

State of Ohio Annual Evaluation Report Federal Fiscal Year 2005



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Governor

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Mission Statement

Save lives and reduce injuries on Ohio's roads through leadership and partnering efforts with others interested in traffic safety, utilizing the most innovative and efficient methods possible of managing state and federal resources.

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Ohio Highway Safety Program
Annual Evaluation Report
Federal Fiscal Year 2005
October 1, 2004 – September 30, 2005

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- Ohio moved closer to the national goal of one fatality per 100 million vehicle miles traveled (VMT) by recording 1.14 fatalities per 100 million VMT in 2004 down from 1.2 in 2003.
- According to a statewide observational safety belt survey in June 2005, Ohio reached a historical high in safety belt usage of 78.7 percent, up from 74.1 percent observed in 2004.
- Ohio began work on development of a Comprehensive Highway Safety Plan in FFY 2005. The interdisciplinary plan identifies highway safety emphasis areas, with specific strategies to address crashes and fatalities.
- The Governor's Highway Safety Office (GHSO) sponsored a statewide *Ohio Lifesavers Conference* on May 2-4, 2005 which addressed a wide range of highway safety topics and offered the latest information on advances in highway safety, highlighted successful programs and discussed emerging strategies and technologies. Over 437 traffic safety partners from around Ohio participated.
- In FFY 2005, several new projects were initiated to improve the impaired driving system in the state. Clermont County Municipal Court was awarded a grant to pilot test the national DUI Court model, while the Ohio Prosecuting Attorneys' Association was awarded a grant to establish a Traffic Safety Resource Prosecutor program. A working group of key stakeholders began meeting in June to identify breath testing instrument technology which would streamline the arrest process, eliminate duplicate paperwork and reduce processing time for OVI arrests.
- Motorcycle Ohio set another annual record by training 12,211 students; an 11 percent increase over training in 2004. To further address the continuing rise in motorcycle fatalities, a working group of interested state agencies and organizations was established to develop a strategic motorcycle safety plan to be implemented in 2006.
- The Crash Outcome Data Evaluation (CODES) Project entered its first full year of operation, with staff attending training to learn the data linkage software, the Board of Directors meetings regularly and the development of the data request protocol and application process.
- In July 2005, Ohio conducted an Occupant Protection for Children (OPC) Assessment in Columbus to identify strengths and deficiencies in resources and the state's delivery system for occupant protection relating to children from birth through 15 years of age.
- In 2005, a funding source for the state driver training program, which is housed in the GHSO, was established. Four dollars per course completion certificate will generate approximately \$650,000 annually.

Challenges

Challenges in FFY 2005 included:

- Passing a primary safety belt law that includes all occupants in any seat and a booster seat law.
- Addressing the increase in motorcycle fatalities on Ohio roadways.
- Identifying high-risk drivers and passengers, then providing marketing and implementing initiatives aimed at these specific demographics to increase their safety belt usage and reduce the incidence of impaired driving.
- Building consensus among the state's traffic safety partners on what goals and initiatives should be included in the Comprehensive Highway Safety Plan.

Crash Data & Trends

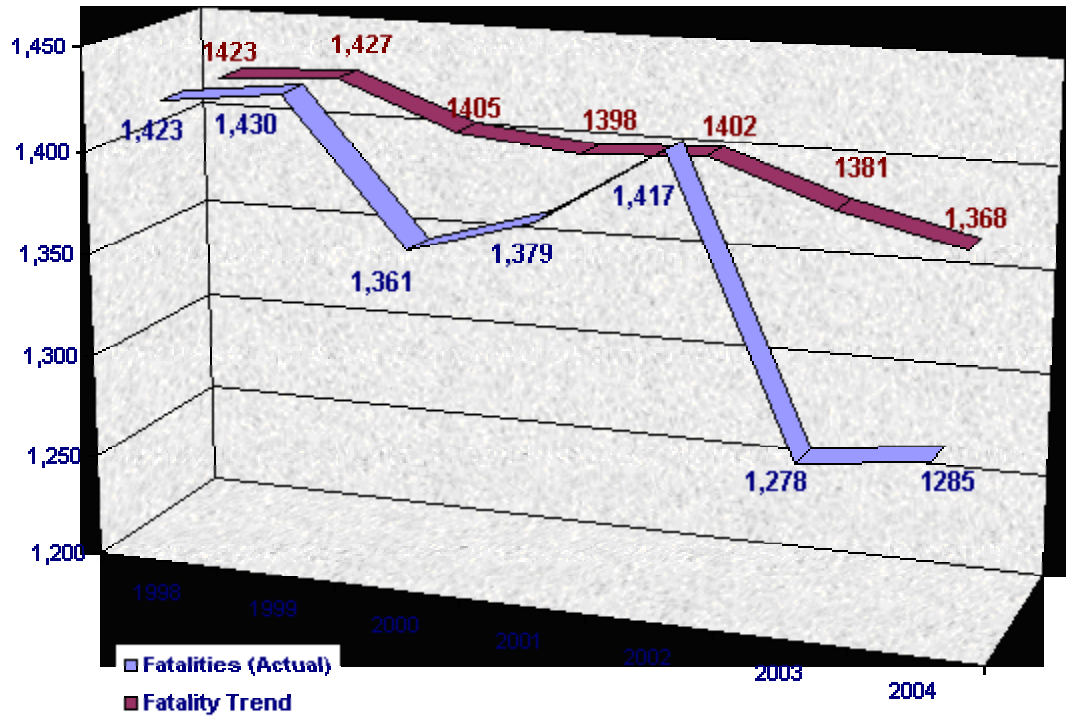
Progress Report Data 1998 - 2005

	1998	1999	2000	2001	2002	2003	2004	2005*
Fatalities (Actual)	1,423	1,430	1,361	1,379	1,417	1,278	1285	
Fatality Trend	1423	1427	1405	1398	1402	1381	1,368	
Fatality Rate /100 million VMT	1.3	1.3	1.3	1.3	1.3	1.2	1.14	
Fatality Rate Trend	1.3	1.3	1.3	1.3	1.3	1.3	1.3	
Injuries (Actual)	71,039	67,816	71,801	66,854	67,864	66,466	66,842	
Injury Trend	71,039	69,428	70,219	69,378	69,075	68,640	68,383	
Fatality & Serious Injury Rate/(100 million VMT)	9.85	9.23	11.47	12.15	12.3	11.23	11.76	
Fatality & Serious Injury Rate Trend	9.9	9.5	10.2	10.7	11.0	11.0	11.141	
Fatality Rate/100K Population	12.58	12.62	11.99	12.42	12.42	11.26	11.21	
Fatality Rate Trend/100K Population	12.6	12.6	12.4	12.4	12.4	12.2	12.071	
Fatal & Serious Injury Rate/100K population	92.3	86.64	107.59	114.4	116.36	108.73	115.42	
Fatal & Serious Injury Rate Trend /100K population	92.3	89.5	95.5	100.2	103.5	104.3	105.92	
Alcohol Related Fatalities	374	394	350	375	482	463	477	
Alcohol Related Fatality Trend	374.0	384.0	372.7	373.3	395.0	406.3	416.43	
Proportion of Alcohol Related Fatalities	26.3	27.6	25.7	27.2	34.0	36.0	37.1	
Alcohol Proportion Trend	26.3	27.0	26.5	26.7	28.2	29.5	30.6	
Alcohol Related Fatality Rate/100M VMT	0.353	0.37	0.329	0.35	0.45	0.42	1285	
Alcohol Fatality Rate Trend	0.35	0.36	0.35	0.35	0.37	0.38	183.9	
Percent of Population Using Safety Belts*	60.60%	64.80%	65.30%	66.90%	70.30%	74.70%	74.10%	78.70%
Safety Belt Use Trend	60.60%	62.70%	63.57%	64.40%	65.58%	67.10%	68.10%	70.69%

*2005 crash numbers are being collected and will not be available until 2006.

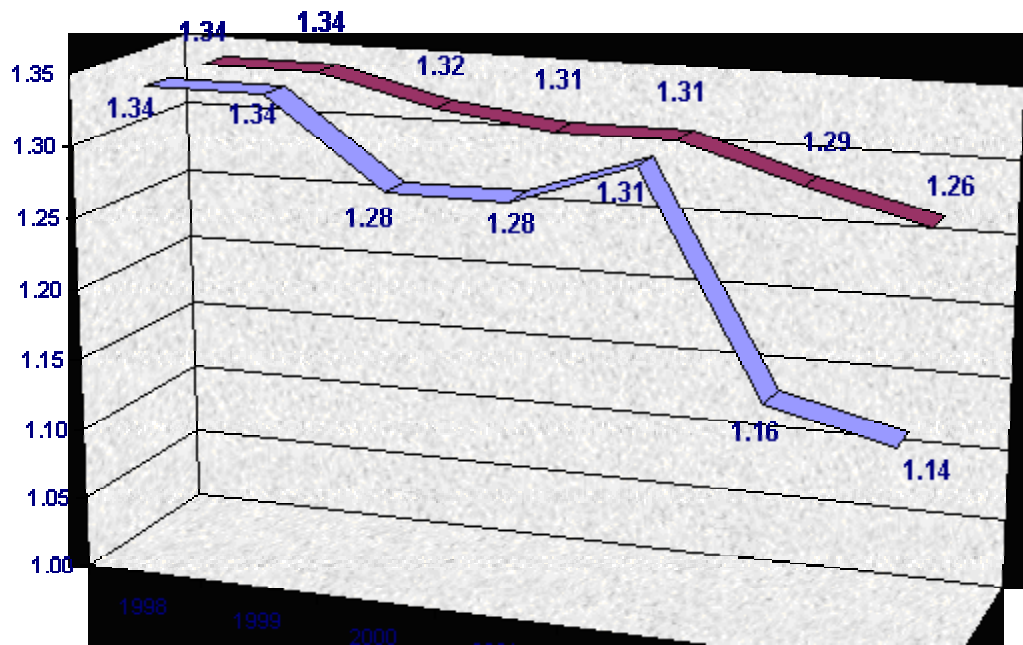
Trend: Fatalities

Fatality Trend



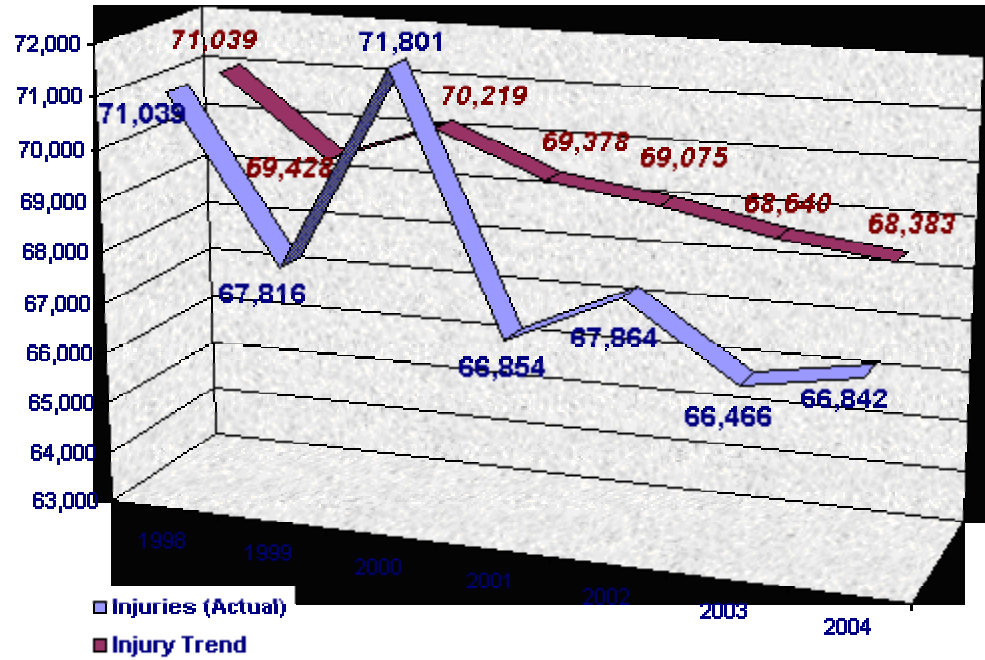
Trend: Fatality Rate/100M VMT

Fatality Rate per 100M Vehicle Miles Traveled



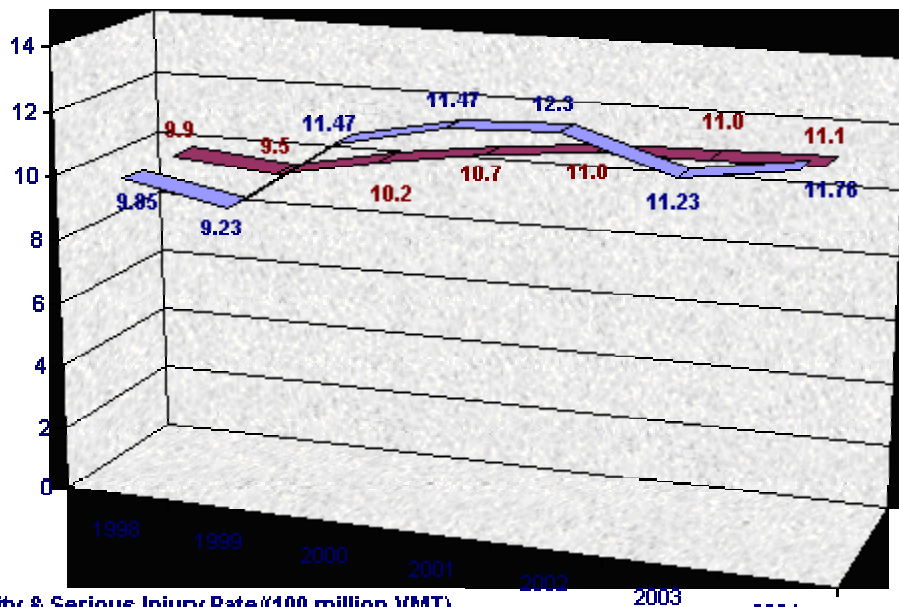
Trend: Serious Injuries

Serious Injuries Trend

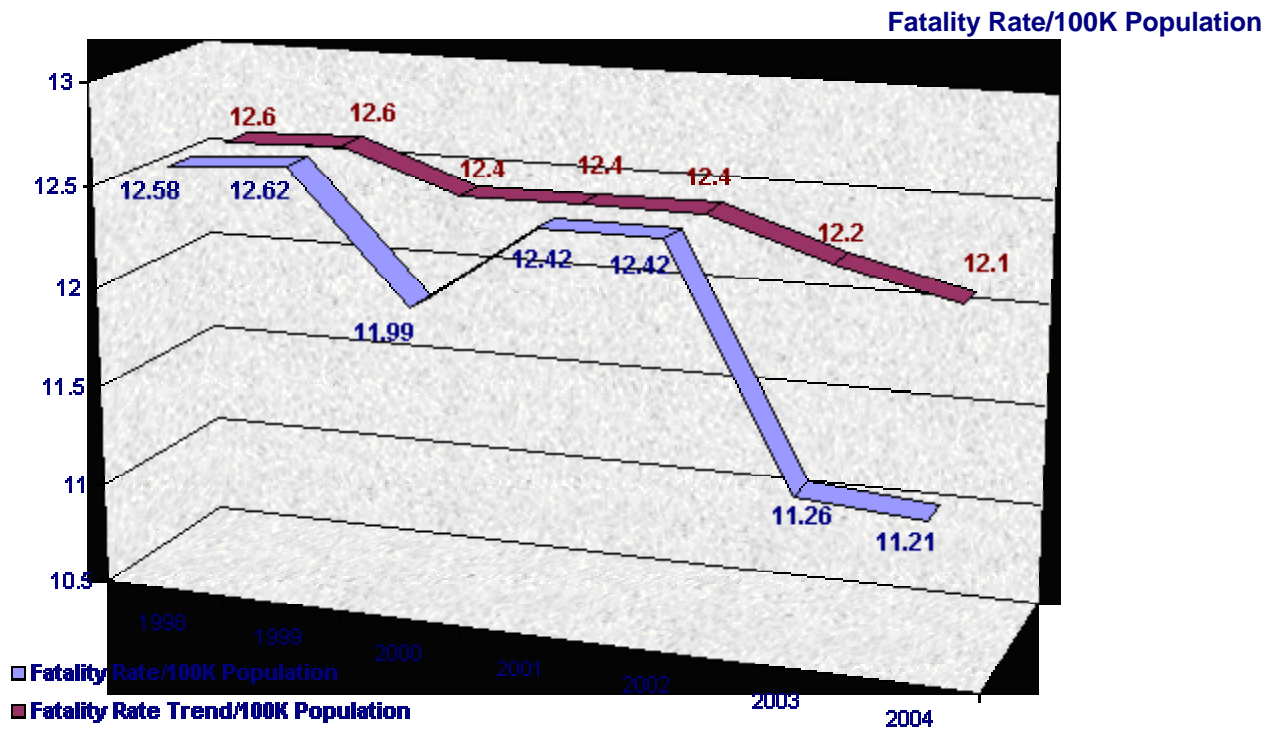


Trend: Fatal & Serious Injury Rate/100M VMT

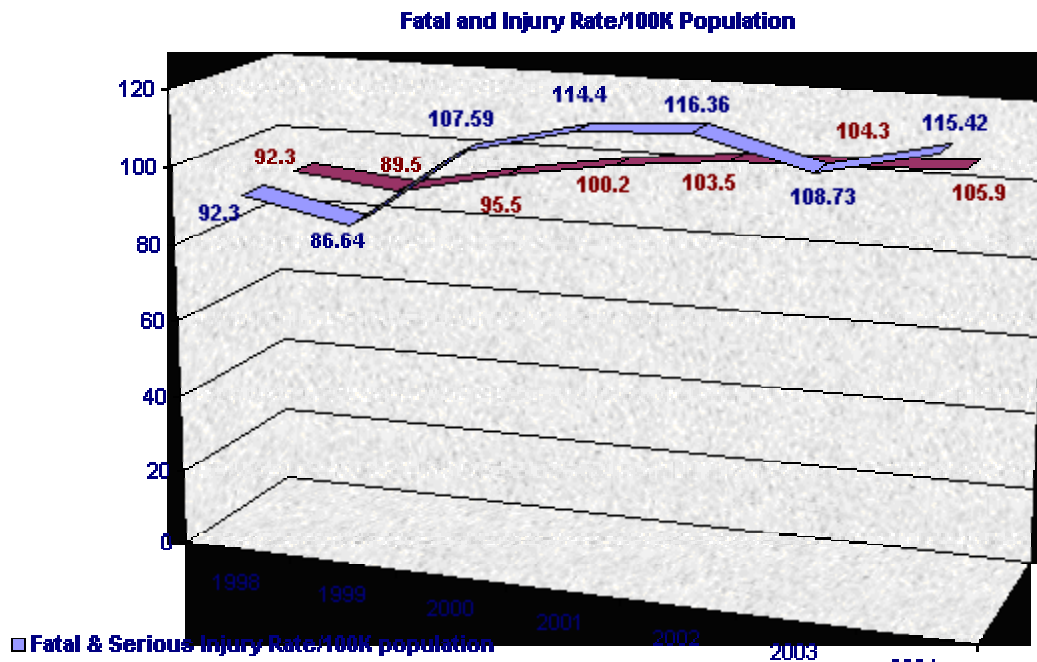
Fatal & Serious Injury Rate per 100M Vehicle Miles Traveled



Trend: Fatality Rate/100K Population

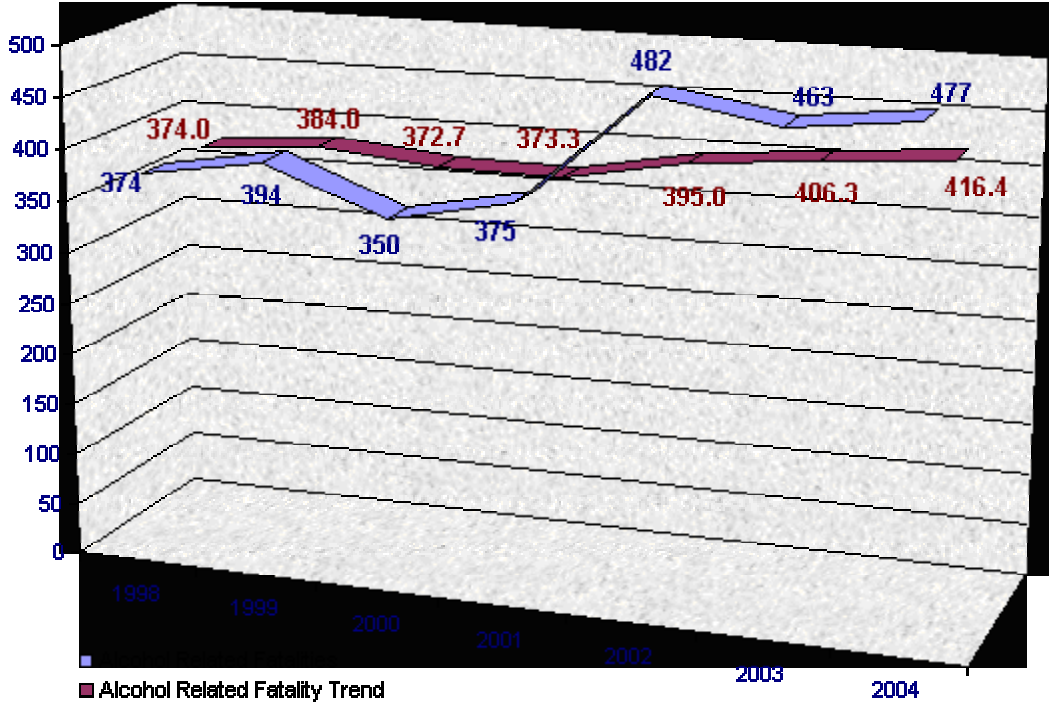


Trend: Fatal/Injury Rate/100K Population



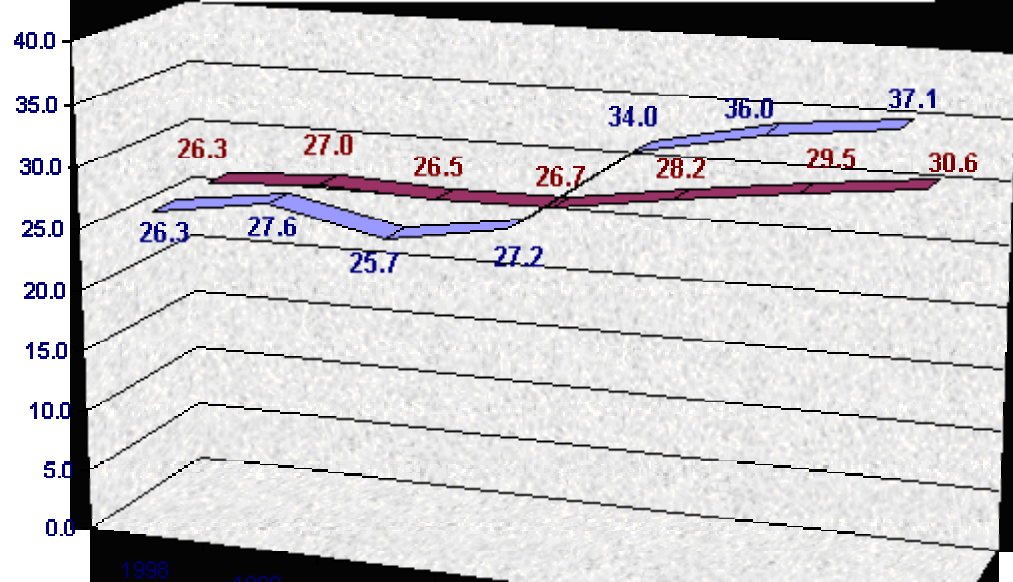
Trend: Alcohol Fatalities

Alcohol Related Fatalities



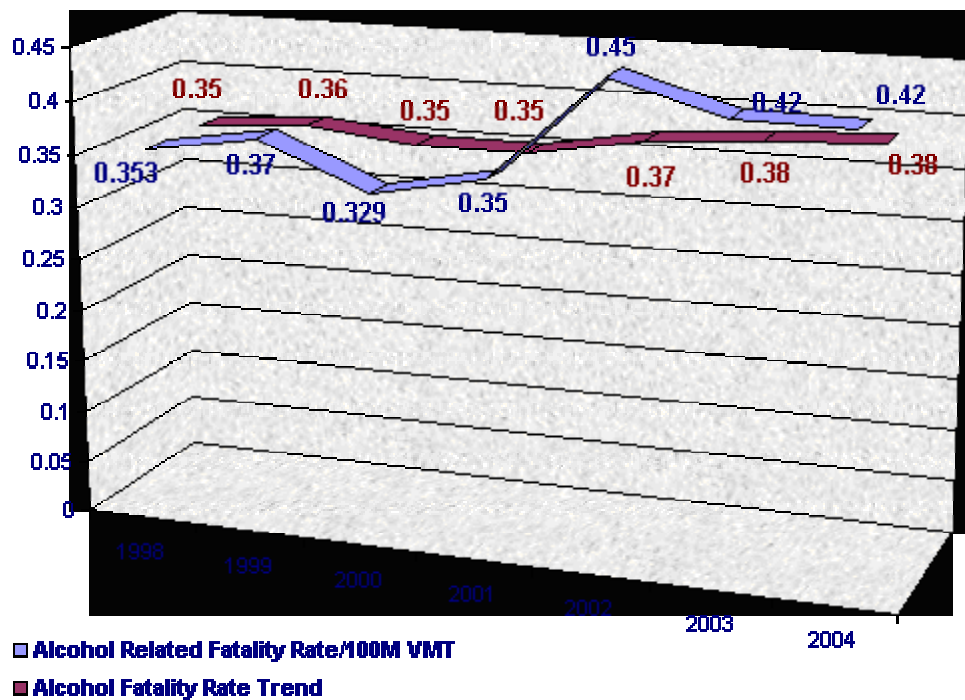
Trend: Alcohol Fatality Proportion

Alcohol Related Fatalities as a Proportion of All Fatalities



Trend: Alcohol Fatality Rate/100M VMT

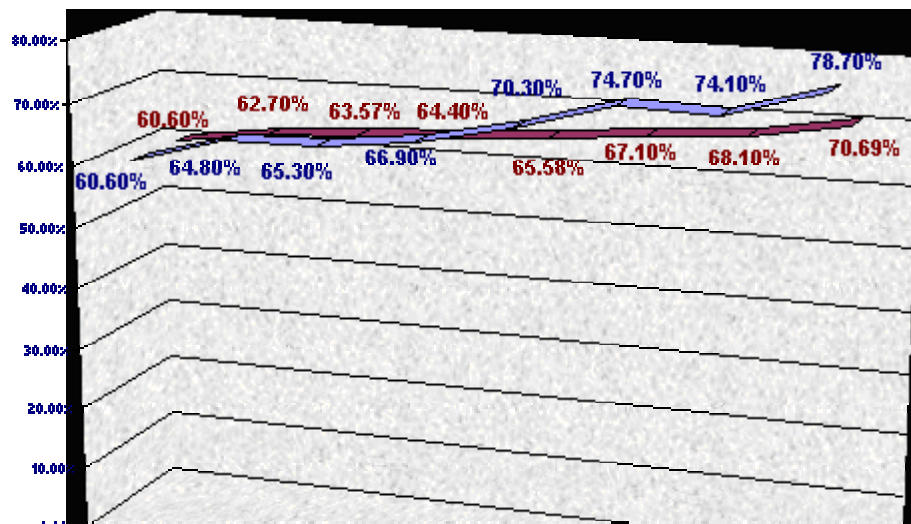
Alcohol Related Fatality Rate per 100M Vehicle Miles Traveled



Trend: Population Observed Using Safety Belts

Safety Belt Use Trend

Percent of Population Using Safety Belts



Mission Statement and Problem Identification

GHSO Mission Statement

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.

FFY 2005 Problem Identification Process

Using the national goal for 2008 as a basis for the problem identification process, for Federal Fiscal Year (FFY) 2005, the GHSO 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. The GHSO focused the majority of its grants funding on these areas because they have been identified as locations where programming may have the most impact on a statewide level. The data used in this process included traffic crash data from FFY 2001, FFY 2002 and FFY 2003 (October 1 – September 30).

The GHSO's contracted program evaluator, Miami University, reviewed the problem identification process and concurred with the GHSO's plan to include all 88 counties and selected jurisdictions that had high fatal crash numbers for law enforcement funding. The GHSO set a minimum eligibility requirement to apply for a law enforcement overtime grant. To be eligible, the jurisdiction had to experience an annual average of two or more fatal crashes over the three-year period of FFY 2001, FFY 2002 and FFY 2003 (October 1, 2000, to September 30, 2003). These priority areas are referred to as *Targeted Jurisdictions*.

As a means of directing resources where the state's worst alcohol-related crashes occur, for the last four years Ohio has worked to establish countywide Operating Vehicle Impaired (OVI) task forces in the counties that rank in the top 10 for alcohol related crashes. The top 10 counties for FFY 2005, referred to as *Targeted Alcohol Counties*, are listed below alphabetically:

Butler	Mahoning
Cuyahoga	Montgomery
Franklin	Stark
Hamilton	Summit
Lucas	Trumbull

In addition to the crash data analysis, the GHSO reviewed and evaluated recommendations from the *Governor's Task Force on Impaired Driving* report and three assessments (alcohol, traffic records and program impact) to identify program direction in FFY 2005. Additional input was also received from the National Highway Traffic Safety Administration (NHTSA). Strategic activities were implemented as a result of these recommendations; they can be seen throughout this year's annual evaluation report.

FFY 2005 Statewide Highway Safety Goals

The following goals were established in the FFY 2005 Traffic Safety Action Plan (TSAP) which identified program direction and activity for the funding year. The TSAP was submitted to NHTSA on September 1, 2004. This Annual Evaluation Report summarizes the activity that occurred between October 1, 2004 and September 30, 2005.

Goal 1 - National "2008" Goal

- Ohio has adopted the national goal of 1 fatality per 100 million vehicle miles traveled by 2008.
- By 2006, Ohio will reduce the statewide fatal crash rate to 3.18 per 1,000 total crashes.

Performance Measurements

- The number of fatalities each year per 100 million vehicle miles traveled.
- The number of fatal crashes per 1,000 total crashes.

Baselines

- Ohio's fatality rate in 2002 was 1.31 fatalities per 100 million vehicle miles traveled.
- Ohio averaged 3.33 fatal crashes per every 1,000 crashes in 2002.

Status

Rate of Fatalities per 100 Million Vehicle Miles of Travel

Year	Fatalities	Vehicle Miles of Travel	Rate
Baseline 2002	1,417	107,887,513,950	1.31
2003	1,278	109,906,274,200	1.16
2004	1,285	112,388,055,200	1.14
2008 Goal	1,120		1.0

Rate of Fatal Crashes per 1,000 total crashes

Year	Fatal Crashes	Crashes	Rate
Baseline 2002	1,284	386,076	3.33
2003	1,168	392,683	2.97
2004	1,162	381,639	3.04

Goal 2 - Impaired Driving

- Reduce the number of alcohol-related fatalities by 1 percent per 1,000 total crashes by 2006; thus saving at least four lives.

Performance Measurement

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

Baseline

- Ohio averaged 1.25 alcohol-related fatalities per 1,000 total crashes in 2002.

Status

- During 2004, Ohio averaged 1.21 alcohol-related fatalities for every 1,000 total crashes.

Goal 3 - Safety Belt Usage

- To increase statewide safety belt usage to 76 percent by 2006.

Performance Measurement

- Rate established through statewide observational safety belt surveys conducted per NHTSA approved methodology.

Baseline

- According to the 1998 statewide observational survey, statewide safety belt usage was 60.6 percent.

Status

Year	Percent of Use
1998 Observed	60.6
1999 Observed	64.8
2000 Observed	65.3
2001 Observed	66.9
2002 Observed	70.3
2003 Observed	74.7
2004 Observed	74.1
2005 Goal	76.0
2005 Observed	78.7

Impaired Driving Programs

Goal

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

Performance Measurements

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

Results

- During 2004, Ohio averaged 1.21 alcohol-related fatalities for every 1,000 total crashes.

Impaired Driving Strategies

Countywide OVI (Operating Vehicle Impaired) Task Forces

Awarded: \$1,500,000

Expended: \$1,118,634

Funding Source: 164

Funded Agencies

The GHSO focused on establishing task forces in the state's top 10 counties for alcohol related crashes. Listed alphabetically are the countywide OVI Task Forces and their lead agencies:

- Butler County OVI Task Force – Miami University PD
- Cuyahoga County OVI Task Force – University of Cleveland Hospital
- Franklin County OVI Task Force – Whitehall PD
- Hamilton County OVI Task Force – Sharonville PD
- Lucas County OVI Task Force – Sylvania Township PD
- Mahoning County OVI Task Force – Mahoning County Commissioner's Office
- Montgomery County OVI Task Force – AAA Miami Valley
- Stark County OVI Task Force – Perry Township PD
- Summit County OVI Task Force – Hudson PD
- Trumbull County OVI Task Force – Community Solutions, Inc.

Project Description

In FFY 2005 the GHSO continued to place special emphasis on Ohio's impaired driving problem and actively pursued partnerships with countywide OVI task forces that could coordinate law enforcement activities to impact impaired driving crashes in their county. Agencies receiving these grants were required to conduct a minimum of four sobriety checkpoints with coordinating saturation patrols and two press events.

OVI Task Force Checkpoint Results

	FFY 2005	FFY 2004
Vehicles through Checkpoint	53,673	45,984
Vehicles Checked	35,566	38,363
OVI Arrests	215	232
OVI Arrests under 21	16	19
Driving Under Suspension Arrests	270	223
No Operator License Citations	244	137
Other Citations	713	393
Vehicles Seized	259	121
Non-Traffic Arrests	178	138
Misdemeanor Arrests	228	131
Restraint Citations	1,359	928
Refusals	56	57

OVI Task Force Saturation Patrol Results

	FFY 2005	FFY 2004
OVI Arrests Under 21	157	72
OVI Arrests 21 & Over	924	554
Restraint Citations	2,068	895
Child Restraint Citations	111	22
Speed Citations	5,475	2,709
Warnings	11,026	5,186
Driving Under Suspension	1,616	939
Felony Arrests	245	183
Hours Worked	19,939	9,356
Stops	13,667	7,995

OVI Task Force Lead Agency Meeting

This second annual meeting was conducted on May 2, 2005 at the Ohio Lifesaver's conference with all 11 OVI Task Forces represented. Topics discussed included:

- Task force goals and current outcomes
- Working within the approved budget and getting the most public deterrent and education throughout the grant period
- OVI arrest frequency comparisons from reported FFY 2005 statistics for OVI saturation patrols and sobriety checkpoints
- OVI arrest frequency and complete statistical reports
- The importance of having up-to-date OVI arrest and crash data and up-to-date work plans on task force activities
- FFY 2006 grant funding requirements

National *You Drink & Drive. You Lose.* (YD&DYL) Crackdown

The national YD&DYL crackdown combines highly visible law enforcement with both local and national media exposure. Advertising during the crackdown highlights the law enforcement component that will be strictly enforcing impaired driving laws during the three-week crackdown period. All OVI Task Forces participated in the crackdown event.

Butler County Accomplishments

Miami University Police Department became the coordinating agency for this third-year task force. Along with the Ohio State Highway Patrol (OSHP), the task force sustained participation from all of the 15 law enforcement agencies – a 100 percent participation rate. Task force members continued to work with the juvenile court to stiffen the penalties for speed and OVI to include mandatory Carteen attendance with parents and license suspensions. The task force participated in a joint press event with the Hamilton County OVI Task Force, Montgomery County OVI Task Force, Butler Safe Communities, Hamilton Safe Communities and MADD for the *You Drink & Drive. You Lose.* crackdown. Also, the task force coordinated simultaneous sobriety checkpoints with the Hamilton County OVI Task Force.

Cuyahoga County Accomplishments

- **National Impaired Driving Mobilization** – A press conference was conducted during the Mocktail Party in December launched the law enforcement the Cuyahoga County crackdown. Scrooge and fourteen Cuyahoga County law enforcement agencies were in attendance to show their commitment to keep impaired drivers off the roads. Media that attended the conference included NBC's WKYC-TV3, CBS' WOIO-TV19, and UPN's WUAB-TV43. Clear Channel Outdoor donated space of 15 billboards throughout the Greater Cleveland area. The Cleveland International Exposition (I-X) Center extended the use of their message board outside of the I-X Center. An OVI display was set up at the Cleveland Brown Stadium.
- **Labor Day Weekend: *You Drink & Drive. You Lose.*** – The Cuyahoga County OVI Task Force held their campaign kick-off at the Winking Lizard Tavern where they announced that eight OVI checkpoints were scheduled around Cuyahoga County over the next three weeks. CEO of the Winking Lizard Corporation spoke about the commitment of their employees and discussed techniques to ensure their customer's safety when it came to keeping impaired drivers off the road.

Twenty-four law enforcement agencies were in attendance and the BAT Mobile was on-site for BAC testing.

- **Youth Projects** – Sixteen schools partnered with community members such as their police and fire departments to conduct Mock Crashes, Ghost Outs, Lentine's *Jam Don't Slam* Songwriting contest at the House of Blues and seat belt promotions. Bracelets with the imprint "Buckle up today – Be here tomorrow" to entice students to participate in an activity. Activities included: signing of seat belt pledges, sending postcards to the teen's parents promising to buckle up and taking a quiz on the benefits of buckling up.
- **In-Kind Resources** – In addition to funding received from the GHSO, Clear Channel Outdoor donated 15 billboards and the I-X Center donated Jumbo-tron space and the development of the mobilization message to support Cuyahoga's efforts to enhance programming.

Franklin County Accomplishments

Whitehall Police Department, with operational support from the Franklin County Sheriff's Office, continued to coordinate this task force. The task force maintained participation from 50 percent of the law enforcement agencies in the county. Overall enforcement activities for the Franklin County OVI Task Force increased 83 percent from the previous year resulting in a 107 percent increase in traffic stops.

The task force collaborated with the Columbus Heath Department and the Franklin County Safe Communities program to fund a summer-long ad campaign at the Drexel and Grand theaters. The ads were displayed before each movie and were targeted to young drivers.

Hamilton County Accomplishments

Sharonville Police Department became the coordinating agency for this second-year task force. The task force received support from 21 law enforcement agencies, representing 2,480 officers, and resulting in a 48 percent participation rate. Task Force agencies worked with the local Ohio Department of Transportation district office in promoting the *You Drive & Drive. You Lose Crackdown* message with electronic message boards on the interstates and local roadways. The task force reported an 8 percent decrease in the number of alcohol-related crashes.

Lucas County Accomplishments

Sylvania Township Police Department became the coordinating agency for the second-year task force. Along with the OSHP, the task force recruited additional participation, increasing from seven agencies to 19 enforcement agencies. Five agencies were from adjoining Wood County, both counties comprise the Toledo metropolitan area. There was a 93 percent participation rate in Lucas County. Additional community agencies including the local MADD chapter, Ohio Investigative Unit – Toledo District, Maumee Prosecutor's Office, Sylvania Prosecutor's Office, and Community Partnership joined the Lucas County Safe Community Program on the task force.

Mahoning County Accomplishments

The Mahoning County Commissioner's Office took on the responsibility for coordinating this first-year task force. Participation rose to 61 percent, which represents 14 out of the county's 23 law enforcement agencies. The Struthers Prosecutor's Office joined the task force before the end of the year. Task force distributed rink coasters and beer cooler stickers were successful in creating public awareness, along with a significant amount of newspaper coverage.

Montgomery County Accomplishments

AAA Miami Valley took over as the coordinating agency for the third-year task force which includes 23 of the county's 32 law enforcement agencies. This represents a 72 percent participation rate in Montgomery County. DUI Task Force magnetic signs were purchased for participating law enforcement agencies to display on their patrol cars while on traffic details.

Stark County Accomplishments

Perry Township Police Department accepted the role as coordinating agency for the first-year task force. Nine law enforcement agencies out of 25 in the county participated the first year, representing a 38 percent participation rate. Additionally, three prosecutor's offices joined the task force. As is common with many first year task forces, the Stark County OVI Task Force start-up was delayed, with activity starting in December 2004.

Summit County Accomplishments

Hudson Police Department was the coordinating agency for this first-year task force. The task force recruited 24 of the 27 law enforcement agencies, plus the county's Ohio Department of Natural Resources Watercraft Division, representing an 88 percent participation rate in Summit County. The task force generated a significant amount of media attention with their I-77 corridor OVI blitzes. Attention was brought to this corridor due to five alcohol-related deaths in a seven month period.

Trumbull County Accomplishments

Community Solutions Association was the coordinating agency for the sixth-year task force. Along with the OSHP, the task force maintained participation from 71 percent or 17 out of the county's 24 law enforcement agencies. This year the Trumbull County OVI Task Force teamed up with the Mahoning County OVI Task Force for both national campaign press events, the *Click It or Ticket - What's Holding You Back?* mobilization and the *You Drink & Drive. You Lose.* crackdown. Also, the task force members worked with the courts to stiffen the penalties for OVI and speed, which continues to be a difficulty with the judicial system.

With the combined efforts of the Trumbull County OVI Task Force and Safe Communities programs the county has seen an 85 percent decrease in the number of fatal alcohol-related crashes in the past three years. In 2003 there were 24 fatal crashes of which 17 were alcohol-related crashes. In 2005, through mid-December, there have been only ten fatal crashes, two of which were alcohol-related crashes.

Countywide OVI Task Force Challenges

- **Portage County Pilot Project** - The Ravenna Police Department continued as the coordinating agency for this fifth-year task force, with 100 percent participation from the county's law enforcement agencies. The goal for this pilot project was to conduct one sobriety checkpoint and multiple OVI saturation patrols throughout the year, with an emphasis on press conferences and frequent earned media to increase the public's perception of enforcement. The task force worked 1,873 hours and had 1,384 traffic stops resulting in 170 OVI arrests, 151 seat belt citations, 347 speed citations, 1,980 warnings and 90 Driving Under Suspensions while conducting OVI saturation patrols. The one sobriety checkpoint yielded 12 OVI arrests, one seat belt citation, two driving under suspensions, and 34 other citations.

A new lead coordinator was replaced in the middle of the grant year. This set the progress of the task force on hold for a period of time as the new coordinator became acclimated to grant procedures and requirements, and OVI task force activities. As a result, the evaluation of the level of deterrent produced by the pilot project was not conducted as intended.

ODPS Investigative Unit

Awarded: \$150,000

Expended: \$113,196

Funding Source: 410

Funded Agencies

Investigative Unit District Offices: Akron, Central Ohio, Cincinnati, Cleveland, Columbus and Toledo

Project Description

The objective of this grant was to reduce the number of alcohol related accidents and fatalities involving underage and intoxicated persons. This was accomplished by stopping underage and intoxicated persons at the point of sale before they had an opportunity to operate a motor vehicle after having consumed alcohol or having become intoxicated. The Investigative Unit worked with local law enforcement agencies to assist them in their problem areas and when underage informants were used. Each district office was given an amount of money based on the number of personnel assigned to their district.

Accomplishments

Underage Possession, Consumption, Purchasing	361
Sale and / or Furnishing to Underage Persons	51
Open Container in Public Place or Motor Vehicle	7
Consumption in Motor Vehicle	5
Disorderly Conduct by Intoxication	5
Illegal Sales of Beer / Intoxicating Liquor	1
Keeper of a Place	1
Driving While Intoxicated	0
Non-Liquor arrests Including Drugs and Obstructing Official Business	54
Citation Issued to Permit Premises (Sale to Underage Person)	25
Total Arrests	456
Total Citations	32
Number of Agencies Participating	36
Number of Ages Checked	193
Number of Permit premises visited	412

OVI Tracking System Study

Awarded: \$50,000

Expended: \$8,393

Funding Source: 163

Funded Agency

Data Nexus

Project Description

An OVI (Operating Vehicle Impaired) tracking system should collect data from all law enforcement, courts and treatment facilities to track an offender from arrest through adjudication and treatment.

Accomplishments

- GHSO contracted with Data Nexus, Inc. to conduct a study to determine what components already existed throughout the state to establish a statewide OVI tracking system and to provide recommendations and a blueprint for action.
- An on-site assessment of key stakeholders was scheduled for September 2005, but had to be rescheduled because of travel restrictions resulting from Hurricane Katrina. The assessment was rescheduled for November 2005. The final report is to be delivered by March 2006. Results of the study will be used as a blueprint to begin the process of establishing an OVI Tracking System in Ohio.

Traffic Safety Resource Prosecutor Program

Awarded: \$150,000

Expended: \$36,949

Funding Source: 163

Funded Agency

Ohio Prosecuting Attorneys' Association

Project Description

The GHSO awarded a contract in December 2005 to the Ohio Prosecuting Attorneys' Association to establish a Traffic Safety Resource Prosecutor (TSRP) following NHTSA's national model. TSRPs assist by identifying problems that prosecutors face in traffic crash-related cases, providing up-to-date information and training for prosecutors, and serving as a technical resource for impaired driving related information.

Accomplishments

The TSRP met with law enforcement agencies, attended national and regional conferences to increase understanding of the NHTSA TSRP program, conducted a training session for prosecutors, and provided technical assistance to prosecutors and law enforcement.

DUI Court Pilot Project

Awarded: \$250,000

Expended: \$27,953

Funding Source: 163

Funded Agency

Clermont County Municipal Court

Project Description

DUI Courts provide cost effective supervision and enhanced coordinated treatment to repeat DUI offenders for the purpose of increasing public safety and returning sober productive individuals to the community. The GHSO has been working with a team from the Supreme Court of Ohio Special Dockets section, Ohio Department of Alcohol and Drug Addiction Services, and the Office of Criminal Justice Services on establishing a DUI Court pilot project protocol based upon the national Drug and DUI Court models and identifying courts interested in participating in a pilot test. In February 2005, the GHSO awarded a grant to the Clermont County Municipal Court to pilot test the established DUI court process.

Clermont County's DUI Court is a voluntary program that requires participants to be Clermont County residents and eligible for treatment services at the Clermont Recovery Center. Out-of-county residents may be considered on a case by case basis. Candidates for the DUI Court are assessed and/or pre-screened prior to admission to the program. Participants must meet with the DUI Court judge frequently to assist them in complying with individual supervision and treatment plans. Participants may also be required to attend specialized counseling, such as mental health counseling.

The DUI Court Team, consists of the DUI Court Judge, DUI Court Coordinator, Probation Officer, Treatment Liaison, Recovery Center representative, Sheriff's Office representative, Public Defender's Office representative and County Prosecutor's Office representative. The team meets weekly to review participant progress, develop supervision and treatment plans, determine phase movement, and to recommend needed sanctions and incentives to ensure success. Participants are placed on a term of probation/community control and are required to report to a probation officer. Participants are subject to field contacts, random drug and alcohol testing, subject to curfew with or without electronic monitoring. Some participants are required to have an in-home breathalyzer testing unit, VICAP system, installed in their home.

Accomplishments

- The program received a total of 28 referrals from June through September 2005. Eleven were eligible for the program and volunteered to participate as a condition of their community control. Of these 11 participants, ten are males, all are Caucasian, their average age is 34 years of old and they collectively have a total of 44 misdemeanor convictions. Of the 11 offenders participating, a total of 332 days of incarceration were served prior to participation. A potential total of 2,757 days of incarceration were suspended as a result of participation in the program.
- The DUI Court program is working with the Clermont County Safe Communities program to invite its coalition members and members of the media to observe the DUI Court operations. The DUI Court observation is being planned around the first DUI Court graduation targeted for December 2005.

Streamline the Impaired Driving Arrest Process, Paperwork and Processing Time

Awarded: \$10,000

Expended: \$ 0

Funding Source: 163

Funded Agency

Ohio Department of Public Safety

Project Description

The Governor's Task Force on Impaired Driving recommended that the state streamline the impaired driving arrest process, reduce duplicate paperwork and decrease processing time for OVI arrests. A workgroup formed in 2005 to study these issues focused on breath test instrument technology as a means to streamline the process. The recommendations of this work group will provide direction for the acquisition of breath testing instruments for all law enforcement agencies in the state.

Accomplishments

- Since June 2005 a work group of state and local stakeholders have met for the purpose of determining what breath testing instrument technology is available which could streamline the impaired driving arrest process, reduce duplicate paperwork and decrease processing time for OVI arrests.
- A team from the workgroup will be traveling in 2006 to view breath testing instrument technologies in practice and learn about the benefits and shortcomings of the technology from various system perspectives.

Law Enforcement Overtime Grants

Awarded: \$3,000,000

Expended: \$2,809,300

Funding Sources: 402 & 410

Funded Agencies

60 municipalities

Project Description

The overtime enforcement goal for FFY 2005 was to continue the reduction in fatal motor vehicle crashes on Ohio's highways by conducting law enforcement activity in the most problematic locations. Federal funds continued to support overtime enforcement initiatives for Ohio's law enforcement partners to address occupant restraint, alcohol and speed-related activities. To be eligible for funding the jurisdiction had to experience an annual average of two or more fatal crashes over the three-year period (October, 2001 – September, 2003).

Locations for overtime enforcement were determined by statistical data and the activities were scheduled at times of the year that would provide for the greatest opportunity for success including during the dates mandated by NHTSA's national mobilizations and GHSO's "Tier II" holidays.

Objectives

- Increase the public perception of increased enforcement.
- Increase the number of arrests for speed, impaired driving, and non-use of occupant restraint devices.
- Attract publicity for local programs.
- Change behaviors related to traffic safety problems.
- Focus enforcement activity during "Tier II" holidays as identified by the GHSO.

Since efficient and effective use of officers in traffic enforcement activities is important to crash reduction, Ohio continued to provide training for both state and local officers. Training needs were met through courses of instruction at the OSHP Academy, Northwestern University Traffic Institute, Ohio Police Officers Training Academy (OPOTA), and other local or regional forums.

Law enforcement agencies were encouraged to maximize the media's coverage of their enforcement efforts to receive the biggest return for the overtime investment and to increase the public's perception of being cited for traffic violations. Use of the state-level public information and education materials that complimented the department's safety belt campaigns were offered to participating agencies.

All law enforcement agencies participating in overtime enforcement were required to participate in national and state campaigns, to enforce all traffic laws and to report enforcement activities to the GHSO.

Federal funds continued to support overtime alcohol and speed-related enforcement initiatives for Ohio's law enforcement. During FFY 2005, the GHSO awarded 81 grants throughout Ohio to conduct traffic safety enforcement.

Following is a list of accomplishments, which includes law enforcement grants coordinated through Safe Communities programs:

Accomplishments

General Law Enforcement	FFY 2005	FFY 2004
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Overtime Enforcement Hours	40,809	20,518
Number of Traffic Stops	46064	35,438
OVI Arrests Under 21	64	70
OVI Arrests 21 and Over	608	426
Adult Restraint Citations	6,241	3,996
Child Restraint Citations	229	160
Speed Violations	28,254	16,874
Moving Vehicle Warnings	17,517	10,824
Suspended or Revoked License	4,384	1,774
Felony Arrests	309	182
Check Points/Law Enforcement		
Number of Checkpoints	2	2
Officers Worked	54	56
Number of vehicles through zone	2,541	968
Number of vehicles checked	2,335	968
Average time per vehicle	45 seconds	40 seconds

Challenges

Several law enforcement agencies across the state struggled with budget issues throughout the year. In some cases budget restraints resulted in agencies terminating their grant agreement. Lack of staff, as a result of the war or other local priorities, was also a factor in agencies terminating grants or reducing grant activity. In Ohio, Sheriff's Offices are not required to provide traffic enforcement, although many chose to do so.

In Car Video Training

Awarded: \$250,000

Expended: \$219,583

Funding Sources: 410

Funded Agencies

Fifty two county and local law enforcement agencies

Project Description

The 40 hour Instructor Course is designed to educate the instructor in training patrol officers in collecting the best evidence for general patrol, DUI investigation and criminal interdiction and all other police investigations using the in-car mobile videotaping equipment. The 8 hour Practitioner's Basic Course is designed to equip the police officer in the field with the basic knowledge necessary for the legal and procedural use of in-car mobile video-taping equipment.

Accomplishments

- In FFY 2005, Law Enforcement Mobile Video Institute, Inc. conducted a 40-hour Instructor Course and 8 Hour Practitioner's Basic Course.
- Fifty two agencies were represented at the 40-hour course and 25 individual officers attended the 8-hour course.
- Fifty two in-car video cameras and equipment were distributed to the participants in the 40 hours course.

Ohio State Highway Patrol (OSHP)

Awarded: \$1,200,535

Expended: \$1,200,397

Funding Sources: 402, 410,

Funded Agency

The Ohio State Highway Patrol

Project Description

The OSHP worked to increase safety belt use and decrease the number of impaired driving and speed related crashes on Ohio roads by increasing manpower at problem locations throughout the year and being more visible on Ohio roads during blitz periods and mandatory campaigns.

Accomplishments

A summary of all OSHP overtime activity supported by federal grants is listed below:

Enforcement Activities

OVI Arrests Under 21	93
OVI Arrests 21 and Over	533
Adult Restraint Citations	5,467
Child Restraint Citations	355
Speed Violations	14,324
Moving Vehicle Warnings	16,863
Suspended or Revoked Licenses	574
Felony Arrests	57
Number of Traffic Stops	16,001
Enforcement Hours	15,849

OVI Sobriety Checkpoint Results

OVI Checkpoints Conducted	29
Vehicles through the Checkpoint Zone	9,819
Vehicles Checked	8,886
Average Time per Vehicle (in Seconds)	25
Vehicles Diverted	531
OVI Arrests 21 and Over	49
OVI Arrests Under 21	4
DUS Arrests	38
No OL Citations	43
Other Citations Issued	89
Vehicles Seized	43
Other Non-Traffic Arrests	30
Misdemeanor Arrests	61
Restraint Warnings	10
Restraint Citations	154
Average BAC	0.10
Refusals	10

OSHP Law Enforcement Training

The OSHP provided the following training at its Columbus Academy facility to state and local law enforcement agencies.

Alcohol Related Training

OSHP Academy Advance Detection, Apprehension & Prosecution (ADAP) – Four courses, 113 students attended.

- Regional ADAP- Six courses, 91 students attended.
- ADAP Regional Instructor Update – One course, seven students attended.
- ADAP Judicial Seminar – One course, 55 students attended.

Crash Related Training

- OSHP Academy Basic Crash – Five courses, 152 students attended.
- Regional Basic Crash – Five courses, 100 students attended.
- OSHP Academy Technical Crash – One course, 31 students attended.
- OSHP Academy Electronic Speed Measuring Device (ESMD) – Two courses, 119 students attended.
- OSHP Academy ESMD Certification – Two courses, 48 students attended.
- OSHP Academy Traffic Crash Judicial Seminar – One Course, 28 students attended.
- NHTSA/OSHP Media School – Two Courses – 22 students attended.

Ohio Department of Natural Resources (ODNR) Enforcement

Awarded: \$56,943

Expended: \$55,391

Funding Source: 402

Funded Agency

Ohio Department of Natural Resources Enforcement

Project Description

All 74 Ohio State Parks participated in the national mobilizations.

Accomplishments

- The parks placed banners and yard signs from Memorial Day to Labor Day.
- Thirteen State Parks participated in five traffic enforcement blitzes. The busy season in state parks is traditionally from Memorial Day through Labor Day. The traffic enforcement blitzes were successful.
- Park officers reported seven percent in restraint use and were a decrease in speed by three mph.
- During the five enforcement blitzes, officers made 11 OVI arrests, 66 DUS arrests and issued 275 adult restraint citations.

Enforcement Activity

OVI Arrests 21 and Over	9
OVI Arrests Under 21	2
Adult restraint citations	275
Child Restraint Citations	11
Speed violations	713
Moving vehicle warnings	798
Suspended or revoked	66
Felony arrests	3
Enforcement hours worked	1,333
Number of traffic stops	1,787

Ohio Peace Officer's Training Academy (OPOTA)

Awarded: \$80,000

Expended: \$80,000

Funding Source: 402

Funded Agency

Ohio Peace Officer's Training Academy

Project Description

The training for officers was directed at OVI, speed enforcement and crash investigation.

Accomplishments

- Eight of the ten targeted alcohol counties received regional training.
- Agencies within 44 of Ohio's 88 counties received training through OPOTA, paid for with funding from the GHSO in FFY 2005.

Training Offered Through OPOTA

Training Course	Students	Training Days
BAC Datamaster	231	462
Intoxilyzer 5000	22	310
Alcohol Detection Apprehension Prosecution (ADAP)	70	304
ADAP Instructor	18	85
ESMD Instructor	7	105
CMVI – Level I	23	115
Traffic Crash Investigation: Level I	41	280
Traffic Crash Investigation: Level II	45	310

Challenges

This year was unique for OPOTA. The main building closed on January 1, 2005 for remodeling. Classes were adjusted and some were moved to field locations. Departments had to make arrangement for meals and housing. Enrollment suffered, with some classes cancelled due to low enrollment. Budgets and military obligations taxed many agencies, with the first cuts usually occurring in training.

Supreme Court of Ohio

Awarded: \$74,575

Expended: \$47,214

Funding Source: 410

Funded Agency

Supreme Court of Ohio

Project Description

A grant was awarded to the Supreme Court of Ohio's Judicial College to provide training courses to judges and magistrates in order to improve traffic-related court operations and procedures, as well as the adjudication of traffic cases, thereby improving traffic safety.

Accomplishments

- On October 21, 2004, the Supreme Court of Ohio Judicial College offered full-day traffic Law Update course in Columbus that was attended by 58 judges, magistrates and acting judges.
- On November 5, 2004, the Supreme Court of Ohio Judicial College offered a full day Traffic Law Update course in Cleveland that was attended by 63 judges and magistrates.
- On November 17, 2004, the Supreme Court of Ohio Judicial College offered a one-half day traffic law update in Toledo that was attended by 27 acting judges, judges and magistrates.
- On November 19, 2004, the supreme Curt of Ohio Judicial College offered a full-day traffic Law Update course in Columbus that was attended by 46 judges and magistrates.

- On December 3, 2004, The Supreme Court of Ohio Judicial College offered a full-day Traffic Law Update course in Dayton that was attended by 36 judges and magistrates.
- On December 3, 2004, The Supreme Court of Ohio Judicial College offered a “Juvenile Traffic Update” for judges and magistrates via video teleconference, which was offered simultaneously to 17 sites across Ohio. A total of 101 judges and magistrates attended the teleconference.
- On December 10, 2004, The Supreme Court of Ohio Judicial College offered a full-day Traffic Law Update course in Columbus for that was attended by 75 judges, magistrates and acting judges.
- Three judges attended the American Bar Association Traffic Court Seminar in San Francisco.
- On February 9, 2005, The Supreme Court of Ohio Judicial College offered sessions entitled “Bureau of Motor Vehicles Nuts and Bolts” and Traffic Law Update”. This was a one-half day course in Columbus that was attended by 167 municipal and court judges.
- On July 28 and 29, 2005, The Supreme Court of Ohio Judicial College offered a full-day traffic Law Update course in Cleveland that was attended by 74 acting judges, judges and magistrates.
- Three judges attended the National Judicial College course “Sentencing Motor Vehicle Law Offenders:” in Reno, Nevada.

Mothers Against Drunk Driving (MADD)

Awarded: \$73,491

Expended: \$60,262

Funding Source: 164

Funded Agency

MADD of Ohio

Project Description

Provide multi-media school assembly presentations and increase students’ participation in alcohol free post prom events/ after proms in high schools located in the state’s top ten alcohol crash counties. MADD also distributed informational brochures on Ohio OVI laws law enforcement agencies and other interested parties and coordinated the conduct of training sessions on underage drinking party dispersal.

Accomplishments

- A total of 7,056 students attended the Prom event, representing an increase of 13 percent over FFY 2004.
- Provided the *Ohio DUI Laws* brochures to all agency partners in English, and printed and distributed 20,000 copies in Spanish.
- Provided 35 multi-media school assembly presentations to schools in the top ten alcohol counties reaching more than 12,000 students. The multi media show for 2005 was *Face* which focused on students’ choices and peer pressure on drinking.
- Eight *Underage Dispersal* training sessions were held in four different cities (Cincinnati, Columbus, Toledo, and Cleveland). Training was coordinated and arranged by the representatives from the National Alcohol Education Training Center (NAETC) from Montgomery County, Maryland. One hundred eighty-eight law enforcement personnel attended the training.

Occupant Protection Programs

Goal

- To increase overall safety belt usage rate in Ohio to 76 percent by 2006.

Performance Measurement

- Rate established through statewide observational safety belt surveys conducted per National Highway Transportation Safety Administration (NHTSA) approved methodology.

Results

- Ohio's observed statewide safety belt usage rate in 2005 was 78.7 percent.

Occupant Protection Coordinators

Awarded: \$590,095

Expended: \$554,080

Funding Source: 402

Funded Agencies

Easter Seals of Northwest Ohio
Tuscarawas County Health Department
Preble County General Health District
Portsmouth Health Department
Western Reserve Care System

University Hospitals of Cleveland
Toledo's Children's Hospital
Cincinnati Children's Hospital Medical Center
Columbus Health Department
Ohio Department of Health

Project Description

The nine Occupant Protection Regional Resource Coordinators (OPRRC) served as a resource for residents, partners and agencies within their respective region by providing technical assistance and identifying additional resources to address occupant protection issues.

Goals

- To increase resources and programs available in occupant protection.
- To increase restraint usage.
- To provide quality assurance for fitting stations and CPS within each region.
- To increase child passenger safety and restraint use educational opportunities for individuals who transport children.
- To educate parents about the importance of safety belt usage for all members of the family.

Strategies

- Increase the incidence of children restrained in child safety seats and to correct the misuse of child safety seats.
- Promote awareness, create resources and provide education and technical assistance for parents to become more aware of issues and programs available with regards to child restraints and to promote the importance of overall restraint usage.
- Provide child safety seats to low income households.
- Create fitting station inspection sites, and participate in statewide mobilizations and national Child Passenger Safety Week activities.

Accomplishments

- Each regional program worked with local children's hospitals, other local hospitals, fire and police departments, local school districts and other local business entities to educate on restraint usage. Each program also provided technical assistance for site coordinators, individual agencies, retailers, individual care takers and fitting stations. Technical assistance was also provided for CPS technicians and instructors on an ongoing basis.

Each regional coordinator also worked to identify and coordinate additional local and community resources to obtain additional funding in support of expanding occupant protection program needs within their region.

- Media events were conducted in each of the nine regions during Child Passenger Safety Week and each region held at least one event during that timeframe. In addition to participating during CPS Week, each region participated in the statewide *Click It or Ticket - What's Holding You Back* mobilization and the *You Drink & Drive. You Lose.* crackdown.
- Each program addressed parents about restraint usage whenever assessing children for correct restraint usage. At check events and fitting stations events, vehicles that passed through were provided information on the importance of restraint usage for the entire family on an on-going basis.
- All regional programs worked to reach diverse populations. They developed partnerships with the major local network television affiliates, local businesses, day care centers and homecare providers to educate on the importance of restraint usage.
- Each regional coordinator served as a resource to local CPS technicians in hands-on CPS recertification to maintain national certification status.
- Each region worked to educate about the efficacy of booster and primary safety belt legislation.
- Regional Coordinators partnered with Honda of America, Transportation Research Center, Mercury Distributing, Angel Guard, GM, AAA, radio and TV stations, Babies R Us, Dorel/Cosco, National Safe Kids, civic organizations such as Kiwanis, Rotary and Masons to provide additional funding of occupant protection programs and to increase visibility of occupant protection programs throughout the state.

Regional Car Seat Checks

OP Region	In House Car Seat Program	OBB Car Seats	Site visits	Refresher Course	Refresher Course Attendees	Car Seat Checks	Car Seats Checked	32 Hour Class	CPS Tech Added	Seats Checked @ Fitting Stations	Fitting Stations Added
1	586	552	12	2	28	30	1228	1	10	1400	0
2	25	510	40	2	6	31	411	1	15	162	2
3	324	116	4	1	71	32	951	3	24	411	1
4	0	387	6	0	0	20	299	1	8	287	0
5	49	293	9	1	17	31	316	1	7	Not Tracked	0
6	139	399	16	8	32	24	761	2	39	566	1
7	0	552	18	0	0	5	315	1	7	153	1
8	499	372	8	1	32	24	761	4	67	4015	4
9	235	246	20	0	0	17	143	2	9	306	1
Total	1405	3178	90	22	230	421	4427	16	186	7,300	10

Challenges

- Due to the shortage of child safety seats shipped for distribution, meeting the annual consistent, increased demand for car seats at local OBB sites continues to be a problem.
- Initiating and maintaining quality assurance and maintaining trained technicians at fitting stations.
- Obtaining a sufficient number of instructors, particularly in rural and urban areas, to maintain the new national standards for recertification requirements.
- Training and maintaining a sufficient number of trained technicians particularly in the rural and urban areas.

Occupant Protection Grants

Awarded: \$54,672

Expended: \$52,223

Funding Source: 402

Funded Agencies

Columbus Health Department, Goodwill Industries

Project Description

Each grant had an education and awareness component, and offered programming aimed at changing habits and attitudes about restraint usage for children and adults. Two of the projects launched websites, aimed at disseminating information for children with special needs and the other, an interactive web-based safety belt project aimed at fourth graders.

Accomplishments

- The Columbus Health Department's program increased awareness and use of safety belts, child safety seats and booster seats among all age groups using a mobile car seat check van. The program focused on child restraint usage for children from birth through eight years of age. A total of 678 seats were checked and approximately 1,207 attendees were educated on how to correctly install child safety seats. Seventy-one of these seats were checked at Fitting Stations.
- The program conducted events relative to traffic safety issues providing education and awareness to elementary schools, private and public county children services agencies, safety fairs and at city neighborhood pride community events. The Columbus Health Department collaborated with the local media to highlight child passenger safety issues and used the Safe Kids van unit to hold car seat checks throughout central Ohio. The van provided information, conducted car seat checks and helped in the recertification and certification of Child Passenger Safety (CPS) technicians.
- Goodwill Industries launched a special-needs website in FFY 04 which continued to increase awareness and implementation of occupant protection standards for children with special needs by incorporating children in school settings in FFY 05. In expanding service to the educational community, Goodwill Industries collaborated with local and statewide partners to provide an accurate resource guide for transporting children with special needs who weigh over forty pounds.
- An interactive on-line tutorial was developed as a companion to a bus and van educational booklet. The booklet designed to highlight information to be used by parents, schools, childcare centers and social service agencies as a learning/teaching tool for parents and caregivers of children with special needs were distributed to over 1,600 organizations and individuals around the state. Both the booklet and the tutorial enhance the Goodwill Industries special needs website and are available to anyone visiting the site.
- In survey results, the misuse rate for child safety seats was 92 percent. A safety belt survey revealed that 78 percent of the occupants who arrived at a child safety seat checkpoint were using safety belts, representing a 12 percent increase over FFY2004 rates. The increase was attributed to the education and intervention along with the national safety belt campaigns and displays at area hospitals.

Occupant Protection Diversity Grants

Awarded: \$554,442

Expended: \$405,666

Funding Source: 402, 157

Funded Agencies

First Church of God

Cincinnati's Children's Hospital Medical Center

Columbus Metropolitan Area Community

Action Organization (CMACAO)

Asian American Community Services

Ohio Hispanic Coalition

Project Description

Each grant had an education and awareness component aimed at changing habits and attitudes about restraint usage for children and adults; educating on the dangers of drinking and driving; lessening the impact of language barriers; educating those from non-traditional cultures about the traffic laws; and adapting habits that can make driving safer. Focused on diverse populations, the programming promoted education and increased awareness with regard to traffic safety issues with a special emphasis placed on the African American, Hispanic, Asian American, and Somalian communities.

Accomplishments

- Based upon pre-surveys conducted with faith-based initiatives an increase of 29 percent occurred in restraint usage among African American drivers and an 11 percent increase among passengers over the grant period.
- Over 1,500 high school participants were educated on illegal alcohol use and more than 3,000 seniors were educated on the importance of safety belt usage. Overall, 15,000 to 20,000 people were provided with safety belt messaging throughout the year.
- Each funded agency participated in the statewide *Click It or Ticket - What's Holding You Back* mobilization and the *You Drink & Drive. You Lose.* crackdown.
- The Asian American program distributed culturally appropriate safety belt printed materials in seven Asian American languages. The program implemented community education to Asian youth, adults, and the elderly regarding safety belts and driving under the influence via workshops, social functions, and recreational activities. 4,727 pieces of printed materials were distributed at workshops and workshop participants included communities representing seven different Asian American populations. The OSHP and Columbus Police Department addressed the participants at each workshop.
- Workshops were held at ten different high schools with populations of Asian students.
- Traffic safety information was distributed at the annual Asian Health Fair and Asian Festival. Additionally, the Asian American Community Services collaborated with the Office of Education at the Ohio State University to provide traffic safety law and OVI education for all new incoming international students.
- The Asian American Community Services distributed 12,000 pieces of safety belt and safety seat restraint information in 15 communities and day care centers, ethnic grocery stores, restaurants, faith based institutions, organizations and businesses.
- The First Church of God initiative conducted Back to School programs for middle school, high school and college aged students in Dayton, Youngstown, Toledo and Columbus. Safety belt and impaired driving prevention events were held throughout four major Ohio urban cities. At the events, *Click It or Ticket - What's Holding You Back* mobilization toolkits were distributed to high school and college aged students. The program also worked with local media outlets to air PSA radio announcements promoting seat belt safety.
- In FFY 2005, the faith based initiatives conducted impaired driving workshops in four major Ohio cities and worked with the Youth Advisory Board, initially formed in FFY 2004 and continued in FFY 2005, to reach out to

youth groups. The project sponsored a male conference to reach out to African American males to promote safety belt use.

- A national safety belt enforcement weekend was held during the *Click It or Ticket - What's Holding You Back* mobilization. In the statewide effort, 26 churches promoted the risks involved with drinking and driving and the importance of safety belt enforcement. Both statewide and locally, the ministry promoted traffic safety messages across the pulpit and distributed materials that were designed to be culturally specific for inclusion in church bulletins.
- Each week statewide and locally more than 23,000 pieces of literature developed in-house were distributed to congregation members. Safety messages were placed in church bulletins and incorporated into sermons. The *Click It or Ticket* message was modified to reach the faith-based audience at all partnering churches.
- The goal of the *African-American Church Call To Buckle Up (AACCTBU)* state project was to increase awareness and knowledge about seatbelts and the dangers of drinking while driving. Data collected throughout the project indicated that 9 out of every 10 adult and youth participating in this project felt that seat belts do in fact save lives. Feedback from the adults and youth who participated in the project gained new insight and knowledge from this project and some felt this new information would help to improve their driving skills and habits.
- The Ohio Hispanic Coalition held 18 safety presentation classes in Columbus and distributed more than 4,000 informational pieces translated into Hispanic on traffic safety issues. The coalition accessed middle, junior, and high school populations with informational pieces on safety belts and impaired driving. The coalition also worked with churches located within the boundaries of Franklin County and partnered with the Columbus Health Department, Children's Hospital, Safe Kids, after school programs and Latino news media outlets.
- The Ohio Hispanic Coalition worked with a local partner to host nine car seat clinics to properly install child safety seats for 346 Latino families.
- Traffic safety brochures were translated for the Hispanic speaking community and distributed at workshops, grocery stores, churches, Hispanic businesses, community fairs and centers.

Challenges

- Most materials are developed for the general population. Finding materials that specifically target the traffic safety needs within diverse communities remain limited.
- Meeting the growing demand to expand into local business areas.
 - Translating the information into non-English communities.
 - Participation from trained and experienced CPS volunteers who were not acclimated to diverse communities continues to be an ongoing problem.
 - Training Hispanic CPS technicians using the Hispanic curriculum.
 - Obtaining state information on drinking and driving by ethnicity.
 - The gap in seat belt usage among African American youth.
 - Due to fiscal issues, CMAAO filed bankruptcy in 2005 and was unable to continue its grant project and its partnership with the GHSO.

Child Passenger Safety (CPS) Contractual Liaison

Awarded: \$30,000

Expended: \$12,881

Funding Source: 157

Funded Agency

Governor's Highway Safety Office

Project Description

The liaison assists the GHSO in ensuring that all child passenger information is accurate and up-to-date; works with the GHSO in the planning and coordinating the state's bi-annual CPS conference; assists on special CPS projects and distribution programs, with a particular emphasis on those programs designated for underserved areas; acts as a resource for the nine regional occupant protection coordinators; assists in training and recertifying CPS technicians; and maintains quality assurance for fitting stations, technicians and instructors.

Accomplishments

- The GHSO entered into a personal services contract with a CPS liaison in FFY2005.

Occupant Protection for Children (OPC) Assessment

Awarded: \$30,000

Expended: \$8,714

Funding Source: 402

Funded Agency

Governor's Highway Safety Office

Project Description

The GHSO requested that the NHTSA facilitate an OPC assessment in FFY 2005. The purpose of the assessment was to compare programming and resources in the state for children from birth through 15 years of age against nationally established guidelines.

Accomplishments

The assessment was conducted in July 2005 in Columbus. The assessment report provided GHSO with an overview of strengths and weaknesses within this program area, with recommendations for improvement.

Challenges

The team reported that based upon the number of inspection stations it was determined that Ohio exceeds NHTSA's basic standard for the number of inspection stations per 10,000 children ages birth through four (108 compared to the standard of 75). A total of 151 inspection stations would be needed to match NHTSA's intermediate standard (of inspection stations per 5,000 children ages birth through four). Discussions need to occur to determine if resources exist to move the state to this next level of service. Implementation of the report's other recommendations, in some cases, is also limited by available resources.

I'm Safe Booster Seat Pilot Project

Awarded: \$ 0

Expended: \$ 0

Funding Source: 402

Funded Agency

Governor's Highway Safety Office and Miami University

Project Description

I'm Safe is an early intervention program designed to benefit kindergarten through second grade students and their families by raising awareness about proper safety restraint usage. The objectives of the *I'm Safe* program are to empower young children and their families with the knowledge and skills needed to use safety seats and belts correctly, and to provide the opportunity to practice and model these safe behaviors.

Accomplishments

- In FFY 2005 the GHSO began the process of identifying and gaining approval from an urban, suburban and rural school district to simultaneously test the project in pilot and control schools.
- Miami University will provide the evaluation protocol and data analysis for the pilot test which is expected to take place in 2006.

21st Century Insurance

Awarded: \$ 0

Expended: In-Kind

Funding Source: 21st Century Insurance

Funded Agencies

None – Partnership between 21st Century Insurance and the GHSO

Project Description

The GHSO entered into a partnership with 21st Century Insurance for the purpose of increasing public awareness of the use of child safety seats and to make child safety seats available to those in need during inspections. In a five-city blitz, Ohio CPS technicians teamed with 21st Century Insurance to determine whether families were properly using their child restraints. The events, which were fully funded by 21st Century Insurance, were highly visible and accessible to families seeking to have their child restraint systems checked or replaced. TV personality Erik Estrada was used to promote the event in each of the five cities.

Accomplishments

- During the five events 616 child safety seat inspections were conducted with 569 seats donated by 21st Century Insurance being distributed.
- The inspections also revealed that 178 seats were outdated, damaged or on a recall list. These seats were discarded and replaced with new seats.

Great Lakes Region Rural Demonstration Project

Awarded: \$ 350,000

Expended: \$ 300,835

Funding Source: 157, 402

Funded Agencies

The Ohio State Highway Patrol and the Governor's Highway Safety Office

Project Description

Increasing safety belt use among high-risk rural drivers and passengers represents a considerable challenge. The states in NHTSA's Great Lakes Region agreed to work cooperatively in 2005 and 2006 on a regional Rural Demonstration Project designed to increase safety belt use in rural areas which are significantly over represented in crashes and fatalities. Ohio joined the regional demonstration project to conduct and evaluate comprehensive model program that includes paid media, high visibility enforcement and outreach. One mobilization was conducted the first two weeks in May 2005 and a smaller scale interim emphasis period was conducted in conjunction with the C.A.R.E enforcement event in November.

The GHSO worked with NHTSA's national media buyer, The Tombras Group, to develop a media plan for May 2-15, 2005 to educate and inform 18 to 34 year old rural male drivers on the safety benefits of belt usage. A total of 15 rural counties throughout Ohio were identified to receive the campaign message. The plan included a state buy of \$300,000 to be invested in a mix of cable television, radio and non-traditional signage advertising to effectively and efficiently penetrate these key counties. Spot television buys were not considered for this campaign, with the exception of the 1 station market, Zanesville in Muskingum County. The budget was sufficient for schedules of at least 28 prime time 30 second spots per week (4/day) per 4 to 8 target cable networks in each county (estimated at 200 paid GRPs). There were 6,509 paid TV broadcasts and 5,295 paid radio advertisements broadcasted during the two week flight.

A portion of campaign funds were also invested in supporting Ohio's two major league baseball teams - reaching Cleveland Indians fans in the northern half of the state and the Cincinnati Reds fans in the southern portion. Baseball is the "all-American" sport and generally readily embraced in blue collar, rural areas (especially in early season when expectations for the teams are usually highest). The "Rural" message was inserted in the game and post game radio broadcasts during the campaign period. The Indians are carried on WTAM-AM; the Reds on WLW-AM. This tactic extended the buys to include a broader demographic (older males and some females) and a broader geography area which reached additional rural counties.

The Ohio State Highway Patrol placed a heavy emphasis on enforcement in the identified rural counties during the two rural periods. The GHSO's law enforcement liaisons made contacts with local law enforcement agencies within the counties and encouraged their participation at some level during the enforcement period, however no funding was available for local enforcement activity.

Accomplishments

- Ohio was among the leaders in the region for both increases in the targeted rural safety belt use and in the level of law enforcement activity committed to the campaign.
- Based on pre and post observational surveys conducted in the targeted counties an 8 percent median change in belt use was reported. This was one of the largest increases in the Region.
- The following reflects law enforcement activity reported for the two week campaign.

Rural Project Enforcement Activity

DWI (DUI) Arrests	Safety Belt Citations	Child Safety Citations	Speeding	Total Citations
521*	4,568*	57*	6,911*	38,676*

*Includes statewide numbers from the C.A.R.E. enforcement activities.

Third Grade Safety Belt Program

Awarded: \$381,863

Expended: \$125,184

Funding Source: State Funding

Funded Agencies: 279 local law enforcement agencies

Project Description

The Third Grade Safety Belt program completed its 17th year in 2005. The program grew to include all of Ohio's 88 counties. The program is state funded from local fines levied against safety belt violators. The funds were used to print materials and pay law enforcement agencies an instructor stipend for each student taught. Participating agencies received videos, course curriculum guides and student materials to assist them in making presentations to third grade students where officers stressed the importance of wearing a safety belt at all times while riding in a motor vehicle. The training also serves to impress to all law enforcement officers the importance of wearing their safety belt and to enforce the safety belt law.

Accomplishments

- 279 agencies enrolled in the program, with 217 agencies providing training in the schools.
- 62,592 third grade students participated in the training.

Awarded: \$38,879

Expended: \$25,171

Funding Source: 402

Funded Agency

Buckeye Ranch

Program Description

Five schools and five after school programs were selected to participate in a Safety Belt film festival to increase both knowledge and attitudes toward safety for high school students in Franklin County, Hamilton County, Lucas County and Trumbull County. Program activities included increasing the attitude and role modeling on behaviors, seat belts, and drinking and driving of high schools students and their parents. The project was designed for students to participate in four program components:

- An interactive game show to raise their awareness of risk behaviors
- A curriculum on decision making and anger management
- The development of a youth prevention message film
- A film festival show casing the youth prevention films in two different theaters one with a youth audience and the other for parents/adults

Other organizations were involved in a Prevention Zone, distributing information relevant to highway safety.

Accomplishments

- Five schools and five after school programs participated in the Film Festival with 61 pre-tests and 59-post tests showing a 5.6 percent change in knowledge and attitude about hazardous driving.
- Two parents spoke to high schools students about the results of drinking and driving and not wearing your safety belts.
- Nine of the adults who took the pre and post survey indicated an increase in monitoring their youth drivers behaviors related to numbers of youth in the car and where they would be driving. No change on attitude about either weekday or weekend curfew was noted.
- Schools participated in the *Click It or Ticket / What's Holding You Back?* campaign and supported the *You Drink & Drive. You Lose.* campaign.

Challenges

- With the late start up of the program, schools had already made commitments for the remainder of the academic year making it more difficult to engage them in the project.
- Although an attempt was made to collect pre-post surveys from five schools, they had real success with only three schools getting only one pre-post matched survey each from two schools. They administered 61 pre and 54 post surveys, with 31 student matches eligible for analysis.

Big Brothers Big Sisters of Central Ohio (BBBSCO)

Awarded: \$65,938

Expended: \$65,938

Funding Source: 402

Funded Agency

Big Brothers Big Sisters of Central Ohio

Project Description

The Big Brothers Big Sisters mentoring model was used to increase knowledge of traffic safety issues regarding safety belt use and impaired driving among Big Brothers Big Sisters youth, mentors and staff. This model was to also used to increase ability of youth to talk to adults about traffic safety concerns and to extend the Big Brothers Big Sisters traffic safety message to the BBBSCO community through the distribution of traffic safety education materials and information.

Overall Objectives

- Create a BBBS traffic Safety Education Curriculum – BBBS staff developed a curriculum for the BBBS traffic safety education campaign focusing on safety belt use with an emphasis on family, peer and mentor relationships using the BBBS mentor model as a guideline
- BBBS selected two curricula for modification- *It's* *Buckle Up For Us* and *Buckle Up Bucky* safety curriculum and kit (includes story book, activities and video). The curriculum selected was adapted for use by BBBS, tested and evaluated. Volunteer mentors received training information prior to the workshops and were coached by BBBS staff in the ways they can mentor their youth in seat belt safety. In addition, BBBS distributed the curriculum to its current community-based mentors to use with their "Littles" during their get-togethers.
- Pamphlets for youth were developed to cover two topics: safety belt safety and sober driving. Pamphlets included information to appeal to two different age groups (8-12 and 13-18).
- Information geared toward adult mentors and other role models is on the facing side of the youth pamphlet. These messages emphasize the importance of being a good role model.
- Mentors and mentored youth were asked to sign pledge cards to always buckle up.

Accomplishments

- BBBS developed a PowerPoint presentation version of the workshop guide to help train staff and mentors.
- BBBS purchased a video from Fargo Cass Public Health (Fargo, North Dakota) *Buckle Up Bucky* to use during workshop presentations, and during summer camp.
- BBBS conducted a half-day kickoff event July 16, 2005, to stress safety belt use during the summer months. Activities were developed for the event and included distribution of traffic safety information, proper safety belt placement, and presentations by the Highway Patrol. Approximately 200 people attended the kickoff event.
- BBBS expanded its site-based traffic safety education workshop to provide a more intensive Traffic Safety Education Campaign at Camp Otj'Okwa. Parts of the *Buckle Up Big Time* curriculum were used. There were six sessions of camp and each cabin group attended a one-hour session. Total attendance for the workshops was 368 campers and 25 staff.
- BBBS developed pre- and post evaluations to determine increases in knowledge regarding safety belt use and interviewed mentors and staff regarding observations of traffic safety knowledge among mentored youth. Mentors and youth were asked to track their safety-belt use and sober driving habits for a period of 3 months following the training.

Results of Pre and Post test

- 81 percent of the children were able to answer all the questions on the pre-test correctly prior to the safety training
- 19 percent of the children missed between 1 and 5 questions on the pre-test
- All children who missed questions on the pre-test showed improvement on the post – test after the safety training - most were able to answer all of the questions
- Hispanic children attending camp scored the same as other children

Paid Media Evaluation

Assessing Media Exposure to Safety Belt Messages

The GHSO's paid media components consisted primarily of television and radio buys combined with earned media television, radio and outdoor advertising. The following is a summary of information collected via statewide telephone surveys used to evaluate the effectiveness of the FFY 2005 paid media plan for safety belts.

The Applied Research Center, a Center for Policy Research at Miami University Middletown, conducted a series of four random-digit dialing statewide telephone surveys of 4,587 drivers across the five regions of Ohio. The GHSO funded the four surveys, which were conducted between April and September 2005 to identify changes in public opinion in reaction to media campaigns and law enforcement initiatives. The surveys covered a wide variety of topics, including general driving habits; safety belt usage; opinions and actions regarding drinking and driving; and opinions and actions to Ohio laws and law enforcement.

Eighty percent of survey participants reported that during the 30 days prior to taking the survey, they had "definitely" or "probably" seen or heard messages in Ohio encouraging people to wear their safety belts. More than half (53 percent) of those respondents saw or heard the message on television only and nearly all would describe the message as a commercial/advertisement/public service announcement. Over one-fourth of respondents (27 percent) were exposed to messages encouraging safety belt use through the radio only, and most of those respondents would consider the message to have been a commercial/advertisement/public service announcement.

Approximately 19 percent of respondents reported that they were exposed to safety belt messages through both the television and radio. When respondents were asked to identify other places they had seen or heard messages encouraging safety belt use, approximately 70 percent recalled observing such messages on billboards or road signs; other places mentioned included bumper stickers, newspapers, and electronic roadway signs.

When respondents were asked if they recalled seeing or hearing messages in specific locations, the percentages of respondents reporting they had been exposed were as follows: from law enforcement (46 percent), schools (33 percent), around their neighborhood (31 percent), workplace (27 percent), from a doctor (13 percent), in sports facilities (12 percent), in grocery stores (11 percent), and at church (6 percent).

The majority of respondents reported that the number of safety belt messages they had seen or heard in the 30 days prior to the survey had been "about the same" (64 percent), while 29 percent claimed the amount they had seen or heard was "more than usual."

Fifty-eight percent of respondents reported that they had seen or heard slogans encouraging safety belt use during the 30 days prior to the survey. The following is the percentage of respondents who identified specific slogan names without prompting: During the 1st Wave (baseline) survey, respondents mentioned *Click It or Ticket* (28 percent), *Buckle-Up America* (21 percent), and *What's Holding You Back?* (7 percent). During the 2nd Wave survey, which was congruent with the first paid media initiative, respondents mentioned *Click It or Ticket* (58 percent), *Buckle-Up America* (9 percent), and *What's Holding You Back?* (7 percent). During the 4th Wave survey, which was congruent with the second paid media initiative, respondents mentioned *Click It or Ticket* (45 percent), *Buckle-Up America* (22 percent), and *What's Holding You Back?* (11 percent).

While unprompted identification of all slogans increased with the paid media initiatives, *Click It or Ticket* was especially effected, increasing 30 percent between the 1st and 2nd Wave surveys and a total increase of 17 percent over the course of the campaign.

When respondents were presented with specific slogans and asked if they had heard them within the past 30 days, 55 percent had heard *Click It or Ticket*, 43 percent said they had heard *What's Holding You Back?*, and 41 percent recalled hearing *Buckle-Up America*.

The data collected from telephone surveys have proven to be an important tool in measuring the success of the paid media plan and help identify what types of media and messaging is most effective.

Safety Belt Mobilizations and Sustained Enforcement

Dates: May 23 to June 5, 2005

Click It or Ticket Mobilization Agency Participation

Law Enforcement Agencies	Total in State	Participating	Reporting
Highway Patrol	55	55	55
County Sheriffs	88	78	49
City / Town Police	789	637	279
Other	57	57	57
Totals	989	827	440

Specific Enforcement Activities

- Total officer hours worked by all reporting agencies during reporting period specifically on safety belt enforcement - 94,119.
- Number of checkpoints conducted - 6 recorded with the GHSO
- Some of the activities conducted during the mobilization were high visibility enforcement, press conferences, banner/sign displayed, prom events, other school events, and safety rodeos. Several agencies conducted safety belt observations where the people who were buckled up received a small incentive (i.e., coupon, free pop, etc.)

Click It or Ticket National Mobilization Results

	FFY 2005	FFY 2004
OVI Arrests	2,372	2,045
Restraint Citations	17,159	14,203
Child Restraint Citations	592	383
Speed Citations	29,089	26,220
Driving Under Suspension	4,313	3,571
Felony Arrests	709	587
Hours Worked	94,119	72,931

Paid Media Expended Funds: \$608,647

Paid Broadcast Advertisements: 1,649 TV 4,678 Cable 3,224 Radio

Total Cost	TV/Cable	Radio Ads	Print Ads	Billboards
\$608,647	\$ 430,590	\$178,057	\$0	\$0

Earned Media

Press Conferences	54
TV News Stories	138+
Radio News Stories	63+
Print News Stories	179+

Alcohol Mobilizations and Sustained Enforcement

Dates: August 19 – September 6, 2005

You Drink and Drive. You Lose. Crackdown Agency Participation

Law Enforcement Agencies	Total in State	Participating	Reporting
Highway Patrol	55	55	55
County Sheriffs	88	78	42
City / Town Police	789	637	190
Other	57	57	57
Totals	989	827	344

Specific Enforcement Activities

- Total officer-hours worked by all reporting agencies during reporting period specifically on belt enforcement - 176,902
- Number of checkpoints conducted - 16.
- Some of the activities conducted during the mobilization were high visibility enforcement, press conferences, radio announcements, newspaper articles, posting the message on local websites, posting the message on water bills, banner/sign displayed, school events, and county fairs. Several agencies did safety belt observations where the people who were buckled up received a small incentive (i.e., retail coupon, free soda pop, etc.)

You Drink and Drive. You Lose. National Crackdown Results

	FFY 2005	FFY 2004
OVI Arrests	2,787	2,020
Restraint Citations	9,638	8,881
Child Restraint Citations	257	218
Speed Citations	34,756	22,913
Driving Under Suspension	4,922	1,528
Felony Arrests	1,536	279
Hours Worked	176,902	85,639

Paid Media Expended Funds: \$189,092

Broadcast Advertisements: TV paid spots: 797 TV bonus spots: 575

Radio paid spots: 898 Radio bonus spots: 898

Total Cost	TV ads	Radio Ads	Print Ads	Billboards
\$189,092	\$108,752	\$80,340	\$0	\$0

An additional \$269,133 in paid media was placed by NHTSA's national media buyer, The Tombras Group, during this period.

Earned Media

Press conferences	63
TV news stories	196
Radio news stories	41
Print news stories	53

Noteworthy Practices

Comprehensive Highway Safety Plan

Awarded: \$ 0

Expended: \$ 0

Funding Source: in-kind

Funded Agency

N/A

Project Description

Ohio began work on development of a Comprehensive Highway Safety Plan in FFY 2005. This project is interdisciplinary and inclusive of all levels of government. The plan identifies highway safety emphasis areas, with specific strategies to address crashes and fatalities. Safety emphasis areas are not limited to crash type, but rather can include population sectors, driving behavior or a number of other factors.

The Ohio Transportation Safety Coordinating Committee serves as the steering committee of state and federal highway safety partners which steers plan development and will oversee implementation of the plan. Highway safety partners comprised of highway safety interest groups will communicate with Steering Committee members and provide feedback on the plan. An Executive Committee comprised of state agency directors and administrators will approve the final plan. The goal is to have the plan submitted for approval by January 2006.

Accomplishments

- Staff from the GHSO and ODOT's Roadway Safety and Mobility Office attended the FHWA sponsored national meeting in Overland Park, KS in fall of 2004 to learn about formulating comprehensive highway safety plans.
- Federal and state partners in Ohio met in February 2005 for an initial meeting to identify the purpose of the plan, its basic components, roles and responsibilities, determine the plan development process and determine the schedule for the project.
- A facilitation meeting was conducted in April 2005 to help draft the plan. A draft plan was shared with the highway safety partners in November 2005, with work to continue into the next federal fiscal year.

Safety Conscious Planning Workshops

Awarded: \$200,000

Expended: \$ 0

Funding Source: 402

Funded Agencies

Local agencies will be funded in FFY 2006

Project Description

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

Accomplishments

- The first workshop was held in Lima, Ohio; a FFY 2006 grant has been awarded to the MPO agency to address behavioral issues identified in the plan.
- GHSO and ODOT's Roadway Safety and Mobility Office staff attended FHWA's Safety Conscious Planning Roundtable in Huntington, WV in September 2005. The roundtable included federal, state metropolitan planning organization (MPO) participants from Kentucky, West Virginia and Ohio. The purpose of the meeting was to

discuss safety conscious planning activities in the states and how states can integrate safety into the planning process.

Driver Training Program

Awarded: \$650,000

Expended: \$64,549

Funding Source: State

Funded Agency

Ohio Department of Public Safety

Project Description

Housed in the GHSO, the Driver Training Section regulates training for novice teen drivers, handicapped drivers, truck drivers and juvenile and adult remedial driver training courses. This oversight includes courses conducted through both commercial and public schools. The section enforces administrative rules, seeks to improve the quality of driver training, responds to complaints from the industry and the public and serves as an information resource.

Accomplishments

Legislation passed establishing a funding source in state fiscal year 2006 (beginning July 1, 2005) for the state driver training program. Four dollars from each course completion certificate will generate approximately \$650,000 annually. As a result, the GHSO has been able to hire seven field staff under contract to conduct school inspections, assist with investigations for administrative hearings and to conduct training seminars.

Law Enforcement Liaison Program

Awarded: \$360,000

Expended: \$274,105

Funding Source: 402, 410

Funded Agencies

one Sheriff's Office and three local police departments

Program Description

Four Law Enforcement Liaisons (LELs) are responsible for maintaining an effective networking program among law enforcement agencies within their assigned regions. The LELs focus on:

- Increasing local law enforcement agencies' awareness of and participation in both national and state enforcement campaigns and initiatives.
- Increasing local law enforcement agencies' understanding of traffic safety grant programs and resources available from the ODPS.
- Providing technical support to the GHSO regarding law enforcement initiatives, issues and concerns.

Strategies

The liaisons followed program guidelines that were developed at the state and national levels. Specific responsibilities included recruiting law enforcement agencies that were not participating in state and national mobilizations and programs. Creating positive relationships with the law enforcement community and other advocates were an important role for each LEL. The liaisons met with law enforcement agencies to assist them in developing traffic safety action plans to include goals, objectives, methods, and policies to be implemented at the local level. As a team member with traffic safety staff and advocates, the liaisons provided technical assistance as needed.

Accomplishments

- The liaisons were instrumental in increasing participation in the countywide OVI Task Forces and recruiting new agencies in areas where there were no task forces. They attended numerous chief meetings, task force meetings, Safe Communities meetings, and county law enforcement meetings. They were a catalyst for supplying information to local law enforcement agencies about the GHSO and other departmental resources available to them.
- Ohio was a regional leader in mobilization participation due to the active role and concerted effort by the liaisons.

- The liaisons assisted many law enforcement agencies during FFY 2005 with the acquisition of equipment was from defunct agencies, overstocked equipment or equipment no longer in use. The equipment included Portable Breath Testers (PBT), radars and a car.

Challenges

- With approximately 1,000 law enforcement agencies in Ohio, it has been challenging for four liaisons to respond to all their needs.
- There were many departments financially strapped and lacking the manpower, equipment and motivation to participate in traffic safety programs.

Safe Communities

Awarded: \$1,505,065

Expended: \$1,390,620

Funding Source: 402

Funded Agencies 36 Countywide and one Community-Based

AAA Miami Valley / SAFE	Anderson Township Board of Trustees
Butler County Educational Service Center	Canton City Health Department
Clark County Combined Health District	Clermont County General Health District
Columbus Health Department	Community Solutions
Delaware County Health Department	Fairfield County Health Department
Greene County Combined Health District	Hamilton County General Health District
Holmes County Health Department (Holmes)	Holmes County Health Department (Wayne)
Knox County General Health District	Lake County General Health District
Licking County Health Department	Lima-Allen County Regional Planning Commission
Lorain County General Health District	Lucas County Traffic Safety Program
Mahoning County District Board of Health	Mansfield-Richland County Health Department
Medina County Commissioners	Morrow County Health Department
Piqua Police Department	Preble County Department of Health
Putnam County Educational Service Center	Rainbow Babies & Children's Hospital
Ravenna Police Department	Ross County General Health District
Safety Council of Southwestern Ohio	Seneca County Sheriff's Office
Summit County Sheriff's Office	UHHS Geneva Memorial Hospital
Union County Health Department	University of Cincinnati
Williams County Combined Health District	

Program Description

Ohio Safe Communities is a data driven initiative to save lives and reduce injures by building collaboration between state, county, and local community partners. In FFY 2005 there were 36 countywide and one local community-based Safe Communities programs.

Goals

Every Safe Communities program had three primary goals:

- Decrease the number of fatal and injury crashes from the FFY 2004 baseline.
- Increase restraint usage from the FFY 2004 baseline.
- Decrease the number of impaired driving fatal and injury crashes from the FFY 2004 baseline.

Additional Safe Communities Goals

- Decrease the number of speed-related fatal and injury crashes.
- Provide educational and public awareness opportunities to increase traffic safety awareness.
- Decrease the number of fatal and injury crashes involving youthful drivers.
- Decrease the number of fatal and injury crashes involving senior drivers.
- Increase partnerships within the community focusing on traffic safety.
- Decrease the number of fatal and injury crashes on rural roadways.
- Decrease the number of fatal and injury crashes in construction zones.

- Decrease the number of fatal and injury crashes involving pedestrians.
- Decrease the number of fatal and injury crashes involving bicycles.
- Increase awareness of traffic safety in minority or culturally diverse communities.
- Update current traffic safety profiles and database.

Strategies

Based on problem identification from the community level, each Safe Communities program tailored its strategies to specific problem areas. Some examples include:

- **Brown County Safe Communities – High School Seat Belt Challenge**

Four of the six high schools in Brown County established teen teams (through FCCLA or SADD chapters, Student Councils, or other student groups) which conducted a variety of peer-led activities throughout the Challenge period to promote regular seat belt usage. Nearly 1,800 high school students were reached by this peer-led program. All schools who participated had a post-campaign seat belt use rate of at least 80 percent. The winning school with the highest overall rate had a post-campaign rate of 97 percent (and this was the county vocational school, which typically has many young male students driving light trucks). The Vocational School also had the greatest improvement rate; its pre-campaign rate had been only 49.5 percent.

- **Clark County Safe Communities – 3-D Awareness Month**

The coalition held a press conference in partnership with MADD Red Ribbon Campaign and the Pilot Club Holiday Awareness Campaign. During this time a Tree was erected in the center of the city decorated in White lights and Red Ribbons with each alcohol fatal in the state a bulb was turned from white to red and the signs were noted as to the current stats. In addition, Luminaries were lit in memory of or honor of people involved in alcohol related crashes. Local Law Enforcement agencies set up a display at the mall with fatal vision goggles and talked to over 800 people about drinking and driving and providing a designated driver.

- **Cuyahoga County Safe Communities – Greater Cleveland Auto Show Booth and Press Conference**

The Cuyahoga County Safe Communities Program designed and operated a booth at the Greater Cleveland Auto Show. In 2005 approximately 645,000 people attended this event. The Safe Communities booth and activities were planned around three concepts:

1. Driving is a divided attention task.
2. Alcohol impairs a person's ability to perform divided attention tasks.
3. Standardized Field Sobriety Tests are the tests that police officers use roadside to measure drivers' ability to perform attention tasks.

The press conference featured speakers including Don McNamara, NHTSA Great Lakes Region Administrator and Gary Adams, Greater Cleveland Automobile Dealers Association.

- **Lorain County Safe Communities – Parent/Teen Beginning Driver Information Night**

A panel, including representatives from Emergency Medical Services (EMS), local law enforcement, highway patrol, insurance and drivers training, provide correct information to parents and teens, reinforcing correct skills and habits to be covered during the 50 hours or required driving tie. Focus was on reminding parents that they have a major influence over teen behavior and the importance of modeling appropriate behavior. A total of 170 parents and teens attended, 34 volunteer panel members participated, seven schools scheduled the event. *Survival Kits for Co-signers of Teenage Drivers* were distributed along with additional teen driving information. The *What's Holding You Back?* and the *Parents Who Host Lost the Most* messages were promoted.

- **Fairfield County Safe Communities – Community Education**

At the Fairfield County Fair, the Project Coordinator partnered with local police, sheriff, and radio stations to present the *Click It or Ticket! What's Holding You Back?* message, information on booster seat use and impaired driving. The program distributed *What's Holding You Back?* bags with ODPS materials on impaired drivers, safety belt and booster seat use. Live radio interviews were conducted from the fairgrounds. Over 20,000 people attended the fair.

Other opportunities included displays and/or speaking engagements for adult and youth health fairs, parent meetings, agency meetings and community festivals. Subject matter always included safety belt, impaired driving (designated driver), and other traffic safety related topics and materials. A total of 21 events with approximately 2,000 contacts were conducted in FFY 2005.

- **Union County Safe Communities – Honda Homecoming**

Honda Homecoming draws motorcyclists from across the nation to Marysville, Ohio to partake in a wide variety of activities, programs and events. Safe Communities assisted with a display on motorcycle safety, including helmet safety. Bags, flyers, and handouts were distributed to thousands of motorcyclists throughout the four day event.

- **Lima-Allen County Safe Communities Program – Rural Campaign**

The coalition focused on delivering restraint use, impaired driving and speed traffic safety related messages to the rural community. Topics presented during this campaign included:

OVI Awareness	Delphos Herald with circulation of 7,000
Running of the Road	Clear Channel – Two minute interview
Railroad Crossing Safety	Clear Channel – Two minute interview
Distracted driving	WLMO – TV and WOHL - TV aired twice on each channel
Intersection Safety	Clear Channel – One live interview

In addition newsletters printing traffic safety articles were distributed to 6,200 employees countywide. Newsletter articles were distributed to: Lima Schools, Proctor and Gamble, St. Rita’s Medical Center, Lima Memorial Hospital, Tilton Corporation and the Chamber of Commerce.

- **Lucas County Safe Communities – Super Bowl Impaired Driving Message**

The campaign was presented to the Lucas County OVI Task force to enlist them as a partner in this effort. A table tent was designed and 2,000 were distributed by OVI task force agencies to bars and restaurants for use during Super Bowl Weekend. A special poster was made for the press conference focusing on impaired driving. Newspaper releases were sent out in late January and a press conference was held on Friday, February 4th. Thousands of people heard the impaired driving message via radio, TV, and newspapers. Lucas County had no fatal crashes during this period.

- **Fatal Crash Data Review Committee**

Starting in FFY 2005 each Safe Communities program established a Fatal Crash Data Review Committee. These committees consisted of a representative from Law Enforcement, Engineering, Health, Education and the Safe Communities Coordinator. This committee reviewed each fatal crash which occurred within their assigned county to identify possible trends or patterns and then to determine what if any measures could be taken by the Safe Communities program to prevent this type of crash from occurring in the future.

Results

Of the 202 goals listed by the Safe Communities Programs as part of their grants, 133 were achieved. This accounts for 66 percent attainment of goals. It should be noted that several Safe Communities programs had very high baselines for restraint usage, some had usage rates that were already over 80 percent. Making significant increases in this number proved difficult.

Local Donations, Partnerships and Additional Support

During FFY 2005, the Safe Communities programs reported \$617,546 in contributions and in-kind services from their communities. Several notable donations included:

- University Hospitals of Cleveland (Cuyahoga County Safe Communities) documented in-kind contributions of \$100,000 from Ganley Automotive and NewsChannel 5 for production and air time for their *What’s Holding You Back? / Buckle Down Cleveland* commercials. In addition, \$11,625 in in-kind donations from Clear Channel Communications was received for the production and posting of 15 billboards in the Cleveland area.
- Lima-Allen County Regional Planning Commission (Allen County Safe Communities) reported \$35,745 of in-kind for staff time and other support to the program.
- Mahoning County District Board of Health reported \$14,000 in donated billboard space and \$8,000 in tickets to their local baseball team to be used in conjunction with restraint usage events.

Safe Communities Challenges

- Some of the programs had personnel changes or extended leaves of absences for various reasons. With a number of the grantees being part-time personnel, priorities of individual departments also led to coordinators dividing their focus on some grants.

Evaluation

During FFY 2005, Miami University began an evaluation of the Safe Communities program. A key element required to initiate the evaluation was standardization of data. Miami University and the GHSO, with input from the Safe Communities programs, created standardized reporting forms to aid in evaluation. These forms were submitted monthly along with an updated Community Profile. The program evaluation is continuing into FFY 2006.

Ohio Partnership for Traffic Safety (OPTS)

Awarded: \$25,000

Expended: \$ 0

Funding Source: 402

Funded Agency

Governor's Highway Safety Office

Project Description

The OPTS program is coordinated by the GHSO. Established 11 years ago, OPTS partners with the national Network of Employers for Traffic Safety (NETS) to provide information and programs to employers. Through OPTS, materials and resources are provided to employers to assist them in reducing costs associated with on-and off-the-job traffic-related crashes.

Accomplishments

- In FFY 2005, OPTS partnered with 180 organizations with more than 265,000 employees and 60,000 company vehicles. An OPTS Advisory Committee representing the various business sectors was established to develop new programming ideas. A new partnership was initiated with the John Deere Corporation. In 2006, John Deere will assist with the promotion of Ohio's rural safety belt campaign and its associated community outreach.
- The OPTS partners receive a weekly broadcast from the GHSO relaying up to date traffic safety information and available resources to use within their companies.

Diverse Population – Amish

Awarded: \$ 50,000

Expended: \$ 48,162

Funding Source: 402

Funded Agency

The Ohio State University (OSU) Research Foundation

Project Description

This OSU project worked with Ohio's Amish communities to implement effective public information and education programs/campaigns that focus on both Amish and "English" communities, as well as tourists. In FFY 2005, the program sought to expand the current buggy program to known Amish communities in the state.

Statistics for Buggy Crashes in Ohio

	1999	2000	2001	2002	2003	2004
Fatal Crashes	3	0	0	0	1	1
Injury Crashes	91	68	54	53	55	76
Property Damage	67	71	86	89	89	95

Source: ODPS Ohio Traffic Crash Facts

Accomplishments

- 125 bicycles helmets were distributed to school-age children through classroom lessons and an Amish Health and Safety Day.
- Traffic safety issues were presented at 34 Amish schools.
- A feasibility study on bicycle helmet use was conducted.
- More than 12,000 new fact sheets were distributed at local health fairs and exhibits. This distribution also included leg wraps and arm bands, SMV kits, buggy identification tags made on site and a previously produced video about Amish highway safety issues.
- More than 4,000 facts sheets were distributed on safety belts for Amish who use motor vehicles as alternate transportation (taxi service).
- New information was presented on lighting and marking safety information and addressing all types of slow moving vehicles.
- Project staff started working with officials in Hardin, Logan, Ashland, Medina, and Tuscarawas counties to set up an Amish Safety Committee in their counties.
- In Logan County, in cooperation with the Logan County Sheriff's Office, plans have been made for presentations at a high school and three Amish schools in that area.
- OSU staff met with the Law Enforcement Liaisons to introduce the Amish Safety Program and brainstorm on potential activities around Ohio. The LELs worked in their areas to identify smaller communities for Amish programs.
- The OSU Research Foundation made two presentations on the Amish project the 2005 Ohio Lifesavers Conference.

Challenges

- Acceptance of proposed changes by the Old Order of Amish.

Ohio State Highway Patrol Mature Driver Program

Awarded: \$23,000

Expended: \$21,588

Funding Source: 402

Funded Agency

The Ohio State Highway Patrol

Program Description

The Ohio State Highway Patrol conducted a mature driver public awareness and safety educational program at the Ohio State Fair and county fairs around the state. Elements of the program included aging

and driver reaction time, vision testing, operator licensing requirements and hands-on operation of a “driver brake reaction time box” to demonstrate the relationship between the aging process and brake reaction time.

Accomplishments

- Increased public awareness and education opportunities by 10 percent targeting drivers aged 55 and older.
- Ohio State Fair’s Marketplace and Martin Janis Senior Center – displays provided for mature drivers with an opportunity to obtain safety-related literature as well as discuss frequent crash causing factors with troopers. Troopers conducted demonstrations with “Fatal Vision” goggles to show the hazards of impaired driving.
- Although each post was not able to provide an exact number of people contacted through these details, it was estimated that there were over 35,000 contacts.

GHSO Senior Driver Presentations

Awarded: \$30,000

Expended: \$0 - in-kind

Funding Source: 402

Funded Agency

Governor’s Highway Safety Office

Program Description

Research has indicated that the aging of the baby boomer generation will significantly impact traffic crashes across the nation. In an effort to be progressive in addressing the potential impact of this growing population, the GHSO has developed ten (10) traffic safety presentations for senior drivers. The GHSO has reviewed current courses developed for this age group in an effort to identify what is not being addressed. The goal of these presentations is to bring senior drivers the latest information on traffic safety and automotive research and technology, and to educate them about Ohio laws and the changing highway environment. A menu of topics is provided so that the presentations can be tailored to various audiences.

The GHSO has designated a staff member who is responsible for developing and overseeing the senior driver program area in anticipation of the pending increase in the senior driver population. This senior driver coordinator focuses on assuring that age-appropriate traffic safety materials and information are provided to senior drivers through an expanded distribution network and that programming is developed to address the traffic safety problems and issues most relevant to senior drivers.

Accomplishments

- During FFY 2005, 30 presentations were delivered with an attendance of 953 participants.

Senior Driver Topics in FFY 2005

When to Give up the Keys	Collision Avoidance
Aggressive Driving	Freeway Traffic
Sings/Signals and Markings	Rules of the Road
Seasonal Driving	Finding Your Way
Care of Your Vehicle	Insurance

Construction Zone Enforcement

Awarded: \$152,000

Expended: \$71,964

Funding Source: ODOT

Funded Agencies

The Ohio State Highway Patrol, Richland County Sheriff's Office, Summit County Sheriff's Office

Project Description

The Ohio Department of Transportation (ODOT) designated federal safety funds to be spent directly on the work zone enforcement presence and education campaign in the 2005 construction season.

The ODOT and the Department of Public Safety, the Ohio State Highway Patrol, Richland County Sheriff's Office, and Summit County Sheriff's Office formalized a partnership to reduce crashes in Ohio's work zones. The purpose of this program was to initiate an enforcement presence and educational campaign in identified interstate highway work zones during the 2005 construction season. The five work zones targeted in FFY 2005 were:

- Interstate 71 Richland County
- Interstate 75 Montgomery County
- Interstate 77 Summit County
- Interstate 71 Medina County

Accomplishments

The numbers below represent the results of the Work Zone project for FFY 2004. FFY 2005 project results are not yet available from ODOT.

2004 Interstate Work Zone Enforcement Locations

Enforcement Activity	FAY-IR-71	MOT-IR-70/75	RIC-IR-71	BUT-IR-75	HAM-IR-75	MAD/CL A-IR-70	TOTALS
OVI Arrests Under 21	0	0	0	0	0	0	0
OVI Arrests 21 and Over	0	0	0	0	0	0	0
Adult Restraint Citations	20	62	47	49	0	86	264
Child Restraint Citations	0	2	0	0	0	0	2
Speed Citations	150	154	114	117	296	355	1186
Following Too Closely Citations	0	15	0	0	0	0	15
Driving Under Suspension Citations	0	6	6	2	2	0	16
Felony Arrests	0	0	0	0	0	0	0
Enforcement Hours Worked	183	151	154.5	96	126	NA	710.5
Number of Traffic Stops	273	345	263	206	309	528	1924
Number of Crashes at Enforcement Site	43	232	64	203	189	45	776

Ohio Safe Commute

Awarded: \$800,000

Expended: \$438,521

Funding Source: ODOT

Funded Agencies:

The Ohio State Highway Patrol, two Sheriff's offices and twelve police agencies

Project Description

Ohio Safe Commute is a two phase process:

1. Ohio Safe Commute stations law enforcement officers along the busiest highways during peak hours. When crashes occur, officers respond quickly to clear the scene, and minor crashes are directed off the highway for completion of crash reports. Partnering law enforcement agencies and ODOT work together to make the rush hour commute safer.

2. Safe Commute involves added enforcement on these busy highways to modify driving behaviors by concentrating on crash causing violations.

In Central Ohio Safe Commute began with a partnership with ODOT, Ohio Department of Public Safety (ODPS), and local law enforcement agencies. The Ohio Department of Transportation and the Ohio Department of Public Safety agreed federal safety funds shall be spent directly on the Safe Commute and education campaign in FFY 2005.

Accomplishments

Around Ohio, successful patrolling high-volume corridors and enforcing crash-causing violations has dramatically improved commuting on:

- Interstate 70 from IS 71/70 split to Interstate 270
- Interstate 270 from SR 161 to U.S. Route 23 (Northwest)
- Interstate 270 south of Morse Road and north of Interstate 670
- State Route 315 from Lane Avenue to Interstate 270
- Portions of Interstate 71 Cuyahoga County
- Interstate 71 Hamilton County
- Interstate 475 and 75 Lucas County
- Interstate 75 Montgomery County

The numbers below represent the results of Ohio Safe Commute for FFY 2004. FFY 2005 project results are not yet available from ODOT.

**3/1/2004-4/30/2004
Phase 2 Safe Commute Locations**

Enforcement Activity	Totals
Stops	2972
Citations	1773
Clears	136
Hours	1404

**7/4/2004-9/18/2004
Phase 3 Safe Commute Locations**

Enforcement Activity	Totals
Stops	3409
Citations	2277
Clears	139
Hours	1509

**10/12/2004-
12/11/2004
Phase 4 Safe Commute Locations**

Enforcement Activity	Totals
Stops	5401
Citations	3924
Clears	74
Hours	2844.5

County Surface Transportation Program

Awarded: \$819,195

Expended: \$801,785

Funding Source: ODOT

Funded Agencies

24 County Engineer's Offices

Program Description

For FFY 2005, 24 counties engineer's offices were approved for the County Surface Transportation Program (CSTP) grants. Each year, the County Engineer's Association of Ohio (CEAO) decides which counties are eligible to receive a grant that is administered through the GHSO. These grants focus on roadway environmental improvements through roadway analysis.

Accomplishments

The county engineers accomplished the following projects:

Projects Completed	
Sign Inventory & Inspection	8
Speed Zone Study	8
Guide rail Inventory & Compliance	3
Traffic Signal Warrant	3
Sign Upgrade	4
No Passing Zone Study	4
Ball Bank Curve Study	3
Roadside Hazard Inventory	1

Engineering and Training

Awarded: \$192,277

Expended: \$190,233

Funding Source: 402

Funded Agencies

Five cities and eight townships

Program Description

The projects focused on improvements to the roadway environment by supporting roadway analyses, data collection and purchases of engineering-related safety equipment. Roadway safety projects identified possible high-risk areas that deal mainly with roadway environment issues. Grants were awarded to cities, townships and/or villages.

Accomplishments

Studies Completed	
Intersection/Corridor Studies	3
Traffic Survey Equipment	1
Traffic Signal Inventory & Management	1
Signal Inventory	6
Speed Zone Study	1
Guardrail Inventory Study	1
Pavement Markings Studies	2

Engineering Training – Ohio Department of Transportation (ODOT)

Awarded: \$20,000

Expended: \$18,620

Funding Source: 402

Funded Agency

Ohio Department of Transportation

Program Description

The Ohio Department of Transportation (ODOT) provided highway safety related courses to state, county and local municipal employees to educate them on current roadway safety and traffic practices. The courses are determined through training needs assessment of potential participants and by individual division or district needs.

Accomplishments

Course	Number of Students
Inspection and Maintenance of Ancillary Highway Structure	26
Access Management and Location and Design	31

Motorcycle Safety

Awarded: \$2,422,868

Expended: \$2,310,743

Funding Source: State

Funded Agency

Ohio Department of Public Safety

Program Description

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

The program's 16-hour basic riding course is mandatory for 16 and 17 year olds to obtain a motorcycle endorsement. Graduation from the basic course waives the state on-cycle skill test; an incentive that has driven the increase in course enrollment since 2000. The basic course is offered at 17 fixed and 21 mobile training sites across the state. The experienced rider course is offered at seven of these sites, while the instructor preparation course is offered one or two times each year at select training sites across the state.

In 2003, legislation passed which allowed the basic course to be offered by third parties. As a result, the ODPS established administrative rules to define program requirements and ODPS oversight of all motorcycle training in the state. Six third party training sites trained 954 students in the BRC in 2005.

Accomplishments

- MO trained 12,211 students in 2005, an increase of 11 percent over 2004 training totals.
- Workshops and curriculum updates were held in January, 2005 with participation of all 200 certified MO instructors. An additional 24 instructors were trained to help meet the demand for training.
- Miami University redesigned the MO course participant survey and conducted telephone surveys with motorcyclists to gain an understanding of the views regarding rider education and motorcycle safety issues.
- GHSO staff began meeting with key stakeholders from the Ohio State Highway Patrol, Ohio Department of Transportation, county engineer's association, Ohio Motorcycle Dealer's Association, several rider organizations and Miami University to develop a strategic plan to address Ohio's rising motorcycle fatalities.
- NHTSA's *Detecting DWI Motorcyclists* brochure and pocket card and an Ohio-specific motorcycle law pocket card were distributed to law enforcement agencies across the state.

Challenges

While the 2005 crash data has not been finalized, it appears that motorcycle deaths have risen significantly in 2005. Obtaining support from motorcycle rider organizations and motorcycle-related businesses will be critical to the success of the strategic plan which will be implemented in 2006.

Crash Outcome Data Evaluation System (CODES) Project

Awarded: \$ 236,233 **Expended:** 87,741 **Funding Source:** NHTSA Cooperative Agreement

Funded Agency

Center for Injury Research and Policy (CIRP) at Columbus Children's Hospital

Project Description

The national CODES model uses linked electronic data to track persons involved in motor vehicle crashes from the scene, and, if injured, through the health care system to a final destination. By linking crash, vehicle and behavior characteristics to their specific medical and financial outcomes, prevention factors can be identified. The linked data can yield information to determine statistically which highway safety strategies are most effective for reducing injury and death associated with motor vehicle crashes. In August 2004, Ohio was awarded a CODES grant. A grant was awarded to Children's Hospital in Columbus through their Center for Injury Research and Policy (CIRP) to oversee the day-to-day operations of the CODES Project. FFY 2005 was the first full year of Ohio's CODES project.

Accomplishments

- In November 2005 CIRP hired the CODES Data Manager.
- Data use agreements and policies amongst the database owner agencies were formalized through Memoranda of Understanding (MOAs) for obtaining access to data, data confidentiality and security protection procedures. The ODPS provided 2002 and 2003 data for motor vehicle crash records, EMS incidence reporting, trauma registry, drivers' license records. The Ohio Hospital Association provided 2002 and 2003 hospital discharge and emergency department data. The Ohio Department of Health provided 2002 death certificate data. NHTSA staff visited Columbus to conduct one-week of CODES 2000 probabilistic linkage software training for project staff in March 2005.
- A March 2005 meeting of the Ohio Traffic Records Coordinating Committee and the Ohio LifeSavers Conference held in May were used as forums for generating interest in the CODES program. Presentations made at these two meetings announced the goals of the CODES program in Ohio to audiences representing the principle stakeholders for Ohio CODES.
- The CODES Board of Directors began meeting monthly and was provided a demonstration on probabilistic linkage in September 2005. At this meeting, the data request process and details of data elements to be released were discussed; these two items will be finalized in FFY 2006. The first Advisory Board meeting will occur after the data request process and application form has been finalized.

GRANTS Online Grants Management Software

Awarded: \$300,000 **Expended:** \$270,000 **Funding Source:** 157

Funded Agency

Governor's Highway Safety Office

Project Description

Ohio revised its FFY 2005 Traffic Safety Action Plan by adding a project to develop and implement a grants management software program. The total estimated cost of this project was \$450,361 for software development, training, and hardware to ensure compatibility. Previously Ohio's grants administration system was largely a very labor intensive and time consuming paper-based process. Some of the tasks needing streamlining included: application review, eliminating redundancy in data entry, checking grant applications and reimbursement claims for errors, financial and programmatic tracking of grants, checking for regulatory compliance, compiling data required for federal and state reporting, communicating with applicants and grantees in a timely manner, and following-up on delinquent grantee reports. Equally important is the product's ability to analyze the grant programs impact in specific geographic, political and project areas.

Accomplishments

- A contract was initiated with a vendor in FFY 2005 to develop the GRANTS (Grants Records and Application Network for Traffic Safety) online grants management system.
- The vendor delivered the grant solicitation software for the annual April 15th release date and trained approximately 100 potential grantees on system use in May 2005.
- Over 200 FFY 2006 grant proposals were received by the July 1st submission deadline.
- GHSO staff reviewed all proposals electronically and executed FFY 2006 grant agreements through the online system.
- Training on report and claims submission was provided to grantees in September 2005. Final modifications to the system will occur in FFY 2006.

Commercial Vehicle Analysis Reporting System

Awarded: \$796,730 **Expended:** \$391,000 **Funding Source:** NHTSA Cooperative Agreement

Funded Agency

Ohio Department of Public Safety

Project Description

Ohio is one of several states receiving NHTSA funding to learn how best to implement a system for Commercial Vehicle Analysis Reporting System (CVARS) data collection in a manner that will provide complete, accurate and timely data on the vehicles, drivers, roadways and circumstances for all crashes involving commercial motor vehicles. The pilot project identifies operational issues, suggests possible solutions, explores costs, and recommends ways to improve commercial motor vehicle crash reporting. The NHTSA's goal is to develop a model state structure and establish the system in all 50 states throughout the country.

Accomplishments

- A training session was held in October 2004 to teach officers how to determine a reportable commercial crash.
- The Ohio Department of Public Safety demonstrated the Crash Program to 41 different agencies. Currently 11 departments are using the program.
- More than 3,000 visor cards that will allow the officer's to determine correct information to record for commercial crashes.
- A task list of enhancements have been developed that will enable the program to work with more agencies and make the information more accurate.

Challenges

The biggest drawback to law enforcement agencies using the electronic crash reporting program is that it doesn't have the capability of interfacing with their agency's records management system, meaning that data entry has to be duplicated. This problem is being reviewed by working with the Office of Criminal Justice's *Officer's Toolkit* program.

Incident Reporting Data Validation Process

Awarded: \$79,000

Expended: \$65,000

Funding Source: 402

Funded Agency

Ohio Department of Public Safety

Project Description

A grant was awarded to the department's Emergency Medical Services division to establish a data validation process for the Emergency Medical Services Incident Reporting System data set. A process, based upon prior Ohio Trauma Registry validation processes, was created and adapted for use with the EMSIRS data set. A Vendor with data abstraction specialization was contracted with a final report is being prepared on this project for the EMS Board and Division of EMS.

The validation process, created in 2004, was evaluated with a different set of hospital participants to validate it's accuracy with the current data points.

A vendor was hired to manage the data validation project for the EMS Incident Reporting System (EMSIRS) database. The EMSIRS dataset has almost 3 million EMS records. This data set will be vitally important for public policy making on EMS issues. Our ability to have confidence that the data is valid and accurate is critical. This project not only establishes a viable process by which we can validate the data, but also gives a snapshot of the current data's validity.

Accomplishments

The OTR dataset has over 178,000 trauma records. This data set is crucial for evaluation of the impact that the developing trauma system is having on patient care in Ohio. Additionally the modular approach that the OTR is taking in development is leading the nation collection of rehabilitation data. Although this project did not validate rehab data, it established a process that can be used for all data sets from which hospital based records are abstracted for data. This project has established a viable process by which we can validate OTR data.

Challenges

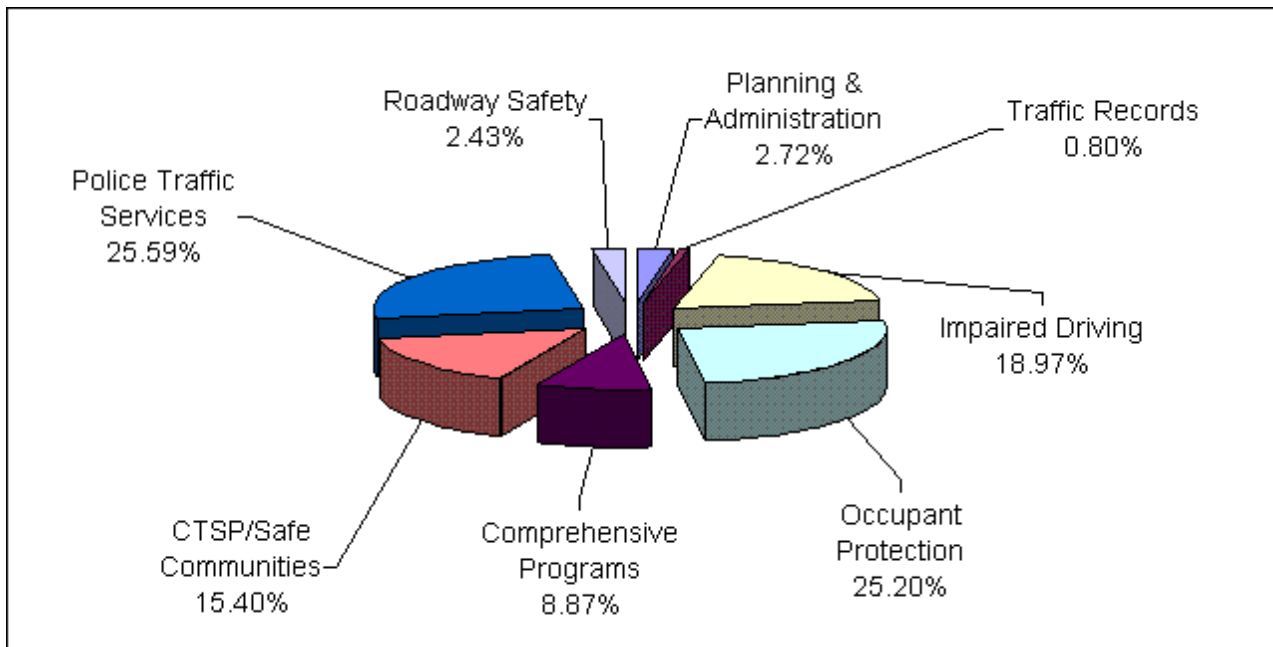
Addressing confidentiality concerns with the EMS agencies was an anticipated challenge. In the end it did not delay the project, but did require additional communications and discussions with EMS agencies up front.

Looking Toward the Future

- The GHSO looks forward to learning about the provisions and implementation guidelines for the newly passed SAFETEA-LU federal legislation.
- Ohio's Comprehensive Highway Safety Plan, once implemented will bring the state's many highway safety partners together for a focused project. Greater efforts will be made in FFY2006 to include and engage the EMS community in the plan. Overseeing the plan and coordinating reports on the outcomes of the many associated projects will be challenging as the plan moves into the implementation phase.
- The GHSO will continue to provide support as requested to assist the passing of primary safety belt and booster seat legislation. To improve efficiencies in data collection during the observational safety belt surveys the GHSO will pilot test the use of PDAs (personal data assistants)
- The GHSO anticipates receiving the report from Data Nexus on the establishment of a statewide OVI tracking system, including a blueprint for action, in FFY2006. The state will be challenged to bring together the necessary partners to move forward with the project.
- With the purpose of streamlining the impaired driving arrest process, duplicate paperwork and processing time for OVI arrests, Ohio is pursuing the purchase of portable breath testing instruments that can be provided to all law enforcement agencies. A team of key stakeholders who have been studying the issues and available technology will provide recommendations to the appropriate state department directors, with the hope that equipment purchases can begin in FFY2006.
- Ohio was awarded a CODES grant in August 2004. Children's Hospital of Columbus provides the data linkage for the project. FFY 2006 will be focused on beginning the linkage of the key data bases, providing an application process to request CODES data and building the CODES website.
- Implementation of the motorcycle strategic plan will begin in FFY2006. Obtaining support from motorcycle rider organizations and motorcycle-related businesses will be critical to the success of the various strategic plan components; the motorcycling community must be a part of the solution to the rising motorcycle fatalities.
- To revitalize the Ohio Partners for Traffic Safety (OPTS) corporate safety program the GHSO will move the program's focus towards matching individual businesses to specific traffic safety campaigns. This will allow corporate safety partners to take more ownership in the campaigns and allow businesses greater flexibility while building a stronger relationship among the corporate partners.

Federal Funds	Code	Program Descriptions	Federal Obligated	Expended	% Spent	Local Benefits	% Local
402	AL	Alcohol Programs	\$ 162,337	\$ 142,593	88%	\$ 47,214	33%
402	CP	Comprehensive Programs	\$ 898,553	\$ 874,381	97%	\$ 874,381	100%
402	OP	Occupant Protection	\$ 664,534	\$ 640,557	96%	\$ 598,297	93%
402	PA	Administration	\$ 389,312	\$ 268,055	69%	\$ -	0%
402	PS	Pedestrian Bicycle Safety	\$ 1,756	\$ -	0%	\$ -	0%
402	PT	Police Traffic Services	\$ 4,800,817	\$ 1,879,667	39%	\$ 1,716,804	91%
402	RS	Roadway Safety	\$ 264,868	\$ 239,653	90%	\$ 212,113	89%
402	SA	Safe Communities	\$ 1,572,927	\$ 1,517,721	96%	\$ 1,410,888	93%
402	MO	Motorcycle Safety	\$ 10,000	\$ -	0%	\$ -	0%
402	TR	Traffic Records	\$ 122,936	\$ 79,272	64%	\$ 79,272	100%
402 TOTAL			\$ 8,888,041	\$ 5,641,900	63%	\$ 4,938,970	88%
157	157 PM	Section 157 Paid Media	\$ 474,865	\$ 249,137	52%	\$ 249,137	100%
157	157 PT	Section 157 Police Traffic	\$ 2,072,192	\$ 642,184	31%	\$ 642,184	100%
157	157 OP	Section 157 CPS Training	\$ 1,795,311	\$ 283,767	16%	\$ 283,767	100%
157 Inc. TOTAL			\$ 4,342,367	\$ 1,175,088	27%	\$ 1,175,088	100%
157	157 IN4	Section 157 Innovative	\$ 378,017	\$ 277,875	74%	\$ 277,875	100%
157	157 IN5	Section 157 Innovative	\$ 1,275,000	\$ 1,031,870	81%	\$ 1,031,870	100%
157 Inn. TOTAL			\$ 1,653,017	\$ 1,309,745	79%	\$ 1,309,745	100%
163	163 ID	Section 163 Impaired Driving	\$ 126,844	\$ 126,844	100%	\$ 126,844	100%
164	164 AL	Section 164 Alcohol Programs	\$ 1,378,269	\$ 1,374,436	100%	\$ 1,374,436	100%
164	164 HE	Section 164 Hazard Elimination	\$ 40,139,325	\$ 26,123,547	65%	\$ 25,495,675	98%
164 TOTAL			\$ 41,644,438	\$ 27,624,828	66%	\$ 26,996,955	98%
410 TOTAL	J8	Section 410 Impaired Driving	\$ 3,346,594	\$ 1,599,760	48%	\$ 1,594,760	100%
411 TOTAL	J9	Section 411 Data Improvement	\$ 31,039	\$ -	0%	\$ -	0%
TOTAL			\$ 59,905,497	\$ 37,351,321	62%	\$ 36,015,518	96%

	402	410	157 Incentive	157 Innovative	163	164	Total	% of Total
Planning & Administration	\$268,055						\$268,055	2.7%
Traffic Records	\$79,272						\$79,272	0.8%
Impaired Driving	\$142,593	1,599,760			126,844	*	\$1,869,197	19.0%
Occupant Protection	\$640,557		532,904	1,309,745			\$2,483,206	25.2%
Comprehensive Programs	\$874,381						\$874,381	8.9%
CTSP/Safe Communities	\$1,517,721						\$1,517,721	15.4%
Police Traffic Services	\$1,879,667		642,184				\$2,521,851	25.6%
Roadway Safety	\$239,653						\$239,653	2.4%
TOTAL							\$9,853,336	





GHSO
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