b>Total Media Cost</b>				<b>\$100,000.64</b>

<b>Awarded:</b>	<b>100,000.64</b>	<b>Expended:</b>	<b>100,000.64</b>	<b>Funding Source:</b>	<b>405f</b>
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**Project Number:** PM-2021-00-00-02

**Project Title:** Sustained Distracted Driving Paid Media

**Funded Agency:** Ohio Traffic Safety Office

### Project Description:

A limited amount of paid media was used on distracted driving. An emphasis was placed on working with media partners who would reach our target audience, embrace traffic safety messages and were willing to go above and beyond the traditional media buy. Expected efforts included the willingness to provide additional bonus spots, public service announcements with high profile talent, on the ground events and integrating traffic safety messaging into social media and enforcement campaigns, live reads during major events and other innovative and unique options that helped reach specific segments of our targeted audience.

### Project Results:

Last year, rural school bus shelter locations statewide were printed with the Stay Alive! Don't TXT & Drive message. These bus shelters were located along rural routes. The message was placed on the outside of the shelter for passing traffic to see.

The OTSO's paid media components consisted of radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for distracted driving. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 33,665,146.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
Radio	1,196	1,113	2,309	\$ 67,007.43
Internet	N/A	N/A	N/A	\$ 277,196.78
Out of Home	N/A	N/A	N/A	\$ 34,762.50
			<b>Total Media Cost</b>	<b>\$ 378,966.71</b>

**Awarded: 400,000.00 Expended: 378,966.71 Funding Source: 402 PM**

**Project Number:** PM-2021-00-00-03

**Project Title:** Youthful Driver Paid Media

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Ohio used paid media to target all youthful driver traffic safety behaviors to encourage young drivers to wear seat belts, not drive impaired or distracted, not speed, and other unsafe driving practices identified through problem identification.

**Project Results:**

The OTSO's paid media components consisted of television buys, radio buys, internet, and out of home placement combined with earned media. The following is a summary of information from the paid media plan for distracted driving. There were no non-paid PSA airing or print ads prior to FFY1999. It is estimated by the media buyer that the size of the audience reached in this buy exceeded 27,917,691.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
TV/Cable	126	0	126	\$ 25,750.00
Radio	381	30	411	\$ 20,136.03
Internet	N/A	N/A	N/A	\$ 263,240.43
Out of Home/Other	N/A	N/A	N/A	\$ 30,612.63
			<b>Total Media Cost</b>	<b>\$ 339,739.09</b>

**Awarded: 400,000.00 Expended: 339,739.09 Funding Source: 402 PM**

**Project Number:** PM-2021-00-00-04

**Project Title:** Campaign Creative/Design

**Funded Agency:** Ohio Traffic Safety Office

## Project Description:

In addition to media placement the Public Safety media buyer’s contract has been expanded to allow for creative and design work to better assist OTSO in the promotion of campaigns and activities related to traffic safety.

## Project Results:

The media buyer created traffic safety pieces relating to parental involvement in teen driving education.

<b>Awarded:</b>	<b>300,000.00</b>	<b>Expended:</b>	<b>17,536.83</b>	<b>Funding Source:</b>	<b>402 PM</b>
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## Communications (Media) Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 402 PM – Paid Advertising (FAST)</b>				
PM-2021-00-00-01	Motorcycle Safety Paid Media	\$101,573.14	\$101,573.14	\$0.00
PM-2021-00-00-02	Distracted Driving Paid Media	\$400,000.00	\$378,966.71	\$0.00
PM-2021-00-00-03	Youthful Driver Paid Media	\$400,000.00	\$339,739.09	\$0.00
PM-2021-00-00-04	Campaign Creative/Design	\$300,000.00	\$17,536.83	\$0.00
<b>FAST Act 402 PM Total</b>		<b>\$1,200,749.14</b>	<b>\$837,815.77</b>	<b>\$0.00</b>
<b>FAST Act 405b OP Low</b>				
M2X-2021-00-00-01	Holiday Click It or Ticket Paid Media	\$180,000.00	\$170,168.65	\$0.00
M2X-2021-00-00-02	Click It or Ticket Paid Media	\$270,000.00	\$259,835.71	\$0.00
M2X-2021-00-00-03	Sustained Belt Paid Media	\$400,000.00	\$372,971.19	\$0.00
<b>FAST Act 405b OP Low Total</b>		<b>\$850,000.00</b>	<b>\$802,975.55</b>	<b>\$0.00</b>
<b>FAST Act 405d Impaired Driving Low</b>				
M6OT-2021-00-00-01	Holiday Drive Sober or Get Pulled Over Paid Media	\$180,000.00	\$157,209.92	\$0.00
M6OT-2021-00-00-02	Drive Sober or Get Pulled Over Paid Media	\$270,000.00	\$269,767.55	\$0.00
M6OT-2021-00-00-03	Sustained Impaired Driving Paid Media	\$400,000.00	\$399,836.19	\$0.00
<b>FAST Act 405d Impaired Driving Low Total</b>		<b>\$850,000.00</b>	<b>\$826,813.66</b>	<b>\$0.00</b>
<b>FAST Act 405f Motorcycle Programs</b>				
M11MA-2021-00-00-01	Motorcycle Awareness Paid Media	\$100,000.64	\$100,000.64	\$0.00
<b>FAST Act 405f Motorcycle Programs Total</b>		<b>\$100,000.64</b>	<b>\$100,000.64</b>	<b>\$0.00</b>
<b>Total Funding Communications (Media) Program Area</b>		<b>\$3,000,749.78</b>	<b>\$2,567,605.62</b>	<b>\$0.00</b>

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

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

Across all the paid media campaigns, it is estimated by the media buyer that the size of the audience reached in this buy exceeded 102,510,752.

Medium	Paid Spots	Bonus Spots	Total Spots	Cost
TV/Cable	392	396	788	\$ 332,306.30
Radio	3,950	3,405	7,355	\$ 341,075.35
Print	N/A	N/A	N/A	\$ 14,729.00
Internet	N/A	N/A	N/A	\$ 717,814.48
Out of Home/Other	N/A	N/A	N/A	\$1,144,143.66
<b>Total Media Cost</b>				<b>\$2,550,068.79</b>

# Community Traffic Safety Program

**Project Number:** SA-2021-00-00-01

**Project Title:** Safe Communities

**Funded Agencies:** See chart below under Project Results

## Project Description:

The OTSO conducted an in-depth analysis of traffic crash data to identify and prioritize traffic safety problems and to target fatal crash locations for traffic safety programming. Maximum amounts for each county were set based on the average number of fatal crashes for 2017, 2018 and 2019. New programs had to have a minimum of a three-year average of 6.17 fatal crashes to be eligible for funding.

## Project Results:

### Funded Agencies

Agency	County	Population	Awarded Amount	Expended Amount
Adena Health Systems	Ross	78,064	39,931.90	20,718.07
Anazao Community Partners	Holmes	42,366	25,000.00	21,726.33
Anazao Community Partners	Wayne	114,520	42,000.00	36,456.88
Ashland Area Economic Development Fund	Ashland	53,139	35,000.00	297.00
Atrium Medical Center	Warren	212,693	50,000.00	20,713.63
Bethesda North Hospital	Hamilton	802,374	108,000.00	71,131.07
Bowling Green State University	Wood	125,488	42,000.00	36,813.16
Clark County Combined Health	Clark	138,333	41,999.99	13,330.81
Columbus Health Department	Franklin	1,163,414	125,000.00	84,060.17
Defiance Co. General Health District	Defiance	39,037	25,000.00	4,228.45
Delaware General Health District	Delaware	174,214	41,995.91	24,064.30
Educational Service Center of Lake Erie West	Lucas	441,815	85,000.00	58,403.08
Erie County Health Department	Erie	77,079	35,000.00	32,148.16
Fairfield County Family, Adult and Children	Fairfield	146,156	33,918.60	25,379.04
Fowler Township Police Department	Trumbull	210,312	42,000.00	41,394.46
Fulton County Health Department	Fulton	42,698	35,000.00	12,746.29
Geauga Public Health	Geauga	93,389	31,017.72	11,144.61
Greene County Combined Health District	Greene	161,573	41,848.52	22,860.12
Hancock Public Health	Hancock	74,782	35,000.00	8,008.32
Henry County Health Department	Henry	28,215	35,000.00	17,261.33
Knox County Health Department	Knox	60,921	35,000.00	5,685.89
Lake County General Health	Lake	230,041	35,000.00	34,977.24
Licking County Health Department	Licking	166,492	65,000.00	63,819.26
Lima-Allen County Regional Planning Comm.	Allen	106,331	35,000.00	26,127.14
Lorain County General Health District	Lorain	301,356	65,000.00	57,160.09
Madison County Public Health	Madison	43,435	35,000.00	24,185.31
Medina County Health Department	Medina	172,332	42,000.00	27,083.06
Miami County Health District	Miami	102,506	42,000.00	29,048.45
Miami Valley Hospital–Injury Prevention Ctr.	Montgomery	535,153	125,000.00	10,704.46
Miami Valley Hospital-Injury Prevention Ctr.	Preble	42,270	35,000.00	2,301.91

Agency	County	Population	Awarded Amount	Expended Amount
National Safety Council Ohio Chapter	Mahoning	238,823	49,992.24	38,514.14
Perry County EMA	Perry	36,058	25,000.00	19,228.89
Pike County General Health District	Pike	28,709	35,000.00	23,113.09
Portage County General Health District	Portage	161,419	35,000.00	34,999.98
Safety Council of Southwestern Ohio	Butler	368,130	65,000.00	40,128.93
Sandusky County Public Health	Sandusky	60,944	35,000.00	11,018.82
Stark County Sheriff's Office	Stark	375,586	84,000.37	63,463.98
Summit County Sheriff's Office	Summit	541,781	85,000.00	41,901.58
Tuscarawas County Health Department	Tuscarawas	92,582	41,994.29	21,375.96
UH Geneva Medical Center	Ashtabula	101,497	50,000.00	19,129.26
Union County Health District	Union	52,300	25,000.00	13,904.07
University Hospitals Cleveland Medical Ctr.	Cuyahoga	1,280,122	125,000.00	78,194.34
University of Cincinnati	Clermont	197,363	42,000.00	32,277.98
Williams County Combined Health	Williams	37,642	25,000.00	23,065.00
Wyandot County Health Department	Wyandot	22,615	25,000.00	8,940.05

These coordinated communities played an active role in addressing traffic safety issues. Each program focused on seat belt use, impaired driving and motorcycle safety. Ohio's Safe Communities network used local coalitions to deliver traffic safety messages and programs throughout the year at the local level. Safe Communities provided the education/earned media portion of our enforcement campaigns while our law enforcement agencies including the Ohio State Highway Patrol conducted the enforcement portion.

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

Each Safe Community program was required to conduct Fatal Data Review meetings to review each fatal crash in the county to determine if trends or patterns could be identified. The committees made recommendations to the coalition on how the fatal crash might have been avoided.

Coordinators reported 518 events, including 35 that were "in-kind." The "in-kind" activities were traffic safety related activities conducted by the coordinators or coalition members that were not charged to the grant. The reported events reached over 1.7 million people in person. These events also received the following gross impressions:

Type	Gross Impressions	Type	Gross Impressions
Print	6,528,712	Facebook	2,744,847
Radio	12,074,133	Twitter	44,103
Television	5,437,096	Instagram	593,716
Web	702,826	Other	948,342

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

Media/Press Releases/Social Media	
Press Releases Issued	465
Press Releases Published	378
Additional Media Stories Received	142
Number of Facebook Posts	4,878
Number of Facebook Likes	499,462
Number of Facebook Followers	6,598,005
Number of Instagram Posts	1,453
Number of Tweets	2,664
Other Social Media	11

Gross Impressions	
Print	15,473,389
Radio	24,121,979
Television	8,471,264
Web	2,759,385
Facebook	11,249,503
Instagram	1,095,369
Twitter	533,104
Other	6,720,681

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

Message	Number Distributed
Click It or Ticket	62,820
Drive Sober or Get Pulled Over	71,753
Don't TXT & Drive	43,856
Watch Out for Motorcycles	47,139
Other Traffic Safety Related Messaging (Ride SMART, Buckle Up in Your Truck, Distracted Driving, Buzzed Driving, pedestrian, etc.)	55,309

## Crash Data

Year	CRASHES					
	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	1,054	831	78.84%	7,509	6,015	80.10%
2017	1,094	847	77.42%	7,061	5,587	79.12%
2018	996	755	75.80%	6,246	4,998	80.02%
2019	1,041	788	75.70%	5,983	4,826	80.66%
2020	1,153	915	79.36%	5,926	4,830	81.51%

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	313	258	82.43%	991	773	78.00%
2017	297	222	74.75%	1,001	764	76.32%
2018	266	213	80.08%	863	683	79.14%
2019	331	259	78.25%	875	669	76.46%
2020	384	313	81.51%	829	641	77.32%

DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	186	153	82.26%	464	368	79.31%
2017	179	140	78.21%	521	378	72.55%
2018	206	152	73.79%	394	297	75.38%
2019	369	284	76.96%	381	293	76.90%
2020	442	361	81.67%	378	281	74.34%

YOUTHFUL DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	269	218	81.04%	2,498	1,994	79.82%
2017	290	220	75.86%	2,176	1,732	79.60%
2018	246	186	75.61%	1,877	1,480	78.85%
2019	234	179	76.50%	1,656	1,347	81.34%
2020	275	224	81.45%	1,709	1,412	82.62%

UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	520	418	80.38%	2,269	1,811	79.81%
2017	541	413	76.34%	2,202	1,744	79.20%
2018	491	371	75.56%	1,892	1,520	80.34%
2019	550	416	75.64%	2,126	1,742	81.94%
2020	591	466	78.85%	2,247	1,884	83.85%

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	26	19	73.08%	441	336	76.19%
2017	52	43	82.69%	371	288	77.63%
2018	47	31	65.96%	385	292	75.84%
2019	41	29	70.73%	325	245	75.38%
2020	29	22	75.86%	280	219	78.21%

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	353	279	79.04%	1,627	1,258	77.32%
2017	351	277	78.92%	1,530	1,134	74.12%
2018	305	231	75.74%	1,399	1,047	74.84%
2019	294	208	70.75%	1,367	1,040	76.08%
2020	336	269	80.06%	1,531	1,206	78.77%

MATURE DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	428	319	74.53%	2,696	2,170	80.49%
2017	426	327	76.76%	2,548	2,008	78.81%
2018	410	310	75.61%	2,268	1,823	80.38%
2019	429	326	75.99%	2,131	1,719	80.67%
2020	426	332	77.93%	1,934	1,576	81.49%

MOTORCYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	194	152	78.35%	909	720	79.21%
2017	155	120	77.42%	843	642	76.16%
2018	142	110	77.46%	714	561	78.57%
2019	156	120	76.92%	872	678	77.75%
2020	205	163	79.51%	1,085	872	80.37%

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	137	125	91.24%	540	486	90.00%
2017	142	121	85.21%	526	482	91.63%
2018	134	115	85.82%	533	489	91.74%
2019	129	115	89.15%	506	452	89.33%
2020	166	149	89.76%	452	396	87.61%

BICYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	18	15	83.33%	167	143	85.63%
2017	19	15	78.95%	168	150	89.29%
2018	22	20	90.91%	122	115	94.26%
2019	23	21	91.30%	120	110	91.67%
2020	16	14	87.50%	148	127	85.81%

In FFY2021, Ohio funded 45 countywide Safe Communities programs which involved almost 1,300 communities. These counties reached 83.01 percent of Ohio’s population (approximately 9.6 million people) through earned media and education.

COVID-19 continued to impact the Safe Community program in several ways. Safe Community grants are largely housed in local health departments and hospitals. Staff assigned to the grant were pulled from the grant to assist with the pandemic. One of the main priorities of Safe Communities is to conduct in person education at community events. Many public events were cancelled during this time, with some in-person events starting back during the summer. Safe Community coordinators were able to continue virtual events/meetings as well as attend in-person events (when available).

**Awarded: 2,207,401.39 Expended: 1,313,234.16 Funding Source: 402 SA**

### Community Traffic Safety Program Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 402 SA – Safe Communities (FAST)</b>				
SA-2021-00-00-01	Safe Communities	\$2,207,401.39	\$1,313,234.16	\$1,313,234.16
<b>FAST Act 402 SA Total</b>		<b>\$2,207,401.39</b>	<b>\$1,313,234.16</b>	<b>\$1,313,234.16</b>
<i>Total Funding Community Traffic Safety Program Area</i>		<i>\$2,207,401.39</i>	<i>\$1,313,234.16</i>	<i>\$1,313,234.16</i>

Ohio’s 45 Safe Community programs received 29,073,775 gross impressions during 518 events and 70,424,674 gross impressions outside of events. This is a total of 99,498,449 gross impressions in FFY2021. These gross impressions covered a variety of traffic safety topics including, but not limited to: impaired driving, seat belt usage, distracted driving, motorcyclist safety, motorcycle awareness, youthful driver, speed, pedestrian safety, etc.

# Distracted Driving

**Project Number:** DD-2021-00-00-01

**Project Title:** Distracted Driving Enforcement

**Funded Agency:** Ohio State Highway Patrol

**Project Description:**

There were 205 distracted driving related fatal crashes and 1,931 distracted driving related serious injury crashes in Ohio between 2015 and 2019. In FFY2021, the Ohio State Highway Patrol (OSHP) worked overtime with a focus on distracted driving with the majority of the hours being scheduled during National Distracted Driving Month (April 2021).

**Project Results:**

The Ohio State Highway Patrol conducted 3,613 hours of distracted driving enforcement during FFY2021. These efforts resulted in 417 distracted driving citations.

Total Overtime Enforcement	FFY2018	FFY2019	FFY2020	FFY2021
Total Overtime Hours	8,689	6,803	1,200	3,613
Number of Traffic Stops	15,453	12,380	1,946	6,625
Driving Under the Influence of Drugs (DUID)	N/A	20	2	7
OVI Arrests Under 21	3	2	0	0
OVI Arrests 21 and Over	35	34	10	13
Refusals	6	9	1	2
Adult Restraint Citations	2,616	2,336	277	1,058
Child Restraint Citations	48	48	6	12
Speed Citations	7,623	5,984	914	3,525
Distracted Driving	4,547	977	166	417
Driving Under Suspension	283	258	54	149
No Operator License Citations	105	106	29	86
Felony Arrests	39	34	8	19
Other Citations Issued	1,529	1,629	288	790

See Appendix C for summary of all FFY2021 enforcement details.

COVID-19 continued to significantly change the regular operations of law enforcement based on uncertainty, health concerns, and community need. Concerns over contact with the public and officer safety decreased use of overtime and traffic enforcement in general

<b>Awarded:</b>	<b>518,303.90</b>	<b>Expended:</b>	<b>218,201.14</b>	<b>Funding Source:</b>	<b>402 DD</b>
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## Distracted Driving Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 402 DD – Distracted Driving (FAST)</b>				
DD-2021-00-00-01	Statewide Distracted Driving Enforcement	\$518,303.90	\$218,201.14	\$0.00
<b>FAST Act 402 DD Total</b>		<b>\$518,303.90</b>	<b>\$218,201.14</b>	<b>\$0.00</b>
<i>Total Funding Distracted Driving Program Area</i>				
		<b>\$518,303.90</b>	<b>\$218,201.44</b>	<b>\$0.00</b>

In addition to the enforcement results listed above, Safe Community programs conducted distracted driving education at 342 events. These events reached over 400,000 people. Events reached all audiences, however many events were conducted at high schools or intended to reach high school students. Safe Community programs also distributed 43,856 print advertising / educational materials.

Type of Media	Gross Impressions
Print	3,069,568
Radio	8,032,996
Television	2,411,733
Web	491,546
Facebook	1,875,554
Twitter	8,069
Instagram	510,793
Other	113,679

<b>DISTRACTED DRIVING CRASHES</b>						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Distracted Related	Percent	Total	Distracted Related	Percent
2016	1,054	26	2.47%	7,509	441	5.87%
2017	1,094	52	4.75%	7,061	371	5.25%
2018	996	47	4.72%	6,246	385	6.16%
2019	1,041	41	3.94%	5,983	325	5.43%
2020	1,153	29	2.52%	5,926	280	4.72%

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## Driver Education and Behavior

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**Project Number:** M6OT-2021-00-00-04

**Project Title:** Impaired Driving Print Advertising / Educational Materials

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

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

**Project Results:**

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

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

Due to COVID-19 restrictions on in-person events during much of FFY2021, OTSO had enough materials on hand to cover demand and did not order any materials.

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<b>Awarded:</b>	<b>250,000.00</b>	<b>Expended:</b>	<b>0.00</b>	<b>Funding Source:</b>	<b>405d</b>
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**Project Number:** M2X-2021-00-00-04

**Project Title:** Seat Belt Print Advertising / Educational Materials

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Seat belt print advertising / educational materials were one of Ohio's communication and outreach strategies to inform the public of the importance of wearing a seat belt. The national Click It or

Ticket mobilization around the Memorial Day Holiday combined highly visible enforcement with both local and national media exposure. Paid media during the mobilization highlighted that law enforcement would be strictly enforcing seat belt laws. All law enforcement agencies across the state were encouraged and funded agencies were required to participate in the mobilization.

**Project Results:**

Sustained materials were used in conjunction with high visibility enforcement efforts during time periods outside of the CIOT mobilization to help increase statewide seat belt usage. OTSO allocated funds to purchase print advertising and/or educational materials to promote the Click It or Ticket campaign. Available materials were distributed to Safe Communities, law enforcement, and business partners to raise awareness among their community and / or employees of the importance of buckling up. The materials provided a visual reminder to the public and provided our partners a great educational opportunity while engaging the public. Uniform collateral pieces were used throughout the state to provide earned media to complement the paid media and enforcement efforts aimed at increasing seat belt usage.

Due to COVID-19 restrictions on in-person events during much of FFY2021, OTSO had enough materials on hand to cover demand and did not order any materials.

**Awarded: 250,000.00 Expended: 0.00 Funding Source: 405b**

**Project Number:** M9MA-2021-00-00-02

**Project Title:** Motorcycle Awareness Print Advertising / Educational Materials

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

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

**Project Results:**

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

**Awarded: 100,000.00 Expended: 46,180.00 Funding Source: 405f**

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**Project Number:** SC-2021-00-00-01  
**Project Title:** Speed Print Advertising / Educational Materials  
**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Speed print advertising/educational materials were one of Ohio’s communication and outreach strategies to inform the public of the dangers of speeding.

**Project Results:**

OTSO allocated funds to purchase print advertising and / or educational materials to promote speed messaging. Materials purchased included posters and banners. Materials were distributed to Safe Communities, Law Enforcement, and business partners to raise awareness among their community and / or employees of the dangers of speeding. The materials provided a visual reminder to the public and provided our partners a great educational opportunity while engaging the public. Uniform collateral pieces were used throughout the state to provide earned media to compliment the paid media and enforcement efforts aimed at reducing speeding.

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<b>Awarded:</b>	<b>50,000.00</b>	<b>Expended:</b>	<b>25,760.00</b>	<b>Funding Source:</b>	<b>402 SC</b>
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**Project Number:** DD-2021-00-00-02  
**Project Title:** Distracted Driving Print Advertising / Educational Materials  
**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

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

**Project Results:**

OTSO allocated funds to purchase print advertising and / or educational materials to promote the distracted driving message. Materials purchased included posters. Materials were distributed to Safe Communities, Law Enforcement, and business partners to raise awareness among their community and / or employees of the dangers of distracted driving. The materials provided a visual reminder to the public and provided our partners a great educational opportunity while engaging the public. Uniform collateral pieces were used throughout the state to provide earned media to compliment the paid media and enforcement efforts aimed at reducing distracted driving.

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<b>Awarded:</b>	<b>100,000.00</b>	<b>Expended:</b>	<b>460.20</b>	<b>Funding Source:</b>	<b>402 DD</b>
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**Project Number:** DE-2021-00-00-01

**Project Title:** Youthful Driver Print Advertising / Educational Materials

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Funds were allocated to provide law enforcement agencies and other partners (Safe Communities, traffic safety partners, etc.) around the state with print advertising / educational materials (e.g. banners, signs, posters, etc.) to address youthful drivers.

**Project Results:**

OTSO allocated funds to purchase print advertising and / or educational materials to promote traffic safety messaging to youthful drivers. Available materials were distributed to Safe Communities, Law Enforcement, and business partners to raise awareness among their community and / or employees of youthful driving issues. The materials provided a visual reminder to the public and provided our partners a great educational opportunity while engaging the public. Uniform collateral pieces were used throughout the state to provide earned media to compliment the paid media and enforcement efforts aimed at reducing youthful driver fatalities/injuries.

Due to COVID-19 restrictions on in-person events during much of FFY2021, OTSO had enough materials on hand to cover demand and did not order any materials.

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<b>Awarded:</b>	<b>100,000.00</b>	<b>Expended:</b>	<b>0.00</b>	<b>Funding Source:</b>	<b>402 DD</b>
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## Driver Education and Behavior Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 402 DD – Distracted Driving (FAST)</b>				
DD-2021-00-00-02	Distracted Driving Print Advertising/Educational	\$250,000.00	\$460.20	\$0.00
<b>FAST Act 402 DD Total</b>		<b>\$250,000.00</b>	<b>\$460.20</b>	<b>\$0.00</b>
<b>FAST Act 402 DE – Driver Education</b>				
DE-2021-00-00-01	Youthful Driver Print Advertising/Educational	\$100,000.00	\$0.00	\$0.00
<b>FAST Act 402 DE Total</b>		<b>\$100,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FAST Act 402 SC – Speed Management (FAST)</b>				
SC-2021-00-00-01	Speed Print Advertising/Educational	\$50,000.00	\$25,760.00	\$0.00
<b>FAST Act 402 SC Total</b>		<b>\$50,000.00</b>	<b>\$25,760.00</b>	<b>\$0.00</b>
<b>FAST Act 405b OP Low</b>				
M2X-2021-00-00-04	Seat Belt Print Advertising/Education	\$250,000.00	\$0.00	\$0.00
<b>FAST Act 405b OP Low Total</b>		<b>\$250,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FAST Act 405d Impaired Driving Low</b>				
M6OT-2021-00-00-04	Impaired Driving Print Advertising/Educational	\$250,000.00	\$0.00	\$0.00
<b>FAST Act 405d Impaired Driving Low Total</b>		<b>\$250,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FAST Act 405f Motorcycle Programs</b>				
M11MA-2021-00-00-02	Motorcycle Awareness Print Advertising/Educational	\$100,000.00	\$46,180.00	\$0.00
<b>FAST Act 405f Motorcycle Programs Total</b>		<b>\$100,000.00</b>	<b>\$46,180.00</b>	<b>\$0.00</b>
<b>Total Funding Driver Education and Behavior Program Area</b>		<b>\$1,000,000.00</b>	<b>\$72,400.20</b>	<b>\$0.00</b>

The Ohio Traffic Safety Office (OTSO) continues to produce / print uniform collateral print advertising and educational materials for sub-recipients and other traffic safety partners to distribute at a local level. These pieces provide earned media to compliment paid media and enforcement efforts.

## Impaired Driving (Drug and Alcohol)

**Project Number:** 164AL-2021-00-00-01

**Project Title:** Impaired Driving Enforcement Program / Selective Traffic Enforcement Program

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

### Project Description:

High Visibility is designed to convince the public that there are consequences to traffic violations. Grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2017, 2018 and 2019. Each agency conducted impaired driving enforcement activity to impact their fatal crashes.

### Project Results:

#### Funded Agencies

50 Sheriff Offices and 31 local jurisdictions

Agency	County	Population	Award Amount	Total Expended
Allen Co. Sheriff's Office	Allen	106,331	29,675.28	19,854.44
Ashland Co. Sheriff's Office	Ashland	53,139	21,777.07	17,124.70
Ashtabula Co. Sheriff's Office	Ashtabula	101,497	37,715.63	8,315.77
Athens Co. Sheriff's Office	Athens	64,757	22,504.19	21,409.33
Brown Co. Sheriff's Office	Brown	44,846	16,781.37	9,757.57
Butler Co. Sheriff's Office	Butler	368,130	55,374.93	45,846.63
Hamilton Police Dept.	Butler		27,692.63	23,459.29
Middletown Police Dept.	Butler		26,170.76	4,146.56
Clark Co. Sheriff's Office	Clark	138,333	44,891.06	19,445.42
Springfield Police Dept.	Clark		24,231.12	11,006.72
Clermont Co. Sheriff's Office	Clermont	197,363	40,122.18	16,975.63
Miami Twp. Police Dept.	Clermont		33,060.55	30,908.94
Crawford Co. Sheriff's Office	Crawford	43,784	11,769.98	4,633.28
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	48,253.91	43,241.69
Cleveland Police Dept.	Cuyahoga		35,130.98	4,117.84
Euclid Police Dept.	Cuyahoga		34,320.99	3,645.96
Parma Police Dept.	Cuyahoga		28,412.05	28,376.18
Defiance Co. Sheriff's Office	Defiance	39,037	20,610.53	12,562.59
Delaware Co. Sheriff's Office	Delaware	174,214	47,759.94	12,393.08
Erie Co. Sheriff's Office	Erie	77,079	25,946.26	5,968.79
Franklin Co. Sheriff's Office	Franklin	1,163,414	69,075.99	43,729.87
Columbus Police Dept.	Franklin		73,945.68	53,579.95
Fulton Co. Sheriff's Office	Fulton	42,698	20,662.85	17,605.51
Geauga Co. Sheriff's Office	Geauga	93,389	30,617.63	23,264.41
Greene Co. Sheriff's Office	Greene	161,573	46,828.93	24,273.86
Beavercreek Police Dept.	Greene		32,120.27	26,074.43

Agency	County	Population	Award Amount	Total Expended
Hamilton Co. Sheriff's Office	Hamilton	802,374	61,815.91	3,196.00
Cincinnati Police Dept.	Hamilton		50,383.60	16,372.52
Colerain Twp. Police Dept.	Hamilton		25,109.28	0.00
Hancock Co. Sheriff's Office	Hancock	74,782	21,761.38	15,713.68
Hardin Co. Sheriff's Office	Hardin	32,058	15,088.41	8,406.15
Harrison Co. Sheriff's Office	Harrison	15,864	19,878.18	18,488.92
Highland Co. Sheriff's Office	Highland	43,589	17,236.47	13,968.75
Holmes Co. Sheriff's Office	Holmes	42,366	15,311.43	11,484.29
Jefferson Co. Sheriff's Office	Jefferson	69,709	19,559.08	16,243.19
Madison Twp. Police Dept.	Lake	23,610	31,386.60	27,455.21
Licking Co. Sheriff's Office	Licking	166,492	21,644.05	2,915.60
Newark Police Dept.	Licking		13,262.54	8,334.45
Logan Co. Sheriff's Office	Logan	45,858	20,924.40	11,818.56
Lorain Co. Sheriff's Office	Lorain	301,356	51,537.54	31,307.33
Elyria Police Dept.	Lorain		34,029.93	8,657.99
Lorain Police Dept.	Lorain		24,217.16	5,092.90
Lucas Co. Sheriff's Office	Lucas	441,815	42,386.11	30,983.60
Sylvania Twp. Police Dept.	Lucas		19,359.26	2,772.78
Toledo Police Dept.	Lucas		45,935.98	27,763.15
Mahoning Co. Sheriff's Office	Mahoning	238,823	39,523.92	36,800.70
Beaver Police Dept.	Mahoning		15,426.51	0.00
Youngstown Police Dept.	Mahoning		26,523.56	15,734.77
Marion Co. Sheriff's Office	Marion	66,501	25,763.17	16,442.77
Medina Co. Sheriff's Office	Medina	172,332	44,389.62	23,930.02
Mercer Co. Sheriff's Office	Mercer	40,814	21,824.15	19,532.15
Miami Co. Sheriff's Office	Miami	102,506	40,349.23	36,536.73
Montgomery Co. Sheriff's Office	Montgomery	535,153	54,199.43	23,097.55
Dayton Police Dept.	Montgomery		44,265.13	41,781.71
Miami Twp. Police Dept.	Montgomery		25,120.60	7,228.03
Riverside Police Dept.	Montgomery		11,974.05	0.00
Zanesville Police Dept.	Muskingum	25,487	28,221.62	447.28
Perry Co. Sheriff's Office	Perry	36,058	22,294.95	1,545.71
Pickaway Co. Sheriff's Office	Pickaway	55,698	22,969.76	10,704.57
Putnam Co. Sheriff's Office	Putnam	34,499	20,662.85	17,983.79
Richland Co. Sheriff's Office	Richland	124,475	39,564.30	25,937.36
Sandusky Co. Sheriff's Office	Sandusky	60,944	22,833.75	21,309.12
Scioto Co. Sheriff's Office	Scioto	79,499	22,294.95	14,458.02
Seneca Co. Sheriff's Office	Seneca	56,745	20,401.29	6,301.63
Stark Co. Sheriff's Office	Stark	375,586	40,778.34	26,234.34
Canton Police Dept.	Stark		28,708.29	19,567.66
Jackson Twp. Police Dept.	Stark		15,824.08	13,629.92
Massillon Police Dept.	Stark		10,971.25	1,960.30
Summit Co. Sheriff's Office	Summit	541,781	51,362.68	8,850.50
Akron Police Dept.	Summit		43,192.79	30,823.85
Cuyahoga Falls Police Dept.	Summit		26,427.52	12,179.67
Trumbull Co. Sheriff's Office	Trumbull	210,312	32,253.71	21,857.72
Warren Police Dept.	Trumbull		21,463.51	3,984.42

Agency	County	Population	Award Amount	Total Expended
Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582	19,893.87	13,180.73
Franklin Police Dept.	Warren	11,771	31,084.70	8,689.06
Washington Co. Sheriff's Office	Washington	61,778	21,431.82	9,560.45
Wayne Co. Sheriff's Office	Wayne	114,520	19,355.07	13,930.51
Williams Co. Sheriff's Office	Williams	37,642	22,650.66	5,865.26
Wood Co. Sheriff's Office	Wood	125,488	34,607.46	9,509.61
Perrysburg Twp. Police Dept.	Wood		28,875.67	0.00
Wyandot Co. Sheriff's Office	Wyandot	22,615	21,316.73	4,268.60

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

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

Dates	Blitz/National Campaign
October 23 – 31, 2020	Halloween
December 18 – 31, 2020	Winter Holiday Drive Sober or Get Pulled Over
January 1, 2021	Winter Holiday Drive Sober or Get Pulled Over
February 7 – 8, 2021	Super Bowl
March 12 – 18, 2021	St. Patrick's Day
April – May 2021	Prom
July 2 – 5, 2021	4 <sup>th</sup> of July
August 20 – September 6, 2021	Drive Sober or Get Pulled Over
October 2020 and/or September 2021	Homecoming

Total Overtime Enforcement	FFY2017	FFY2018	FFY2019	FFY2020	FFY2021
Total Overtime Hours	31,565	29,134	29,816	14,588	13,728
Number of Traffic Stops	43,303	40,486	41,029	17,818	16,653
DUID	*	*	50	13	21
OVI Arrests Under 21	71	96	82	36	26
OVI Arrests 21 and Over	492	477	543	203	180
Refusals	154	140	160	80	76
Adult Restraint Citations	1,248	1,235	1,008	522	459
Child Restraint Citations	146	125	178	46	52
Speed Citations	10,516	9,467	8,818	4,212	4,010
Distracted Driving	173	87	78	33	24
Driving Under Suspension	2,371	2,250	2,279	1,010	943
No Operator License Citations	795	715	859	460	509
Felony Arrests	301	220	312	171	143
Other Citations Issued	5,243	4,606	5,273	2,250	1,792

\* Data not collected

See Appendix C for summary of all FFY2021 enforcement details.

## Crash Data

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	313	261	83.39%	991	826	83.35%
2017	297	243	81.82%	1,001	812	81.12%
2018	266	225	84.59%	863	707	81.92%
2019	331	265	80.06%	875	722	82.51%
2020	384	321	83.59%	829	689	83.11%

IDEP agencies reached 85.82 percent of Ohio’s population (approximately 9.9 million people) through earned media and high visibility enforcement.

COVID-19 continued to significantly change the regular operations of law enforcement based on uncertainty, health concerns, and community need. Concerns over contact with the public and officer safety decreased use of overtime and traffic enforcement in general

**Awarded: 2,475,081.06 Expended: 1,317,813.53 Funding Source: 164 AL**

**Project Number:** M6OT-2021-00-00-05

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

**Funded Agency:** Ohio State Highway Patrol

**Project Description:**

There were 1,523 alcohol related fatal crashes and 4,812 alcohol related serious injury crashes in Ohio between 2015 and 2019. In FFY2021, the Ohio State Highway Patrol (OSHP) will continue with their Impaired Driving Enforcement grant.

**Project Results:**

The Ohio State Highway Patrol (OSHP) continued their Impaired Driving Enforcement grant. The OSHP focused on increasing manpower at problem locations throughout the year and used low manpower sobriety checkpoints to be more visible on Ohio roads during blitz periods and mandatory campaigns. They conducted 47 checkpoints and 14,616 hours of saturation patrols. Thirty of the 47 (63.8 percent) checkpoints were low manpower checkpoints. Twenty-six of the checkpoints occurred during Driver Sober or Get Pulled Over. All activity in FFY2021 occurred between 6 p.m. and 6 a.m.

Total Overtime Enforcement	FFY2017	FFY2018	FFY2019	FFY2020	FFY2021
Total Overtime Hours	26,596	24,957	24,683	13,094	14,616
Number of Traffic Stops	46,797	42,817	34,574	17,606	22,093
DUID	*	*	350	229	272
OVI Arrests Under 21	170	215	120	6	6
OVI Arrests 21 and Over	1,466	1,545	1,261	644	847
Refusals	417	485	329	86	89
Adult Restraint Citations	4,614	3,978	2,770	1,148	1,555
Child Restraint Citations	215	181	113	50	76
Speed Citations	12,907	9,995	7,843	4,347	6,085
Distracted Driving	532	1,445	422	188	228
Driving Under Suspension	1,649	1,549	1,226	630	750
No Operator License Citations	486	421	399	268	375
Felony Arrests	353	378	340	187	275
Other Citations Issued	4,328	4,101	3,706	2,507	2,905

Total Checkpoint Activity	FFY2017	FFY2018	FFY2019	FFY2020	FFY2021
OVI Checkpoints Conducted	110	99	105	8	47
Vehicles Through Checkpoint	52,727	47,385	47,843	4,668	17,710
Vehicles Checked	48,280	44,886	42,908	4,263	15,877
DUID	*	*	18	8	11
OVI Arrests Under 21	11	12	13	4	6
OVI Arrests 21 and Over	151	108	102	19	21
Refusals	30	27	33	7	9
Driving Under Suspension	58	52	41	4	12
No Operator License Citations	27	28	15	0	8
Restraint Citations	39	32	8	2	4
Other Citations Issued	213	132	94	11	30
Vehicles Seized	8	7	3	0	0
Felony Arrests	15	27	15	0	9

\* Data not collected

See Appendix C for summary of all FFY2021 enforcement details.

COVID-19 continued to significantly change the regular operations of law enforcement based on uncertainty, health concerns, and community need. Concerns over contact with the public and officer safety decreased use of overtime and traffic enforcement in general

**Total Awarded: 2,275,648.08 Expended: 877,050.84 Funding Source: 405d**

**Project Number:** M6OT-2021-00-00-06

**Project Title:** OVI Task Force Program

**Funded Agencies:** See chart below under Project Results

**Project Description:**

Ohio's OVI Task Force program is a countywide initiative to conduct high visibility enforcement, public awareness and education focusing on impaired driving. In order to reach our goal of reducing fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher, Ohio concentrated its OVI Task Force program in the counties

that experienced the highest number of alcohol-related crashes. The counties that had a yearly average of at least six alcohol related fatal crashes were eligible to apply. Each OVI Task Force was required to conduct a minimum of 16 checkpoints (two during the Drive Sober or Get Pulled Over Crackdown) and three press events (one during Drive Sober or Get Pulled Over). Saturation patrols were conducted in conjunction with the checkpoints.

## Project Results:

### Funded Agencies

Agency	County	Population	Awarded	Expended
Oxford Division of Police	Butler	368,130	225,000.00	189,794.31
University Hospitals of Cleveland	Cuyahoga	1,280,122	225,000.00	128,978.14
Franklin County Sheriff's Office	Franklin	1,163,414	224,754.02	74,116.95
Blue Ash Police Department	Hamilton	802,374	225,000.00	173,527.30
North Ridgeville Police Department	Lorain	301,356	224,996.75	153,148.32
Lucas County Sheriff's Office	Lucas	441,815	218,009.70	136,016.12
Canfield Police Department	Mahoning	238,823	225,000.00	160,106.46
Dayton Police Department	Montgomery	535,153	224,997.26	137,172.34
Stark County Sheriff's Office	Stark	375,586	225,000.00	74,647.26
Summit County Sheriff's Office	Summit	541,781	225,000.00	115,586.81

Total Checkpoint Activity	FFY2017	FFY2018	FFY2019	FFY2020	FFY2021
OVI Checkpoints Conducted	238	210	201	92	118
Vehicles Through Checkpoint	96,233	94,813	81,183	33,014	45,413
Vehicles Checked	86,730	80,452	72,821	31,223	44,113
DUID	*	*	8	4	16
OVI Arrests Under 21	11	4	5	2	3
OVI Arrests 21 and Over	202	155	145	69	88
Refusals	58	44	36	23	33
Driving Under Suspension	548	497	425	256	395
No Operator License Citations	231	256	192	107	186
Restraint Citations	204	154	75	23	41
Other Citations Issued	598	563	477	222	192
Vehicles Seized	211	185	216	97	128
Felony Arrests	46	51	41	21	35

Total Saturation Patrol Activity	FFY2017	FFY2018	FFY2019	FFY2020	FFY2021
Total Overtime Hours	21,050	18,741	20,785	15,647	15,526
Number of Traffic Stops	31,967	28,031	30,360	20,889	20,070
DUID	*	*	20	30	32
OVI Arrests Under 21	60	70	82	48	46
OVI Arrests 21 and Over	611	517	461	317	348
Refusals	215	130	135	117	134
Adult Restraint Citations	1,065	987	1,001	590	584
Child Restraint Citations	119	101	92	71	76
Speed Citations	5,519	4,500	4,985	3,624	3,822
Distracted Driving	203	108	78	54	59
Driving Under Suspension	1,890	1,816	1,883	1,399	1,374
No Operator License	704	620	677	545	589
Felony Arrests	286	250	255	181	284
Other Citations	6,013	5,893	5,454	3,560	3,774

\* Data not collected

See Appendix C for summary of all FFY2021 enforcement details.

Of the 118 checkpoints conducted by the Countywide OVI Task forces, 113 or 95.8 percent were low-manpower (14 officers or less). Seventeen checkpoints were conducted during Drive Sober or Get Pulled Over.

**Crash Data**

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	313	146	46.65%	991	461	46.52%
2017	297	129	43.43%	1,001	450	44.96%
2018	266	118	44.36%	863	400	46.35%
2019	331	156	47.13%	875	405	46.29%
2020	384	193	50.26%	829	345	41.62%

OVI Task Forces reached 52.43 percent of Ohio’s population (approximately 6.1 million people) through earned media, education and high visibility enforcement.

COVID-19 continued to significantly change the regular operations of law enforcement based on uncertainty, health concerns, and community need. Concerns over contact with the public and officer safety decreased use of overtime and traffic enforcement in general

**Awarded: 2,242,757.73    Expended: 1,342,952.86    Funding Source: 405d**

**Project Number:** M6OT-2021-00-00-07

**Project Title:** Drugged Driving Enforcement Program

**Funded Agency:** See List of funded agencies below

**Project Description:**

There were 1,075 drugged driving fatal crashes and 2,252 drugged driving serious injury crashes in Ohio between 2015 and 2019. Local agencies (city, county) focused enforcement efforts on drugged drivers.

**Project Results:**

The agencies listed below conducted 3,175 hours of drugged driving enforcement throughout the year. These efforts resulted in 34 OVIs with 14 suspected of driving under the influence of drugs between 10:00 am and 6:00 pm.

## Funded Agencies

30 Sheriff Offices and 19 local jurisdictions

Agency	County	Population	Award Amount	Total Expended
Ashland Co. Sheriff's Office	Ashland	53,139	4,976.87	4,658.32
Athens Co. Sheriff's Office	Athens	64,757	1,894.63	1,728.92
Brown Co. Sheriff's Office	Brown	44,846	3,835.16	1,781.50
Butler Co. Sheriff's Office	Butler	368,130	14,832.57	14,798.82
Middletown Police Dept.	Butler		6,029.36	310.06
Clermont Co. Sheriff's Office	Clermont	197,363	9,726.59	5,373.50
Miami Twp. Police Dept.	Clermont		7,555.56	6,598.90
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	11,282.29	649.61
Cleveland Police Dept.	Cuyahoga		9,946.23	1,822.97
Parma Police Dept.	Cuyahoga		6,496.22	4,347.79
Defiance Co. Sheriff's Office	Defiance	39,037	4,710.27	4,145.02
Columbus Police Dept.	Franklin	787,033	16,064.53	15,884.68
Geauga Co. Sheriff's Office	Geauga	93,389	6,997.26	0.00
Greene Co. Sheriff's Office	Greene	161,573	11,352.47	9,329.96
Hamilton Co. Sheriff's Office	Hamilton	802,374	14,453.24	4,504.94
Cincinnati Police Dept.	Hamilton		11,746.77	0.00
Colerain Twp. Police Dept.	Hamilton		6,575.25	0.00
Hancock Co. Sheriff's Office	Hancock	74,782	4,973.28	4,964.00
Hardin Co. Sheriff's Office	Hardin	32,058	3,592.48	3,341.49
Highland Co. Sheriff's Office	Highland	43,589	3,939.17	0.00
Holmes Co. Sheriff's Office	Holmes	42,366	3,499.23	2,964.42
Jefferson Co. Sheriff's Office	Jefferson	69,709	4,067.09	3,805.04
Newark Police Dept.	Licking	47,614	3,930.88	0.00
Lorain Co. Sheriff's Office	Lorain	301,356	11,068.78	10,580.52
Elyria Police Dept.	Lorain		7,780.71	0.00
Lorain Police Dept.	Lorain		5,537.09	1,893.82
Mahoning Co. Sheriff's Office	Mahoning	238,823	9,205.96	9,157.52
Youngstown Police Dept.	Mahoning		6,608.71	1,569.85
Marion Co. Sheriff's Office	Marion	66,501	5,887.84	4,753.02
Medina Co. Sheriff's Office	Medina	172,332	10,329.12	6,020.11
Montgomery Co. Sheriff's Office	Montgomery	535,153	12,672.42	2,514.90
Dayton Police Dept.	Montgomery		10,304.94	9,162.82
Miami Twp. Police Dept.	Montgomery		6,024.12	0.00
Riverside Police Dept.	Montgomery		6,652.25	0.00
Zanesville Police Dept.	Muskingum	25,487	6,452.68	266.19
Perry Co. Sheriff's Office	Perry	36,058	5,095.22	0.00
Putnam Co. Sheriff's Office	Putnam	34,499	4,632.56	4,202.82
Richland Co. Sheriff's Office	Richland	124,475	9,206.31	0.00
Sandusky Co. Sheriff's Office	Sandusky	60,944	5,218.36	4,871.61
Stark Co. Sheriff's Office	Stark	375,586	10,269.71	3,027.02
Jackson Twp. Police Dept.	Stark		3,616.39	3,475.56
Summit Co. Sheriff's Office	Summit	541,781	11,918.30	5,363.89
Akron Police Dept.	Summit		11,127.40	9,811.91
Cuyahoga Falls Police Dept.	Summit		6,001.41	4,818.94

Agency	County	Population	Award Amount	Total Expended
Warren Police Dept.	Trumbull	41,481	4,922.41	921.78
Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582	4,546.49	1,255.20
Washington Co. Sheriff's Office	Washington	61,778	4,897.96	0.00
Wayne Co. Sheriff's Office	Wayne	114,520	6,192.69	4,225.52
Wyandot Co. Sheriff's Office	Wyandot	22,615	1,948.67	0.00

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

Total Overtime Enforcement	FFY2019	FFY2020	FFY2021
Overtime Hours	3,607	3,401	3,175
Number of Traffic Stops	4,984	4,385	3,839
DUID	12	8	14
OVI Arrests Under 21	9	2	3
OVI Arrests 21 and Over	23	14	31
Refusals	5	9	12
Adult Restraint Citations	216	147	163
Child Restraint Citations	13	19	19
Speed Citations	1,976	1,407	1,211
Distracted Driving	13	6	23
Driving Under Suspension	251	244	226
No Operator License Citations	82	87	91
Felony Arrests	38	25	38
Other Citations Issued	476	414	347

See Appendix C for summary of all FFY2021 enforcement details.

DDEP agencies reached 68.26 percent of Ohio's population (approximately 7.8 million people) through earned media and high visibility enforcement.

COVID-19 continued to significantly change the regular operations of law enforcement based on uncertainty, health concerns, and community need. Concerns over contact with the public and officer safety decreased use of overtime and traffic enforcement in general

**Awarded: 370,040.35 Expended: 181,941.99 Funding Source: 405d**

**Project Number:** M6OT-2021-00-00-08

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

**Funded Agency:** Ohio State Highway Patrol

**Project Description:**

There were 1,075 drugged driving fatal crashes and 2,252 drugged driving serious injury crashes in Ohio between 2015 and 2019. The Ohio State Highway Patrol (OSHP) focused enforcement efforts on drugged drivers.

## Project Results:

The Ohio State Highway Patrol conducted 4,512 hours of drugged driving enforcement during FFY2021. These efforts resulted in 39 OVIs with 28 suspected of driving under the influence of drugs between 10:00 am and 6:00 pm.

Total Overtime Enforcement	FFY2019	FFY2020	FFY2021
Overtime Hours	6,104	2,278	4,512
Number of Traffic Stops	9,335	4,157	7,252
DUID	67	23	28
OVI Arrests Under 21	8	0	0
OVI Arrests 21 and Over	78	32	39
Refusals	16	4	0
Adult Restraint Citations	2,062	861	1,003
Child Restraint Citations	55	18	27
Speed Citations	2,917	1,346	3,328
Distracted Driving	114	83	129
Driving Under Suspension	319	157	231
No Operator License Citations	71	67	81
Felony Arrests	88	27	55
Other Citations Issued	1,212	554	887

See Appendix C for summary of all FFY2021 enforcement details.

COVID-19 continued to significantly change the regular operations of law enforcement based on uncertainty, health concerns, and community need. Concerns over contact with the public and officer safety decreased use of overtime and traffic enforcement in general.

<b>Awarded:</b>	<b>728,864.86</b>	<b>Expended:</b>	<b>282,492.80</b>	<b>Funding Source:</b>	<b>405d</b>
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**Project Number:** M6OT-2021-00-00-09

**Project Title:** Trace Back Program

**Funded Agency:** Ohio State Highway Patrol

## Project Description:

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

## Project Results:

OIU received 162 trace back investigation requests, all of which were investigated. The breakdown of requesting agency is listed below. These investigations have resulted in enforcement action being taken against the establishment as well as positive media coverage. Federal funding is only used for overtime.

Requesting Agency Type	Number of Requests
State Patrol	136
Local Police Department	21
County Sheriff's Office	5
Citizen	0
Total	162

Result	FFY2017	FFY2018	FFY2019	FFY2020	FFY2021
Dismissed – Paid Court Costs	2	10	2	2	2
Dismissed with Prejudice	1	0	0	2	0
Guilty	18	27	7	11	19
Guilty of Lesser	2	1	0	6	2
Nolle Pros	3	7	8	0	9
Pending	29	25	39	61	31
Reprimanded & Released	0	11	1	0	1
Sealed	2	4	1	0	1
Civil Citations	12	17	22	19	15
Diversion	5	4	2	0	1
Unfounded	99	138	122	115	118

### **Highlights**

Agents concluded a Trace-Back investigation received from the Euclid Police Department regarding on OVI where the driver with a .271 BAC struck and killed a pedestrian. Agents determined the at-fault driver was an employee of Scoreboard Tavern in Euclid. Agents reviewed video surveillance, showing that subject consumed at least 10 alcoholic beverages while working at the permit premises and displayed obvious signs of intoxication prior to driving from the premises. An administrative citation was issued against the liquor permit for After Hours Consumption – Rule 80 and Improper Conduct – Agent or Permit Holder in an Intoxicated Condition. Agents also coordinated release of the video surveillance footage for use in prosecuting the crash.

Agents completed a Trace-Back investigation involving a patron leaving the permit premises and being involved in an OVI motorcycle fatal accident less than five miles away. The toxicology report showed the driver was nearly four times the legal limit. Agents were able to establish how long the driver was at the permit premises and how many drinks he was served. Agents issued a citation against the liquor permit for Selling and Furnishing Beer/Intoxicating Liquor to an Intoxicated Person. OIU has provided education assistance with Alcohol Server Knowledge (ASK) presentations at the premises. The permit has taken several proactive steps to change the culture and atmosphere of the permit premises.

<b>Total Awarded:</b>	<b>44,972.25</b>	<b>Expended:</b>	<b>27,123.76</b>	<b>Funding Source:</b>	<b>405d</b>
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**Project Number:** M6OT-2021-00-00-10

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

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

**Project Description:**

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

**Project Results:**

OPOTA continued to train Ohio officers in Standardized Field Sobriety Testing (SFST), SFST Instructor, and Advanced Roadside Impaired Driving Enforcement (ARIDE). Under grant, OPOTA provided law enforcement training to 279 officers in the courses listed in the following chart.

Grant Funded Training Course	Number of Courses	Number of Students Taught	Number of Agencies
SFST	1	17	13
SFST Instructor	2	41	31
Advanced Roadside Impaired Driving Enforcement (ARIDE)	7	221	106

**Awarded:** 200,000.00 **Expended:** 72,650.00 **Funding Source:** 405d

**Project Number:** M6OT-2021-00-00-11

**Project Title:** Drug Recognition Expert Program

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

**Project Description:**

Ohio started FFY2021 with 213 certified Drug Recognition Experts (DREs). Two DRE courses were scheduled for FFY2021.

**Project Results:**

**Funded Agencies**

Agency	Awarded	Expended
Ohio Traffic Safety Office	430,000.00	306,673.87
Columbus Police Department	60,598.98	0.00
Medina County Sheriff’s Office	34,639.61	13,293.97
Summit County Sheriff’s Office	26,516.19	7,159.37
Columbus Police Department	41,059.20	2,711.71

Drug Category Name	Total Opinions	Evaluations with completed Toxicology	Confirmed Matches of Completed Toxicology	Rate of Accuracy of Completed Toxicology
Stimulants	32	70	29	90.6%
Depressants	33	36	14	42.4%
Hallucinogens	0	1	0	N/A
Dissociative Anesthetic	1	3	1	100.00%
Narcotic	52	70	46	88.5%
Inhalant	0	0	0	N/A
Cannabis	85	98	68	80.0%

Other	
Poly Drug Use	107
Alcohol Rule Outs	1
Medical Impairment	10
No Opinion of Impairment	7
Toxicology Results Pending	115
Toxicology Found No Drugs	16
Toxicology Refused	87

Agency Type	Number of DREs
State Patrol	72
City Police Department	100
County Sheriff's Office	16
Total	188

One DRE training course was conducted; training an additional 15 DREs in FFY2021. Ohio currently has 25 DRE Instructors. The DRE program conducted 19 ARIDE training classes training 364 students. This is in addition to the Ohio Attorney General's Office – Ohio Peace Officer's Training Academy grant that conducted seven classes training 221 students. The DRE program responded to 182 calls for service through an extensive call-out system. COVID-19 significantly changed the regular operations of law enforcement based on uncertainty, health concerns, and community need. Concerns over contact with the public and officer safety decreased use of overtime and traffic enforcement in general. In addition, COVID-19 limited in-person training courses during the pandemic. However, the DRE program continued to provide post arrest support to agencies that were arresting impaired drivers.

**Awarded: 592,813.98 Expended: 331,097.62 Funding Source: 405d**

**Project Number:** M6OT-2021-00-00-12  
**Project Title:** Ignition Interlock Device Program  
**Funded Agency:** Ohio Traffic Safety Office  
**Project Description:**

Ohio's passage of an Ignition Interlock law, H.B. 388 will provide the state with an additional tool to deter alcohol impaired driving. This law provides for the use of Ignition Interlock Devices for

drivers wishing to regain their driving privileges. The OTSO has oversight of this program. Ohio continues the inspection of ignition interlock installers.

**Project Results:**

The IID compliance officer funded under this grant conducted 210 inspections, at least one inspection for every IID installation service center in Ohio. The compliance officer also conducted follow-up and spot inspections as needed based on the annual inspection results. Finally, the inspection officer served as the point of contact for service centers and IID manufacturers for questions concerning compliance and best practices involving IID.

<b>Awarded:</b>	<b>50,000.00</b>	<b>Expended:</b>	<b>38,547.79</b>	<b>Funding Source:</b>	<b>405d</b>
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**Project Number:** M6OT-2021-00-00-13

**Project Title:** Breath Testing Instrument Training

**Funded Agency:** Ohio Department of Health

**Project Description:**

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

**Project Results:**

A delay in the rules process has caused a delay in the training and certification of law enforcement. This program is on hold until the final rules are completed. There was no activity on this project in FFY2021.

<b>Awarded:</b>	<b>150,000.00</b>	<b>Expended:</b>	<b>0.00</b>	<b>Funding Source:</b>	<b>405d</b>
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**Project Number:** M6OT-2021-00-00-14

**Project Title:** Oral Fluid Testing

**Funded Agency:** Bowling Green State University

**Project Description:**

Ohio worked with Bowling Green State University (BGSU), the Ohio State Highway Patrol, and the Ohio Department of Health to identify and establish protocols for oral fluid testing in Ohio. With the increasing prevalence of drug-impaired driving and poly-category drug use, current evidence collection methods for impaired driving prosecution is a challenge. The current options permitted by the Ohio Administrative Code (OAC) are blood, breath, and urine. While blood is the best evidence, warrant-based collection requirements have become difficult. Breath testing is restricted to alcohol analysis and urine is a waste product that fails to identify impairment at the time of the driving violation. Oral fluid has emerged across the country as an additional evidentiary option.

Research has shown the blood contained in oral fluid will provide the same result as a blood test in a much less invasive process. To provide this option to Ohio law enforcement, the OAC will need revised to allow for oral fluid and an Ohio-based study demonstrating the reliability of oral fluid for subsequent prosecutions.

**Project Results:**

BGSU continues to focus on oral fluid testing. As Ohio continues to see an increase in the number of drug impaired drivers, it is important to have data and research specific to our state. Studies currently underway include: climate and storage stability under varying conditions, storage and shipping protocols for samples, and identification of other impairing compounds. BGSU continues to work closely with Ohio’s DRE program in an effort to prepare current and future DREs with data and emerging trends.

**Awarded: 191,332.91 Expended: 147,013.91 Funding Source: 405d**

**Impaired Driving Summary**

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>164 Transfer Funds – 164 Alcohol</b>				
164 AL-2021-00-00-	Impaired Driving Enforcement Program	\$2,475,081.06	\$1,317,813.53	\$1,317,813.53
<b>164 Transfer Funds Total</b>		<b>\$2,475,081.06</b>	<b>\$1,317,813.53</b>	<b>\$1,317,813.53</b>
<b>FAST Act 405d Impaired Driving Low</b>				
M6OT-2021-00-00-05	Statewide Impaired Driving Enforcement Program	\$2,275,648.08	\$877,050.84	\$0.00
M6OT-2021-00-00-06	OVI Task Force Program	\$2,242,757.73	\$1,342,952.86	\$1,342,952.86
M6OT-2021-00-00-07	Drugged Driving Enforcement Program	\$370,040.35	\$181,941.99	\$181,941.99
M6OT-2021-00-00-08	Statewide Drugged Driving Enforcement	\$728,864.86	\$282,492.80	\$0.00
M6OT-2021-00-00-09	Trace Back Program	\$44,972.25	\$27,123.76	\$0.00
M6OT-2021-00-00-10	Officer Training (Impaired)	\$200,000.00	\$72,650.00	\$72,650.00
M6OT-2021-00-00-11	Drug Recognition Expert Program	\$592,813.98	\$331,097.62	\$0.00
M6OT-2021-00-00-12	Ignition Interlock Program	\$50,000.00	\$38,547.79	\$0.00
M6OT-2021-00-00-13	Breath Instrument Training	\$150,000.00	\$0.00	\$0.00
M6OT-2021-00-00-14	Oral Fluid Testing	\$191,332.91	\$147,013.91	\$0.00
<b>FAST Act 405d Impaired Driving Low Total</b>		<b>\$6,846,430.16</b>	<b>\$3,300,871.57</b>	<b>\$1,597,544.85</b>
<b>Total Funding Impaired Driving (Alcohol and Drug) Program Area</b>		<b>\$9,321,511.22</b>	<b>\$4,618,685.10</b>	<b>\$2,915,358.38</b>

In addition to the enforcement results listed above, Safe Community programs conducted impaired driving education at 369 events. These events reached over 1.1 million people. Events reached all audiences. Safe Community programs also distributed 71,753 print advertising / educational materials.

Type of Media	Gross Impressions
Print	5,083,697
Radio	9,523,756
Television	3,234,683
Web	480,174
Facebook	2,207,660
Twitter	17,711
Instagram	576,294
Other	835,077

## Crash Data

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Alcohol Related	Percent	Total	Alcohol Related	Percent
2016	1,054	313	29.70%	7,509	991	13.20%
2017	1,094	297	27.15%	7,061	1,001	14.18%
2018	996	266	26.70%	6,246	863	13.82%
2019	1,041	331	31.80%	5,983	875	14.62%
2020	1,153	384	33.30%	5,926	829	14.00%

DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Drug Related	Percent	Total	Drug Related	Percent
2016	1,054	186	17.65%	7,509	464	6.18%
2017	1,094	179	16.36%	7,061	521	7.38%
2018	996	206	20.98%	6,246	394	6.31%
2019	1,041	369	35.45%	5,983	381	6.37%
2020	1,153	444	38.50%	5,926	378	6.38%

Ohio completed the final year of the daytime drugged driving enforcement program in FFY2021. Based on the results, Ohio discontinued this project for FFY2022 and adjusted the funding formula for the IDEP / STEP grant to allow for increased daytime enforcement. Ohio continues to collect suspected Driving Under the Influence of Drugs (DUID) data in all enforcement programming. Ohio is funding additional alcohol focused programming aimed towards youth in FFY2022.

## Motorcycle Safety

**Project Number:** M9MT-2021-00-00-01  
**Project Title:** Motorcycle Training  
**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

In FFY2021, Motorcycle Ohio is updating its motorcycle training curriculum for BRS, BRS-RR, BRS-2, and ARS. Funds will be utilized to print the new student workbooks, instructor guides, range cards, activity cards, range support materials, range set-up supplies, paint and labor to paint the road surface marking on the motorcycle training ranges.

**Project Results:**

Funds were utilized to develop and print new range support materials and range set-up supplies.

**Awarded: 46,462.50 Expended: 35,003.00 Funding Source: 405f**

## Motorcycle Safety Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 405f – Motorcycle Training (FAST)</b>				
M11MT-2021-00-00-01	Motorcycle Training	\$46,462.50	\$35,003.00	\$0.00
<b>FAST Act 405f Motorcycle Safety Total</b>		<b>\$46,462.50</b>	<b>\$35,003.00</b>	<b>\$0.00</b>
<i>Total Funding Motorcycle Safety Program Area</i>		<i>\$46,462.50</i>	<i>\$35,003.00</i>	<i>\$0.00</i>

Safe Community programs conducted motorcycle safety / awareness education at 215 events, reaching over 300,000 people. Events reached all audiences. Safe Community programs also distributed 47,139 print advertising / educational materials.

Type of Media	Gross Impressions
Print	1,870,774
Radio	8,190,753
Television	2,306,289
Web	348,968
Facebook	1,725,516
Twitter	31,386
Instagram	471,619
Other	58

## Non-Motorized (Pedestrians)

**Project Number:** SA-2021-00-00-01

**Project Title:** Safe Communities

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

### Project Description:

Each Safe Community program could direct programming based on local problem identification. Butler County, Franklin County and Hamilton County proposed pedestrian activities in their grants to address their pedestrian issues. These counties had 184 pedestrian fatalities and 921 pedestrian serious injuries between 2015 and 2019. These fatalities are 27.88 percent of the statewide pedestrian fatalities and 35.56 percent of statewide pedestrian serious injuries in those years. Butler, Franklin and Hamilton County Safe Communities conducted evidence based programs that will specifically address their pedestrian problem identification.

### Project Results:

COVID-19 pandemic cancelled many in-person events/activities. All three safe community programs continued with pedestrian committee meetings, material distribution, and social media.

## Non-Motorized (Pedestrians) Summary

Safe Community programs conducted pedestrian education at 67 events, reaching over 43,000 people. Events reached all audiences. Safe Community programs also distributed 3,173 print advertising/educational materials.

Type of Media	Gross Impressions
Print	20,000
Radio	40,000
Television	501,000
Web	164,000
Facebook	113,109
Twitter	0
Instagram	0
Other	0

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Pedestrian Related	Percent	Total	Pedestrian Related	Percent
2016	1,054	137	13.00%	7,509	486	6.47%
2017	1,094	142	12.98%	7,061	526	7.45%
2018	996	134	13.45%	6,246	533	8.53%
2019	1,041	129	12.39%	5,983	506	8.46%
2020	1,153	166	14.40%	5,926	452	7.63%

## Occupant Protection (Adult and Child Passenger Safety)

**Project Number:** M2X-2021-00-00-05

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

**Funded Agency:** Ohio State Highway Patrol

### Project Description:

The Ohio State Highway Patrol conducted seat belt tac squads in all nine districts. Each district utilized hours in November and during the National May CIOT mobilization for seat belt tac squads between 6 a.m. and 6 p.m. in areas that had high numbers of unrestrained fatalities.

### Project Results:

The Ohio State Highway Patrol conducted 7,276 hours of seat belt enforcement during November CIOT and throughout the rest of FFY2021. These efforts resulted in 3,926 adult restraint citations and 45 child restraint citations.

Overtime Enforcement	FFY2017	FFY2018	FFY2019	FFY2020	FFY2021
Overtime Hours	11,180	10,616	10,981	6,788	7,276
Number of Traffic Stops	22,470	20,571	18,709	12,068	10,799
DUID	N/A	N/A	19	20	20
OVI Arrests Under 21	5	12	3	0	0
OVI Arrests 21 and Over	48	48	50	36	38
Refusals	14	19	8	3	2
Adult Restraint Citations	10,547	8,893	7,448	4,720	3,926
Child Restraint Citations	131	97	59	52	45
Speed Citations	5,810	6,350	6,046	3,874	4,005
Distracted Driving	191	892	514	106	163
Driving Under Suspension	660	669	639	458	316
No Operator License Citations	249	170	218	155	152
Felony Arrests	51	40	67	32	33
Other Citations Issued	2,126	1,216	1,854	1,143	884

See Appendix C for summary of all FFY2021 enforcement details.

COVID-19 continued to significantly change the regular operations of law enforcement based on uncertainty, health concerns, and community need. Concerns over contact with the public and officer safety decreased use of overtime and traffic enforcement in general

**Awarded: 939,425.83 Expended: 436,566.01 Funding Source: 405b**

**Project Number:** M2X-2021-00-00-06  
**Project Title:** Occupant Protection Coordinator Program  
**Funded Agency:** Ohio Department of Health

**Project Description:**

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

**Project Results:**

This program was responsible for coordinating the child safety seat distribution program for low-income families. This program distributed a total of 4,762 seats. OPC Coordinators conducted 163 visits to fitting stations (virtual and in-person) and provided technical assistance 408 times to fitting stations. ODH conducted a virtual bi-annual CPS conference with 205 participants. Coordinators distributed over 12,000 materials. Additional activities conducted by the regional OPC coordinators are listed in the table below.

Activity	FFY2017	FFY2018	FFY2019	FFY2020	FFY2021
Car Seat Check Events	92	87	246	69	60
Car Seats Checked	1,505	5,353	6,200	6,118	5,502
New Technician Classes	16	13	16	10	12
New CPS Technicians	81	132	213	69	106

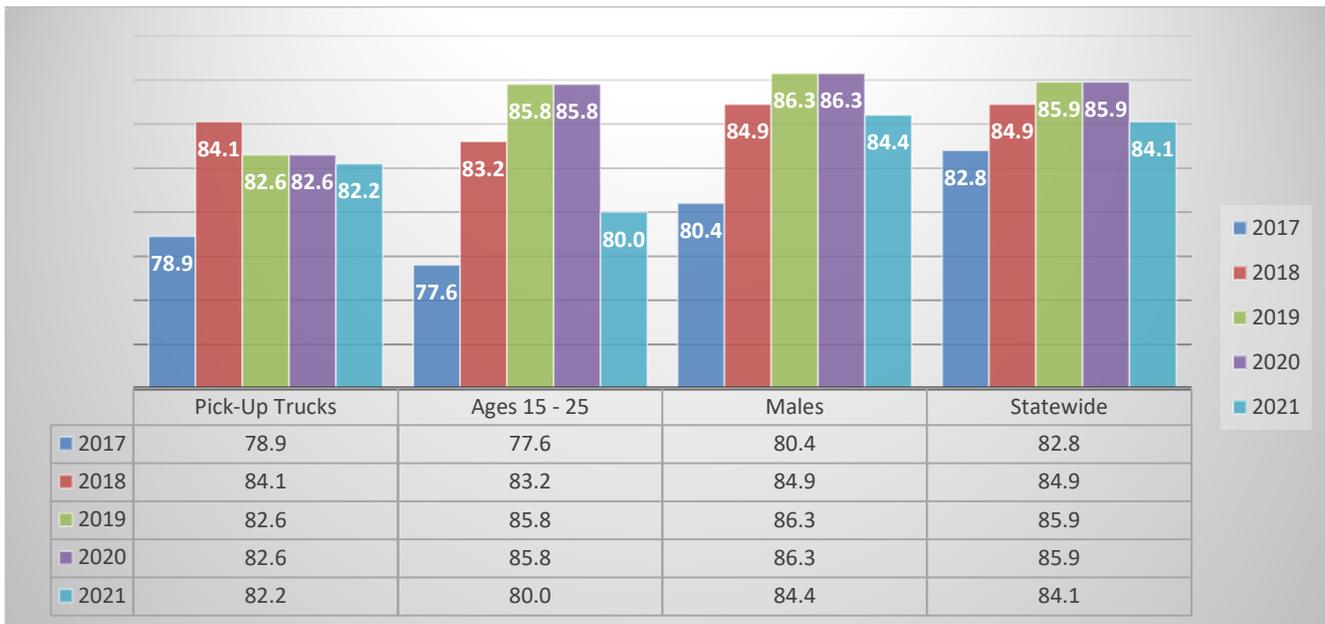
**Awarded: 559,494.86 Expended: 548,716.02 Funding Source: 405b**

**Occupant Protection Summary**

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 405b OP Low</b>				
M2X-2021-00-00-05	Statewide Seat Belt Tac Squads	\$939,425.83	\$436,566.01	\$0.00
M2X-2021-00-00-06	Occupant Protection Coordinator Program	\$559,494.86	\$548,716.02	\$474,740.00
<b>FAST Act 405b OP Low Total</b>		<b>\$1,500,397.09</b>	<b>\$985,282.03</b>	<b>\$474,740.00</b>
<i>Total Funding Occupant Protection (Adult and Child) Program Area</i>		<i>\$1,500,397.09</i>	<i>\$985,282.03</i>	<i>\$474,740.00</i>

In addition to the projects listed above, Safe Community programs conducted seat belt education at 387 events. These events reached over 900,000 people. Events reached all audiences. Safe Community programs also distributed 71,753 print advertising / educational materials.

Type of Media	Gross Impressions
Print	4,980,855
Radio	7,864,654
Television	5,750,227
Web	676,195
Facebook	2,037,877
Twitter	14,059
Instagram	528,157
Other	113,431



UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Unrestrained Related	Percent	Total	Unrestrained Related	Percent
2016	1,054	520	49.34%	7,509	2,269	30.22%
2017	1,094	541	49.45%	7,061	2,202	31.19%
2018	996	491	49.30%	6,246	1,892	30.29%
2019	1,041	550	52.83%	5,983	2,126	35.53%
2020	1,153	591	51.26%	5,926	2,247	37.92%

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## Planning & Administration

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**Project Number:** PA-2021-00-00-01  
CP-2021-00-00-01

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

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

Housed under the Ohio Department of Public Safety (ODPS) / Ohio Traffic Safety Office (OTSO) administered the Section 402 State and Community grants, related National Highway Traffic Safety Administration (NHTSA) awards and initiatives and contracts for traffic safety activities.

**Project Results:**

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

<b>Awarded:</b>	<b>950,000.00</b>	<b>Expended:</b>	<b>618,326.43</b>	<b>Funding Source:</b>	<b>402 PA</b>
	375,000.00		341,507.00		402 CP
	950,000.00		618,326.43		State Soft Match

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**Project Number:** PA-2021-00-00-02

**Project Title:** Web-Based Grants Management System

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

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

### Project Results:

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

<b>Awarded:</b>	<b>200,000.00</b>	<b>Expended:</b>	<b>104,330.00</b>	<b>Funding Source:</b>	<b>402 PA</b>
	200,000.00		104,330.00		State Soft Match

**Project Number:** CP-2021-00-00-02  
**Project Title:** Traffic Safety Resource Prosecutor Program  
**Funded Agency:** Stark County Sheriff's Office  
Cincinnati Police Department

### Project Description:

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

### Project Results:

Activity	FFY2019	FFY2020	FFY2021
Hours of Training	170	150	322
Prosecutors Trained	342	204	900
Law Enforcement / Other Traffic Safety Personnel Trained	869	900	644
Technical Assistance Responses	300	271	515
Community Outreach meetings	2	22	120
State and/or Local Task Force meeting	65	97	120
Manuals Written and/or Updated	20	36	18
Appearances in Traffic Safety cases	0	6	1
Appellate Briefs Written/Assisted in Preparing	0	0	0

COVID-19 continued to limit in-person trainings. Ohio's two TSRPs explored alternative options and were able to resume training, meeting Ohio's restrictions, by using technology. The TSRPs have also started to develop video trainings that will be available to agencies in Ohio.

<b>Awarded:</b>	<b>353,107.40</b>	<b>Expended:</b>	<b>228,284.88</b>	<b>Funding Source:</b>	<b>402 CP</b>
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**Project Number:** CP-2021-00-00-03  
**Project Title:** Training/Educational Materials  
**Funded Agency:** Ohio Traffic Safety Office  
**Project Description:**

This grant covered associated costs with training conducted by OTSO.

**Project Results:**

Funds were used to print student manuals for various courses and CLE credits.

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<b>Awarded:</b>	<b>15,000.00</b>	<b>Expended:</b>	<b>2,568.15</b>	<b>Funding Source:</b>	<b>402 CP</b>
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**Project Number:** CP-2021-00-00-04  
**Project Title:** Judicial Outreach Liaison Program  
**Funded Agency:** The American Bar Association

**Project Description:**

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

**Project Results:**

Ohio's JOL officially started her duties in April 2021. Judge Huffman has developed a strategy to provide increased education for Ohio judges on impaired driving/substance abuse issues. She has presented "Evidence-based Practices in Impaired Driving Cases" and "Hearsay in Impaired Driving Cases" to Municipal Court, Common Pleas, and Acting judges.

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<b>Awarded:</b>	<b>67,007.00</b>	<b>Expended:</b>	<b>22,152.88</b>	<b>Funding Source:</b>	<b>402 CP</b>
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**Project Number:** PA-2021-00-00-03  
**Project Title:** Equipment Inspection / Inventory Program  
**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

The goal of the Equipment Inspection / Inventory Program was to keep the OTSO's federally funded equipment inventory compliant with all state and federal inspection requirements.

**Project Results:**

This project was removed. Moved equipment inspections to the LEL Program.

<b>Awarded:</b>	<b>0.00</b>	<b>Expended:</b>	<b>0.00</b>	<b>Funding Source:</b>	<b>402 PA</b>
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**Project Number:** PA-2021-00-00-04

**Project Title:** University Evaluation

**Funded Agency:** University of Akron

**Project Description:**

The University of Akron (UA) was scheduled to complete the Statewide Observation Survey, the County Seat Belt Observation Survey, assist OTSO in problem identification, and the Highway Safety Plan (HSP) data in FFY2021.

**Project Results:**

The UA provided data analysis, performance measure goal setting, and data charts for OTSO to include in the FFY2022 HSP. The UA provided seat belt observer training, completed a pre observational seat belt survey, and a post survey. The UA analyzed the data and provided OTSO with a county usage rate for every county in Ohio, the data used to certify Ohio’s statewide usage rate, and a comprehensive report.

<b>Awarded:</b>	<b>171,541.29</b>	<b>Expended:</b>	<b>147,693.38</b>	<b>Funding Source:</b>	<b>402 PA</b>
	171,541.29		147,693.38		State Soft Match

**Project Number:** PA-2021-00-00-05

**Project Title:** GHSA Projects

**Funded Agency:** Ohio Traffic Safety Office

**Project Description:**

The OTSO worked with CSI through GHSA for three projects in FFY2021. Project one was to produce an impaired driving resource document detailing Ohio’s process from pre-arrest to adjudication. Project two was to revise OTSO’s Policy and Procedure manual. Project three was the facilitation and administrative support for the Ohio Traffic Safety Council.

**Project Results:**

Projects one and two were completed in FFY2021. Project three will continue in FFY2022.

<b>Awarded:</b>	<b>68,836.57</b>	<b>Expended:</b>	<b>28,825.94</b>	<b>Funding Source:</b>	<b>402 PA</b>
	68,836.57		28,825.94		State Soft Match

## Planning & Administration Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 402 CP – Community Traffic Safety Project (FAST)</b>				
CP-2021-00-00-01	Traffic Safety Program Management	\$375,000.00	\$341,507.00	\$0.00
CP-2021-00-00-02	Traffic Safety Resource Prosecutor Program	\$353,107.40	\$228,284.88	\$0.00
CP-2021-00-00-03	Training/Educational Materials	\$15,000.00	\$2,568.15	\$0.00
CP-2021-00-00-04	Judicial Outreach Liaison	\$67,007.00	\$22,152.88	\$0.00
<b>FAST Act 402 CP Total</b>		<b>\$810,114.40</b>	<b>\$594,512.91</b>	<b>\$0.00</b>
<b>FAST Act 402 PA – Planning and Administration (FAST)</b>				
PA-2021-00-00-01	Traffic Safety Program Management	\$950,000.00	\$618,326.43	\$0.00
PA-2021-00-00-02	Web-Based Grant Management System	\$200,000.00	\$104,330.00	\$0.00
PA-2021-00-00-03	Equipment Inspection/Inventory Program	\$0.00	\$0.00	\$0.00
PA-2021-00-00-04	University Evaluation	\$171,541.29	\$147,693.38	\$0.00
PA-2021-00-00-05	GHSA Projects	\$68,836.57	\$28,825.94	\$0.00
<b>FAST Act 402 PA Total</b>		<b>\$1,390,377.86</b>	<b>\$899,175.75</b>	<b>\$0.00</b>
<b>Total Funding Planning and Administration Program Area</b>		<b>\$2,200,492.26</b>	<b>\$1,493,688.66</b>	<b>\$0.00</b>

OTSO continued to experience a staff shortage throughout FFY2021. Positions that were not filled prior to COVID-19 were placed on hold during the state's hiring freeze. Staff continue to work from home. Despite the staff shortage and staff switching to a work from home environment, staff was still able to complete expenditure report reviews in an average of 3.37 days. FFY2020's average was 4.12 days and FFY2019's average was 9.3 days. OTSO staff were able to work with all sub-recipients to ensure FFY2021 grants were completed and closed timely.

## Police Traffic Services

**Project Number:** PT-2021-00-00-01

**Project Title:** Law Enforcement Liaisons

**Funded Agencies:** Ohio Traffic Safety Office

### Project Description:

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

### Project Results:

In FFY2021, the Ohio Traffic Safety Office (OTSO) continued with four Law Enforcement Liaisons (LEL). The LELs worked with law enforcement agencies across the state to encourage participation in both the *Click It or Ticket* and the *Drive Sober or Get Pulled Over* national mobilizations. In addition to working closely with law enforcement, the LELs worked with the Safe Community programs throughout the state on projects including motorcycle safety, occupant protection, and teen driving. The LELs assisted with the Drug Recognition Expert (DRE) program recruiting applicants and arranging Advanced Roadside Impaired Driving Enforcement (ARIDE) classes and worked with our two traffic safety resource prosecutors (TSRPs) to plan and recruit for multiple courses.

Due to COVID-19, restrictions were put in place that limited in-person training, meetings, and events. Despite these restrictions, LELs were able to continue communications with Ohio's law enforcement and safe communities through virtual meetings, phone calls, and email.

**Awarded: 430,886.06 Expended: 262,868.45 Funding Source: 402 PT**

### Click It or Ticket Mobilization

<i>Click It or Ticket Mobilization Agency Participation</i>		
Law Enforcement Agencies	Total in State	Participating
Highway Patrol	59	59
County Sheriffs	88	27
City / Town Police	541	116
Other	23	3
<b>Totals</b>	<b>711</b>	<b>205</b>

<i>Click It or Ticket Mobilization Activity</i>					
Enforcement Activity	FFY2017	FFY2018	FFY2019	FFY2020**	FFY2021
Enforcement Hours	151,767	141,091	128,903	59,345	68,204
Number of Traffic Stops	129,576	131,875	108,384	36,270	60,533
DUID	*	*	267	263	242
OVI Arrests Under 21	199	102	57	25	24
OVI Arrests 21 and Over	2,203	1,957	1,598	823	1,185
Refusals	*	*	*	253	388
Adult Restraint Citations	15,112	14,719	9,348	3,441	5,933
Child Restraint Citations	451	390	359	72	236
Speed Citations	38,959	40,446	33,723	12,385	28,646
Distracted Driving	*	*	*	425	638
Driving Under Suspension	7,173	6,288	5,056	1,573	2,011
No Operator License Citations	*	*	*	674	922
Felony Arrests	1,764	1,226	1,170	385	563
Other Citations Issued	23,381	20,377	18,599	4,876	8,359

\* Data not collected

\*\* FFY2020 CIOT Mobilization conducted November 2021

### Drive Sober or Get Pulled Over Crackdown

<i>Drive Sober or Get Pulled Over Crackdown Agency Participation</i>		
Law Enforcement Agencies	Total in State	Participating
Highway Patrol	59	59
County Sheriffs	88	20
City / Town Police	541	101
Other	23	3
<b>Totals</b>	<b>711</b>	<b>183</b>

<i>Drive Sober or Get Pulled Over Crackdown Activity</i>					
Enforcement Activity	FFY2017	FFY2018	FFY2019	FFY2020	FFY2021
Number of Checkpoints	61	46	57	12	43
Enforcement Hours	241,394	155,852	138,253	69,708	78,506
Number of Traffic Stops	149,153	141,573	117,886	64,155	68,282
DUID	*	*	395	381	325
OVI Arrests Under 21	163	148	120	21	41
OVI Arrests 21 and Over	1,875	2,918	2,135	1,235	1,513
Refusals	*	*	*	354	528
Adult Restraint Citations	12,218	12,366	7,377	5,336	5,324
Child Restraint Citations	458	422	278	171	193
Speed Citations	41,488	40,715	36,287	29,781	29,789
Distracted Driving	*	*	*	617	598
Driving Under Suspension	7,944	6,623	5,718	2,331	2,314
No Operator License Citation	*	*	*	1,132	1,226
Felony Arrests	1,987	1,459	1,300	563	676
Other Citations Issued	25,727	20,440	22,765	6,045	7,936

\* Data not collected

**Project Number:** PT-2021-00-00-02

**Project Title:** Impaired Driving Enforcement Program / **Selective Traffic Enforcement Program**

**Funded Agencies:** See chart under Project Results

**Project Description:**

High Visibility is designed to convince the public that there are consequences to traffic violations. Grants were awarded to law enforcement agencies whose jurisdictions experienced an average of 2.0 or more fatal crashes over the three-year period of 2017, 2018, and 2019. Each agency conducted Selective Traffic Enforcement Program (STEP) enforcement activity (e.g., speed, seat belt, aggressive, etc.) to impact their fatal crashes.

**Project Results:**

**Funded Agencies**

50 Sheriff Offices and 31 local jurisdictions

Agency	County	Population	Award Amount	Total Expended
Allen Co. Sheriff's Office	Allen	106,331	22,283.52	19,751.05
Ashland Co. Sheriff's Office	Ashland	53,139	16,018.05	11,720.69
Ashtabula Co. Sheriff's Office	Ashtabula	101,497	27,643.76	10,491.90
Athens Co. Sheriff's Office	Athens	64,757	16,502.79	14,480.89
Brown Co. Sheriff's Office	Brown	44,846	12,687.58	7,423.86
Butler Co. Sheriff's Office	Butler	368,130	45,792.20	41,995.07
Hamilton Police Dept.	Butler		19,961.75	17,816.89
Middletown Police Dept.	Butler		18,947.18	5,982.72
Clark Co. Sheriff's Office	Clark	138,333	32,427.37	22,530.92
Springfield Police Dept.	Clark		17,654.08	9,566.28
Clermont Co. Sheriff's Office	Clermont	197,363	32,427.37	10,645.64
Miami Twp. Police Dept.	Clermont		23,540.37	21,598.48
Crawford Co. Sheriff's Office	Crawford	43,784	9,346.65	4,222.45
Cuyahoga Co. Sheriff's Office	Cuyahoga	1,280,122	35,669.27	29,450.20
Cleveland Police Dept.	Cuyahoga		25,751.59	2,924.25
Euclid Police Dept.	Cuyahoga		24,380.66	9,653.94
Parma Police Dept.	Cuyahoga		20,441.37	19,834.95
Defiance Co. Sheriff's Office	Defiance	39,037	15,240.36	9,029.36
Delaware Co. Sheriff's Office	Delaware	174,214	35,934.70	5,494.45
Erie Co. Sheriff's Office	Erie	77,079	18,797.50	4,503.68
Franklin Co. Sheriff's Office	Franklin	1,163,414	49,550.66	35,154.16
Columbus Police Dept.	Franklin		50,197.66	34,316.90
Fulton Co. Sheriff's Office	Fulton	42,698	15,275.23	13,080.66
Geauga Co. Sheriff's Office	Geauga	93,389	21,911.75	17,820.58
Greene Co. Sheriff's Office	Greene	161,573	33,719.29	22,674.92
Beavercreek Police Dept.	Greene		22,913.52	18,681.52
Hamilton Co. Sheriff's Office	Hamilton	802,374	44,710.61	6,871.21

Agency	County	Population	Award Amount	Total Expended
Cincinnati Police Dept.	Hamilton		36,089.07	19,176.20
Colerain Twp. Police Dept.	Hamilton		18,239.52	0.00
Hancock Co. Sheriff's Office	Hancock	74,782	16,007.58	13,561.11
Hardin Co. Sheriff's Office	Hardin	32,058	11,558.94	6,422.90
Harrison Co. Sheriff's Office	Harrison	15,864	14,752.12	10,433.34
Highland Co. Sheriff's Office	Highland	43,589	12,990.98	11,399.62
Holmes Co. Sheriff's Office	Holmes	42,366	11,707.62	7,640.24
Jefferson Co. Sheriff's Office	Jefferson	69,709	14,539.39	11,866.78
Madison Twp. Police Dept.	Lake	23,610	22,424.40	20,160.98
Licking Co. Sheriff's Office	Licking	166,492	16,929.37	1,649.01
Newark Police Dept.	Licking		10,341.69	5,530.81
Logan Co. Sheriff's Office	Logan	45,858	15,449.60	10,512.87
Lorain Co. Sheriff's Office	Lorain	301,356	37,858.36	26,797.25
Elyria Police Dept.	Lorain		24,186.62	6,564.73
Lorain Police Dept.	Lorain		17,644.77	9,056.81
Lucas Co. Sheriff's Office	Lucas	441,815	31,757.41	24,131.33
Sylvania Twp. Police Dept.	Lucas		14,406.17	9,053.41
Toledo Police Dept.	Lucas		33,123.99	13,862.38
Mahoning Co. Sheriff's Office	Mahoning	238,823	32,525.27	32,427.76
Beaver Police Dept.	Mahoning		11,784.34	0.00
Youngstown Police Dept.	Mahoning		18,364.20	12,364.24
Marion Co. Sheriff's Office	Marion	66,501	18,675.45	17,431.91
Medina Co. Sheriff's Office	Medina	172,332	32,093.08	20,632.16
Mercer Co. Sheriff's Office	Mercer	40,814	16,049.43	13,736.98
Miami Co. Sheriff's Office	Miami	102,506	29,399.49	26,581.38
Montgomery Co. Sheriff's Office	Montgomery	535,153	39,632.95	20,017.17
Dayton Police Dept.	Montgomery		32,010.09	28,473.43
Miami Twp. Police Dept.	Montgomery		18,247.07	7,412.24
Riverside Police Dept.	Montgomery		9,482.70	0.00
Zanesville Police Dept.	Muskingum	25,487	20,314.41	3,517.39
Perry Co. Sheriff's Office	Perry	36,058	16,363.30	2,180.82
Pickaway Co. Sheriff's Office	Pickaway	55,698	16,813.17	3,680.39
Putnam Co. Sheriff's Office	Putnam	34,499	15,275.23	12,402.59
Richland Co. Sheriff's Office	Richland	124,475	28,876.20	18,488.36
Sandusky Co. Sheriff's Office	Sandusky	60,944	16,722.50	15,016.67
Scioto Co. Sheriff's Office	Scioto	79,499	17,175.86	11,230.81
Seneca Co. Sheriff's Office	Seneca	56,745	15,100.86	7,223.19
Stark Co. Sheriff's Office	Stark	375,586	30,685.56	22,113.77
Canton Police Dept.	Stark		20,638.86	15,449.37
Jackson Twp. Police Dept.	Stark		12,049.39	10,546.63
Massillon Police Dept.	Stark		8,785.96	1,044.84
Summit Co. Sheriff's Office	Summit	541,781	37,340.24	18,364.62
Akron Police Dept.	Summit		31,295.19	24,256.94
Cuyahoga Falls Police Dept.	Summit		20,150.62	10,010.78
Trumbull Co. Sheriff's Office	Trumbull	210,312	24,002.48	13,862.38
Warren Police Dept.	Trumbull		15,809.01	5,578.96
Tuscarawas Co. Sheriff's Office	Tuscarawas	92,582	14,762.58	12,384.68

Agency	County	Population	Award Amount	Total Expended
Franklin Police Dept.	Warren	11,771	22,223.13	15,652.18
Washington Co. Sheriff's Office	Washington	61,778	15,787.88	7,216.96
Wayne Co. Sheriff's Office	Wayne	114,520	15,403.38	10,126.86
Williams Co. Sheriff's Office	Williams	37,642	16,600.44	9,286.23
Wood Co. Sheriff's Office	Wood	125,488	25,571.64	12,901.95
Perrysburg Twp. Police Dept.	Wood		20,750.45	0.00
Wyandot Co. Sheriff's Office	Wyandot	22,615	15,711.16	4,017.29

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

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

Dates	Blitz/National Campaign
November 16 – 29, 2020	Thanksgiving Click It or Ticket
April 2021	Distracted Driving Month
April – May 2021	Prom
May 24 – June 6, 2021	Click It or Ticket
October 2020 and/or September 2021	Homecoming

Total Overtime Enforcement	FFY2017	FFY2018	FFY2019	FFY2020	FFY2021
Total Overtime Hours	23,221	21,533	22,402	12,487	12,476
Number of Traffic Stops	34,701	32,845	33,450	18,089	17,310
DUID	*	*	12	8	7
OVI Arrests Under 21	12	16	26	9	16
OVI Arrests 21 and Over	86	106	98	28	35
Refusals	25	27	35	22	16
Adult Restraint Citations	1,813	1,965	1,658	628	689
Child Restraint Citations	130	118	135	35	69
Speed Citations	12,078	11,011	11,115	6,269	5,699
Distracted Driving	46	32	102	29	44
Driving Under Suspension	1,528	1,467	1,487	740	789
No Operator License Citations	568	500	728	412	407
Felony Arrests	168	144	151	78	86
Other Citations Issued	3,188	3,047	3,662	1,538	1,391

\* Data not collected.

See Appendix C for summary of all FFY2021 enforcement details.

### Crash Data

Year	CRASHES					
	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	1,054	849	80.55%	7,509	6,349	84.55%
2017	1,094	887	81.08%	7,061	5,912	83.73%
2018	996	788	79.12%	6,246	5,295	84.77%
2019	1,041	813	78.10%	5,983	5,013	83.79%
2020	1,153	959	83.17%	5,926	5,000	84.37%

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	313	261	83.39%	991	826	83.35%
2017	297	243	81.82%	1,001	812	81.12%
2018	266	225	84.59%	863	707	81.92%
2019	331	265	80.06%	875	722	82.51%
2020	384	321	83.59%	829	689	83.11%

DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	186	148	79.57%	464	378	81.47%
2017	179	142	79.33%	521	407	78.12%
2018	206	159	77.18%	394	322	81.73%
2019	369	287	77.78%	381	309	81.10%
2020	442	380	85.97%	378	299	79.10%

YOUTHFUL DRIVER RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	269	223	82.90%	2,498	2,110	84.47%
2017	290	238	82.07%	2,176	1,826	83.92%
2018	246	190	77.24%	1,877	1,574	83.86%
2019	234	181	77.35%	1,656	1,397	84.36%
2020	275	239	86.91%	1,709	1,451	84.90%

UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	520	414	79.62%	2,269	1,922	84.71%
2017	541	432	79.85%	2,202	1,841	83.61%
2018	491	387	78.82%	1,892	1,605	84.83%
2019	550	431	78.36%	2,126	1,796	84.48%
2020	591	499	84.43%	2,247	1,947	86.65%

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	26	23	88.46%	441	361	81.86%
2017	52	41	78.85%	371	304	81.94%
2018	47	36	76.60%	385	313	81.30%
2019	41	29	70.73%	325	269	82.77%
2020	29	26	89.66%	280	231	82.50%

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	353	284	80.45%	1,627	1,365	83.90%
2017	351	288	82.05%	1,530	1,245	81.37%
2018	305	236	77.38%	1,399	1,170	83.63%
2019	294	212	72.11%	1,367	1,113	81.42%
2020	336	287	85.42%	1,531	1,289	84.19%

MATURE DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	428	337	78.74%	2,696	2,293	85.05%
2017	426	345	80.99%	2,548	2,138	83.91%
2018	410	323	78.78%	2,268	1,933	85.23%
2019	429	334	77.86%	2,131	1,771	83.11%
2020	426	344	80.75%	1,934	1,633	84.44%

MOTORCYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	194	153	78.87%	909	733	80.64%
2017	155	128	82.58%	843	694	82.33%
2018	142	115	80.99%	714	581	81.37%
2019	156	116	74.36%	872	719	82.45%
2020	205	171	83.41%	1,085	909	83.78%

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	137	127	92.70%	540	506	93.70%
2017	142	125	88.03%	526	496	94.30%
2018	134	120	89.55%	533	500	93.81%
2019	129	115	89.15%	506	459	90.71%
2020	166	151	90.96%	452	409	90.49%

BICYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	18	13	72.22%	167	153	91.62%
2017	19	17	89.47%	168	153	91.07%
2018	22	18	81.82%	122	118	96.72%
2019	23	21	91.30%	120	109	90.83%
2020	16	14	87.50%	148	132	89.19%

STEP agencies reached 85.82 percent of Ohio’s population (approximately 9.9 million people) through earned media and high visibility enforcement.

COVID-19 continued to significantly change the regular operations of law enforcement based on uncertainty, health concerns, and community need. Concerns over contact with the public and officer safety decreased use of overtime and traffic enforcement in general.

**Awarded: 1,819,028.76 Expended: 1,096,433.95 Funding Source: 402 PT**

**Project Number:** PT-2021-00-00-03

**Project Title:** Officer Training

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

**Project Description:**

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

**Project Results:**

OPOTA continued to train Ohio officers in speed enforcement and crash investigation. Under grant, OPOTA provided law enforcement training to 88 officers in the courses listed in the following chart.

Grant Funded Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Radar/Lidar Instructor	1	19	5
Traffic Collision Investigation Level1	2	38	23
Traffic Collision Investigation Level2	1	14	13
Vehicle Dynamics	1	17	14

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

**Project Number:** PT-2021-00-00-04

**Project Title:** Officer Training / Public Education

**Funded Agency:** Ohio State Highway Patrol

**Project Description:**

The Ohio State Highway Patrol (OSHP) used education funds to attend public events (fairs, festivals, high schools, etc.) to speak to the public regarding impaired driving, seat belts, distracted driving, drugged driving, speeding and other traffic safety related safety topics. In addition, funds

were used to educate troopers on traffic safety related topics through trainings and / or conferences.

**Project Results:**

The OSHP attended 44 events across the state educating the public on traffic safety topics. The OSHP also provided law enforcement training to 31 students in the various courses listed in the following chart.

Grant Funded Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Intermediate Traffic Crash Investigation	1	15	9
Technical Crash Investigation	1	16	11

COVID-19 continue to have an impact on this grant through the first part of FFY2021. The OSHP began attending community events in May 2021. Training courses resumed in June 2021.

<b>Awarded:</b>	<b>265,721.80</b>	<b>Expended:</b>	<b>53,032.82</b>	<b>Funding Source:</b>	<b>402PT</b>
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**Police Traffic Services Summary**

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 402 PT – Police Traffic Services (FAST)</b>				
PT-2021-00-00-01	Law Enforcement Liaison Program	\$430,886.06	\$262,868.45	\$0.00
PT-2021-00-00-02	Selective Traffic Enforcement Program	\$1,819,028.76	\$1,096,433.95	\$1,096,433.95
PT-2021-00-00-03	Officer Training	\$80,000.00	\$80,000.00	\$80,000.00
PT-2021-00-00-04	Officer Training/Public Education	\$265,721.80	\$53,032.82	\$0.00
<b>FAST Act 402 PT Total</b>		<b>\$2,595,636.62</b>	<b>\$1,492,335.22</b>	<b>\$1,176,433.95</b>
<b>Total Funding Police Traffic Services Program Area</b>		<b>\$2,595,636.82</b>	<b>\$1,492,335.22</b>	<b>\$1,176,433.95</b>

The Ohio State Highway Patrol and the Ohio Peace Officer Training Academy conducted seven courses in a variety of subjects training 119 students. Selective Traffic Enforcement Program sub-recipients conducted 12,476 hours of overtime completing 17,310 traffic stops. In FFY2022, Ohio plans on offering a new overtime enforcement grant opportunity targeted at the agencies that meet the current eligibility requirement but do not apply. Ohio has analyzed crash data to include additional agencies that don't meet the current eligibility requirements, but still could help Ohio reduce fatal crashes.

## Roadway Safety / Traffic Engineering

**Project Number:** RS-2021-00-00-01

**Project Title:** Roadway Safety Training

**Funded Agency:** Ohio Department of Transportation (ODOT)

**Project Description:**

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

**Project Results:**

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

Training Course	Number of Courses	Number of Students Taught	Number of Agencies
Traffic Signal Design and Operation	5	104	46
Signalized Intersection Guidebook Workshop	2	44	24
Traffic Signal Timing Concepts	3	55	34
Innovative Intersections and Interchanges	3	68	24
Modern Roundabouts	3	63	34
Designing for Pedestrian Safety	3	61	34
Roadway Safety Design	1	19	11

COVID-19 continue to have an impact on this grant through the first part of FFY2021. Courses resumed in March 2021. All but one course were held virtually.

**Awarded: 138,600.00 Expended: 89,985.00 Funding Source: 402 RS**

## Roadway Safety / Traffic Engineering Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 402 RS – Roadway Safety (FAST)</b>				
RS-2021-00-00-01	Roadway Safety Training	\$138,600.00	\$89,985.00	\$89,985.00
<b>FAST Act 402 RS Total</b>		<b>\$138,600.00</b>	<b>\$89,985.00</b>	<b>\$89,985.00</b>
<i>Total Funding Roadway Safety Program Area</i>		<i>\$138,600.00</i>	<i>\$89,985.00</i>	<i>\$89,985.00</i>

During FFY2021, 414 students were trained in the various roadway safety / traffic engineering courses listed above. A total of 120 agencies received the training.

## Speed Management

**Project Number:** SE-2021-00-00-01

**Project Title:** Statewide Speed Enforcement

**Funded Agency:** Ohio State Highway Patrol

**Project Description:**

There were 1,608 speed related fatal crashes and 7,599 speed related serious injury crashes in Ohio between 2015 and 2019. The Ohio State Highway Patrol (OSHP) will focus on speed.

**Project Results:**

The Ohio State Highway Patrol conducted 6,706 hours of speed enforcement throughout the year. These efforts resulted in 9,005 speed citations. The OSHP conducted a speed campaign August 12<sup>th</sup> – August 13<sup>th</sup> in support of NHTSA Region 5’s Great Lakes Great Stakes campaign. New technology allowed OSHP to address problem areas using airspeed zones without having to set-up a speed zone. Eliminating the need to set-up speed zones (pavement markings) allows OSHP to be more responsive to speed related crash trends and allows airspeed to occur on roadways that could not previously be set-up as a speed zone.

Total Overtime Enforcement	FFY2018	FFY2019	FFY2020	FFY2021
Total Overtime Hours	1,211	8,688	6,153	6,706
Number of Traffic Stops	2,652	13,501	11,300	13,086
DUID	*	16	17	24
OVI Arrests Under 21	0	0	0	0
OVI Arrests 21 and Over	2	26	25	46
Refusals	2	3	5	6
Adult Restraint Citations	163	1,854	1,031	1,512
Child Restraint Citations	2	30	17	48
Speed Citations	1,726	8,649	8,121	9,005
Distracted Driving	114	123	72	98
Driving Under Suspension	29	243	224	254
No Operator License Citations	17	94	113	156
Felony Arrests	2	25	113	33
Other Citations Issued	133	1,289	691	1,127

\* Data not collected.

See Appendix C for summary of all FFY2021 enforcement details.

COVID-19 continued to significantly change the regular operations of law enforcement based on uncertainty, health concerns, and community need. Concerns over contact with the public and officer safety decreased use of overtime and traffic enforcement in general.

**Total Awarded: 607,387.39 Expended: 399,186.46 Funding Source: 402 SE**

## Speed Management Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 402 SE – Speed Enforcement (FAST)</b>				
SE-2021-00-00-01	Statewide Speed Enforcement	\$607,387.39	\$399,186.46	\$0.00
<b>FAST Act 402 SE Total</b>		<b>\$607,387.39</b>	<b>\$399,186.46</b>	<b>\$0.00</b>
<i>Total Funding Speed Management Program Area</i>				
		<b>\$607,387.39</b>	<b>\$399,186.46</b>	<b>\$0.00</b>

In addition to the projects listed above, Safe Community programs conducted speed education at 117 events. These events reached over 125,000 people. Events reached all audiences. Safe Community programs also distributed speed related print advertising / educational materials.

Type of Media	Gross Impressions
Print	881,368
Radio	511,458
Television	555,789
Web	276,594
Facebook	242,072
Twitter	2,390
Instagram	250,198
Other	0

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Speed Related	Percent	Total	Speed Related	Percent
2016	1,054	353	33.49%	7,509	1,627	21.67%
2017	1,094	351	32.08%	7,061	1,530	21.67%
2018	996	305	30.62%	6,246	1,399	22.40%
2019	1,041	294	28.24%	5,983	1,367	22.85%
2020	1,153	336	29.14%	5,926	1,531	25.84%

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## Traffic Records

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**Project Numbers:** M3DA-2021-00-00-01 (2016 Promise Project)  
M3DA-2021-00-00-02 (2017 Promise Project)  
M3DA-2021-00-00-03

**Project Title:** Traffic Records Coordinating Committee Projects Grant

**Funded Agency:** Ohio State Highway Patrol

**Project Description:**

The Ohio State Highway Patrol (OSHP) chaired the Traffic Records Coordinating Committee (TRCC). The TRCC Technical Council met five times and the Executive Council met one time in FFY2021. In an effort to streamline the project management process, the OSHP was awarded a grant to oversee the TRCC grant projects. All project suggestions continued to be submitted to the TRCC Committee. The committee decided whether or not to submit the project(s) to NHTSA for funding approval. The projects funded under the OSHP grant included:

**Travel**

**Description:**

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

**Results:**

No travel funds were expended in FFY2021.

<b>Awarded:</b>	<b>10,000.00</b>	<b>Expended:</b>	<b>0.00</b>
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**Optical Character Recognition**

**Description:**

Ohio will add Optical Character Recognition to OTIS and then OLEIS. This will reduce the number of data entry errors into the system and speed the completion of crash reports. This project will enhance the accuracy of the Citation / Adjudication and Crash data systems.

**Results:**

The application was completed and is currently being field tested. This project may continue into FFY2022 to make adjustments to issues found in field testing.

<b>Awarded:</b>	<b>200,000.00</b>	<b>Expended:</b>	<b>158,182.73</b>
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## EMS EMSIRS Project

### Description:

EMS is bringing EMSIRS and all related data back to ODPS ownership and control. Once data collection and analysis has been restored to the ODPS, Division of EMS will be able to initiate the linkage of data to the Ohio Trauma Registry and other state data systems. This project will enhance the completeness of the EMS / Injury Surveillance data system.

### Results:

Funds were not spent on this project in FFY2021. This project is completed.

<b>Awarded:</b>	<b>154,914.00</b>	<b>Expended:</b>	<b>0.00</b>
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## OLEIS Outreach and Support Field Liaison

### Description:

Increase the number of agencies utilizing OLEIS for both eCitation and electronic crash reporting by offering training, technical support, supporting software and materials. This project will enhance the completeness of the Citation / Adjudication and Crash data systems.

### Results:

Funds were not spent on this project in FFY2021.

<b>Awarded:</b>	<b>45,000.00</b>	<b>Expended:</b>	<b>0.00</b>
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## Court Case Management System Upgrade

### Description:

Assist local courts in upgrading case management systems to facilitate e-filing of traffic citations. This project will enhance the timeliness of the Citation / Adjudication data system.

### Results:

Five courts were completed during FFY2021. This project will continue to move forward in FFY2022.

<b>Awarded:</b>	<b>1,000,000.00</b>	<b>Expended:</b>	<b>86,750.00</b>
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## Citation Interfaces with Courts

### Description:

Ohio's goal for FFY2021 will be to continue this project with additional law enforcement agencies and electronic submission to courts. Currently Ohio has 124 courts receiving E-Citations electronically. This project will enhance the timeliness of the Citation / Adjudication data system.

### Results:

An additional 13 courts were interfaced during FFY2021.

<b>Awarded:</b>	<b>250,000.00</b>	<b>Expended:</b>	<b>77,719.50</b>
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## ODOT Intersection Collection

### Description:

Ohio's goal for FFY2021 will be to continue collecting intersection inventory data to collect data for more than 260,000 intersections. This project will enhance the completeness of the Roadway data system. **This project is Ohio's 2016 and 2017 promise project. 2016 and 2017 405c funds will be obligated to this project. Any funds not spent on this project by September 30, 2021 will not be used for any other project.**

### Results:

By the end of FFY2021, approximately 72 percent of intersection data was collected. This project will be completed in FFY2022.

<b>Awarded:</b>	<b>2,500,000.00</b>	<b>Expended:</b>	<b>860,186.25</b>
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## BMV Driver Exam Testing Platform

### Description:

Ohio will replace the current paper-based testing process for driver exams with an electronic driver exam platform. The goal is to use the data obtained from the driver exams to increase training to reduce failure rates on both the driving / skills and the knowledge tests. This project will enhance the accessibility of the Driver Safety data system.

### Results:

Impacts of COVID-19 continued to cause delays in this project. This project is scheduled to move forward in FFY2022.

<b>Awarded:</b>	<b>800,000.00</b>	<b>Expended:</b>	<b>0.00</b>
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## Ohio Uniform Crash Manual Application

### Description:

Ohio will provide a Uniform Crash Manual application that will be interactive, including reference material and definitions to improve the quality and accuracy of crash reporting. This project will enhance the accuracy of the Crash data system.

### Results:

This project was completed in FFY2021. The app is averaging 15 new Android user and 5 Apple users every thirty days.

<b>Awarded:</b>	<b>202,000.00</b>	<b>Expended:</b>	<b>201,250.00</b>
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<b>Awarded:</b>	<b>5,161,914.00</b>	<b>Expended:</b>	<b>1,384,088.48</b>	<b>Funding Source:</b>	<b>405c</b>
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## Traffic Records Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>MAP 21 405c Data Program</b>				
M3DA-2021-00-00-01	Traffic Records Coordinating Committee (Promise Project)	\$546,055.68	\$546,055.68	\$0.00
<b>MAP 21 405c Data Program Total</b>		<b>\$546,055.68</b>	<b>\$546,055.68</b>	<b>\$0.00</b>
<b>FAST Act 405c Data Program</b>				
M3DA-2021-00-00-02	Traffic Records Coordinating Committee (Promise Project)	\$1,383,658.00	\$314,130.57	\$0.00
M3DA-2021-00-00-03	Traffic Records Coordinating Committee	\$3,232,200.32	\$523,902.23	\$0.00
<b>FAST Act 405c Data Program Total</b>		<b>\$4,615,858.32</b>	<b>\$838,032.80</b>	<b>\$0.00</b>
<b>Total Funding Traffic Records Program Area</b>		<b>\$5,161,914.00</b>	<b>\$1,384,088.48</b>	<b>\$0.00</b>

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

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## Youthful Driver Safety Program

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**Project Number:** TSP-2021-00-00-01

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

**Funded Agency:** Students Against Destructive Decisions

**Project Description:**

Students Against Destructive Decisions (SADD) conducted programming statewide in FFY2021. Ohio SADD used evidence-based programming to facilitate peer-to-peer education to educate young drivers on seat belts usages, the dangers of alcohol and drug impaired driving, and distracted driving.

**Project Results:**

SADD reached out to Ohio communities to educate teens about the risks teens face on the road. SADD held a series of one-hour webinars titled “The Road to Teen Traffic Safety – Best Practices for Working with Young Drivers”. The three webinars were viewed live by 89 people and the videos were viewed 164 times. Ohio SADD developed evidence-based resources, guides and support for partners across the state, including Safe Communities and driving instructors.

COVID-19 continued to limit in-person events during FFY2021. SADD Ohio retooled their program to reach people through social and digital communications. SADD also converted in-person trainings to virtual formats to ensure students were still receiving teen traffic safety information even though they were not physically in a classroom. This switch to digital and social communications allowed SADD to increase the reach throughout the state.

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<b>Awarded:</b>	<b>135,000.00</b>	<b>Expended:</b>	<b>89,926.97</b>	<b>Funding Source:</b>	<b>402 TSP</b>
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**Project Number:** TSP-2021-00-00-02

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

**Funded Agency:** Family, Career and Community Leaders of America

**Project Description:**

Family Career and Community Leaders of America (FCCLA) facilitated statewide peer to peer campaigns in high schools. FCCLA developed toolkits focusing on seatbelts, distracted, and impaired driving. Funds were allocated for up to 75 chapter traffic safety projects.

**Project Results:**

National FCCLA and Ohio FCCLA worked together to sign up 75 chapters to host a peer to peer traffic safety project in their school community using Families Acting for Community Traffic Safety (FACTS) teaching resource. Chapters used a community needs assessment tool to identify traffic

safety topics that were most important in their community and develop peer-to-peer projects. Topics covered include distracted driving, impaired driving, pedestrian safety, seat belt safety, and speeding with the majority of projects focusing on distracted driving.

Traffic Safety Programming	FFY2020	FFY2021
Number of Chapter Projects	50	75
Chapter Participants	848	1,337
Project Reach	196,628	109,753
Public Relations Reach	332,280	1,141,911

**Awarded: 163,237.82 Expended: 160,130.27 Funding Source: 402 TSP**

**Project Number:** M6OT-2021-00-00-05

**Project Title:** College Campus Impaired Driving Program

**Funded Agency:** The Ohio State University

**Project Description:**

The Ohio State University (OSU) partnered with Recording Artists against Drunk Driving (RADD) and the Higher Education Center for Alcohol and Drug Misuse Prevention and Recovery (HECAOD). This pilot project is scheduled to be implemented at three campuses (Cleveland, Cincinnati, and Columbus) to reduce impaired driving among 18-24 year olds.

**Project Results:**

OSU continued the partnership with RADD and HECAOD in FFY2021 to continue programming at three campuses (OSU, Cleveland State University, and the University of Cincinnati). After the COVID-19 pandemic closed college campuses and concert venues, OSU, RADD, and HECAOD switched programming to virtual. RADD worked with local Ohio Bands to film footage during the shutdown. Content from the videos, including messages from the bands, was used to generate awareness of the campaign throughout the rest of the grant year on RADD TV.

RADD TV	
Impressions	20,169
Views	2,747
Engagement	59 hours

In addition to RADD TV, paid media placement was supplied by OTSO using a media buyer for Halloween / Thanksgiving, Holiday, and a partnership with Radio One. The Radio One partnership increased visibility in the Cleveland market to a diverse audience. Costs for the paid media are included in project number PM-2021-00-00-03, Youthful Driver Paid Media on page 32.

Campaign	Impressions
Halloween / Thanksgiving Holiday	3,658,647
Radio One	3,666,282
	304,093

**Awarded: 224,999.15 Expended: 212,938.12 Funding Source: 405d**

**Project Number:** DE-2021-00-00-02  
**Project Title:** Youthful Driver Skills Assessment Project  
**Funded Agency:** Children’s Hospital of Philadelphia  
**Project Description:**

OTSO granted with Children’s Hospital of Philadelphia (CHOP) to collect data from new drivers pre and post the driver education course to determine areas of driving behavior that are deficient in new drivers. Data will be used to guide educational programming to improve new driver skill sets and provide statewide data for youthful driving (funding) problem identification.

**Project Results:**

In FFY2021, CHOP developed five facts sheets that explained common Virtual Driving Assessment (VDA) errors, characterized first-time license applicants, the VDA process for driving schools, the VDA research methods, and different driver types. In addition to the fact sheets, CHOP linked, cleaned, de-identified, and analyzed data. From this, CHOP was able to present a slide deck to the Ohio Traffic Safety Council outlining the importance of data-driven insights to inform action in driving/safety policies, the overview of young driver crash evidence, the importance of using the VDA, and early findings of critical errors and driving types.

**Awarded: 199,669.47 Expended: 199,668.17 Funding Source: 402 DE**

## Youthful Driver Safety Program Summary

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 402 DE – Driver Education (FAST)</b>				
DE-2021-00-00-02	Youthful Driver Skills Assessment Program	\$199,669.47	\$199,668.17	\$0.00
<b>FAST Act 402 DE Total</b>		<b>\$199,669.47</b>	<b>\$199,668.17</b>	<b>\$0.00</b>
<b>FAST Act 402 TSP – Teen Safety Program (FAST)</b>				
TSP-2021-00-00-01	Peer to Peer Youth Programming – SADD	\$135,000.00	\$89,926.97	\$0.00
TSP-2021-00-00-02	Peer to Peer Youth Programming - FCCLA	\$163,237.82	\$160,130.27	\$0.00
<b>FAST Act 402 TSP Total</b>		<b>\$298,237.82</b>	<b>\$250,057.24</b>	<b>\$0.00</b>
<b>FAST Act 405d Impaired Driving Low</b>				
M6OT-2021-00-00-15	College Campus Impaired Driving Program	\$224,999.15	\$212,938.12	\$0.00
<b>FAST Act 405d Impaired Driving Low Total</b>		<b>\$224,999.15</b>	<b>\$212,938.12</b>	<b>\$0.00</b>
<b>Total Funding Youthful Driver Safety Program Area</b>		<b>\$722,906.44</b>	<b>\$662,663.53</b>	<b>\$0.00</b>

In FFY2021, Ohio continued partnerships with CHOP, SADD, FCCLA, and the Ohio State University. These projects address driver training, peer-to-peer high school programming, and college-aged impaired driving. All of these projects will be expanded and continue in FFY2022.

In addition to the projects listed above, Safe Community programs conducted speed education at 115 events. These events reached over 100,000 people.

Type of Media	Gross Impressions
Print	803,785
Radio	311,458
Television	1,055,289
Web	318,637
Facebook	216,162
Twitter	6,096
Instagram	249,651
Other	0

YOUTH-RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Youth-Related	Percent	Total	Youth-Related	Percent
2016	1,054	269	25.52%	7,509	2,498	33.27%
2017	1,094	290	26.51%	7,061	2,176	30.82%
2018	996	246	24.70%	6,246	1,877	30.05%
2019	1,041	234	22.48%	5,983	1,656	27.68%
2020*	984	232	23.58%	5,223	1,530	29.29%

\*2020 only includes preliminary numbers January 1, 2020 through November 30, 2020. It is only included to show progress toward stated goals.

## Appendix A – Financial Summary

### FFY2021 Financial Summary Table

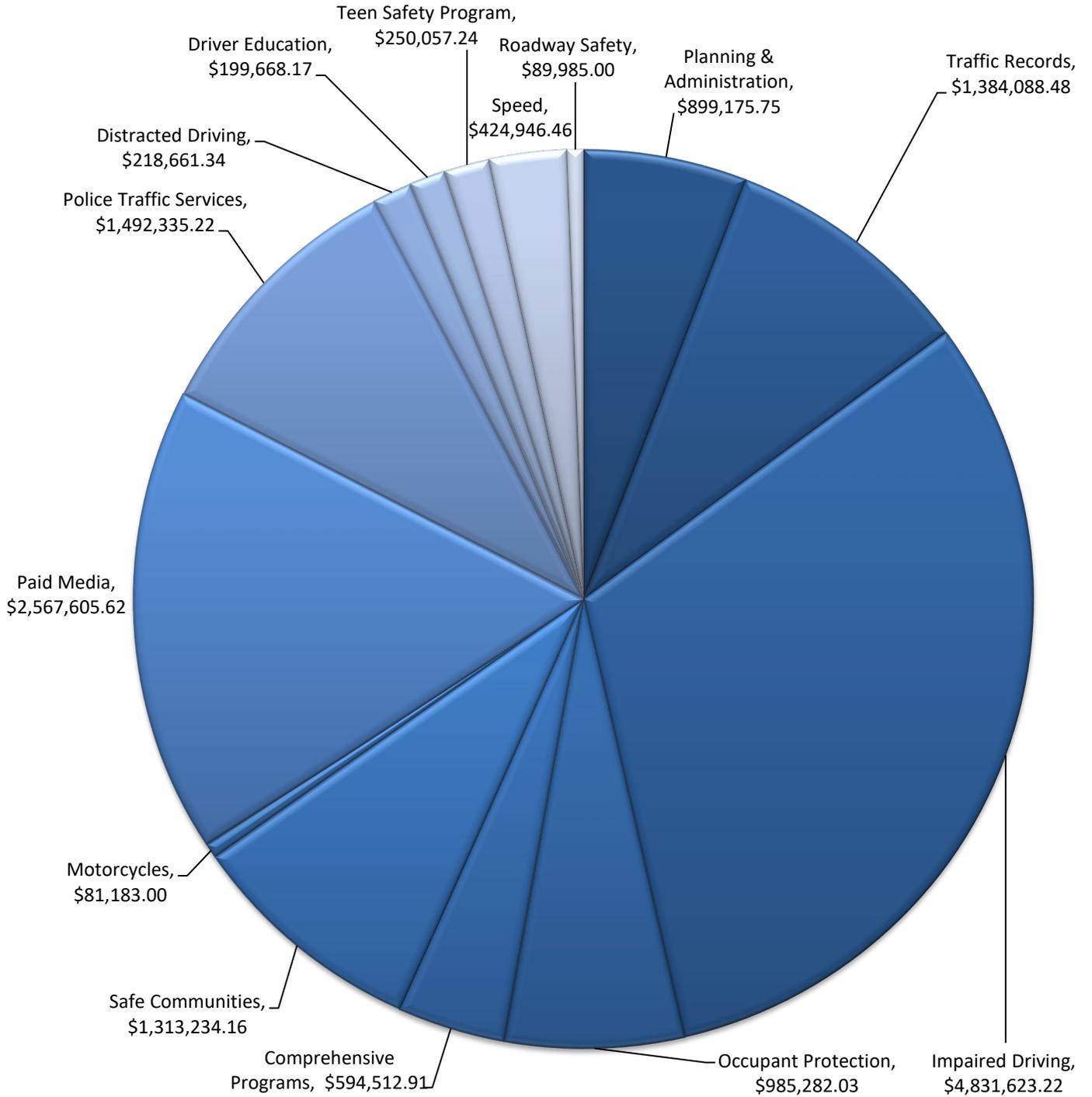
Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>164 Transfer Funds – 164 Alcohol</b>				
164 AL-2021-00-00-01	Impaired Driving Enforcement Program	\$2,475,081.06	\$1,317,813.53	\$1,317,813.53
<i>164 Transfer Funds Total</i>		<i>\$2,475,081.06</i>	<i>\$1,317,813.53</i>	<i>\$1,317,813.53</i>
<b>MAP 21 405c Data Program</b>				
M3DA-2021-00-00-01	Traffic Records Coordinating Committee (Promise Project)	\$546,055.68	\$546,055.68	\$0.00
<i>MAP 21 405c Data Program Total</i>		<i>\$546,055.68</i>	<i>\$546,055.68</i>	<i>\$0.00</i>
<b>FAST Act 402 PA – Planning and Administration (FAST)</b>				
PA-2021-00-00-01	Traffic Safety Program Management	\$950,000.00	\$618,326.43	\$0.00
PA-2021-00-00-02	Web-Based Grant Management System	\$200,000.00	\$104,330.00	\$0.00
PA-2021-00-00-03	Equipment Inspection/Inventory Program	\$0.00	\$0.00	\$0.00
PA-2021-00-00-04	University Evaluation	\$171,541.29	\$147,693.38	\$0.00
PA-2021-00-00-05	GHSA Projects	\$68,836.57	\$28,825.94	\$0.00
<i>FAST Act 402 PA Total</i>		<i>\$1,390,377.86</i>	<i>\$899,175.75</i>	<i>\$0.00</i>
<b>FAST Act 402 PT – Police Traffic Services (FAST)</b>				
PT-2021-00-00-01	Law Enforcement Liaison Program	\$430,886.06	\$262,868.45	\$0.00
PT-2021-00-00-02	Selective Traffic Enforcement Program	\$1,819,028.76	\$1,096,433.95	\$1,096,433.95
PT-2021-00-00-03	Officer Training	\$80,000.00	\$80,000.00	\$80,000.00
PT-2021-00-00-04	Officer Training/Public Education	\$265,721.80	\$53,032.82	\$0.00
<i>FAST Act 402 PT Total</i>		<i>\$2,595,636.62</i>	<i>\$1,492,335.22</i>	<i>\$1,176,433.95</i>
<b>FAST Act 402 CP – Community Traffic Safety Project (FAST)</b>				
CP-2021-00-00-01	Traffic Safety Program Management	\$375,000.00	\$341,507.00	\$0.00
CP-2021-00-00-02	Traffic Safety Resource Prosecutor Program	\$353,107.40	\$228,284.88	\$0.00
CP-2021-00-00-03	Training/Educational Materials	\$15,000.00	\$2,568.15	\$0.00
CP-2021-00-00-04	Judicial Outreach Liaison	\$67,007.00	\$22,152.88	\$0.00
<i>FAST Act 402 CP Total</i>		<i>\$810,114.40</i>	<i>\$594,512.91</i>	<i>\$0.00</i>
<b>FAST Act 402 DE – Driver Education</b>				
DE-2021-00-00-01	Youthful Driver Print Advertising/Educational	\$100,000.00	\$0.00	\$0.00
DE-2021-00-00-02	Youthful Driver Skills Assessment Program	\$199,669.47	\$199,668.17	\$0.00
<i>FAST Act 402 DE Total</i>		<i>\$299,669.47</i>	<i>\$199,668.17</i>	<i>\$0.00</i>
<b>FAST Act 402 RS – Roadway Safety (FAST)</b>				
RS-2021-00-00-01	Roadway Safety Training	\$138,600.00	\$89,985.00	\$89,985.00
<i>FAST Act 402 RS Total</i>		<i>\$138,600.00</i>	<i>\$89,985.00</i>	<i>\$89,985.00</i>
<b>FAST Act 402 SA – Safe Communities (FAST)</b>				
SA-2021-00-00-01	Safe Communities	\$2,207,401.39	\$1,313,234.16	\$1,313,234.16
<i>FAST Act 402 SA Total</i>		<i>\$2,207,401.39</i>	<i>\$1,313,234.16</i>	<i>\$1,313,234.16</i>
<b>FAST Act 402 SC – Speed Management (FAST)</b>				
SC-2021-00-00-01	Speed Print Advertising/Educational	\$50,000.00	\$25,760.00	\$0.00
<i>FAST Act 402 SC Total</i>		<i>\$50,000.00</i>	<i>\$25,760.00</i>	<i>\$0.00</i>
<b>FAST Act 402 SE – Speed Enforcement (FAST)</b>				
SE-2021-00-00-01	Statewide Speed Enforcement	\$607,387.39	\$399,186.46	\$0.00
<i>FAST Act 402 SE Total</i>		<i>\$607,387.39</i>	<i>\$399,186.46</i>	<i>\$0.00</i>

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 402 PM – Paid Advertising (FAST)</b>				
PM-2021-00-00-01	Motorcycle Safety Paid Media	\$101,573.14	\$101,573.14	\$0.00
PM-2021-00-00-02	Distracted Driving Paid Media	\$400,000.00	\$378,966.71	\$0.00
PM-2021-00-00-03	Youthful Driver Paid Media	\$400,000.00	\$339,739.09	\$0.00
PM-2021-00-00-04	Campaign Creative/Design	\$300,000.00	\$17,536.83	\$0.00
<b>FAST Act 402 PM Total</b>		<b>\$1,200,749.14</b>	<b>\$837,815.77</b>	<b>\$0.00</b>
<b>FAST Act 402 DD – Distracted Driving (FAST)</b>				
DD-2021-00-00-01	Statewide Distracted Driving Enforcement	\$518,303.90	\$218,201.14	\$0.00
DD-2021-00-00-02	Distracted Driving Print Advertising/Educational	\$250,000.00	\$460.20	\$0.00
<b>FAST Act 402 DD Total</b>		<b>\$768,303.90</b>	<b>\$218,661.34</b>	<b>\$0.00</b>
<b>FAST Act 402 TSP – Teen Safety Program (FAST)</b>				
TSP-2021-00-00-01	Peer to Peer Youth Programming – SADD	\$135,000.00	\$89,926.97	\$0.00
TSP-2021-00-00-02	Peer to Peer Youth Programming - FCCLA	\$163,237.82	\$160,130.27	\$0.00
<b>FAST Act 402 TSP Total</b>		<b>\$298,237.82</b>	<b>\$250,057.24</b>	<b>\$0.00</b>
<b>FAST Act 402 Total</b>		<b>\$10,366,477.99</b>	<b>\$6,320,392.02</b>	<b>\$2,579,653.11</b>
<b>FAST Act 405b OP Low</b>				
M2X-2021-00-00-01	Holiday Click It or Ticket Paid Media	\$180,000.00	\$170,168.65	\$0.00
M2X-2021-00-00-02	Click It or Ticket Paid Media	\$270,000.00	\$259,835.71	\$0.00
M2X-2021-00-00-03	Sustained Belt Paid Media	\$400,000.00	\$372,971.19	\$0.00
M2X-2021-00-00-04	Seat Belt Print Advertising/Education	\$250,000.00	\$0.00	\$0.00
M2X-2021-00-00-05	Statewide Seat Belt Tac Squads	\$939,425.83	\$436,566.01	\$0.00
M2X-2021-00-00-06	Occupant Protection Coordinator Program	\$559,494.86	\$548,716.02	\$474,740.00
<b>FAST Act 405b OP Low Total</b>		<b>\$2,598,920.69</b>	<b>\$1,788,257.58</b>	<b>\$474,740.00</b>
<b>FAST Act 405c Data Program</b>				
M3DA-2021-00-00-02	Traffic Records Coordinating Committee (Promise Project)	\$1,383,658.00	\$314,130.57	\$0.00
M3DA-2021-00-00-03	Traffic Records Coordinating Committee	\$3,232,200.32	\$523,902.23	\$0.00
<b>FAST Act 405c Data Program Total</b>		<b>\$4,615,858.32</b>	<b>\$838,032.80</b>	<b>\$0.00</b>
<b>FAST Act 405d Impaired Driving Low</b>				
M6OT-2021-00-00-01	Holiday Drive Sober or Get Pulled Over Paid Media	\$180,000.00	\$157,209.92	\$0.00
M6OT-2021-00-00-02	Drive Sober or Get Pulled Over Paid Media	\$270,000.00	\$269,767.55	\$0.00
M6OT-2021-00-00-03	Sustained Impaired Driving Paid Media	\$400,000.00	\$399,836.19	\$0.00
M6OT-2021-00-00-04	Impaired Driving Print Advertising/Educational	\$250,000.00	\$0.00	\$0.00
M6OT-2021-00-00-05	Statewide Impaired Driving Enforcement Program	\$2,275,648.08	\$877,050.84	\$0.00
M6OT-2021-00-00-06	OVI Task Force Program	\$2,242,757.73	\$1,342,952.86	\$1,342,952.86
M6OT-2021-00-00-07	Drugged Driving Enforcement Program	\$370,040.35	\$181,941.99	\$181,941.99
M6OT-2021-00-00-08	Statewide Drugged Driving Enforcement	\$728,864.86	\$282,492.80	\$0.00
M6OT-2021-00-00-09	Trace Back Program	\$44,972.25	\$27,123.76	\$0.00
M6OT-2021-00-00-10	Officer Training (Impaired)	\$200,000.00	\$72,650.00	\$72,650.00
M6OT-2021-00-00-11	Drug Recognition Expert Program	\$592,813.98	\$331,097.62	\$0.00
M6OT-2021-00-00-12	Ignition Interlock Program	\$50,000.00	\$38,547.79	\$0.00
M6OT-2021-00-00-13	Breath Instrument Training	\$150,000.00	\$0.00	\$0.00
M6OT-2021-00-00-14	Oral Fluid Testing	\$191,332.91	\$147,013.91	\$0.00
M6OT-2021-00-00-15	College Campus Impaired Driving Program	\$224,999.15	\$212,938.12	\$0.00
<b>FAST Act 405d Impaired Driving Low Total</b>		<b>\$8,171,429.31</b>	<b>\$4,340,623.35</b>	<b>\$1,597,544.85</b>
<b>FAST Act 405f – Motorcycle Training (FAST)</b>				
M11MT-2021-00-00-01	Motorcycle Training	\$46,462.50	\$35,003.00	\$0.00
<b>FAST Act 405f Motorcycle Safety Total</b>		<b>\$46,462.50</b>	<b>\$35,003.00</b>	<b>\$0.00</b>

Project Number	Project Title	Awarded Amount	Expended Amount	Local Benefit
<b>FAST Act 405f Motorcycle Programs (FAST)</b>				
M11MA-2021-00-00-01	Motorcycle Awareness Paid Media	\$100,000.64	\$100,000.64	\$0.00
M11MA-2021-00-00-02	Motorcycle Awareness Print Advertising/Educational	\$100,000.00	\$46,180.00	\$0.00
<b>FAST Act 405f Motorcycle Programs Total</b>		<b>\$200,000.64</b>	<b>\$146,180.64</b>	<b>\$0.00</b>
<b>FAST Act 405f Total</b>		<b>\$246,463.14</b>	<b>\$181,183.64</b>	<b>\$0.00</b>
<b>TOTAL</b>		<b>29,020,286.19</b>	<b>\$15,332,358.60</b>	<b>\$5,969,761.39</b>

Federal Fund	Code	Program Description	Federal Obligated	Expended	% Spent	Local Benefit	% Local
<b>164 Total</b>	<b>164AL</b>	<b>164 Transfer Funds Total</b>	<b>3,174,483.06</b>	<b>1,317,813.53</b>	<b>41.51%</b>	<b>1,317,813.53</b>	<b>100.00%</b>
<b>MAP 21 405c Total</b>	<b>M3</b>	<b>Data Program</b>	<b>546,055.68</b>	<b>546,055.68</b>	<b>100.00%</b>	<b>0.00</b>	<b>0.00%</b>
FAST Act 402	PA	Planning and Administration	3,504,920.43	899,175.75	25.65%	0.00	0.00%
FAST Act 402	PT	Police Traffic Services	13,800,568.50	1,492,335.22	10.81%	1,176,433.95	78.83%
FAST Act 402	CP	Comprehensive Programs	1,040,000.00	594,512.91	57.16%	0.00	0.00%
FAST Act 402	DE	Driver Education	300,000.00	199,668.17	66.56%	0.00	0.00%
FAST Act 402	RS	Roadway Safety	140,000.00	89,985.00	64.28%	89,985.00	100.00%
FAST Act 402	SA	Safe Communities	2,400,000.00	1,313,234.16	54.72%	1,313,234.16	100.00%
FAST Act 402	SC	Speed Management	50,000.00	25,760.00	51.52%	0.00	0.00%
FAST Act 402	SE	Speed Enforcement	610,000.00	399,186.46	65.44%	0.00	0.00%
FAST Act 402	PM	Paid Advertising	1,401,573.14	837,815.77	59.78%	0.00	0.00%
FAST Act 402	DD	Distracted Driving	775,000.00	218,661.34	28.21%	0.00	0.00%
FAST Act 402	TSP	Teen Safety Program	315,000.00	250,057.24	79.38%	0.00	0.00%
<b>FAST Act NHTSA 402 Total</b>			<b>24,337,062.07</b>	<b>6,320,392.02</b>	<b>25.97%</b>	<b>2,579,653.11</b>	<b>40.81%</b>
<b>FAST Act 405b Total</b>	<b>M2</b>	<b>405 OP Low</b>	<b>2,938,733.45</b>	<b>1,788,257.58</b>	<b>60.85%</b>	<b>474,740.00</b>	<b>26.55%</b>
<b>FAST Act 405c Total</b>	<b>M3</b>	<b>Data Program</b>	<b>7,105,116.69</b>	<b>838,032.80</b>	<b>11.79%</b>	<b>0.00</b>	<b>0.00%</b>
<b>FAST Act 405d Total</b>	<b>M6</b>	<b>Impaired Driving Low</b>	<b>13,692,834.38</b>	<b>4,340,623.35</b>	<b>31.70%</b>	<b>1,597,544.85</b>	<b>36.82%</b>
<b>FAST Act 405f</b>	<b>M11</b>	<b>Motorcycle Safety Programs</b>	<b>244,730.59</b>	<b>181,183.64</b>	<b>74.03%</b>	<b>0.00</b>	<b>0.00%</b>
<b>Total GTS</b>			<b>52,039,015.92</b>	<b>15,332,358.60</b>	<b>29.46%</b>	<b>5,969,761.39</b>	<b>38.94%</b>

# FFY2021 Financial Summary Chart



## Appendix B – Goal Status Updates

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### **GOAL C-1**

Reduce traffic fatalities by 2.00 percent per year from the 2015 – 2019 average of 1,129 to a 2017 – 2021 average of 1,084 by 2021.

### **STATUS**

Ohio's 2016 – 2020 average is 1,152. There are 1,221 fatalities YTD in 2021, a nine percent increase from 2020. Ohio will not achieve this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and worked with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding to reduce the number of fatalities. Ohio is also expanding a couple of projects targeted to youthful drivers, including impaired driving programming directed at 18 – 24 year old college students and peer-to-peer programming in high schools. A new grant has been awarded to target under age liquor sales. A new grant opportunity is being developed for law enforcement overtime to increase the amount of traffic enforcement throughout the state. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL C-2**

Reduce serious traffic injuries by 2.00 percent per year from the 2015 – 2019 year average of 8,434 to a 2017 -2021 average of 8,101 by 2021.

### **STATUS**

Ohio's 2016 – 2020 average is 8,065. As long as this trend continues, Ohio will exceed this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic serious injury data and worked with the University of Akron to take a deeper look into serious injury data to determine additional areas to target funding to continue the reduction of serious injuries. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL C-3a**

Reduce the fatalities/100 VMT rate by 2.00 percent per year from the 2015 – 2019 average of 0.97 to a 2017 – 2021 average of 0.93 by 2021.

### **STATUS**

Ohio's preliminary 2016 – 2020 average is 1.02. With the increase in fatalities YTD in 2021, Ohio is unlikely to meet this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and worked with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding to reduce the number

of fatalities. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL C-3b**

Reduce the rural fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 1.51 to a 2017 – 2021 average of 1.47 by 2021.

### **STATUS**

Ohio's preliminary 2016 – 2020 average is 1.46. With the increase in fatalities YTD in 2021, Ohio is unlikely to meet this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and worked with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding to reduce the number of fatalities. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL C-3c**

Reduce the urban fatalities/100 VMT rate by 1.25 percent per year from the 2015 – 2019 average of 0.72 to a 2017 – 2021 average of 0.70 by 2021.

### **STATUS**

Ohio's preliminary 2016 – 2020 average is 0.81. With the increase in fatalities YTD in 2021, Ohio is unlikely to meet this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and worked with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding to reduce the number of fatalities. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL C-4**

Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from the 2015 – 2019 average of 384 to a 2017 – 2021 average of 374 by 2021.

### **STATUS**

Ohio's 2016 – 2020 average is 367. Ohio is on track to meet this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and worked with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding to reduce the number

of unrestrained fatalities. Ohio is expanding youth peer-to-peer outreach again in FFY2022. All traffic safety areas are covered, including seat belt education. A new grant opportunity is being developed for law enforcement overtime to increase the amount of traffic enforcement throughout the state. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL C-5**

Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2015 – 2019 average of 325 to a 2017 – 2021 average of 317 by 2021.

### **STATUS**

Ohio's 2016 – 2020 average is 353. With the increase in fatalities YTD in 2021, Ohio is unlikely to meet this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and worked with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding to reduce the number of impaired driving fatalities. Ohio is expanding youth peer-to-peer outreach again in FFY2022, including impaired driving programming directed at 18 – 24 year old college students. A new grant has been awarded to target under age liquor sales. A new grant opportunity is being developed for law enforcement overtime to increase the amount of traffic enforcement throughout the state. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL C-6**

Reduce speeding-related fatalities by 1.25 percent per year from the 2015 – 2019 average of 268 to a 2017 – 2021 average of 261 by 2021.

### **STATUS**

Ohio's 2016 – 2020 average is 292. With the increase in traffic fatalities YTD in 2021, Ohio is unlikely to meet this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and worked with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding to reduce the number of speed-related fatalities. Ohio continues to analyze speed-related crash data to determine additional measures for FFY2022. Ohio is expanding youth peer-to-peer outreach again in FFY2022. All traffic safety areas are covered, including speed. A new grant opportunity is being developed for law enforcement overtime to increase the amount of traffic enforcement throughout the state. Ohio is working with new and existing law enforcement partners to conduct a speed focused campaign in June 2022. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to

address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL C-7**

Reduce motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 166 to a 2017 – 2021 average of 162 by 2021.

### **STATUS**

Ohio's 2016 – 2020 average is 175. There are 205 motorcycle fatalities YTD in 2021, a seven percent increase from 2020. Ohio is unlikely to meet this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and worked with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding to reduce the number of motorcyclist fatalities. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL C-8**

Reduce un-helmeted motorcyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 115 to a 2017 – 2021 average of 112 by 2021.

### **STATUS**

Ohio's 2016 – 2020 average is 124. With the increase in fatalities YTD in 2021, Ohio is unlikely to meet this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and worked with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding to reduce the number of motorcyclist fatalities. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL C-9**

Reduce drivers age 20 or younger involved in fatal crashes by 0.69 percent per year from the 2015 – 2019 average of 141 to a 2017 – 2021 average of 139 by 2021.

### **STATUS**

Ohio's 2016 – 2020 average is 138. Ohio is on track to meet this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and worked with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding to reduce the number of fatalities. Ohio is also expanding a couple of projects targeted to youthful drivers, including impaired driving programming directed at 18 – 24 year old college students and peer-to-peer

programming in high schools. A new grant has been awarded to target under age liquor sales. A new grant opportunity is being developed for law enforcement overtime to increase the amount of traffic enforcement throughout the state. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL C-10**

Reduce pedestrian fatalities by 1.25 percent per year from the 2015 – 2019 average of 129 to a 2017 – 2021 average of 126 by 2021.

### **STATUS**

Ohio's 2016 – 2020 average is 137. Even though YTD pedestrian fatalities are 148, a two percent decrease from 2020, Ohio is not likely to meet this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and worked with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding to reduce the number of pedestrian fatalities. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL C-11**

Reduce bicyclist fatalities by 1.25 percent per year from the 2015 – 2019 average of 21 to a 2017 – 2021 average of 20 by 2021.

### **STATUS**

Ohio's 2016 – 2020 average is 20. YTD bicycle fatalities are 25, an 80 percent increase from 2020. Ohio is not likely to meet this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and worked with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding to reduce the number of bicycle fatalities. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL B-1**

Increase statewide observed seat belt use of front outboard occupants in passenger vehicles 0.09 percent to 86.0 percent by December 31, 2021.

### **STATUS**

Ohio increased the observed seat belt use rate to 85.9 percent in 2019 and exercised the CARES Act waiver in 2020. Ohio's 2021 seat belt usage rate is 84.1 percent. Ohio did not meet this goal.

## **FFY2022 ADJUSTMENTS**

Ohio continues to work with the University of Akron to conduct the observational seat belt surveys. The University of Akron continues to analyze the methodology and the data to ensure Ohio is using the best method to determine the observed seat belt rate. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL O-1**

Reduce distracted driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 40 to a 2017 – 2021 average of 39 by 2021.

### **STATUS**

Ohio's 2016 – 2020 average is 39. Depending on the final numbers for 2021, Ohio is on track to meet this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and worked with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding to reduce the number of fatal crashes. Ohio is also expanding a couple of projects targeted to youthful drivers, including impaired driving programming directed at 18 – 24 year old college students and peer-to-peer programming in high schools. A new grant has been awarded to target under age liquor sales. A new grant opportunity is being developed for law enforcement overtime to increase the amount of traffic enforcement throughout the state. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL O-2**

Reduce distracted driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 398 to a 2017 – 2021 average of 388 by 2021.

### **STATUS**

Ohio's 2016 – 2020 average is 360. Ohio is on track to meet this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic serious injury data and worked with the University of Akron to take a deeper look into serious injury data to determine additional areas to target funding to reduce the number of serious injury crashes. Ohio is also expanding a couple of projects targeted to youthful drivers, including peer-to-peer programming in high schools. A new grant opportunity is being developed for law enforcement overtime to increase the amount of traffic enforcement throughout the state. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL O-3**

Reduce drugged driving fatal crashes by 1.25 percent per year from the 2015 – 2019 average of 368 to a 2017 – 2021 average of 359 by 2021.

### **STATUS**

Ohio's 2016 – 2020 average is 277. Ohio is on track to meet this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic fatality data and worked with the University of Akron to take a deeper look into fatality data to determine additional areas to target funding to reduce the number of fatal crashes. Ohio is also expanding a couple of projects targeted to youthful drivers, including impaired driving programming directed at 18 – 24 year old college students and peer-to-peer programming in high schools. A new grant has been awarded to target under age liquor sales. A new grant opportunity is being developed for law enforcement overtime to increase the amount of traffic enforcement throughout the state. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

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### **GOAL O-4**

Reduce drugged driving serious injury crashes by 1.25 percent per year from the 2015 – 2019 average of 1,214 to a 2017 – 2021 average of 1,184 by 2021.

### **STATUS**

Ohio's 2016 – 2020 average is 428. Ohio met this goal.

### **FFY2022 ADJUSTMENTS**

Ohio continues to monitor traffic serious injury data and worked with the University of Akron to take a deeper look into the data to determine additional areas to target funding to reduce the number of serious injury crashes. Ohio is also expanding a couple of projects targeted to youthful drivers, including impaired driving programming directed at 18 – 24 year old college students and peer-to-peer programming in high schools. A new grant has been awarded to target under age liquor sales. A new grant opportunity is being developed for law enforcement overtime to increase the amount of traffic enforcement throughout the state. The Ohio Traffic Safety Council will continue in FFY2022. The council brings together federal, state, and local traffic safety partners in a collaborative effort to address areas that have the greatest potential to reduce the number of people killed on Ohio roadways. To do this effectively, the council will focus on data analysis to identify priority areas and develop actionable projects to have an immediate impact.

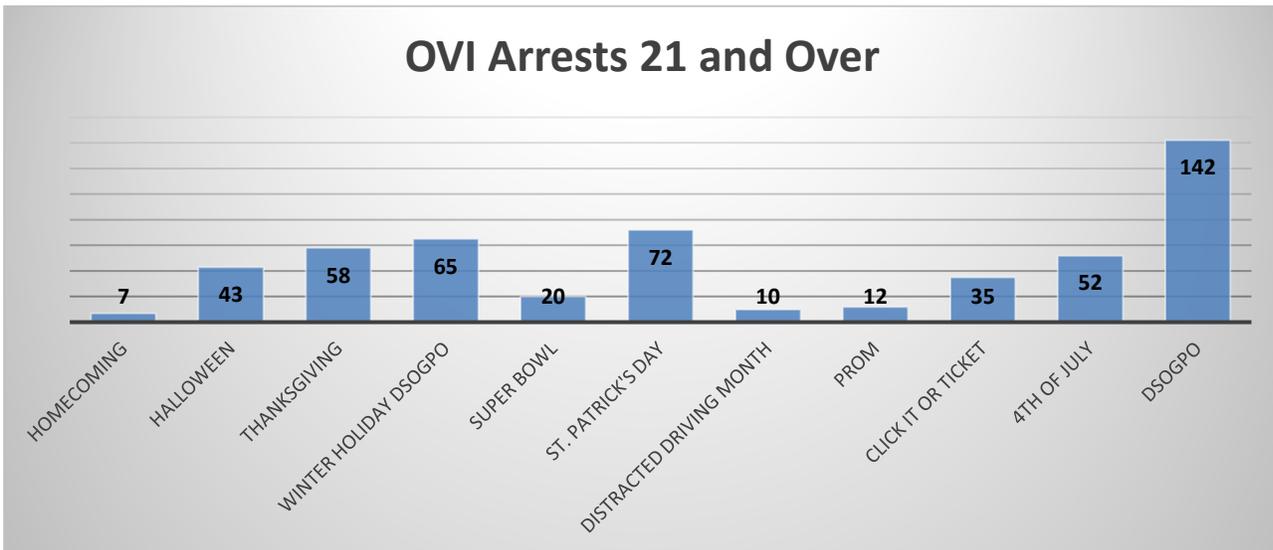
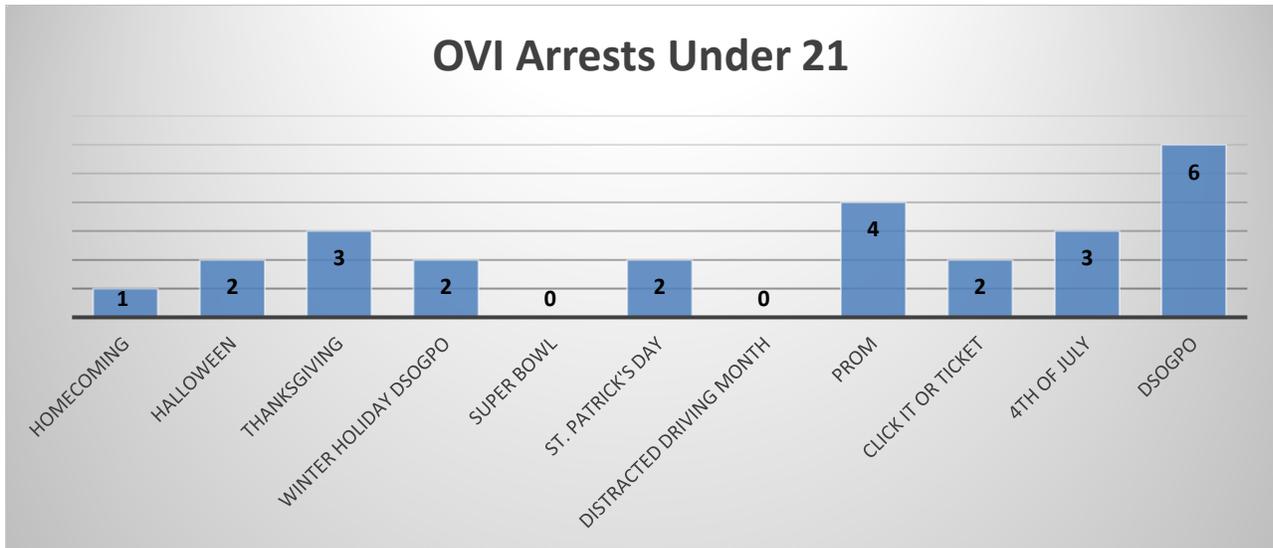
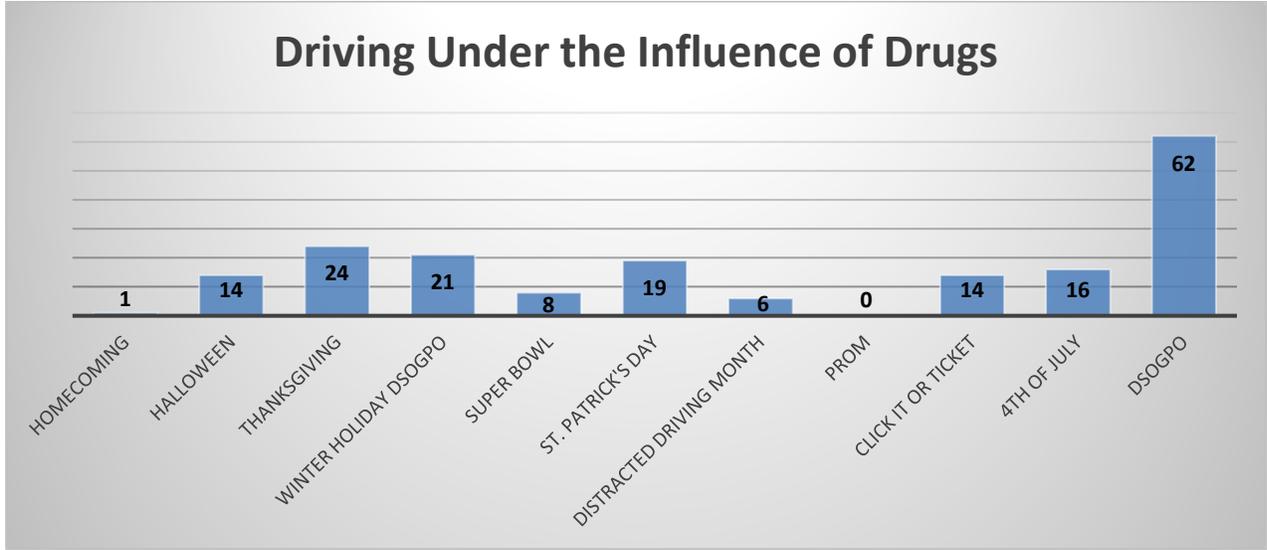
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## Appendix C – Enforcement Statistics

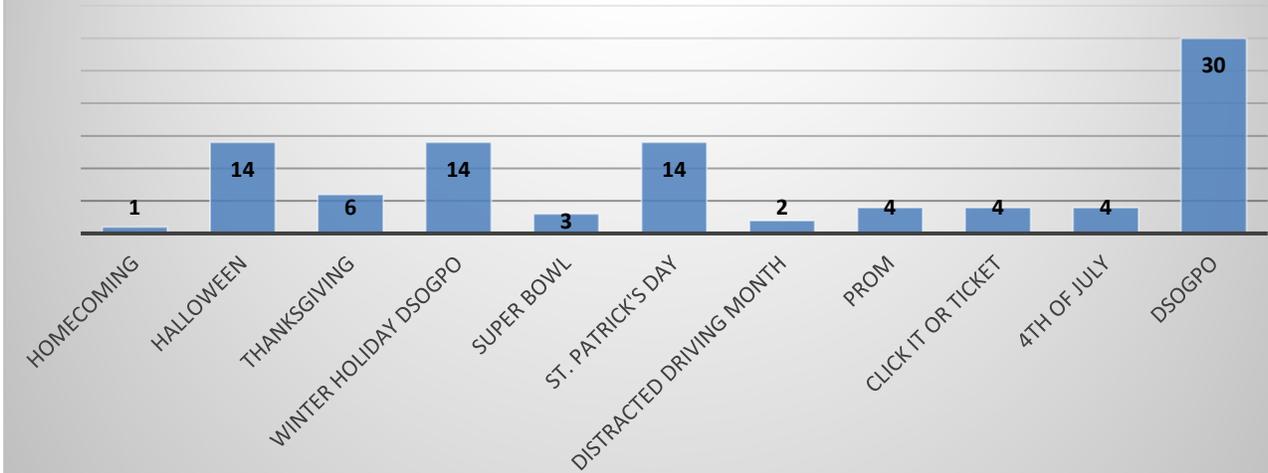
### FFY2021 Summary Enforcements by Project

	Distracted Driving Enforcement Program	Impaired Driving Enforcement (IDEP)	Statewide IDEP	OVI Task Force	Statewide Drugged Driving Enforcement	Drugged Driving Enforcement	State Seat Belt Tac Squads	DSOGPO Mobilization	CIOT Mobilization - November 2020	CIOT Mobilization – May 2021	Selective Traffic Enforcement (STEP)	Statewide Speed	Total
<b>DUID</b>	7	21	283	48	28	14	20	325	263	242	7	24	1,040
<b>OVI Arrests Under 21</b>	0	26	12	49	0	3	0	41	25	24	16	0	172
<b>OVI Arrests 21 and Over</b>	13	180	868	436	39	31	38	1,513	823	1,185	35	46	4,022
<b>Refusals</b>	2	76	98	167	0	12	2	528	253	388	16	6	1,160
<b>Adult Restraint</b>	1,058	459	1,555	584	1,003	163	3,926	5,324	3,441	5,933	689	1,512	19,2714
<b>Child Restraint</b>	12	52	76	76	27	19	45	193	72	236	69	48	689
<b>Speed Citations</b>	3,525	4,010	6,085	3,822	3,328	1,211	4,005	29,789	12,385	28,646	5,699	9,005	82,864
<b>Distracted Driving</b>	417	24	228	59	129	23	163	598	425	638	44	98	2,208
<b>Driving Under Suspension</b>	14	943	762	1,769	231	226	316	2,314	1,573	2,011	789	254	9,191
<b>No Operator License</b>	86	509	383	775	81	91	152	1,226	674	922	407	156	4,540
<b>Felony Arrests</b>	19	143	284	319	55	38	33	676	385	563	86	33	2,071
<b>Other Citations</b>	790	1,792	2,935	3,966	887	347	884	7,936	4,876	8,359	1,391	1,127	26,931

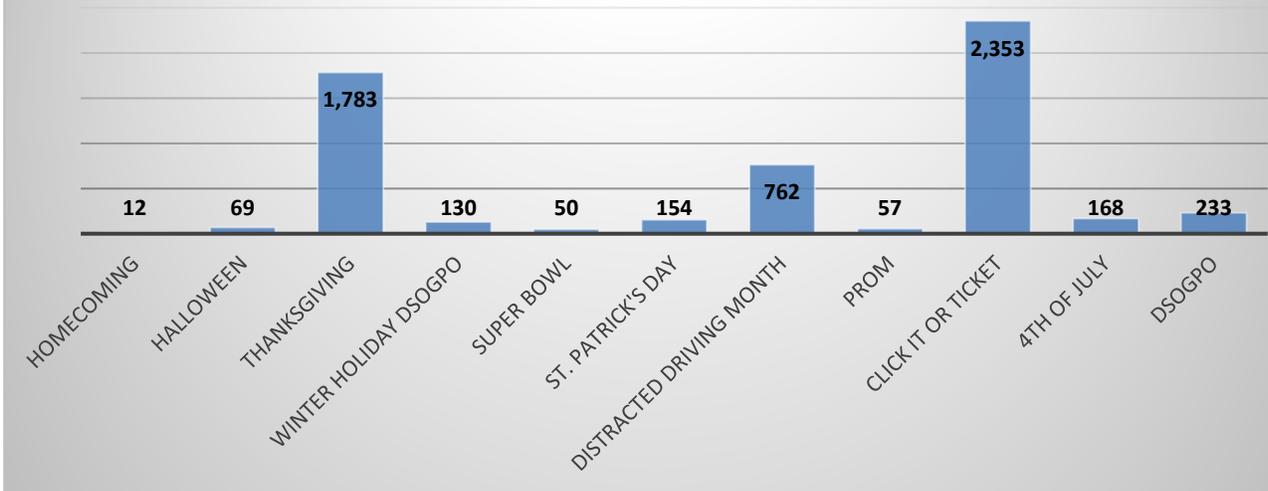
## Grant Funded Enforcement Activity by Blitz/Mobilization



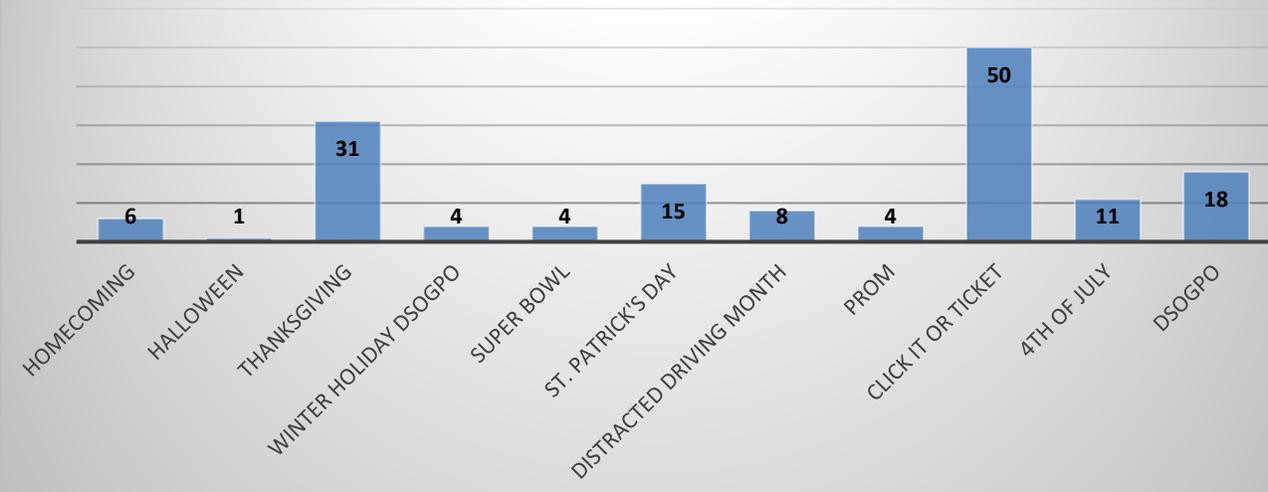
## Refusals



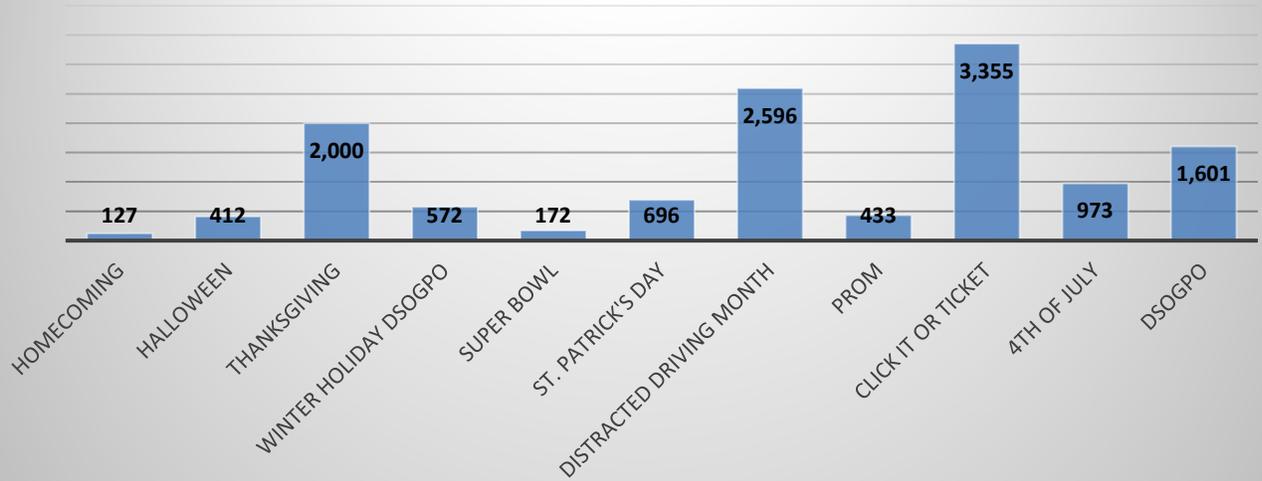
## Adult Restraint



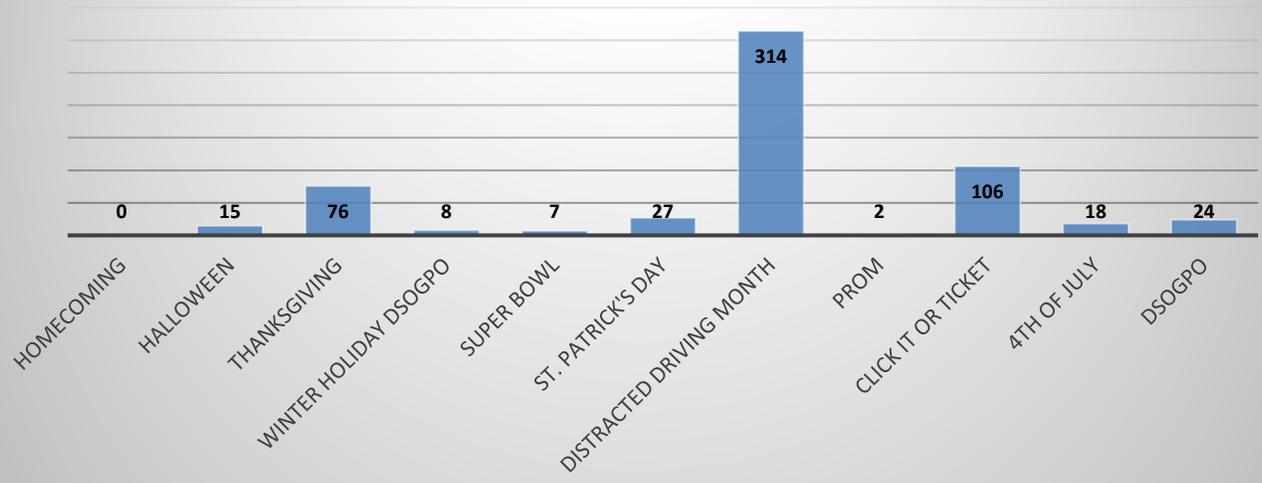
## Child Restraint



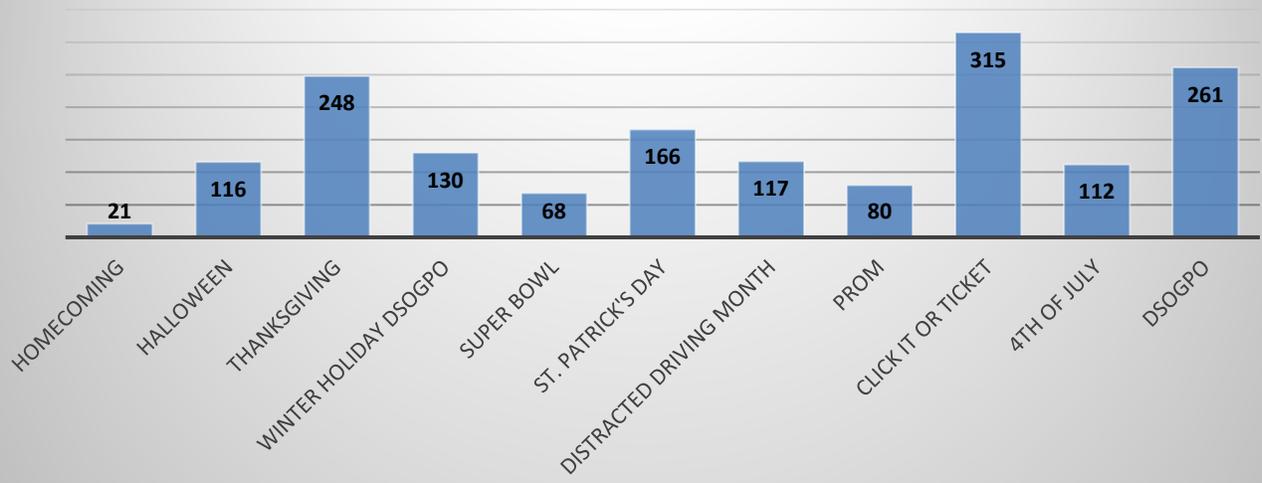
## Speed



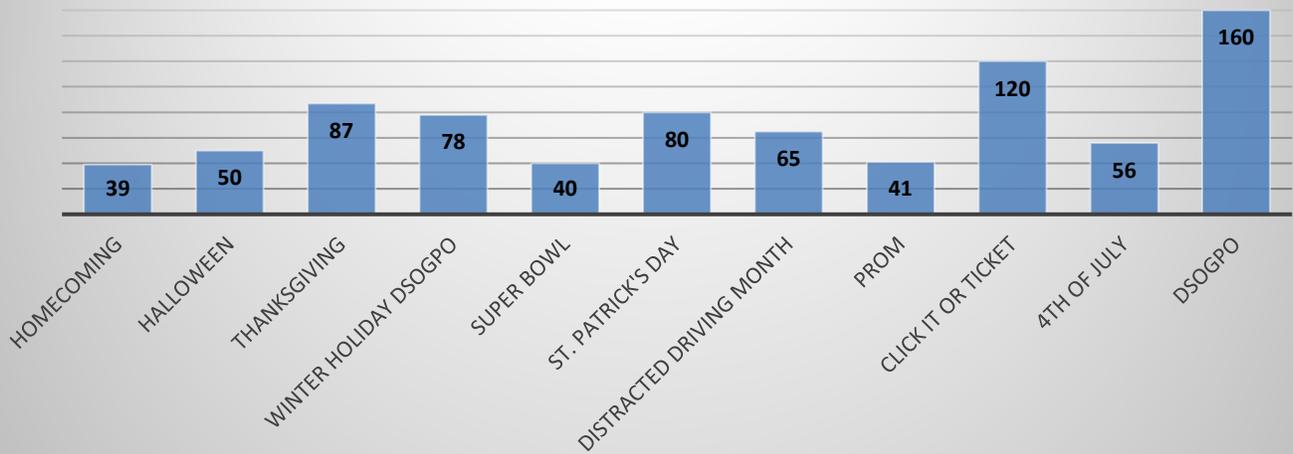
## Distracted Driving



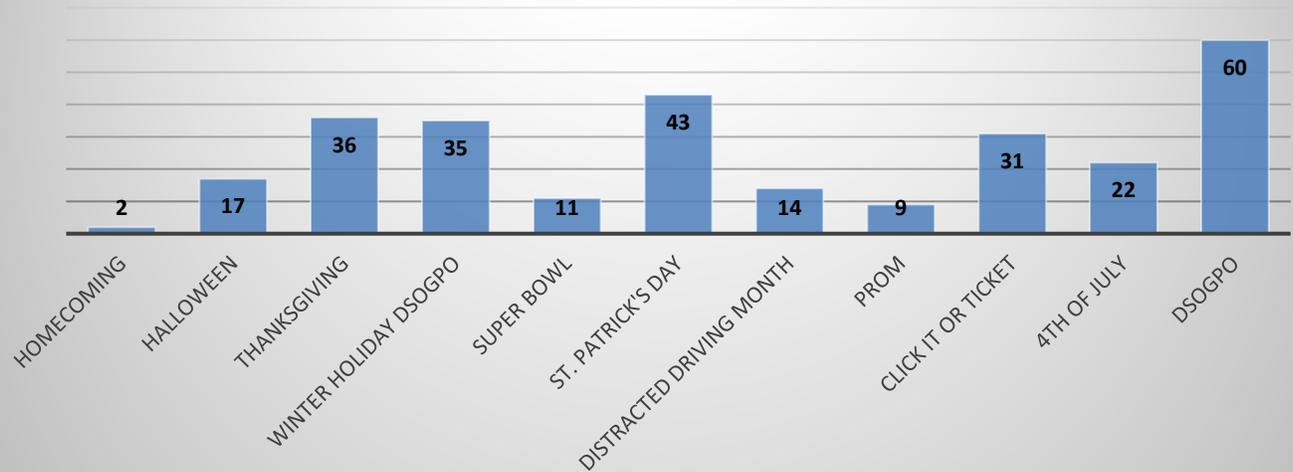
## Driving Under Suspension



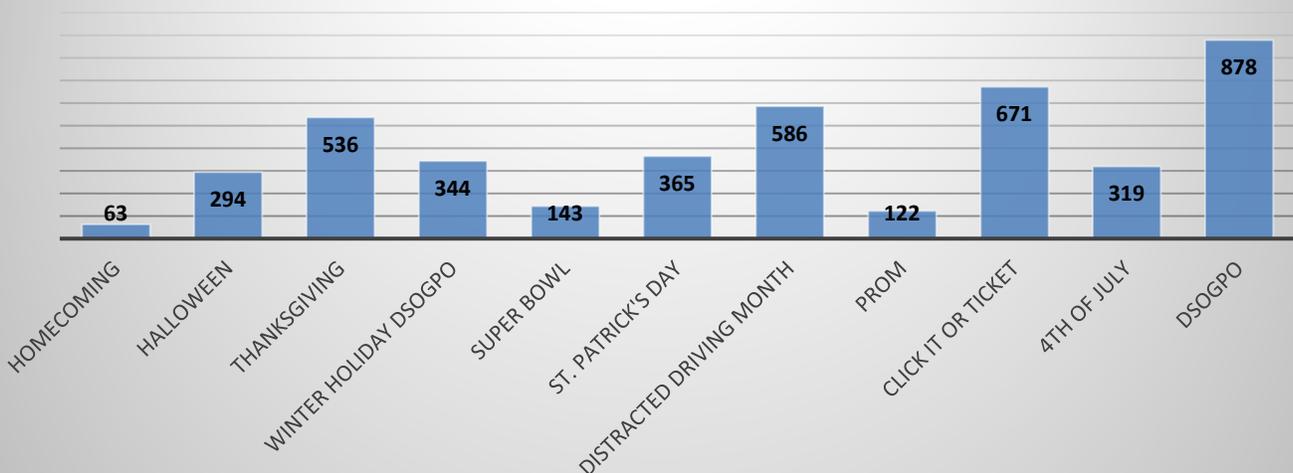
## No Operator License



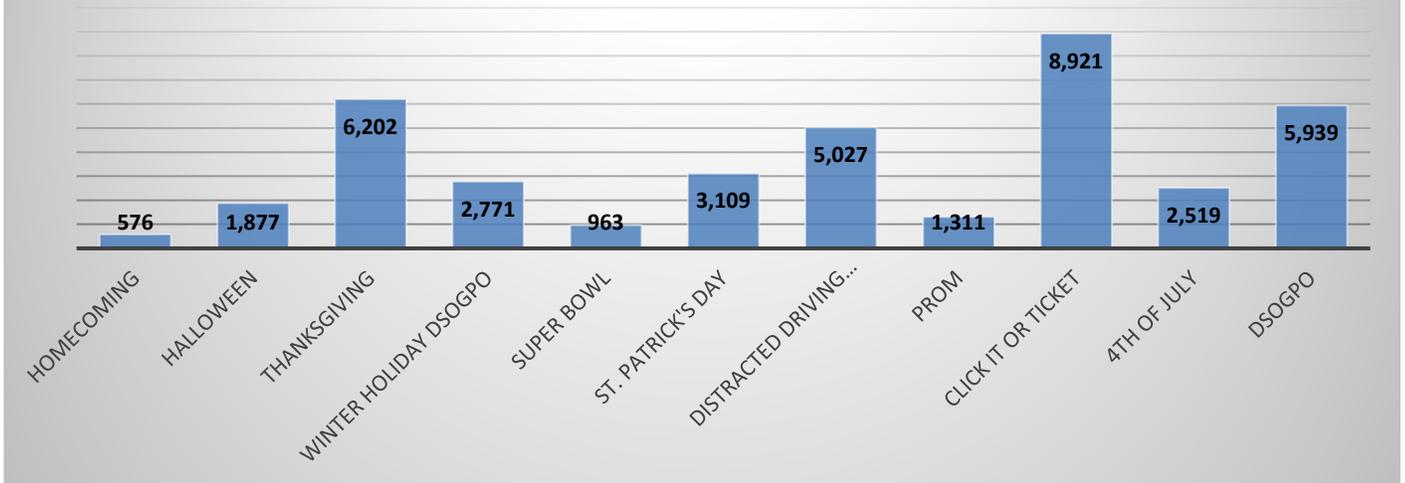
## Felony Arrests



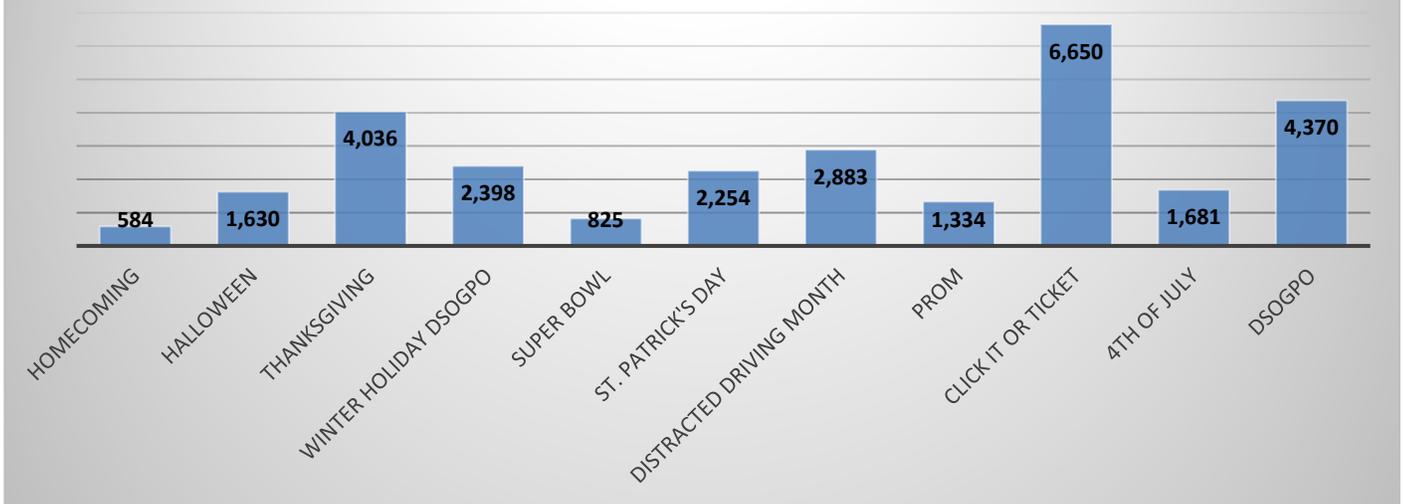
## Other Citations



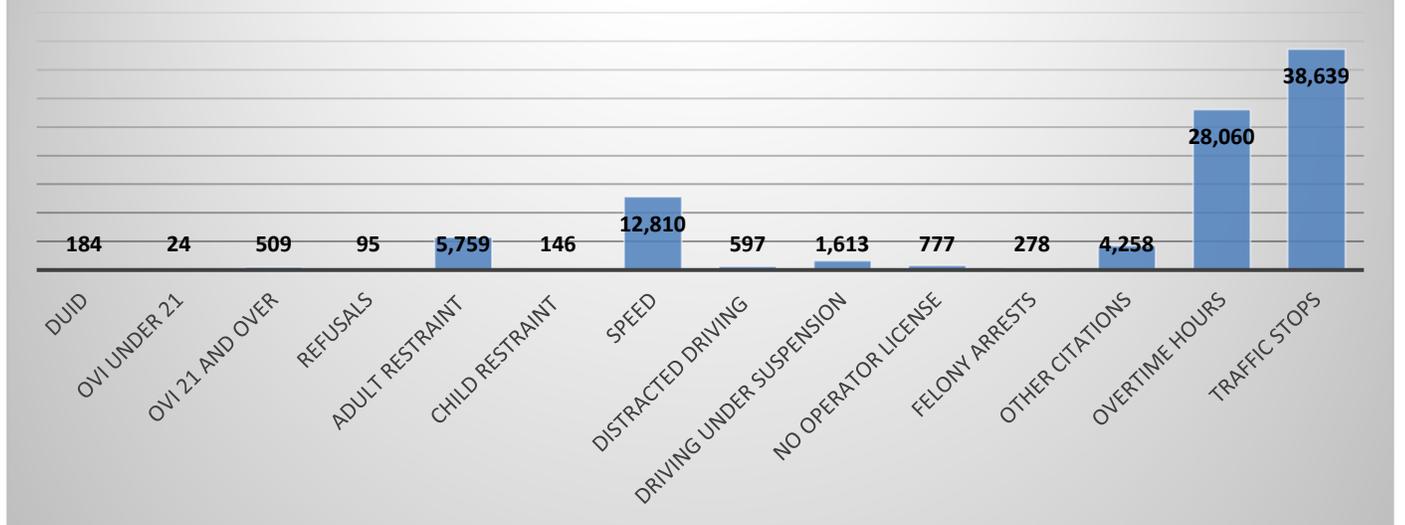
## Number of Traffic Stops



## Overtime Hours



## Total Blitz



## Total Enforcement Activity

Activity	FFY2017	FFY2018	FFY2019	FFY2020	FFY2021
Enforcement Hours	523,516	423,309	401,025	145,344	287,683
Number of Traffic Stops	214,002	205,718	198,322	108,258	282,812
DUID	*	*	987	743	1,282
OVI Arrests Under 21	345	437	527	128	196
OVI Arrests 21 and Over	7,568	8,161	6,554	2,632	5,207
Refusals	930	896	769	337	1,548
Adult Restraint Citations	55,484	52,082	37,161	15,285	25,647
Child Restraint Citations	1,855	1,641	1,398	485	925
Speed Violations	145,934	143,995	128,343	63,895	111,510
Distracted Driving	1,532	8,937	2,421	737	2,846
Driving Under Suspension	24,538	22,117	19,825	7,507	11,202
No Operator License Citations	3,546	3,021	3,441	2,243	5,462
Felony Arrests	5,043	3,889	3,821	1,406	2,634
Other Citations Issued	23,997	22,983	66,490	19,223	35,290
OVI Checkpoints Conducted	411	309	306	112	165
Vehicles through Checkpoint	149,716	142,198	129,026	37,682	63,123
Vehicles Checked	135,766	125,338	115,729	35,486	59,990
Vehicles Seized	219	192	219	97	128

\* Data not collected

## Appendix D – Crash Data

CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	1,054	831	78.84%	7,509	6,015	80.10%
2017	1,094	847	77.42%	7,061	5,587	79.12%
2018	996	755	75.80%	6,246	4,998	80.02%
2019	1,041	788	75.70%	5,983	4,826	80.66%
2020	1,153	915	79.36%	5,926	4,830	81.51%

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	313	258	82.43%	991	773	78.00%
2017	297	222	74.75%	1,001	764	76.32%
2018	266	213	80.08%	863	683	79.14%
2019	331	259	78.25%	875	669	76.46%
2020	384	313	81.51%	829	641	77.32%

DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	186	153	82.26%	464	368	79.31%
2017	179	140	78.21%	521	378	72.55%
2018	206	152	73.79%	394	297	75.38%
2019	369	284	76.96%	381	293	76.90%
2020	442	361	81.67%	378	281	74.34%

YOUTHFUL DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	269	218	81.04%	2,498	1,994	79.82%
2017	290	220	75.86%	2,176	1,732	79.60%
2018	246	186	75.61%	1,877	1,480	78.85%
2019	234	179	76.50%	1,656	1,347	81.34%
2020	275	224	81.45%	1,709	1,412	82.62%

UNRESTRAINED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	520	418	80.38%	2,269	1,811	79.81%
2017	541	413	76.34%	2,202	1,744	79.20%
2018	491	371	75.56%	1,892	1,520	80.34%
2019	550	416	75.64%	2,126	1,742	81.94%
2020	591	466	78.85%	2,247	1,884	83.85%

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	26	19	73.08%	441	336	76.19%
2017	52	43	82.69%	371	288	77.63%
2018	47	31	65.96%	385	292	75.84%
2019	41	29	70.73%	325	245	75.38%
2020	29	22	75.86%	280	219	78.21%

SPEED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	353	279	79.04%	1,627	1,258	77.32%
2017	351	277	78.92%	1,530	1,134	74.12%
2018	305	231	75.74%	1,399	1,047	74.84%
2019	294	208	70.75%	1,367	1,040	76.08%
2020	336	269	80.06%	1,531	1,206	78.77%

MATURE DRIVER CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	428	319	74.53%	2,696	2,170	80.49%
2017	426	327	76.76%	2,548	2,008	78.81%
2018	410	310	75.61%	2,268	1,823	80.38%
2019	429	326	75.99%	2,131	1,719	80.67%
2020	426	332	77.93%	1,934	1,576	81.49%

MOTORCYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	194	152	78.35%	909	720	79.21%
2017	155	120	77.42%	843	642	76.16%
2018	142	110	77.46%	714	561	78.57%
2019	156	120	76.92%	872	678	77.75%
2020	205	163	79.51%	1,085	872	80.37%

PEDESTRIAN CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	137	125	91.24%	540	486	90.00%
2017	142	121	85.21%	526	482	91.63%
2018	134	115	85.82%	533	489	91.74%
2019	129	115	89.15%	506	452	89.33%
2020	166	149	89.76%	452	396	87.61%

BICYCLE CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Statewide	Funded Counties	Percent	Statewide	Funded Counties	Percent
2016	18	15	83.33%	167	143	85.63%
2017	19	15	78.95%	168	150	89.29%
2018	22	20	90.91%	122	115	94.26%
2019	23	21	91.30%	120	110	91.67%
2020	16	14	87.50%	148	127	85.81%