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SPECIAL POINTS OF INTEREST:

In the next issue of Research Brief, we will highlight the work of Ohio's drug task forces in the 2012 annual report. The report will include data on cases initiated, indictments made, and drugs seized.



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Statistical Analysis Center

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OCJS Research Brief

Evaluation of Ohio's Bridges Out of Poverty Initiative

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The Bridges Out of Poverty model was first introduced and published in 1999. It is based upon a theoretical approach designed to assist employers, community organizations, social-service agencies, and individuals address and reduce poverty in a comprehensive way. Ideally, people from all economic classes come together to improve job retention rates, build resources, improve outcomes, and support those who are moving out of poverty. Bridges Out of Poverty has been described as a starting point where one can develop accurate mental models of poverty, middle class, and wealth. The model lends itself to the development of a new lens through which individuals and agencies can view themselves, their clients, and the community.

Typically, poverty is associated with economic indicators, all of which are expressed in terms of financial resources only. According to the Bridges model, this approach is much too narrow. Some argue that financial resources, while extremely important, do not explain the differences in the success with which some individuals leave poverty nor the reasons that many stay in poverty. The ability to leave poverty is more dependent upon other resources than it is upon financial resources. Each of these resources plays a vital role in the success of an individual. To better understand people from poverty, the Bridges model defines poverty as the "extent to which an individual does without resources." The resources identified as correlated to poverty are the following:

- Financial
- Emotional
- Mental
- Spiritual
- Physical
- Support Systems
- Relationships/Role Models
- Knowledge of Hidden Rules
- Coping Strategies

Ohio's Bridges out of Poverty Initiative

The Ohio Bridges out of Poverty Initiative evolved as a result of efforts by the Ohio Supreme Court Specialized Dockets section to facilitate trainings for local courts that were developing specialized criminal justice dockets. The Supreme Court embraced the opportunity to bring the trainings to local courts because the information provided in the Bridges training was relevant to a substantial number of the offenders treated through specialized dockets. In addition, research demonstrated that success of specialized docket models was centered upon the judge's involvement and the relationship the offender develops with the judge. To help foster and aid relationship-building it was important that the judge and other key criminal justice personnel have a comprehensive understanding of changing offender behavior.

The Bridges Initiative began with the hosting of one-day trainings for specialized docket program personnel in the Bridges Out of Poverty approach. The court also supported their Specialized Dockets section staff completing the Bridges Out of Poverty Train-the-Trainer program. In addition, the Franklin County Drug Court team was trained on a practical application and program model rooted in the Bridges philosophy called Getting Ahead in a Just Gettin' By World.

Due to the success of implementing the Bridges model demonstrated in Franklin County, the Supreme Court Specialized Docket section expanded the Bridges Initiative to the Columbiana County Municipal Court which was in the process of creating a mental health court. In 2009, the Supreme Court's Specialized Dockets section and the Children, Families, and the Courts section partnered with the Ohio Judicial College to conduct a four-year, four-phase project implementing Bridges concepts in Ohio's court system. There were 22 counties identified, and 11 counties participated. Each section contributed funding and was required to focus on specific programs, such as alternative response and juvenile probation. Each participant was also responsible for organizing teams where the judge's participation was a requirement.

Supreme Court's Bridges Implementation Project

The Supreme Court implementation project of the Bridges out of Poverty model was conducted in four phases detailed below.

- **Phase I—Focus on Program Personnel Training** During this phase, 4 regional 1-day trainings and 1 train-the-trainer was conducted for 81 people including 8 judges and 1 magistrate.
- **Phase II—Focus on Court Program Implementation** During this phase the Supreme Court Specialized Dockets section developed model best-practice court programs that integrate Bridges constructs. The Specialized Docket staff provided technical support to aid the programs in developing and applying concepts to program operations, assisted in evaluation, and improve model court programs.
- **Phase III—Focus on Bridges Community Continuum** During this phase, model court programs were integrated into the Bridges community continuum. They conducted a local resource inventory regarding Bridges activities in the county as part of an inventory to identify guiding coalitions. If no community guiding coalition could be identified then the Supreme Court staff assisted in working with the local community to create one. The priority goal for this phase was to have the county begin working on a county-focused plan.
- **Phase IV—Focus on Community Sustainability** This phase will focus on facilitating the development of self-sustaining communities. The court will work with guiding coalitions to identify strategies on how to increase community resources at both the individual level & local employer level.
 - o Individual level—focus on approaches that assist people in becoming problem-solvers and that identify and remove barriers to building resources to become self sufficient
 - o Employer level—focus on working with local companies to apply Bridges constructs in order to maintain workforce stability thru employee retention

Bridges Initiative Successes

The Supreme Court has gathered anecdotal evidence about the success of the Bridges Initiative. Those courts that have participated reported on process changes to:

- Probation departments
- Community service
- Court customer service
- Bureau of Motor Vehicles
- Transportation assistance

Bridges Initiative Challenges

The Supreme Court has gathered anecdotal evidence about the challenges of the Bridges Initiative. Those courts that have participated reported challenges in the following areas:

- Sustainability
- Support from court administration
- Trial court participation

- Peer mentor network
- Evidence-based practices

To aid the efforts of the Supreme Court in expanding and enhancing the capacity to grow the Bridges out of Poverty Initiative, the Ohio Office of Criminal Justice Services is conducting an evaluation of the Ohio Bridges Initiative.

Major Research Goals

1. Examine how court programming has been adapted based on the Bridges Out of Poverty approach for the courts who participated in the Bridges Initiative? (More importantly, seek to find out what is working well? What are areas of needed improvement?)
2. Select the best practices in the courts to form the basis of a model program rooted in the Bridges philosophy (Will the model program yield positive outcomes that result in positive behavioral change and assist the courts in better serving their clients?)
3. Assess whether the model is sustainable, and if so, what resources are necessary to support successful implementation of the model program.

Evaluation Project / Study Design

The core purpose of the current project is to assess the impact of the Bridges model on overall court functioning. The evaluation is complex and multi-faceted, relying on several research methodologies that include focus groups, cases studies involving the on-site collection of court-level / program data at six sites, a program administrator survey, attitudinal surveys of offenders, program participants, court staff, and key stakeholders/community members, and the development and piloting of a model program. The main phases of the project are outlined below.

- **PHASE I:** Conduct focus groups of select counties who were identified as participants in the Bridges Initiative
STATUS: completed September 2012
- **PHASE II:** Conduct case studies of six select counties that participated in the Bridges Initiative.
STATUS: currently ongoing. Initial site visit conducted November 2012. Anticipated completion date (site visits and data analysis) by May 2013
- **PHASE III:** Develop a Bridges Model Program based on the best practices identified in Phase II of the evaluation project, and select a pilot site for program implementation
STATUS: Pilot program development is set to begin June 2013 with expected finalization by September 2013. Pilot site selection to be complete by December 2013
- **PHASE IV:** Implement the Bridges Pilot Project and collect process and outcome evaluation data to assess the program success and impact. Further programmatic changes will be made based on the results of the process and outcome evaluation
STATUS: Bridges Model Pilot Program implementation to begin January 2014

Crisis Intervention Team Officer Dispatch, Assessment, and Disposition: Interactions with Individuals with Severe Mental Illness

Ritter, C., Teller, J.L.S., Marcussen, K., Munetz, M.R., & Teasdale, B.

The Crisis Intervention Team (CIT) model is a specialized police response program for people in a mental illness crisis. The authors analyzed 2,174 CIT officers' reports from one community, which were completed during a five year period. These officers' reports described interactions with people presumed to be in a mental illness crisis. The authors used hierarchical logistic and multinomial regression analyses to compare transport to treatment to either transport to jail or no transport by how the calls were dispatched. The results revealed that both dispatch codes and officers' on-scene assessments influenced transport decisions. Specifically, calls dispatched as suspected suicide were more likely to be transported to treatment than calls dispatched as mental disturbance. Furthermore, calls dispatched as calls for assistance, disturbance, suspicious person, assault, suspicion of a crime, and to meet a citizen were all less likely than mental disturbance calls to result in transportation to treatment. Officer assessments of the use of substances, being off medications, signs and symptoms of mental or physical illness, and violence to self or others were associated with the likelihood of being transported to treatment. These results build on previous work that demonstrated differences in transport decisions between CIT trained and non-CIT trained officers.

Document available at: <http://www.sciencedirect.com/science/article/pii/S0160252710001184>

This paper is based on work supported by grants from the Ohio Department of Mental Health (03 – 05.1176), the Office of the Ohio Criminal Justice Services (2003-DG-COV-7068), and the CIT Center at the University of Memphis.

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Bridges Evaluation Selected Sites

Program sites selected for inclusion in the Phase II of the evaluation include:

- Licking County Municipal Court
- Marion County Municipal Court
- Columbiana County Municipal Court
- Clermont County Municipal Court
- Akron (Summit County) Municipal Court
- Mansfield (Richland County) Municipal Court

1. Payne, R. K., P. Devol, T. D. Smith (2001). Bridges out of Poverty: Strategies for Professionals and Communities. Revised Edition. Aha Process, Inc.. pp 3-5

Statistical Reports Now Available on Federal Websites

At the end of calendar year 2012, several statistical reports were released. Below is a sampling of the reports that are available for download:

Bureau of Justice Statistics. Links to these reports and others can be found here: <http://bjs.ojp.usdoj.gov/index.cfm?ty=pbo>

- State Corrections Expenditures, FY 1982-2010
- Mortality in Local Jails and State Prisons, 2000-2010—Statistical Tables
- Violent Crime Against Youth, 1994-2010
- Crime Against Persons with Disabilities, 2009-2011—Statistical Tables
- Prisoners in 2011
- Violent Victimization Committed by Strangers, 1993-2010
- Correctional Populations in the United States, 2011
- Probation and Parole in the United States, 2011
- Intimate Partner Violence, 1993-2010
- Firearms Stolen during Household Burglaries and Other Property Crimes, 2005-2010
- Arrest in the United States, 1990-2010
- Criminal Victimization, 2011

Federal Bureau of Investigation. Links to these and other reports can be found here: <http://www.fbi.gov/stats-services/publications>

- Preliminary Semi-Annual Crime Statistics, 2012
- Law Enforcement Officers Killed and Assaulted, 2011
- Hate Crime Statistics, 2011
- Crime in the United States, 2011

Office of Juvenile Justice and Delinquency Prevention

- Statistical Briefing Book has been updated <http://www.ojjdp.gov/ojstatbb/default.asp>

OCJS partners with local universities to create the Ohio Consortium of Crime Science

In April 2012, The Ohio Office of Criminal Justice Services partnered with the University of Cincinnati and several leading Ohio colleges and universities to form the Ohio Consortium of Crime Science (OCCS). The Consortium works with practitioners, policymakers, and academic researchers in the social science and related professions, building interdisciplinary and statewide networks to link research to practice and policy. The Consortium provides training, technical assistance, evaluation, and consulting services directly to local governmental criminal justice agencies who seek assistance in solving crime and criminal justice problems. Researchers are paired with practitioners based on their area of expertise and geographic location. A small stipend is provided to the researcher(s) who undertake a request for assistance.

To date, 38 researchers from 11 universities have expressed interest in being a part of the OCCS.

An Advisory Board was established to create the structure, policies, and procedures for the Consortium. Eight researchers make up the Board in addition to the Board chairperson and the OCJS Executive Director.

The first meeting of the Advisory Board took place in July to discuss the creation of subcommittees to focus on the following areas: 1) project prioritization, to create the mechanism to pick which projects should be funded; 2) selection of experts, to determine how to choose the researcher(s) best suited for a given project; 3) quality control, to identify criteria and guidelines to promote quality and delivery of services.

The Advisory Board subcommittees have met periodically to provide recommendations on the structure, policies, and procedures for the Consortium. A website has been developed which will allow local government agencies to submit a request for assistance online. Pilot studies have begun to test the concept and feasibility of the Consortium. OCJS has set aside funding to provide stipends for approved projects in the first year. Once policies and procedures have been finalized, the OCCS will be rolled out to the public, which is expected to be in early 2013. OCJS will evaluate the implementation, structure, and function of the initiative in order to address program operation and performance.

Examination of factors determining fault in two-vehicle motorcycle crashes

William H. Schneider IV, Peter T. Savolainen, Dan Van Boxel, and Rick Beverley

Research supported by The Ohio Department of Public Safety and conducted by researchers from Akron University examined factors determining fault in two-vehicle motorcycle crashes. Motorcycle crashes frequently involve a combination of high-risk behaviors by the motorcyclist or the other crash-involved driver. Such behaviors may include riding or driving without appropriate licensure or while under the influence of alcohol, as well as deciding not to use a safety device such as a helmet or safety belt. Given that these factors frequently occur in combination with one another, it is difficult to untangle the specific effects of individual factors leading up to the crash outcome. The study assessed how various rider-, driver-, and other crash-specific factors contribute to at-fault status in two-vehicle motorcycle crashes, as well as how these same factors affect the propensity for other high-risk behaviors.

The interrelationships among fault status and these other behaviors are also examined using a multivariate probit model. This model was

developed using police-reported crash data for the years 2006–2010 from the State of Ohio. The results show that younger motorcyclists are more likely to be at-fault in the event of a collision, as are riders who are under the influence of alcohol, riding without insurance, or not wearing a helmet. Similarly, motorcyclists were less likely to be at-fault when the other driver was of younger age or was driving under the influence of alcohol, without insurance, or not wearing their safety belt. Crash-involved parties who engaged in one high-risk behavior were more likely to engage in other such behaviors, as well, and this finding was consistent for both motorcyclists and drivers. The results of the study suggest that educational and enforcement strategies aimed at addressing any one of these behaviors are likely to have tangential impacts on the other behaviors, as well.

For a link to the full article, go to <http://www.sciencedirect.com/science/article/pii/S0001457511002740>.