



**Michigan Office of Highway Safety Planning  
Fiscal Year 2026 Annual Grant Application**

**Sections:**

**Updates to the Triennial Highway Safety Plan (3HSP)**

**Changes to Performance Plan**

**Projects and Subrecipient Information**

**Appendix A**

**Appendix B**

**Fiscal Year 2026 Annual Grant Application Project Summary Table**

**Fiscal Year 2026 Annual Grant Application 405c Summary Table**

## Updates to the Triennial Highway Safety (3HSP) Plan:

### Community Traffic Safety Programs

***NHTSA Uniform Planning Guidelines For Impaired Driving Highway Safety Program Guideline #8, Prevention (updated March 2025).***

**Justification:** Conduct Community-Based Programs: Conduct community-based programs that implement prevention strategies at the local level through a variety of settings, including schools, employers, medical and health care professionals, community coalitions and traffic safety programs. Community Coalitions and Traffic Safety Programs: Community coalitions and traffic safety programs should provide the opportunity to conduct prevention programs collaboratively with other interested parties at the local level and provide communications toolkits for local media relations, advertising, and public affairs activities. Coalitions may include representatives of government such as highway safety; enforcement; criminal justice; liquor law enforcement; public health; driver licensing and education; business, including employers and unions; the military; medical, health care and treatment communities; at-risk, faith-based, advocacy and other community groups; and neighboring counties, as appropriate.

### Driver Education

Countermeasures That Work: 11<sup>th</sup> Edition, 2023, Chapter 3 Seat Belts and Child Restraints – Other Strategies for Behavior Change: Programs for Older Children

***NHTSA Peer-to-Peer Teen Traffic Safety Program Guide (2019).***

**Justification:** Teens are more likely to adopt safe behaviors when messages come from other teens, supported by trusted adults. Research shows that teens who engage regularly in peer-led prevention activities are less likely to engage in risky behaviors themselves and build measurable skills in areas like assertiveness, refusal, decision making, and caring for others. The guide stresses that while peer programs need adult support, teen leadership drives success, creating “nourishers” like recognition and meaningful progress as motivators for teens. Michigan crash data continues to show that drivers ages 15–20 are overrepresented in crashes involving distraction and impairment (Michigan Crash Facts, 2023). Studies show that 87% of teens report parents or caring adults as the #1 influence on whether they practice safe driving behaviors (Allstate Foundation, 2016), and the NHTSA Young Driver Peer Programs Research Note (2020) highlights that peer-led programs combined with adult reinforcement show higher retention of safe behaviors.

### Emergency Medical Services

None

### Impaired Driving

None

### Motorcycle Safety

None

### Occupant Protection

Countermeasures That Work: 11<sup>th</sup> Edition, 2023, Chapter 3 Seat Belts and Child Restraints – Other Strategies for Behavior Change: Child Restraint Inspection Stations

**Paid Media**

None

**Pedestrian and Bicyclist Safety**

None

**Police Traffic Services**

None

**Repeat Offender**

None

**Traffic Records**

None

**Changes to Performance Plan:**

The Michigan Office of Highway Safety Planning (OHSP) has no changes to its current performance plan.

## Community Traffic Safety Programs (CP) Summary Page

- 2026-CP-01-OH - Program Coordination
- 2026-CP-03-OH - OHSP Printing and Publications
- 2026-CP-04-IG - Materials Storage and Distribution
- 2026-CP-05-OH - Michigan Grants System - MGX
- 2026-CP-06-OH - Michigan Traffic Safety Networks (TSNs)
- 2026-CP-08-00 - Solar-Powered Radar Speed Sign Implementation for Traffic Safety
- 2026-CP-09-OH - An Assessment of Obstacles in Distracted Driving Enforcement Under the Michigan Hands-Free Law

<i>CP</i>		<i>Community Traffic Safety Programs</i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
CP-Community Traffic Safety Programs	2026-CP-01-OH 2026-CP-03-OH 2026-CP-04-IG 2026-CP-05-OH 2026-CP-06-OH 2026-CP-08-00	IIJA NHTSA 402	\$2,760,903.35
UNATTD-Heatstroke/Unattended Passenger Education	2026-CP-03-OH	IIJA NHTSA 402	\$2,000.00
CP-Community Traffic Safety Programs	2026-CP-09-OH	IIJA NHTSA 405e FLEX	\$150,000.00
<b>LOCAL EXPENDITURE</b>			<b>\$43,680.52</b>
<b>CP Program Area Total</b>			<b>\$2,912,903.35</b>

<b>Program Area:</b>	Community Traffic Safety Programs (CP)		
<b>Project Title:</b>	Program Coordination		
<b>Project Number:</b>	2026-CP-01-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	<p>This project will support the shared costs of the Program Coordination team required to implement and manage the Office of Highway Safety Planning (OHSP) programs.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Travel, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$2,405,545.81	<b>Indirect Cost Rate:</b>	15.40%
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	CP-2026-CP-01-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Community Traffic Safety Programs		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	451100		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity 1: Improve compliance with Michigan traffic laws by increasing the public's perceived threat of ticketing, arrest, and conviction using traffic enforcement mobilizations and crackdowns focused on impaired driving and safety belt use by September 30, 2026.

Activity 2: Enhance the knowledge and expertise of highway traffic safety professionals through improved, accessible, and cost-effective education and training by September 30, 2026.

Activity 3: Increase the awareness and support of traffic safety as a priority through improved communications with state and local stakeholders and the public by September 30, 2026.

Activity 4: Enhance the availability, timeliness, and use of traffic crash records, other planning data, and information through improvements to the State's traffic records system, crash analysis, research, and evaluations by September 30, 2026.

**Countermeasure Strategy:**

Countermeasures that Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving, Enforcement: Integrated Enforcement, Pages 1-33 to 1-34.

<b>Program Area:</b>	Community Traffic Safety Programs (CP)		
<b>Project Title:</b>	OHSP Printing and Publications		
<b>Project Number:</b>	2026-CP-03-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	<p>The OHSP will promote seat belt use, sober driving, child passenger safety, vulnerable roadway user safety, and all other traffic safety concerns through public information outreach. This includes developing brochures, flyers, posters, banners, and other materials to promote traffic safety campaigns and events.</p> <p>Funding will support the following budget categories: Supplies &amp; Operating.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$135,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	CP-2026-CP-03-OH, UNATTD-2026-CP-03-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Community Traffic Safety Programs, IIJA NHTSA 402 Heatstroke/Unattended Passenger Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	452100		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

1. Print and distribute traffic safety materials from October 1, 2025, to September 30, 2026.
2. Produce and print one banner (speed is suggested) by September 30, 2026.
3. Reprint the previously developed Click It or Ticket and Drive Sober banners, if needed, by September 30, 2026.
4. Produce, print, and distribute a poster that educates the public about the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator by September 30, 2026.
5. Spend no more than \$15,000.00 to print Saved by the Belt items by September 30, 2026.

**Countermeasure Strategy:** Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 3 - Seat Belts and Child Restraints - Other Strategies for Behavior Change: Programs for Increasing Child Restraint and Booster Seat Use, Pages 3-31 to 3-32.

<b>Program Area:</b>	Community Traffic Safety Programs (CP)		
<b>Project Title:</b>	Materials Storage and Distribution		
<b>Project Number:</b>	2026-CP-04-IG		
<b>Subrecipient:</b>	Michigan State Police - GCSD		
<b>Project Description (MGX Project Summary):</b>	<p>The Michigan State Police (MSP) Distribution Center houses a variety of traffic safety-related public information materials and mobilization items for law enforcement. The public will be able to order information about traffic safety through this storage facility. The OHSP provides costumes for loan to assist schools, enforcement agencies, and other organizations promoting safe driving habits. The distribution center also ships the Standardized Field Sobriety Test (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE) training materials for law enforcement.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$144,527.02	<b>Indirect Cost Rate:</b>	15.40%
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	CP-2026-CP-04-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Community Traffic Safety Programs		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	213301		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

The Michigan Department of State Police GCSD will provide the following services for the OHSP from October 1, 2025, to September 30, 2026:

- Accept shipments, inventory, and store traffic safety-related materials.
- Inventory, store, and ship Standardized Field Sobriety Testing, Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Expert materials.
- Fill all requests for the OHSP traffic safety materials at established quantity limits via mail, phone, email, and online orders.
- Conduct special mailings of materials as requested by the OHSP.
- Ship Click It the Cricket costumes to applicants and track the costumes to ensure their prompt return.
- Ship Vince and Larry costumes to applicants and track the costumes to ensure their prompt return.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 3 - Seat Belts and Child Restraints  
Enforcement: Short-Term, High-Visibility Seat Belt Law Enforcement, Pages 3-15 to 3-17.

<b>Program Area:</b>	Community Traffic Safety Programs (CP)		
<b>Project Title:</b>	Michigan Grants System - MGX		
<b>Project Number:</b>	2026-CP-05-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	The OHSP is working through a cooperative contract between the Michigan Department of Technology, Management and Budget (DTMB) and Agate Software to build, support, and maintain an online grant system for traffic safety grants. This is the Michigan Grants System (MGX) that administers all OHSP federal-funded and state-funded projects.  Funding will support the following budget categories: Equipment		
<b>Location and Affected Communities:</b>	Eaton, Ingham		
<b>Total Federal Funds Awarded:</b>	\$26,150.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	CP-2026-CP-05-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Community Traffic Safety Programs		
<b>Equipment Amount Requested:</b>	\$26,150.00	<b>NHTSA Equipment Approval Date:</b>	TBD
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	456180		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

1. Track and log activity regarding annual hosting, maintenance, support, and service enhancements by September 30, 2026.
2. Facilitate annual grant applications for federal safety grants by September 30, 2026.
3. Facilitate the annual Secondary Road Patrol and Truck Safety awards by September 30, 2026.
4. Facilitate reporting requirements for federal safety grants, Truck Safety projects, and Secondary Road Patrol awards by September 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol Impaired Driving - Enforcement: Integrated Enforcement, Pages 1-33 to 1-34.

<b>Program Area:</b>	Community Traffic Safety Programs (CP)		
<b>Project Title:</b>	Michigan Traffic Safety Networks (TSNs)		
<b>Project Number:</b>	2026-CP-06-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	<p>Although Michigan has seen a decrease in traffic crash fatalities over the last few years, our total number of fatalities has remained over 1,000 since 2020. A successful statewide traffic safety campaign requires the efforts of a multi-disciplinary group of traffic safety partners working together towards reducing traffic crashes, fatalities, and injuries.</p> <p>The Office of Highway Safety Planning (OHSP) will partner with AAA Michigan to support, promote, and grow regional Traffic Safety Networks (TSNs) across the state. The fifteen TSNs will be provided with programmatic support to conduct a forum for various traffic safety professionals to network, collaborate, share knowledge of emerging issues, and learn about new programs and technology.</p> <p>Funding will support the following budget categories: Contractual Services and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$8,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	CP-2026-CP-06-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Community Traffic Safety Programs		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	451140		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Provide programmatic support to each of the fifteen TSNs by sponsoring educational and networking opportunities through September 30, 2026.

**Countermeasure Strategy:** Innovative Countermeasure

***NHTSA Uniform Planning Guidelines For Impaired Driving Highway Safety Program Guideline #8, Prevention (updated March 2025).***

**Justification:** Conduct Community-Based Programs: Conduct community-based programs that implement prevention strategies at the local level through a variety of settings, including schools, employers, medical and health care professionals, community coalitions and traffic safety programs. Community Coalitions and Traffic Safety Programs: Community coalitions and traffic safety programs should provide the opportunity to conduct prevention programs collaboratively with other interested

parties at the local level and provide communications toolkits for local media relations, advertising, and public affairs activities. Coalitions may include representatives of government such as highway safety; enforcement; criminal justice; liquor law enforcement; public health; driver licensing and education; business, including employers and unions; the military; medical, health care and treatment communities; at-risk, faith-based, advocacy and other community groups; and neighboring counties, as appropriate.

<b>Program Area:</b>	Community Traffic Safety Programs (CP)
<b>Project Title:</b>	Solar-Powered Radar Speed Sign Implementation for Traffic Safety
<b>Project Number:</b>	2026-CP-08-00
<b>Subrecipient:</b>	Richmond Lenox E.M.S.
<b>Project Description (MGX Project Summary):</b>	<p>Richmond Lenox Emergency Medical Services (RLEMS) proposes to install solar-powered radar speed signs in high-risk traffic areas within Richmond and Lenox Townships to mitigate speeding, enhance driver awareness, and improve overall roadway safety. Speeding remains one of the leading causes of severe crashes, resulting in increased injuries and fatalities. This project aims to provide real-time speed feedback to drivers, encouraging safer driving habits and reducing crash rates.</p> <p>Excessive speeding negatively impacts roadway safety by increasing crash severity, reducing reaction times, and lengthening stopping distances. Speed-related crashes also pose significant risks to first responders, especially EMS personnel who arrive at crash scenes along high-speed roadways. By strategically placing radar speed signs in high-risk areas, this initiative will proactively address these challenges, making roads safer for all users.</p> <p>This project aligns with the MGX FY2026 Grant priorities under the Roadside Safety and Vulnerable Roadway Users categories. These radar speed signs will serve as a cost-effective, data-driven solution to reduce speeds, improve compliance with posted limits, and ultimately save lives.</p> <p>Project Implementation Plan:</p> <p><b>Data Collection &amp; Site Selection:</b> RLEMS will collaborate with the Macomb County Sheriff's Office and the Macomb County Department of Roads (MCDR) to analyze local crash data and determine optimal placement for the radar signs. High-risk roadways will be prioritized based on speed-related crash frequency, severity, and community concerns.</p> <p><b>Procurement &amp; Installation:</b> RLEMS will purchase eight (8) solar-powered radar speed signs that comply with Federal Highway Administration (FHWA) and MASH (Manual for Assessing Safety Hardware) standards. Permits will be obtained through MCDR before installation begins.</p> <p><b>Community Awareness &amp; Education:</b> A public awareness campaign will be launched to educate local residents on the dangers of excessive speeding and how radar speed signs encourage safer driving habits. This campaign will include distributing educational materials via social media, the RLEMS website, and local community bulletins, as well as placing informational signage near the radar speed sign locations.</p> <p>To further engage the community, Richmond Lenox EMS will conduct brief surveys and polls to gauge public awareness of the radar signs, collect feedback on their effectiveness, and measure shifts in perception regarding speeding. Community members will also be encouraged to participate in local safety initiatives, including neighborhood watch programs that support speed awareness efforts.</p>

	<p>The educational campaign will be designed with measurable goals, such as increases in community knowledge about speeding risks and perceived effectiveness of radar speed signs, tracked through pre- and post-campaign surveys. These efforts will complement the data collection and monitoring portion of the project, providing both qualitative and quantitative metrics to evaluate success.</p> <p>Monitoring &amp; Evaluation: RLEMS will track speed data and crash trends before and after installation, ensuring measurable improvements in traffic safety.</p> <p>By implementing this project, Richmond Lenox EMS aims to reduce excessive speeding, decrease crash severity, and enhance road safety for residents, emergency responders, and all road users. With funding, this initiative will set a precedent for using proven, data-driven interventions to improve traffic safety in local communities.</p> <p>The Department of Roads will provide their standards and, as long as these are met, they approve of the use of these devices. Richmond PD is not involved since this will be in the Macomb County Sheriff Law Enforcement Jurisdiction and the Macomb County Department of Roads.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Macomb		
<b>Total Federal Funds Awarded:</b>	\$43,680.52	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	EM-2026-CP-08-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Emergency Medical Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454150		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

**Gather Traffic Crash Reports, Citation Data, and Community Input:**

The first step in the project will be to collect traffic crash data, citation records, and feedback from the local community. Richmond Lenox EMS will work with the Macomb County Sheriff's Office and MCDR to gather and analyze data on speed-related crashes in the identified high-risk areas. This data will help prioritize the most dangerous locations and assess the severity of past incidents. Additionally, public meetings and surveys will be conducted to obtain community input on problem areas where speeding is a concern. Local law enforcement and other stakeholders will be consulted to understand the specific needs of the residents and determine the effectiveness of potential solutions.

**Collaborate with Macomb County Sheriff's Office and MCDR to Select Installation Sites:**

Once the data has been gathered, Richmond Lenox EMS will collaborate with the Macomb County

Sheriff's Office and MCDR to analyze the results and select the optimal locations for the radar speed signs. This process will involve a careful review of crash data, traffic patterns, and feedback from local residents. The goal is to install the radar speed signs in areas that will have the most significant impact on reducing speeding and improving safety. Special attention will be given to high-crash zones, school zones, and roads with high community concern.

#### Secure Necessary Permits and Approvals from MCDR:

Before installation can begin, Richmond Lenox EMS will work closely with the MCDR to secure the necessary permits and approvals for placing the radar speed signs on public roads. This step will ensure compliance with local regulations and safety standards. Richmond Lenox EMS will submit the required applications and documentation, including plans for sign placement and installation, to obtain approval from MCDR. The agency will also coordinate with any other relevant local authorities to ensure that the project adheres to all legal and operational requirements.

#### Project Timeline:

The timeline for these activities will begin in October 2025, with data gathering, including crash reports, citation data, and community input, to be completed by December 2025. By the end of the year, the installation sites will be selected based on the collaborative analysis with the Macomb County Sheriff's Office and MCDR. The goal is to complete the permit and approval process by March 2026, allowing for radar speed sign installation to begin in early spring 2026.

#### Expected Outcomes:

This phase of the project will lead to a well-defined plan for radar sign installation, with clear justifications based on real traffic data and community needs. It will ensure that signs are placed in locations where they will have the greatest potential to reduce speeding and increase safety on local roadways. The input from the Sheriff's Office, MCDR, and the community will also help ensure that the project is aligned with local priorities and addresses the most pressing safety issues.

#### Purchase of Solar-Powered Radar Speed Signs:

Richmond Lenox EMS will purchase eight (8) solar-powered radar speed signs that meet the required standards of FHWA and MASH compliance. These signs will be selected based on their ability to provide real-time feedback to drivers, alerting them when they exceed the posted speed limits. The procurement process will ensure that the selected units are durable, reliable, and capable of functioning in all weather conditions. The specifications of the signs will be verified to ensure they align with the safety standards set by the FHWA and MASH guidelines. The purchasing process will also consider cost-effectiveness to ensure the project stays within the budget while still providing the necessary quality for public safety.

#### Site Selection and Installation:

Once the radar speed signs are procured, RLEMS will collaborate with the Macomb County Sheriff's Office and MCDR to identify and approve the optimal locations for installation. This process will involve reviewing traffic and crash data to prioritize high-risk areas where speeding is a significant issue. Installation will only proceed after receiving the necessary approvals from MCDR. The signs will be installed in areas that maximize their impact on traffic safety, such as high-crash zones, school zones, and areas with high pedestrian or cyclist activity. The installation will be completed in compliance with all safety regulations and will involve coordination with local authorities to minimize disruptions during the installation process.

#### Calibration and Visibility Ensuring:

Following installation, RLEMS will ensure that each radar speed sign is properly calibrated to accurately detect and display vehicle speeds. Calibration will be performed by qualified technicians who will adjust the signs to meet manufacturer specifications and ensure their effectiveness in slowing

down drivers. Additionally, the visibility of the signs will be carefully checked to ensure they are clearly visible to drivers, even in adverse weather conditions or low-light situations. Proper placement of the signs, along with their calibration and visibility, will maximize their ability to influence driver behavior and improve road safety in the identified high-risk areas.

**Timeline for Completion:**

The goal is to complete the procurement and installation of the radar speed signs by the end of March 2026. The process will begin with purchasing the signs and securing the necessary permits by January 2026, followed by the installation and calibration phases through March 2026. Continuous monitoring of the installation and calibration process will be conducted to ensure that all signs are functioning as expected. RLEMS will maintain close communication with MCDR and the Sheriff's Office to ensure that all activities stay on track and are completed within the proposed timeline.

**Expected Outcomes:**

This goal and its related activities will result in the timely installation of radar speed signs at high-risk locations, directly addressing the problem of speeding in Richmond and Lenox Townships. The solar-powered signs will provide a cost-effective and sustainable solution for improving road safety. By displaying real-time speed feedback, the signs will encourage drivers to reduce their speed, leading to fewer crashes and injuries. The successful installation and calibration of these signs will demonstrate RLEMS's commitment to improving traffic safety using evidence-based, data-driven methods.

**Launch a Public Awareness Campaign with Law Enforcement:**

RLEMS will partner with local law enforcement to promote a public awareness campaign. Officers will share the message during traffic stops, participate in community events, and be featured in outreach materials. Local media will amplify the campaign through press releases and public service announcements about speeding dangers and the benefits of radar speed signs.

**Provide Educational Materials to Schools and Community Groups:**

RLEMS will distribute educational materials, including brochures and flyers, to schools and community organizations, explaining the dangers of speeding and the effectiveness of radar speed signs. These materials will be shared with students, families, local businesses, and community groups to ensure wide reach.

**Organize Community Events:**

RLEMS will host informational sessions at local venues where residents can learn about the radar speed sign project, ask questions, and discuss speeding. Law enforcement and RLEMS staff will attend to explain the benefits of the signs.

**Utilize Social Media and Digital Platforms:**

RLEMS will use social media (Facebook, Instagram, and Twitter) to share educational content, facts, and tips on road safety. Engaging posts and a dedicated hashtag will encourage local participation and spread awareness.

**Coordinate with Local Media:**

RLEMS will work with local newspapers, radio, and TV outlets to spread the campaign's message, share updates, and cover events related to the radar speed signs.

**School and Youth Engagement:**

RLEMS will organize school presentations to educate students and their families on road safety, the dangers of speeding, and how radar speed signs work. Materials will be distributed for students to share at home.

**Track Campaign Effectiveness:**

RLEMS will track engagement through social media metrics, event attendance, and material distribution. Feedback from residents will measure their understanding of speeding issues and radar speed sign benefits, helping adjust future outreach efforts.

**Timeline for Completion:**

The campaign will begin in January 2026, with educational materials and events in February and March. Social media and media outreach will be ongoing, with a final evaluation in August 2026.

**Expected Outcomes:**

The campaign will increase awareness of speeding dangers, encourage safer driving behaviors, and build support for the radar speed sign project, fostering a culture of road safety in Richmond and Lenox Townships.

**Conduct Pre- and Post-Installation Traffic Studies:**

RLEMS will conduct traffic studies before the installation of the radar speed signs to collect baseline data on traffic speed and crash trends in the identified high-risk areas. These studies will involve gathering traffic speed data using radar units and collecting crash reports from local law enforcement agencies. The data will focus on identifying patterns in speeding violations, crash frequency, and crash severity.

After the radar speed signs are installed, RLEMS will conduct follow-up traffic studies to assess changes in driver behavior and traffic safety. These post-installation studies will include the same data points—traffic speeds, crash data, and safety violations—to evaluate the direct impact of the radar speed signs on road safety. RLEMS will also use speed monitoring tools to compare pre- and post-installation speeds at specific locations.

**Submit Final Report to MGX with Evaluation Results:**

Once the post-installation data is gathered, RLEMS will compile the findings into a comprehensive report. This report will analyze the effectiveness of the radar speed signs in reducing speeding, lowering crash rates, and improving overall traffic safety. The final report will include:

A comparison of pre- and post-installation speed data and crash trends.

A detailed breakdown of the specific areas where radar speed signs were installed and their corresponding impact on speeding and crashes.

Recommendations for further improvements based on the evaluation findings.

The completed report will be submitted to MGX to provide a clear, data-driven evaluation of the project's effectiveness. This evaluation will help inform future traffic safety initiatives and demonstrate the value of radar speed signs in improving road safety.

**Timeline for Completion:**

Pre-installation Traffic Studies: Completed by October 2025.

Post-installation Traffic Studies: Completed by June 2026 (six months after the radar speed sign installation).

Final Report Submission to MGX: Completed by August 2026.

**Expected Outcomes:** This project will result in a measurable reduction in speeding and traffic crashes in the high-risk areas where radar speed signs are installed. The evaluation will provide evidence of the effectiveness of radar speed signs in enhancing traffic safety. By comparing pre- and post-installation data, RLEMS will be able to quantify the impact of the project, ensuring the results are tangible and aligned with safety goals.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Other Strategies for Behavior Change: Dynamic Speed Display/Feedback Signs, Pages 4-36 to 4-37.

<b>Program Area:</b>	Community Traffic Safety Programs (CP)		
<b>Project Title:</b>	An Assessment of Obstacles in Distracted Driving Enforcement Under the Michigan Hands-Free Law		
<b>Project Number:</b>	2026-CP-09-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	<p>This project would aim to solicit bids for a research project from qualified parties to design a survey intended to gain valuable insights from law enforcement agencies on the difficulties still being experienced after the enactment of the Michigan Hands-Free Law on June 30, 2023. The selected researchers would be expected to allocate the necessary staff. Staff would be required to complete a literature review of enforcement of hands-free laws in the United States, design study questions, and receive approval of study questions from necessary stakeholders. The awarded agency would be required to execute the survey and data collection, as well as complete an analysis of the responses received from law enforcement across Michigan. Those reports would be reviewed, finalized, and shared with the Office of Highway Safety Planning.</p> <p>Funding will support the following budget categories: Contractual Services</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$150,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405e FLEX	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	B8A*CP-2026-CP-09-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405e Flex Community Traffic Safety Programs		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	TBD		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity 1: Select the most appropriate applicant from the Request for Proposal process to conduct the study by October 30, 2025.

Activity 2: Meet on a regular basis with the awarded agency project staff to monitor the literature review, study question design, study completion, and reports/evaluations completed by September 15, 2026.

Activity 3: Provide the final report to the Office of Highway Safety Planning by September 30, 2026.

**Countermeasure Strategy:**

Innovative Countermeasure: The study conducted in 2019 by Ohio State University researchers titled "Barriers to Enforcing Laws and Support for Restricting Cell Phone Use While Driving among Law Enforcement Officers" surveyed a large majority of law enforcement agencies in the state of Ohio for officer responses on difficulties in conducting distracted-driving enforcement. The study allowed insights

into the state's secondary hands-free law, which law enforcement reported perceiving themselves as unable to effectively enforce. The findings of this study were able to be used to show legislators the legal limitations of their law at the time, which contributed to the law becoming a primary hands-free law on April 3, 2023.

## Driver Education (DE) Summary Page

- 2026-DE-01-01 - Strive for a Safer Drive (S4SD)
- 2026-DE-01-02 - Teen Programs
- 2026- DE-03-IG - MSP Teen Defensive Driving Program
- 2026-DE-04-00 - Teen-Centered Approach: An Innovative Implementation from a Pull Strategy
- 2026-DE-05-00 - Northwest Michigan Teens Driving Safely Initiative
- 2026-DE-06-OH - Distracted Driving High School Action Kits
- 2026-DE-07-00 - Reducing Distracted Driving Crashes and Improving Crash Survival Rates
- 2026-DE-08-00 - MI SADD Drives Change: Addressing Impaired & Distracted Driving
- 2026-DE-09-00 - Safeguarding the Road Ahead: Charting a Course for Safe Teen Drivers through a Graphic Novel Curriculum

<i>DE</i>		<i>Driver Education</i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
DE-Driver Education	2026-DE-01-01 2026-DE-01-02 2026-DE-03-IG 2026-DE-04-00 2026-DE-05-00 2026-DE-07-00 2026-DE-08-00	IIJA NHTSA 402	\$1,078,606.30
DE-Driver Education	2026-DE-06-OH	IIJA NHTSA 405e	\$20,604.00
<b>LOCAL EXPENDITURE</b>			<b>\$659,681.19</b>
<b>DE Program Area Total</b>			<b>\$1,099,210.30</b>

<b>Program Area:</b>	Driver Education (DE)		
<b>Project Title:</b>	Strive for a Safer Drive (S4SD)		
<b>Project Number:</b>	2026-DE-01-01		
<b>Subrecipient:</b>	Transportation Improvement Association (TIA)		
<b>Project Description (MGX Project Summary):</b>	<p>Michigan high schools will have the opportunity to receive \$1,000.00 to develop a teen, peer-to-peer traffic safety campaign. Schools submit a video or PowerPoint outlining campaign activities. Up to five schools will be recognized. Participating schools are eligible to send teens to the Ford Driving Skills for Life event. Resources will be concentrated in the counties where 70 percent of all teen fatalities and serious injuries occur.</p> <p>Strive for a Safer Drive (S4SD) has an impeccable effect on the community. The 2023-2024 S4SD program impacted an estimated 36,117 students, which does not factor in elementary and middle school exposure, social media, prime time media, presentations, and networking contacts the program manager accomplished.</p> <ul style="list-style-type: none"> <li>• 41 Michigan high schools accepted</li> <li>• 37 Michigan high schools participated</li> <li>• 37 Michigan high schools submitted final presentations</li> <li>• Rural areas: 14</li> <li>• S4SD student population: 36,117</li> </ul> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Travel, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$115,937.47	<b>Indirect Cost Rate:</b>	20.00%
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	DE-2026-DE-01-01		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Driver Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454160		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**Goal 1:

Activity 1: First Quarter (October-December 2025): Promote program to Michigan high schools.

Activity 2: Second Quarter (January-March 2026): Provide guidance to schools during campaign implementation and attend school events, if schedule allows. Develop and facilitate an instructional webinar for the advisors and lead students, and facilitate administration of pre-and post-testing.

Activity 3: (April-June 2026): Review final projects and facilitate judging by sponsors.

Activity 4: Fourth Quarter (July-September 2026): Attend conferences and events to promote the program and plan for next school year.

Goal 2:

Activity 1: First quarter (October-December):

Work with Ford Motor Company and the Office of Highway Safety Planning on scheduling event.

Activity 2: Second Quarter (January-March):

Develop correspondence (electronic) regarding the "Ride and Drive" event and registration.

Activity 3: Third Quarter (April-June):

Schedule schools for the event and try to reach goal of a full event.

Identify schools needing financial support for school bus transportation.

Attend the Ride and Drive event.

Order banners and plaques for winning school presentations.

Activity 4: Fourth Quarter:

Review event, summarize it, and debrief with Ford Motor Company and the Office of Highway Safety Planning.

Goal 3:

Activity 1: Communicate to participating schools that the seat belt observational surveys are mandatory. Collect surveys and compile a summary of all participating school results.

**Countermeasure Strategy:**

Young Drivers Ages 20 and Younger

Other (Peer-to-Peer Teen Traffic Safety Program Guide)

Date: March 2019

Author(s): Fischer, Pam

Publication: Peer-to-peer teen traffic safety program guide (Report No. DOT HS 812 631). Washington, DC: National Highway Traffic Safety Administration.

Research Title:

Website (if applicable):

[https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/13905\\_peer2peerbrochure\\_031519\\_v4-blankpages-tag.pdf](https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/13905_peer2peerbrochure_031519_v4-blankpages-tag.pdf)

Citation:

For purposes of this guide, a peer-to-peer teen traffic safety program is defined as one in which teens:

- Identify a traffic safety problem specifically affecting them and other teens in their schools and communities.
- Formulate and implement plans that educates their peers about the problem and how to address it.
- Evaluate how they did deliver that intervention (process) and addressing the problem (outcome). The goal then is to harness the power of youth to promote the adoption of safe behaviors by both the teens

delivering the intervention and the teens receiving it. Teens who regularly participate in positive social projects designed to help their peers and others are less likely to engage in risky behaviors (Benton, as cited in Varenhorst, 2004). And in the case of the interventions included in this guide, the latter are also being positively affected. But another by-product of youth involvement in leading peer-to-peer efforts is that they develop critical social skills such as friendship making, caring, assertiveness, and resistance; form positive values, especially looking out for the well-being of others; and begin to understand their “meaning and purpose in life” (Benton, as cited in Varenhorst, 2004).

<b>Program Area:</b>	Driver Education (DE)
<b>Project Title:</b>	Teen Programs
<b>Project Number:</b>	2026-DE-01-02
<b>Subrecipient:</b>	Transportation Improvement Association (TIA)
<b>Project Description (MGX Project Summary):</b>	<p>This project is a comprehensive high-impact safe-driving awareness program that utilizes several methods to inform, educate, and demonstrate the potentially deadly consequences resulting from poor choices and decisions made by teen drivers of motor vehicles. Programming may include hands-on driving simulators and assemblies, including game show-type interaction. The simulator allows participants to experience the real-life dangers without the real-life consequences.</p> <p>The TIA utilized a request for proposal process in FY2025 to develop three-year contracts with three teen interactive safe-driving program vendors to deliver programs to high schools with the largest number of fatalities and suspected serious injuries involving a teen driver that do not have any other Office of Highway Safety Planning (OHSP) funded teen programs available. Those three programs are:</p> <p><b>Arrive Alive:</b>          UNITE’s Arrive Alive Tour® is an immersive, hands-on educational program designed to raise awareness about the dangers of distracted, drugged, and impaired driving. This highly effective event uses advanced technology, impactful video content, and interactive resources to engage participants and communities on the critical importance of safe-driving practices. The program’s key tool is a state-of-the-art simulator that allows individuals to experience the potential life-threatening consequences of impaired and distracted driving—all in a safe, controlled environment.</p> <p><b>ThinkFast:</b>          ThinkFast Interactive (TFI) is a nationally touring, evidence-informed prevention intervention program that serves as an innovative and effective method for delivering safety and prevention messaging for up to 600 participants via a competitive, team-based trivia format in an hour-long presentation. Through multiple evaluation efforts, the program has shown significant improvements in positively impacting participant attitudes and intentions while eliminating risky behaviors and promoting safety initiatives in alignment with safety benchmarks. The program’s proprietary software allows for program sponsors to tailor the program’s messaging to fit within the context of their unique goals and participant group so that each program is impactful and relevant to the community or state that it serves.</p> <p>TFI’s mission is to instill safety messaging in a non-intrusive way through its program and inspire people to make smarter and more informed choices when it comes to personal health and safety. The company has been working with federal, state, and local governments for the better part of 25+ years to reach target audiences on a broad variety of issues like teen driver safety, ENDS device and tobacco use prevention, drug use/substance abuse/addiction awareness, bullying and suicide prevention, and mental health awareness, to name a few.</p> <p><b>Save A Life Tour (SALT):</b></p>

	<p>The International Save A Life Tour is a high-tech educational program dedicated to promoting safe-driving practices. The program features hands-on interactive simulation of distracted and impaired driving experiences, along with presentations and demonstrations that address critical motor vehicle operation issues such as seat belt usage, the dangers of speeding, and the importance of making responsible choices on the road. The program's primary objective is to inspire change and empower youth with the knowledge and tools to become safe, responsible drivers, ultimately reducing accidents and saving lives.</p> <p>TIA will work in a concerted effort with the content development team of the three teen programs to ensure the inclusion of Michigan teen traffic safety rules, including Graduated Driver Licensing (GDL), penalties, and state impaired-driving laws as they relate to drivers aged 20 and younger. We will also work with the programs to concentrate on seat belt use in counties with low seat belt usage.</p> <p>Funding will support the following budget categories: Contractual Services and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$181,020.00	<b>Indirect Cost Rate:</b>	20.00%
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	DE-2026-DE-01-02		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Driver Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454160		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity 1: Establishing and administering a contract with up to three teen safe driving interactive vendors to provide programming in high fatality and suspected serious injury counties by December 1, 2026.

Activity 2: Review and approve programming materials by January 1, 2026.

Activity 3: Collecting and summarizing pre- and post-test results, program evaluations, and correspondence to schools, and providing the list of participating schools by county and number of participating schools to the OHSP by September 30, 2026.

Activity 4: Payment of invoice(s).

**Countermeasure Strategy:**

Date: December 2016

Author(s): Governors Highway Safety Association (GHSA)

Publication Research Title: Mission Not Accomplished: Teen Safe Driving, the Next Chapter (GHSA)

Website (if applicable): [https://www.ghsa.org/sites/default/files/2016-12/FINAL\\_TeenReport16.pdf](https://www.ghsa.org/sites/default/files/2016-12/FINAL_TeenReport16.pdf)

Citation:

Based on the results of this latest data analysis and the 2015 FARS data, the GHSA recommends the following:

Expand GDL requirements to include all teens under 21 years of age.

Require all novice drivers to complete driver education and training.

Actively promote the benefits of older teen drivers completing a defensive driving and/or behind-the-wheel program.

Send an early warning letter addressing the impact of engaging in unsafe driving behaviors to an older teen following receipt of his/her first moving violation.

Enact a primary seat belt law that covers all motor vehicle occupants in all seating positions.

Educate parents about the importance of continuing to coach and monitor their older teen (18-20-year-old) drivers.

Partner with colleges to promote safe driving.

Partner with graduating high school peer leaders to help them continue their traffic safety outreach in college.

Partner with law enforcement to conduct high-visibility enforcement coupled with high school- and college-based education and earned/paid media.

Capitalize on the popularity of music and sports with teens to disseminate safe-driving information/messages.

Interactive programs sprinkle popular music and sports information into the interactive program, which helps to catch teens' attention. They also use young master of ceremonies to facilitate programming.

Additionally, in 2018, a Baylor University Study indicated: Findings supported the need for reality-based programs in driver's ed to increase young people's awareness, improve decision-making, and negotiate peer influence. Findings also showed the need to move beyond simple awareness and knowledge.

<b>Program Area:</b>	Driver Education (DE)		
<b>Project Title:</b>	MSP Teen Defensive Driving Program		
<b>Project Number:</b>	2026-DE-03-IG		
<b>Subrecipient:</b>	Michigan State Police – PDB		
<b>Project Description (MGX Project Summary):</b>	This project will provide advanced teen defensive driving training in the areas of traffic stop etiquette/Move Over Law/expectations, impaired driving and standardized field sobriety testing, evasive maneuvering, precision braking, parking and visual referencing, serpentine, and distracted driving.  Funding will support the following budget categories: Personnel - Overtime and Indirect Costs.		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$196,748.35	<b>Indirect Cost Rate:</b>	15.40%
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	DE-2026-DE-03-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Driver Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	425001		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

- 1.) Identify locations within districts 1, 2, 3, 5, 6, 7, and 8 by April 1, 2026.
- 2.) Share information with teens and responsible adults by August 15, 2026.
- 3.) Complete training sessions by September 30, 2026.

**Countermeasure Strategy:**

Innovative: Peer-To-Peer Teen Traffic Safety Program Guide (Report No. DOT HS 812 631), Page 2.  
Justification: The OHSP believes a peer-to-peer teen traffic safety program is defined as one in which teens identify a traffic safety problem specifically affecting them and other teens in their schools and communities, formulate and implement plans that educate their peers about the problem and how to address it, and evaluate how they delivered that intervention and addressed the problem. The goal then is to harness the power of youth to promote the adoption of safe behaviors by both the teens delivering the intervention and the teens receiving it. Teens who regularly participate in positive social projects designed to help their peers and others are less likely to engage in risky behaviors. But another aspect of youth involvement in leading peer-to-peer efforts is that they develop critical social skills such as friendship making, caring, assertiveness, and resistance; form positive values, especially looking out for the well-being of others; and begin to understand their “meaning and purpose in life.”

<b>Program Area:</b>	Driver Education (DE)
<b>Project Title:</b>	Teen-Centered Approach: An Innovative Implementation from a Pull Strategy
<b>Project Number:</b>	2026-DE-04-00
<b>Subrecipient:</b>	Western Michigan University
<b>Project Description (MGX Project Summary):</b>	<p>Graduated Driver Licensing (GDL), strict driving requirements, and strict driving tests are believed to be good strategies. However, Goldstick et al. (2019) argue that teen crash rates remain high where GDL is considered effective. Recent findings show that there is a need for new educational materials to supplement existing programs to educate teen drivers. A pull strategy project was conducted by Western Michigan University (WMU) with support from the Office of Highway Safety Planning (OHSP). The team collected data points from a large sample of teen drivers. The results show a wide spectrum of teenagers' behaviors toward driving, ranging from "influences from friends/passengers" to "essential skills they need to drive better." After an initial analysis of the WMU results, it is evident that current driving programs may not be adequately addressing or emphasizing these critical skills. This highlights the need for new educational materials to supplement existing training curricula and enhance teen driving skills.</p> <p>The analysis indicates that teenagers want educational driving programs to include training on topics such as defensive driving, highway practice, handling unexpected scenarios, and the consequences of poor decisions. While some of these topics are covered in GDL programs, the WMU data suggests that teenagers still find the coverage inadequate, reinforcing the findings from the literature that traditional driver education programs alone may not be sufficient to reduce crashes or injuries (Akbari et al., 2021). This further underscores the need for innovative and engaging educational methods to improve road safety outcomes. These engaging and interactive modules will consist of, for example, integrated videos, interactive quizzes, case studies, or real-world simulations to ensure engagement and knowledge delivery. Research shows that these factors enhance engagement and improve learning outcomes (Saluky &amp; Nurul Bahiyah, 2023).</p> <p>This project aims to develop AI-based educational materials grounded in the findings from the current teen drivers research project (Understanding Michigan Teen Drivers Through Their Lens: A Pull Strategy for Innovative Initiatives – 2025-DE-01-00). The materials will take the form of interactive videos that actively engage teenagers through embedded exercises, such as pop-up quizzes, scenario analyses, and case studies. Based on prior research insights, the educational content will cover key topics, including Peer Influence on Driving Behavior, Understanding Crash Risks, Strategies to Minimize Risk, and Essential Driving Topics and Skills. These topics are important because it is found that teen drivers identify insufficient real-world training and lack of exposure to high-risk conditions (nighttime driving, driving during rain) as weaknesses in their current driving education. In addition, teen drivers vary in awareness and behavior toward crash risks (e.g., some underestimate mobile phone risk, others are heavily affected by peer pressure). Our data shows heterogeneity in risk profiles, which underscores the need to move beyond a "one-size-</p>

	<p>fits-all" approach. As such, the AI-based materials will aim to personalize content and feedback based on individual learner profiles.</p> <p>These AI-based educational materials have the potential to support the OHSP's efforts in reducing teen driver fatalities and promoting safer driving habits. They can be integrated into the Teen Safe Driving Campaign as a modern, research-driven supplement to existing outreach strategies. What sets these materials apart is their foundation: they are developed using current insights directly gathered from teen drivers through a pull strategy approach. By incorporating what teens have expressed they want and need in their driver education, these materials offer targeted, relevant, and engaging content, which can significantly enhance the effectiveness of current safety initiatives.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$132,786.77	<b>Indirect Cost Rate:</b>	Override Amount: \$40,267.00
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	DE-2026-DE-04-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Driver Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454160		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Task #1 [October 2025]: Kickoff meeting with the OHSP—mutually decided but no later than October 15, 2025.

Task #2 [October 2025-November 2025]: Comprehensive literature search. This literature review includes a comprehensive evaluation of current relevant scientific publications related to, for example, educational materials for teenagers and evidence-based publications on the effectiveness of asynchronous educational delivery methods.

Task #3 [November 2025-March 2026]: Development of the educational materials. The project team will use the findings from the pull strategy project to generate educational materials for teenage drivers. Subject matter experts (SMEs) might be involved in the development of these materials.

Task #4 [April 2026-May 2026]: Schedule meetings with partners (e.g., instructors at driving schools, parents who have teenage drivers in their household, or SMEs) to initiate connections for possible data collection efforts (e.g. feedback on the educational materials).

Task #5 [May 2026-June 2026]: Refine the outcome. After collecting feedback from the partners in Task #4, the project team will refine the educational materials as appropriate.

Task #6 [July 2026-September 2026]: Verification of the knowledge gained. Conduct the pre-/post-examinations on a sample of participants to verify the effectiveness of the materials.

Task #7 [September 2026]: Submission of the final report to the OHSP.

**Countermeasure Strategy:**

National Highway Traffic Safety Administration (NHTSA) Assessment Recommendation:

Teen Driver Assessment

Graduate Driver Licensing (GDL) and Pre-Licensure Driver Education. This initiative is believed to have a significant impact on reducing crashes among teen drivers.

<b>Program Area:</b>	Driver Education (DE)		
<b>Project Title:</b>	Northwest Michigan Teens Driving Safely Initiative		
<b>Project Number:</b>	2026-DE-05-00		
<b>Subrecipient:</b>	Northwest Michigan Community Health Agency		
<b>Project Description (MGX Project Summary):</b>	<p>The Health Department of Northwest Michigan (HDNW) is expanding its Otsego County Teens Driving Safely Initiative into a regional effort to address high-crash rates among teen drivers in Antrim, Charlevoix, Emmet, and Otsego Counties. This initiative will focus on seat belt use, distracted driving, and impaired-driving prevention, utilizing a youth-led, adult-guided approach to create meaningful behavior change.</p> <p>Through peer-to-peer education, digital media campaigns, and direct outreach, teens will take an active role in promoting safe-driving habits among their peers. HDNW will collaborate with local schools and law enforcement to implement the evidence-based program Teens in the Driver Seat (TDS), reinforcing responsible driving behaviors. Additionally, HDNW will send two staff members to the 2026 OHSP Traffic Safety Summit to enhance professional development, collaboration, and the integration of best practices into regional traffic safety efforts.</p> <p>This initiative aims to empower young drivers, reduce risky behaviors, and foster a culture of safety on the roads, ultimately making Northwest Michigan a safer place for all.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Contractual Services, Travel, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Antrim, Charlevoix, Emmet, Otsego		
<b>Total Federal Funds Awarded:</b>	\$131,715.99	<b>Indirect Cost Rate:</b>	15.00%
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	DE-2026-DE-05-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Driver Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454160		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Goal 1, Activity 1: The HDNW Community Health Project Coordinator aims to recruit at least fifteen high school students, from grades 9-12, to create and produce a paid-for public service announcement (PSA) and digital campaign highlighting the importance of seat belt safety by February 2026. This initiative will explore both the benefits of wearing a seat belt and the dangers of neglecting to do so. HDNW will leverage its strong ties with local law enforcement for advice and partnership, enhancing the project's effectiveness and reach. Given HDNW's successful history in creating youth-centric PSAs

and digital campaigns with local videographers, executing a seat belt safety and distracted driving initiative targeting young audiences is within HDNW's capability.

Goal 1, Activity 2: The HDNW Community Health Project Coordinator will secure a paid contract with a local media company to disseminate the seat belt safety campaign across diverse media platforms, aiming for 500,000 impressions over six months, from March 2026 to September 2026, to ensure the campaign effectively reaches the intended widespread target audience. The target audience will be members from the HDNW four-county region of Antrim, Charlevoix, Emmet and Otsego. Raising awareness of seat belt safety is essential to decrease traffic-related fatalities and injuries among new and future drivers, instilling a culture of safety from an early age. \*ADDITION for CLARITY\* We will put out a Request for Quote for media dissemination, ensuring we are reaching three or more companies for media quotes. HDNW will contract with the best-fitting company for the needs of the project and work with them to display media via Connect TV, radio, OTT, social media (Instagram, Facebook, etc.), local movie theater, etc. to disseminate the campaign. Due to the local nature of the campaign, it is important that the work of the youth is being distributed and viewed in their area of residence. The youth are the drivers of the work and will have a say in each step of the process. We find our youth-oriented campaigns do even better than other campaigns because people know each other and the young people in our communities, leading to more engagement and further impact! The campaign dissemination costs have increased from FY2025 to FY2026 because we only covered one county (Otsego) in FY2025, but in FY2026, we will cover four counties (Otsego, Antrim, Emmet, and Charlevoix). This four-county region is all of the counties that HDNW covers. We were funded in FY2025 to disseminate our media this way and had success. We are looking forward to another successful campaign. I have shared an example of the media dissemination RFQ from FY2025 with Melissa and it is available for review.

Goal 2, Activity 1: The HDNW Community Health Project Coordinator aims to recruit at least fifteen high school students, from grades 9-12, to create and produce a paid-for PSA and digital campaign highlighting the dangers of distracted driving by February 2026. HDNW will leverage its strong ties with local law enforcement for advice and partnership, enhancing the project's effectiveness and reach. Given HDNW's successful history in creating youth-centric PSAs and digital campaigns with local videographers, executing a seat belt safety and distracted-driving initiative targeting young audiences is within HDNW's capability.

Goal 2, Activity 2: The HDNW Community Health Project Coordinator will secure a paid contract with a local media company to disseminate the distracted-driving campaign across diverse media platforms, aiming for 500,000 impressions over six months, from March 2026 to September 2026, to ensure the campaign effectively reaches the intended widespread target audience. The target audience will be members from the HDNW four-county region of Antrim, Charlevoix, Emmet, and Otsego. Raising awareness of distracted driving is essential to decrease traffic-related fatalities and injuries among new and future drivers, instilling a culture of safety from an early age. \*ADDITION for CLARITY\* We will put out a Request for Quote for media dissemination, ensuring we are reaching three or more companies for media quotes. HDNW will contract with the best-fitting company for the needs of the project and work with them to display media via Connect TV, radio, OTT, social media (Instagram, Facebook, etc.), local movie theater, etc. to disseminate the campaign. Due to the local nature of the campaign, it is important that the work of the youth is being distributed and viewed in their area of residence. The youth are the drivers of the work and will have a say in each step of the process. We find our youth-oriented campaigns do even better than other campaigns because people know each other and the young people in our communities, leading to more engagement and further impact! The campaign dissemination costs have increased from FY2025 to FY2026 because we only covered one county (Otsego) in FY2025, but in FY2026 we will cover four counties (Otsego, Antrim, Emmet, and Charlevoix). This four-county region is all of the counties that HDNW covers. We were funded in FY2025 to disseminate our media this way and had success. We are looking forward to another

successful campaign. I have shared an example of the media dissemination RFQ from FY2025 with Melissa and it is available for review.

Goal 3, Activities 1 and 2: Zero Hero Seat Belt Activity and Zero Hero Distracted Driving Activity. The HDNW Community Health Project Coordinator and youth will work with local law enforcement to implement both activities from TDS. These activities will take place sequentially and during the school year and will be completed by June 2026.

- Step 1: Pre-observations: at least fifteen high school youth will record seat belt usage and distracted-driving rates among teen drivers at four local high schools across Antrim, Charlevoix, Emmet, and Otsego Counties, aiming to observe at least 300 vehicles.
- Step 2: Awareness campaign kicks off after pre-observations, launching a series of activities over three weeks to promote seat belt safety and distracted-driving awareness. Sample activities include a seat belt relay to reinforce how quick and easy it is to buckle up; hanging posters around the school reminding students why it is important to wear their seat belts and for students to stay off their phones when driving, along with encouraging passengers to not distract the driver; sharing a Healthy vs. Unhealthy Risks video and information during school announcements; a lunchtime booth with a distracted-driving pledge and safety message; and an all-student and parent email blast outlining the benefits of instilling seat belt safety for young and upcoming drivers. Following the youth-led principal, the youth involved in the project will pick at least three campaign activities for each Zero Hero initiative to implement during their awareness campaigns.
- Step 3: Post-observations conclude the activity, repeating the observation process to measure the impact of the campaign on seat belt usage and distracted driving among drivers. HDNW aims to see an increase in seat belt use and decrease in distracted driving among students during the post-observation portion.

Goal 3, Activity 3: Speak (C)up! Not Everyone Is Doing It

- This activity uses cup stacking to illustrate the effects of impairment on simple tasks, aiming to spark discussions on impaired driving's dangers and promote safe-driving habits. During a lunch hour booth at each of the four high schools, under the guidance of HDNW Community Health Project Coordinator and law enforcement, participants stack cups twice—without and with impaired goggles—to experience the challenge firsthand. It emphasizes the importance of speaking up for safety. The goal is to encourage peers to pledge against impaired driving and advocate for intervention when encountering risky situations. This activity will take place during the school year and be completed by June 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW), 11<sup>th</sup> Edition, 2023, Chapter 7 - Young Drivers - Other Strategies for Behavior Change: Hazard Perception Training, Pages 7-24 to 7-25.

<b>Program Area:</b>	Driver Education (DE)		
<b>Project Title:</b>	Distracted Driving High School Action Kits		
<b>Project Number:</b>	2026-DE-06-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	Out of 15,351 motor vehicle drivers distracted in crashes in 2023, 2,561 (16.7 percent) were 20 years of age or younger. Distracted-driving banners and posters will be disseminated to high schools in the top 10 counties with the highest total distracted-driving crashes. The banners can be displayed indoors throughout the school common areas and outdoors for sporting events or other school activities. The purpose is to bring awareness to the effects of driving distracted with the intent to reduce fatalities and injuries directly related to distracted driving.  Funding will support the following budget categories: Supplies & Operating		
<b>Location and Affected Communities:</b>	Genesee, Ingham, Kalamazoo, Kent, Livingston, Macomb, Oakland, Ottawa, Washtenaw, Wayne		
<b>Total Federal Funds Awarded:</b>	\$20,604.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405e	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M8PE-2026-DE-06-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405e Public Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	TBD		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity 1: Design and produce approximately 600 banners for high schools for the April 2026 distracted-driving traffic safety campaign by March 15, 2026.

Activity 2: Promote distracted-driving action kit materials to schools statewide with a request for materials to be distributed to them.

Activity 2: Disseminate and publicize all distracted-driving materials to high schools by utilizing public education materials and media events or releases provided/facilitated by the OHSP by March 15, 2026.

**Countermeasure Strategy:** Innovative Countermeasure

The OHSP has created a distracted-driving initiative similar to this before. In 2023, the OHSP was granted funds to initiate the Distracted Driving High School Action Kits. (Please see below)

**Distracted-Driving High School Action Kits:****Background**

The FY2023 social media campaign will be expanded to include outreach to high schools with distracted-driving banners, posters, brochures, social media messaging, fact sheets, and media releases. The

OHSP will fund production and distribution of one distracted-driving banner to each high school in support of Distracted Driving Awareness Month in April.

Goal

Develop and distribute distracted-driving banners to high schools in the top ten high fatality and suspected serious injury counties by September 30, 2023.

Activities and Accomplishments

The OHSP encouraged more than 1,000 high schools in counties with high distracted-driving fatalities and suspected serious injuries to help spread the message of April's Distracted Driving Awareness Month and alert their students about the dangers of distracted driving. The OHSP created a Distracted Driving High School Action Kit, which contained a banner to use indoors or outdoors, two indoor posters, 50 brochures to pass out to students, a fact sheet, sample social posts and images, and a news release template. Kits were mailed to high schools, along with a letter explaining how to use the items within the kit.

<b>Program Area:</b>	Driver Education (DE)		
<b>Project Title:</b>	Reducing Distracted Driving Crashes		
<b>Project Number:</b>	2026-DE-07-00		
<b>Subrecipient:</b>	Grand Valley Metro Council		
<b>Project Description (MGX Project Summary):</b>	<p>This project will support a distracted-driving crash demonstration for high school juniors and seniors in four locations throughout our region and Cartoonversation books in English and Spanish for elementary students on distraction when driving and using active transportation modes. This project will expand GVMC's Safety Education and Outreach program, which has existed since 2020. To learn more about this program, please visit: <a href="http://www.gvmc.org/safety-outreach">www.gvmc.org/safety-outreach</a>.</p> <p>Please note that the activities we are proposing are intended to complement the overtime enforcement for distracted driving that multiple police agencies in our region receive by providing an educational component. These agencies include the Kent County Sheriff's Office, Ottawa County Sheriff's Office, Wyoming Department of Public Safety, Grand Rapids Police Department, City of Walker Police Department, and the City of Kentwood Police Department. We do not intend to compete with these agencies for funding, but rather to work in partnership with them to reduce distracted-driving crashes in our region through both education and enforcement.</p> <p>Funding will support the following budget categories: Contractual Services and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Kent, Ottawa		
<b>Total Federal Funds Awarded:</b>	\$69,350.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	DE-2026-DE-07-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Driver Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454160		
<b>Program Income/Amount:</b>	N/A		

### **Project Activities:**

- Identify two school locations to host prom crash demonstrations by February 27, 2026.
- Identify two school locations to host homecoming crash demonstrations by May 29, 2026.
- Review/revise and get the OHSP approval for crash demonstration curriculum by February 27, 2026.
- Plan for/host two of the crash demonstrations prior to Prom by May 29, 2026.
- Plan for/host two of the crash demonstrations prior to Homecoming by September 30, 2026.
- Secure necessary supplies and participants for Prom crash demonstrations by May 29, 2026.
- Secure necessary supplies and participants for Homecoming crash demonstrations by September 30, 2026.
- Conduct post-crash demo surveys by September 30, 2026.

- Enter into contractual agreement with Cartoonversation to develop a new book on distraction when driving and using active modes of transportation by November 14, 2025. Note: We plan to enter into a contract with Cartoonversation as soon as possible after the start of the fiscal year. If we make it through phase two, Tim Wheeler of Cartoonversation plans to begin writing this book at no obligation to us or the OHSP. He wants it for his collection, and while it will be written with us in mind, others have expressed interest in purchasing the book as well. So, we hope to move very quickly on this to get the book into elementary students' hands as soon as possible.
- Develop, translate into Spanish, and print this book by January 30, 2026.
- Work with Cartoonversation and the OHSP to develop an online survey accessible by web address or QR code for partners distributing the book, parents, or both, to evaluate the effectiveness of this book by January 30, 2026. This survey will include questions to evaluate whether student knowledge on distracted driving has increased and/or behavior has changed because of this book.
- Collaborate with area police and fire departments to fulfill requests for this book to be read to classes by September 30, 2026.
- Work with area partners to distribute this book to 5,000 elementary students through their school, local police or fire department, or local ambulance services by September 30, 2026.

**Countermeasure Strategy:** Innovative Countermeasure

Distracted Driving. Northview High School has conducted this crash demo for the past 15 years. According to the Plainfield Fire Department, the agency that coordinates the demonstration, the program has proven to be very effective. Since its inception, there has never been a student driver fatality within the district due to impaired or distracted driving. Note: The one student driver fatality that has occurred in the district was unrelated and due to excessive speed when driving on ice.

<b>Program Area:</b>	Driver Education (DE)
<b>Project Title:</b>	MI SADD Drives Change: Addressing Impaired & Distracted Driving
<b>Project Number:</b>	2026-DE-08-00
<b>Subrecipient:</b>	SADD, Inc.
<b>Project Description (MGX Project Summary):</b>	<p>For over 40 years, Students Against Destructive Decisions (SADD) has been a national leader in youth traffic safety, equipping young drivers with the knowledge and tools to make responsible choices behind the wheel. Aligned with the Office of Highway Safety Planning’s (OHSP’s) mission, SADD remains committed to addressing the critical traffic safety challenges impacting Michigan’s youth. Young drivers are overrepresented in crashes due to inexperience and high-risk behaviors, including distracted and impaired driving, aggressive driving, and lack of seat belt use. Through a peer-to-peer model, SADD empowers students to take an active role in prevention by engaging their peers, caring adults, and communities in meaningful traffic safety efforts.</p> <p>This pilot project will focus on increasing risk awareness, promoting behavior change, and creating a culture of safe driving among Michigan’s young drivers. SADD chapters will implement school-wide awareness campaigns, interactive discussions, and prevention programming designed to shift social norms around dangerous driving behaviors. Train-the-trainer workshops will equip students with the tools to educate their peers, fostering leadership and accountability. The TextLess Live More (TLLM) program will highlight the dangers of distracted driving through pledge campaigns, student-driven activities, and advocacy efforts. Hands-on experiences such as virtual reality and driving simulators will provide students with first-hand exposure to distraction risks, while RC car simulation tracks paired with the Distract-O-Trac curriculum, developed with the NHTSA, will engage students in interactive learning, particularly in Hispanic communities.</p> <p>Recognizing that young drivers are highly active online, SADD will also leverage social media and digital platforms to expand outreach. Michigan-specific campaigns, challenges, and PSA competitions will create engaging, youth-driven content that reinforces safe-driving behaviors. Last year, TLLM content generated over 3.7 million social media impressions, demonstrating the power of digital engagement in shifting attitudes. Additionally, caring adults and communities play a crucial role in shaping young driver behaviors, so this project will integrate safe-driving agreements, organize community pledge campaigns, and partner with local businesses to promote workplace policies discouraging distracted and impaired driving.</p> <p>SADD will also work closely with Michigan law enforcement agencies to support high-visibility enforcement efforts and ensure young drivers understand the legal and life-altering consequences of risky driving behaviors through GDL education. Collaboration with driver’s education programs will further integrate distracted-driving prevention into young driver training. This project builds on SADD’s proven success. Last year, SADD chapters completed over 500 TLLM programs nationwide, increasing awareness and engagement among young people. Additionally, SADD’s Rock the Belt campaign has consistently demonstrated measurable improvements in seat belt use among</p>

	<p>student participants. By leveraging these initiatives, Michigan SADD will increase awareness of distracted and impaired driving risks, reduce phone use behind the wheel, encourage caring adult involvement, support law enforcement efforts, and promote long-term behavior change.</p> <p>Through this project, Michigan SADD will play a pivotal role in reducing crashes, injuries, and fatalities among young drivers. By engaging students, caring adults, schools, and community partners, this initiative will foster a culture of safe driving and make Michigan's roads safer for all.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Travel, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$89,389.99	<b>Indirect Cost Rate:</b>	29.75%
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	DE-2026-DE-08-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Driver Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	464160		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Goal 1:

1. Identify schools and communities without active SADD chapters, particularly those in target areas, and focus on them for outreach by the end of Q1.
2. Track chapter memberships through the MySADD platform to determine engaged membership and aim for a 5 percent increase in active participation statewide.
3. Distribute the "Chapter Starter Guide" and SADD University info to at least 10 new or revitalized chapters by Q2.
4. Provide ongoing support through quarterly check-ins with chapters to monitor progress and address challenges.
5. Conduct quarterly pulse surveys with both new and existing chapters to assess their needs, measure program effectiveness, and identify opportunities for growth.

Goal 2:

1. Develop and refine training materials focused on SADD programming and mobility safety topics by the end of Q1. Integrate evidence-informed programming and strategies that align with the NHTSA's "Countermeasures that Work" to increase risk perception around traffic safety issues. Utilize programs such as Rock the Belt, TextLess Live More, Shifting Gears, Mental Health + Driving, 21 or Bust, PROMise, or other relevant evidence-based curricula during training sessions.

2. Host 12 interactive training sessions (virtual or in-person) by the end of the grant year, targeting youth, adults, and advisors. Collaborate with local traffic safety experts to co-host at least one of the training sessions.
3. Reach at least 300 participants across all programming sessions (virtual or in-person) by the end of the grant year, with at least 75 percent being youth.
4. Develop a communications plan in collaboration with the SADD National Comms Department by Q1 and execute monthly campaigns to disseminate traffic safety messages via social media, newsletters, and local media outlets. Track and report on media engagement metrics (e.g., impressions, shares, clicks) monthly to evaluate outreach effectiveness.
5. Using state crash data, identify communities overrepresented in teen crashes by Q2 and deploy targeted young driver peer-to-peer prevention programming in these areas.
6. Achieve an average knowledge gain of 25 percent as measured by pre- and post-training surveys.

Goal 3:

1. Establish five new strategic partnerships with community organizations or state agencies by Q4 to support chapter programming.
2. Collaborate on, support, or co-host at least one state/regional/national Traffic Safety Leadership Conference/Summit, supporting up to six students and advisors to be trained on peer-to-peer prevention topics in mobility safety by the end of the grant year.
3. Engage traffic safety partners to contribute expertise and resources for the conference, ensuring participation is accessible to youth across the state through a strategically chosen location or virtual platform.
4. Assist in the advocacy and leadership development of SADD students by hosting at least one virtual or on-site recruitment event and training session by Q3 to build the statewide Student Leadership Council and identify a national representative for the state.
5. Support the Student Leadership Council in attending a summer training series and developing a statewide group traffic safety project by Q4. The project will be informed by Michigan Crash Data and implemented by students in their home districts.

Goal 4:

1. Decide on a standardized pre- and post-program survey template for State SADD programs by the end of Q1.
2. Train at least 25 percent of SADD students and advisors on how to implement and collect evaluation data effectively by Q2.
3. Collect and analyze data from at least 50+ participants across all programs by Q3.
4. In an evaluation report, detail behavior change outcomes and program effectiveness by the end of the grant year.
5. Disseminate evaluation findings and recommendations to state and national partners through reports, presentations, and newsletters. Support the attendance of selected students at national traffic

safety conferences, such as Lifesavers and GHSA, to present their experiences as youth advocates and share outcomes from projects.

**Countermeasure Strategy:**

***NHTSA Peer-to-Peer Teen Traffic Safety Program Guide (2019).***

**Justification:** Teens are more likely to adopt safe behaviors when messages come from other teens, supported by trusted adults. Research shows that teens who engage regularly in peer-led prevention activities are less likely to engage in risky behaviors themselves and build measurable skills in areas like assertiveness, refusal, decision making, and caring for others. The guide stresses that while peer programs need adult support, teen leadership drives success, creating “nourishers” like recognition and meaningful progress as motivators for teens. Michigan crash data continues to show that drivers ages 15–20 are overrepresented in crashes involving distraction and impairment (Michigan Crash Facts, 2023). Studies show that 87% of teens report parents or caring adults as the #1 influence on whether they practice safe driving behaviors (Allstate Foundation, 2016), and the NHTSA Young Driver Peer Programs Research Note (2020) highlights that peer-led programs combined with adult reinforcement show higher retention of safe behaviors.

<b>Program Area:</b>	Driver Education (DE)
<b>Project Title:</b>	Safeguarding the Road Ahead: Charting a Course for Safe Teen Drivers through a Graphic Novel Curriculum
<b>Project Number:</b>	2026-DE-09-00
<b>Subrecipient:</b>	Muskegon County Sheriff Office
<b>Project Description (MGX Project Summary):</b>	<p>This project aims to significantly increase safe-driving practices among young drivers through police officer visits to regional ninth-grade classrooms and the use of a three-part graphic novel series. The visits and books will address critical factors contributing to accidents and injuries within this age group, focusing on seat belt usage; distracted driving; impaired driving, including driving under the influence of drugs or alcohol; as well as drowsy driving. Data consistently demonstrates that these behaviors have a devastating impact on young driver safety. This project will also include information for young drivers on appropriate traffic stop behaviors.</p> <p>Regarding seat belt usage, while Michigan State University observed a statewide seat belt usage rate of 92.4 percent in 2023, the consequences of non-compliance remain severe. Of the drivers and passengers involved in crashes for which seat belt use was known during that year, 7,542 individuals were not wearing a seat belt. The unbelted rate for drivers and passengers under 25 years of age accounted for an astounding 3,271 of these individuals. Tragically, when looking at motor vehicle fatalities, 39.5 percent of those killed were not wearing seat belts. Distracted driving also poses a substantial risk. In 2023, Michigan experienced 15,136 crashes involving distracted drivers, resulting in 59 fatalities.</p> <p>To address these critical issues, the Muskegon County Sheriff's Office (MCSO) will coordinate educational school visits by sworn police officers across District 3 of the Michigan Sheriffs' Association. This is a 17-county region containing approximately 7,700 ninth-grade students. To prime students for these visits, MCSO will purchase and distribute the three teen-targeted graphic novels designed to resonate with ninth-grade students, a pivotal age group as they approach driving age. As they visit classrooms, officers can then directly engage the students to educate them and reinforce the content covered by the books. This model provides a direct and authoritative connection to the students, while also establishing a positive relationship between local officers and the young individuals who will soon be on the roads. If law enforcement availability is limited, representatives from the prosecuting attorney's office or the local injury prevention coordinator will conduct the visits.</p> <p>The graphic novels serve as interactive teaching tools that provide each officer with a worksheet that serves as a detailed "Reader Leader" guide. This guide provides step-by-step instructions and discussion prompts, enabling volunteers to effectively lead classroom discussions following the reading. As such, extensive training is not required. However, MCSO will provide a thorough orientation to all participating individuals, explaining the effective use of the materials. MCSO staff will also remain as a continuous resource, available to answer any questions before, during, or after the school visits.</p> <p>All activities related to material distribution and school visits are offered as in-kind contributions, ensuring that 100 percent of the grant funds are</p>

	dedicated to the purchase of the educational materials. By engaging soon-to-be drivers with relatable content and providing continuous reinforcement, MCSO aims to significantly enhance awareness of the importance of seat belt use, promote safe-driving decisions, and ultimately reduce the incidence of injuries and fatalities among young drivers.		
	Funding will support the following budget categories: Supplies & Operating		
<b>Location and Affected Communities:</b>	Arenac, Bay, Clare, Gladwin, Iosco, Isabella, Lake, Mason, Mecosta, Midland, Missaukee, Muskegon, Newaygo, Oceana, Ogemaw, Osceola, Roscommon		
<b>Total Federal Funds Awarded:</b>	\$161,657.73	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	DE-2026-DE-09-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Driver Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454160		
<b>Program Income/Amount:</b>	N/A		

### **Project Activities:**

Months 1-5 (October 2025-February 2026): MCSO will collaborate with the vendor to print the three-part graphic novel series and a user-friendly facilitation guide for law enforcement officers. Dr. Kinney will design aligned pre-/post-quizzes. MCSO will contact sheriff's offices in the remaining 16 MSA District 3 counties to secure participation and obtain a list of high schools by the end of December 2025. MCSO will request local teachers in participating high schools to administer the pre-test to all ninth-grade students between January and February 2026.

Month 6 (March 2026): MCSO will distribute the graphic novels, facilitation guides, and quizzes to all identified high schools across the 17 counties. MCSO will conduct initial training for participating law enforcement officers by the end of March 2026.

Months 7-9 (April 2026-June 2026): Trained law enforcement officers will conduct 45-minute interactive sessions with ninth-grade students in their local high schools, utilizing the graphic novels and facilitation guide. Following each session, students will complete the post-test, and officers will complete the engagement feedback collection form. Our target is for students to increase their pre-/post-test scores by at least 10 percent and achieve a final average score of 90 percent or higher. The majority of interactive sessions will be completed by the end of June 2026.

Months 10-12 (July 2026-September 2026): If any planned ninth-grade visits were missed during the initial interaction period, make-up visits will be scheduled by the local sheriffs' offices and completed by the end of September 2026. MCSO and Dr. Kinney will conduct ongoing analysis of pre- and post-test data throughout the project, with a final comprehensive analysis completed by September 2026. This analysis will include the calculation of the percentage increase in average scores and the final average score.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 3 Seat belts and Child Restraints - Other Strategies for Behavior Change: Programs for Older Children, Pages 3-22 to 3-25.

## Emergency Medical Services (EM) Summary Page

- 2026-EM-01-OH - Upper Peninsula Rural Bystander Care Program
- 2026-EM-08-00 - Emergency Worker Roadway Safety

<i><b>EM</b></i>		<i><b>Emergency Medical Services</b></i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
EM-Emergency Medical Services	2026-EM-01-OH	IIJA NHTSA 402	\$5,500.00
M12BVS – Preventing Roadside Deaths	2026-EM-08-00	IIJA NHTSA 405h	\$100,000.38
<b>LOCAL EXPENDITURE</b>			<b>\$5,500.00</b>
<b>EM Program Area Total</b>			<b>\$105,500.38</b>

<b>Program Area:</b>	Emergency Medical Services (EM)		
<b>Project Title:</b>	Upper Peninsula Rural Bystander Care Program		
<b>Project Number:</b>	2026-EM-01-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	<p>Between 2019 and 2023, there have been 40,876 crashes reported in the Upper Peninsula. The crashes occurring in the Upper Peninsula comprised of 2.9 percent of all crashes and accounted for 3.4 percent of fatal crashes.</p> <p>A national rural bystander care training curriculum will be used to teach citizens in the Upper Peninsula of Michigan to render potentially lifesaving care at the scene of a motor vehicle crash until an ambulance arrives.</p> <p>Funding will support the following budget categories: Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinaw, Marquette, Menominee, Ontonagon, Schoolcraft		
<b>Total Federal Funds Awarded:</b>	\$5,500.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	EM-2026-EM-01-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Emergency Medical Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	453520		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity 1. Purchase additional first-aid supplies for programming as needed by September 30, 2026, for 200 more training kits.

Activity 2. Recruit and train at least six volunteer instructors from counties throughout the Upper Peninsula on an ongoing basis by September 30, 2026.

Activity 3. Promote the bystander care course to at least 25 agencies, industries, clubs, and associations by September 30, 2026.

Activity 4. Schedule and execute 20 training sessions throughout the Upper Peninsula on an ongoing basis by September 30, 2026.

Activity 5. Use social media and other promotional venues to educate the public about lifesaving bystander care measures by September 30, 2026.

**Countermeasure Strategy:** Innovative Countermeasure

Uniform Guidelines for State Highway Safety

GUIDELINE No. 11

EMERGENCY MEDICAL SERVICES

## VIII. PUBLIC INFORMATION AND EDUCATION

Public awareness and education about the EMS system are essential to a high-quality system. Each State should implement a public information and education (PI&E) plan to address:

- A. The components and capabilities of an EMS system
- B. The public's role in the system
- C. The public's ability to access the system
- D. What to do in an emergency (e.g., bystander care training)
- E. Education on prevention issues (e.g., alcohol or other drugs, occupant protection, speeding, motorcycle, and bicycle safety)
- F. The EMS providers' role in injury prevention and control

## RESEARCH

Publication/Research Title: Emergency Medical Services Response Times in Rural, Suburban, and Urban Areas; JAMA Pages 983-984. October 2017

Author(s): Howard K. Mell, MD, MPH, CPE1; Shannon N. Mumma, MD2; Brian Hiestand, MD, MPH2; et al. Brendan G.

Carr, MD3; Tara Holland, MPH4; Jason Stopyra, MD2 “Emergency medical service units average 7 minutes from the time of a 911 call to arrival on scene. That median time increases to more than 14 minutes in rural settings, with nearly 1 of 10 encounters waiting almost a half hour for the arrival of EMS personnel. Longer EMS response times have been associated with worse outcomes in trauma patients. In some, albeit rare, emergent conditions (e.g., cardiopulmonary arrest, severe bleeding, and airway occlusion), even modest delays can be life threatening. Our data are limited in that most encounters derive from urban cluster zip codes and are derived from a convenience sample as opposed to a selected series of representative census tracts. However, the large sample size provides external validity to our findings. Research suggests that bystanders trained in first aid can and will effectively assist the ill and injured in their time of need. Our data suggest that there is an interval for bystander intervention between 911 system engagement and EMS arrival. Recognizing that ‘you are the help until help arrives’ may be lifesaving.” Currently, there have been 200 care kits created and approximately 20 have been distributed at a training in Ontonagon County.

<b>Program Area:</b>	Emergency Medical Services (EM)		
<b>Project Title:</b>	Emergency Worker Roadway Safety		
<b>Project Number:</b>	2026-EM-08-00		
<b>Subrecipient:</b>	Comstock Township Fire Department		
<b>Project Description (MGX Project Summary):</b>	<p>Comstock Fire Rescue is requesting FY2026 OHSP funding to support a program that reimburses staffing costs for the active deployment of our existing traffic attenuator and directional signboard system. Rather than full-shift staffing, this model will fund personnel time only during actual calls requiring the attenuator, at any hour of the day, from dispatch to clearance, with reimbursement for both personnel required to operate the unit. While crash activity remains most frequent during daytime hours, this approach allows for deployment at any time of day. The department responds to more than 300 roadway-related incidents annually, about 70 percent of which are motor vehicle crashes. Due to staffing constraints, the attenuator was deployed on less than 10 percent of those calls. This project will allow for more frequent use of this important safety tool during high-risk responses.</p> <p>The vehicle also functions as a fully-equipped fire suppression and EMS unit, allowing assigned personnel to manage traffic safety while also responding to fire or medical emergencies. It will be used within Comstock Township and during mutual aid responses throughout Kalamazoo County and the MSP Fifth District, including along high-speed corridors, for any roadway emergency. As use expands regionally, we anticipate a meaningful increase in responses. This project will help evaluate the effectiveness and scalability of a call-based deployment model to improve responder protection and roadway safety across Michigan.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	Allegan, Barry, Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph, Van Buren		
<b>Total Federal Funds Awarded:</b>	\$100,000.38	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405h	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M12BVS-2026-EM-08-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405h FY24-26 Increased Visibility		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454150		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

The department will deploy the traffic attenuator and directional signboard system during all qualifying roadway responses, regardless of time of day. Each deployment will include two trained personnel per

department policy. Deployment activity will be tracked using Computer Aided Dispatch (CAD) logs, HAAS Alert activations, and internal records management systems. Monthly reviews will assess deployment frequency, incident type, and scene conditions.

Scene setup will follow Traffic Incident Management (TIM) protocols and Manual on Uniform Traffic Control Devices (MUTCD) standards to maintain safe working zones. Data such as scene duration, close-call reports, and secondary crash involvement will be documented and reviewed quarterly. Trends will be compared to 2024–2025 baseline data to evaluate crash mitigation outcomes. Mi Drive traffic data may also be incorporated to assess disruption impact and lane clearance times. Executive and administrative staff will oversee documentation accuracy and alignment with project goals.

This goal will be pursued by ensuring that each qualifying response includes protective deployment of the attenuator and signboard system, providing both physical shielding and improved motorist awareness. A minimum of two trained personnel will operate the unit, with positioning guided by established Standard Operating Guidelines (SOGs) that comply with TIM principles and MUTCD spacing requirements.

All operators will complete refresher training in TIM and participate in hands-on drills for proper staging, hazard zone protection, and flagging integration when needed. Responder injury logs, near-miss reports, and internal safety audits will be reviewed monthly. Any event involving responder exposure or equipment contact will trigger immediate review and corrective measures. Department leaders will monitor compliance and analyze both individual scene performance and broader safety trends.

EMS reports, Occupational Safety and Health Administration logs, and department injury reporting systems will be used to track progress toward the zero-injury goal and validate outcomes at the close of the project year.

Scene clearance times will be improved through the use of the attenuator and directional signboard system during qualifying traffic-related incidents. These tools help establish safe work zones more quickly, allowing responders to begin mitigation efforts without delay while maintaining orderly traffic flow around the scene. This reduces congestion hazards and creates a safer operating environment for fire, EMS, law enforcement, and towing personnel.

CAD timestamps, HAAS Alert logs, and incident narratives will be used to measure arrival-to-clearance intervals. Mi Drive data may support additional analysis of downstream traffic impacts. By stabilizing the scene earlier, responders and recovery personnel will be able to complete their tasks more efficiently and with less exposure to moving traffic.

Clearance time trends will be reviewed quarterly. The department will use this data to update response planning and adjust SOGs as needed. After-action reviews will include mutual aid agencies when applicable to encourage shared learning and regional improvements across MSP Fifth District.

**Countermeasure Strategy: Innovative Countermeasure**

The proposed project aligns most directly with the “Preventing Roadside Deaths” countermeasure identified in the FY2026 OHSP Grant Funding Guidelines under the Traffic Safety Priority Program Guidelines. This countermeasure focuses on strategies that reduce fatalities and serious injuries when motor vehicles strike emergency personnel, support vehicles, or individuals stopped roadside. The project addresses a high-risk operational gap in traffic incident response and applies proven engineering and operational tactics to reduce struck-by incidents and secondary crashes at emergency scenes.

Comstock Fire Rescue's initiative incorporates multiple high-impact countermeasures to protect fire, EMS, law enforcement, and tow operators. Central to the project is the use of a department-owned traffic attenuator vehicle and directional signboard system. These tools serve as both visual and physical barriers—improving scene visibility, alerting motorists to hazards ahead, and providing protection for personnel operating near live traffic lanes. The attenuator absorbs the impact of errant vehicles, while the arrow board delivers real-time messaging to guide safe traffic flow and detours around emergency zones.

Under this project, the attenuator and directional signboard system will be deployed during qualifying incidents at any time of day. Each response will include two trained personnel per department policy. This incident-based deployment model allows the department to respond more effectively to traffic-related risks while maximizing resource efficiency. All setup and positioning will follow Comstock's Standard Operating Guidelines and comply with MUTCD and TIM protocols to ensure consistency and safety.

The tow vehicle used to transport the attenuator is also a fully functional NFPA-compliant fire apparatus and licensed EMS unit. This enables dual-role responses, allowing crews to deliver both emergency care and scene protection simultaneously. The project also contributes to trauma system preparedness by enabling faster stabilization, safer patient access, and reduced secondary exposure to responders.

Comstock Fire Rescue additionally uses HAAS Alert technology to transmit real-time digital alerts to approaching motorists via connected vehicle platforms. This enhances advance warning and reduces driver approach speeds, improving scene safety for responders and the public. The attenuator system further supports rapid lane establishment, improved signage visibility, and more predictable motorist behavior near incident zones.

These countermeasures support the strategic traffic safety goals of the Michigan Office of Highway Safety Planning and the Governor's Traffic Safety Advisory Commission. They also advance federal objectives outlined in the Federal Performance Measures FY2024–2026 Report, including the reduction of overall traffic fatalities, suspected serious injuries, and speed-involved crash deaths.

Comstock Fire Rescue is committed to sharing deployment protocols, outcome data, and operational findings with other departments throughout the MSP Fifth District. This project is not only a local safety enhancement—it also offers a scalable and sustainable model for improving traffic incident response and reducing struck-by risks across Michigan.

## Impaired Driving (ID) Summary Page

- 2026-ID-01-IG - Drug and Alcohol Impaired Driving Training Project
- 2026-ID-03-02 - Traffic Safety Training Program
- 2026-ID-04-IG - Judicial Branch Training and Technical Assistance
- 2026-ID-05-IG - Michigan Supreme Court State Court Administrative Office (SCAO)
- 2026-ID-06-IG - State Judicial Outreach Liaison
- 2026-ID-07-OH - Ford Driving Skills for Life (DSFL) Impaired Driving Station
- 2026-ID-09-IG - Drug Recognition Expert (DRE) Callout Overtime
- 2026-ID-10-IG - Drug Recognition Expert Out of State Travel
- 2026-ID-12-IG - 2026 Michigan DRE Conference

<i><b>ID</b></i>		<i><b>Impaired Driving</b></i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
B5PEM – Impaired Driving Mid Media/ID training/Enf. Related exp.	2026-ID-01-IG 2026-ID-09-IG 2026-ID-10-IG 2026-ID-12-IG	IIJA NHTSA 405d Mid	\$1,565,837.01
B5CS-Impaired Driving Mid Court Support	2026-ID-04-IG 2026-ID-05-IG 2026-ID-06-IG	IIJA NHTSA 405d Mid	\$1,253,624.98
EDU_DG – Drug Education	2026-ID-03-02	IIJA NHTSA 164 Transfer Funds	\$712,442.08
EDU_AL – Alcohol Education	2026-ID-07-OH	IIJA NHTSA 164 Transfer Funds	\$22,000.00
<b>LOCAL EXPENDITURE</b>			<b>\$712,442.08</b>
<b>ID Program Area Total</b>			<b>\$3,553,904.07</b>

<b>Program Area:</b>	Impaired Driving (ID)		
<b>Project Title:</b>	Drug and Alcohol Impaired Driving Training Project		
<b>Project Number:</b>	2026-ID-01-IG		
<b>Subrecipient:</b>	Michigan State Police - PDB		
<b>Project Description (MGX Project Summary):</b>	<p>This project will support personnel costs for two full-time employees and one half-time employee; overtime that may be attributed to trainings/travel; contractual costs connected with law enforcement trainings, such as Drug Recognition Expert (DRE) School, ARIDE, SFST, refresher courses, and instructor schools; supplies and operating; and equipment costs associated with the project, such as Institute for Traffic Safety Management and Research (ITSMR) DRE software and out-of-state travel to Drug Evaluation and Classification Program Meeting and National Conference. This project will also support costs to train educators and supervisors in workplaces to spot impaired subjects prior to them leaving their facilities and entering our roadways. This project will also support the implementation of a roadside oral fluid testing program for drugs pending a legislative change.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Personnel - Overtime, Contractual Services, Travel, Supplies &amp; Operating, Equipment, and Indirect Costs,</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$1,500,000.01	<b>Indirect Cost Rate:</b>	15.40%
<b>Funding Source:</b>	405d	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	B5PEM-2026-ID-01-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405d Impaired Driving Mid Media/ID training/Enf. Related exp.		
<b>Equipment Amount Requested:</b>	\$46,000.00	<b>NHTSA Equipment Approval Date:</b>	TBD
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	N/A
<b>SIGMA Code(s):</b>	481000, 425000		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**Goal 1

Activity 1-1: Act as the liaison between the International Association of Chiefs of Police (IACP) and OHSP and ensure DREs meet certification requirements and follow DRE policies and procedures by September 30, 2026.

Activity 1-2: Promote the training; establish locations; assign instructors, equipment, and materials; and maintain records of training conducted and officers trained by September 30, 2026.

Goal 2

Activity 2-1: The DEC Program Coordinator will conduct 1-2 DRE Schools by September 30, 2026.

Goal 3

Activity 3-1: Promote the training; establish locations; assign instructors, equipment, and materials; and maintain records of training conducted and officers trained by September 30, 2026.

Goal 4

Activity 4-1: Promote the training; establish locations; assign instructors, equipment, and materials; and maintain records of training conducted and officers trained by September 30, 2026.

Goal 5

Activity 5-1: Promote the training; establish locations; assign instructors, equipment, and materials; and maintain records of training conducted and officers trained by September 30, 2026.

Goal 6

Activity 6-1: Promote the training; establish locations; assign instructors, equipment, and materials; and maintain records of training conducted and officers trained by September 30, 2026.

Goal 7

Activity 7-1: Promote the training; establish locations; assign instructors, equipment, and materials; and maintain records of training conducted and officers trained by September 30, 2026.

Goal 8

Activity 8-1: Track all oral fluid test instruments and supplies, as well as results, and make recommendations for expansion of the program by September 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 2 - Drug-Impaired Driving – Enforcement: Enforcement of Drug-Impaired Driving, Pages 2-16 to 2-17.

<b>Program Area:</b>	Impaired Driving (ID)		
<b>Project Title:</b>	Traffic Safety Training Program		
<b>Project Number:</b>	2026-ID-03-02		
<b>Subrecipient:</b>	Prosecuting Attorneys Association of Michigan (PAAM)		
<b>Project Description (MGX Project Summary):</b>	<p>Operating while intoxicated (OWI) and related offenses can be some of the most challenging cases to prosecute, but yet many times they are assigned to the newest and least experienced of prosecutors. These "rookie" prosecutors must be prepared to go up against OWI defense attorneys that are experienced, aggressive, and well-funded. Many prosecutor offices are short staffed, have a significant caseload, and are working with limited resources. Without the support the Traffic Safety Research Prosecutors (TSRP) provide, it is likely that many prosecutors would not feel confident to prosecute impaired drivers to the fullest extent of the law, thereby allowing offenders to plead to lesser charges or even walk away with no criminal repercussions. The impact would reduce the effectiveness of law enforcement's efforts in overtime patrols, impaired-driving crackdowns, and special messaging reinforcing the arrests made by police officers. It may even make it difficult to qualify for NHTSA funding to combat impaired driving. The Traffic Safety Training Program's goal is to provide much-needed training and resources to the prosecutors and law enforcement officers in our state who are handling impaired-driving investigations and prosecutions so that they may handle them as effectively and successfully as possible. Successful impaired-driving investigations and prosecutions hold impaired drivers accountable for their dangerous actions, helping make our roads safer and reducing recidivism.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Contractual Services, Travel, Supplies &amp; Operating, and Indirect Costs</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$712,442.08	<b>Indirect Cost Rate:</b>	12.30%
<b>Funding Source:</b>	164	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	EDU_DG-2026-ID-03-02		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 164 Drug Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454100		
<b>Program Income/Amount:</b>	\$24,300.00		

**Project Activities:**

The TSRPs will provide 10 educational opportunities for 500 traffic safety partners by September 30, 2026.

The TSRPs will provide 20 educational opportunities for 1,500 prosecutors. Some of these trainings are

the following: Advanced OWI Prosecution, Prosecuting the Drugged Driver, Basic Training for Prosecutors, Felony Trial Practice, Toxicology for Prosecutors, OWI Forfeiture Seminar, and Visual Trial School. This activity will be completed by September 30, 2026.

The TSRPs will provide 30 educational opportunities for 2,000 law enforcement officers. Some of these trainings are the following: Cops in Court, Nuts and Bolts of OWI Investigations, Lethal Weapon, Crash to Courtroom, and traffic safety legal updates at all ARIDE classes in Michigan. This activity will be completed by September 30, 2026.

**Countermeasure Strategy:**

National Highway Traffic Safety Administration (NHTSA) Safety Assessment  
Impaired Driving Assessment  
Year: 2019  
Section: Criminal Justice Prosecution  
Page Numbers 55-56

<b>Program Area:</b>	Impaired Driving (ID)		
<b>Project Title:</b>	Judicial Branch Training and Technical Assistance		
<b>Project Number:</b>	2026-ID-04-IG		
<b>Subrecipient:</b>	Michigan Judicial Institute (MJI)		
<b>Project Description (MGX Project Summary):</b>	<p>Impaired driving—either alcohol or drug related—continues to be a significant factor in traffic crashes. According to the University of Michigan Transportation Research Institute (UMTRI), in 2023, of the 1,021 fatal crashes that occurred in Michigan, 272 (26.6 percent) were alcohol-involved, 12.9 percent involved drugs but no drinking, and 9.6 percent involved both drinking and drugs. One person was killed in an alcohol-involved crash every 1 day 5 hours 30 minutes.</p> <p>Traffic safety training will be provided to judges, magistrates, probation officers, and other members of the judiciary on current traffic safety issues. This will be accomplished through training seminars, webinars, conferences, and publications, which will be provided to stakeholders on relevant traffic safety topics. This includes impaired driving topics within the traffic adjudication manual, which is required reading for all new magistrates.</p> <p>This project will provide speakers for the Michigan Judicial Institute (MJI), judicial, district court probation officers, magistrates, and other association conferences, as well as new and experienced court personnel training workshops. Topics may include drunk and drugged driving, ignition interlock, medical and recreational marijuana, along with other impaired driving traffic safety issues.</p> <p>An MJI attorney will provide research support and judicial bench book updates. MJI program staff will develop and coordinate delivery of seminars, webinars, and conference activity.</p> <p>Funding will support the following budget categories: Contractual Services, Travel, and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$10,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405d	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	B5CS-2026-ID-04-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405d Impaired Driving Mid Court Support		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	OHSPMJ		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity 1: MJJ will work with internal and external stakeholders to identify training opportunities. This happens throughout the year but will be accomplished as much as is practicable during the first quarter of the fiscal year by December 31, 2025.

Activity 2: By September 30, 2026, MJJ will facilitate training opportunities for judicial staff in relevant impaired driving traffic safety-related information. This will include supporting a contract attorney for research needs relevant to impaired driving traffic safety-related information and to update judicial bench books. It will also provide partial funding support for impaired-driving training, meals, and facilities.

**Countermeasure Strategy:**

National Highway Traffic Safety Administration (NHTSA) Program Assessment  
Name: Impaired Driving Program Assessment  
Year: 2019 (the most recent assessment)  
Section: Criminal Justice, Adjudication  
Pages 60-61

<b>Program Area:</b>	Impaired Driving (ID)		
<b>Project Title:</b>	Sobriety Court Support		
<b>Project Number:</b>	2026-ID-05-IG		
<b>Subrecipient:</b>	Michigan Supreme Court State Court Administrative Office (SCAO)		
<b>Project Description (MGX Project Summary):</b>	<p>The State Court Administrative Office (SCAO) Office of Highway Safety Planning (OHSP) grant project will support driving while impaired (DWI) and/or hybrid DWI/drug court programs that target impaired drivers. The OHSP funding will be used to provide subgrants to the courts who are eligible. Programs that were still funded under the seed funding in FY2024 will finish their five years of eligible funding. Aside from the programs grandfathered into the seed program, the OHSP will fund contractual and travel costs for any operational DWI and hybrid DWI/drug court programs.</p> <p>Travel costs will be for in-state travel to approved trainings relevant to the problem-solving court project.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Contractual Services, Travel, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Allegan, Barry, Bay, Berrien, Calhoun, Charlevoix, Eaton, Emmet, Genesee, Gratiot, Hillsdale, Ingham, Ionia, Kalamazoo, Kent, Macomb, Menominee, Monroe, Newaygo, Oakland, Oceana, Ottawa, Roscommon, Saginaw, Tuscola, Washtenaw, Wayne		
<b>Total Federal Funds Awarded:</b>	\$1,199,999.98	<b>Indirect Cost Rate:</b>	11.90%
<b>Funding Source:</b>	405d	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	B5CS-2026-ID-05-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405d Impaired Driving Mid Court Support		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	OHSP		
<b>Program Income/Amount:</b>	\$177,768.36		

**Project Activities:****Goal 1:**

Activity 1-1: Provide training opportunities and technical assistance, on site and remotely, to all DWI and hybrid DWI/drug courts that receive the OHSP funding by September 30, 2026.

Activity 1-2: Monitor operational progression by reviewing quarterly, annual, and bi-annual reports by September 30, 2026.

**Goal 2:**

Activity 2-1: Provide training opportunities and technical assistance, on site and remotely, to all DWI and hybrid DWI/drug courts that receive the OHSP funding by September 30, 2026.

Activity 2-2: Encourage new operational court teams to submit training applications for the National

Center for DWI Courts training by September 30, 2026.

Goal 3:

Activity 3-1: Provide training opportunities and technical assistance, on site and remotely, to all DWI and hybrid DWI/drug courts that receive the OHSP funding by September 30, 2026.

Activity 3-2: Monitor operational progress by reviewing annual and bi-annual reports by September 30, 2026.

Goal 4:

Activity 4-1: Report recidivism rates for ignition interlock statewide (fourth quarter only).

Activity 4-2: Report interlock compliance by reviewing quarterly reports during the fiscal year.

Goal 5:

Activity 5-1: Review Michigan's problem-solving court grant programs for new arrests and convictions for participants that are active in a problem-solving court. Data on participants active in the OHSP-funded DWI or hybrid DWI/drug court programs during the fiscal year will be reviewed annually for rearrests and reconvictions while in the program, reporting percentages by September 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving, Other Strategies for Behavior Change: DWI Courts, Pages 1-51 to 1-53.

<b>Program Area:</b>	Impaired Driving (ID)		
<b>Project Title:</b>	State Judicial Outreach Liaison		
<b>Project Number:</b>	2026-ID-06-IG		
<b>Subrecipient:</b>	Michigan Judicial Institute (MJI)		
<b>Project Description (MGX Project Summary):</b>	<p>Impaired driving—either alcohol or drug related—continues to be a significant factor in traffic crashes. According to UMTRI, in 2023, of the 1,021 fatal crashes that occurred in Michigan, 272 (26.6 percent) were alcohol-involved, 12.9 percent involved drugs but no drinking, and 9.6 percent involved both drinking and drugs. One person was killed in an alcohol-involved crash every 1 day 5 hours 30 minutes.</p> <p>MJI will provide:</p> <ol style="list-style-type: none"> <li>1. Training and technical assistance to address individual issues encountered by trial courts, which will be provided through the State Judicial Outreach Liaison (SJOL)—a retired jurist familiar with impaired-driving issues and adjudication.</li> <li>2. The SJOL will provide training and educational materials to the statewide judicial community on impaired-driving issues, including ignition interlocks and medical/recreational marijuana, by participating in seminars and conferences and serving on various related committees and taskforces.</li> </ol> <p>Funding will support the following budget categories: Contractual Services</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$43,625.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405d	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	B5CS-2026-ID-06-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405d Mid Court Support		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	OHSPMJ		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

By September 30, 2026, this project will provide training for up to 500 judges and judicial branch staff and individual technical assistance to trial courts through a State Judicial Outreach Liaison. The SJOL will also serve on related committees and taskforces, as determined by the SCAO. Typical quarterly activities will include bi-weekly meetings with MJI staff to assess stakeholder needs; identifying topics and presenters for impaired driving webinars/seminars; attending regular meetings provided by the MJI, OHSP, and American Bar Association (ABA); and responding to inquiries from judges and other stakeholders.

**Countermeasure Strategy:**

Impaired Driving Program Assessment  
Year: 2019 (the most recent assessment)  
Section: Criminal Justice, Adjudication  
Pages 60-61

<b>Program Area:</b>	Impaired Driving (ID)		
<b>Project Title:</b>	Ford Driving Skills for Life (DSFL) Impaired Driving Station		
<b>Project Number:</b>	2026-ID-07-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	<p>Michigan State Police Impaired Driving Action Team (IMPACT), Drug Recognition Experts (DREs), and/or Community Service Troopers will work with teen drivers and their parents to educate them on the dangers of impaired driving during Ford's Driving Skills for Life (DSFL) hands-on event(s).</p> <p>Beginning with groups of three students, an officer utilizes one of two vehicles on the drive track. A first drive-through is completed by the teen for knowledge of the track in an un-impaired setting. The second drive-through is completed with impaired-driving goggles in place, along with a combination of distractions from the radio and/or passengers talking.</p> <p>A separate impaired-driving area includes discussion from law enforcement officers on the dangers and consequences of impaired driving, impaired-driving laws, an explanation and demonstration of the Standardized Field Sobriety Test (SFST) process, impaired-driving goggles, and/or virtual reality devices on hand for teens (and parents/chaperones) to utilize. The officers, teens, and parents/chaperones conclude by discussing the activity. This is a time that parents can voice their concerns and offers an opportunity for open dialog with their teen.</p> <p>During the two days of the event, an estimated 200 adults and 200 teens attend each day.</p> <p>Funding will support the following budget categories: Personnel - Overtime, Travel, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$22,000.00	<b>Indirect Cost Rate:</b>	15.40%
<b>Funding Source:</b>	164	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	EDU_AL-2026-ID-07-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 164 Transfer Funds Alcohol Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	453450		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity 1. The OHSP will secure MSP Community Service Troopers, Drug Recognition Experts, and/or Impaired Driving Action Team troopers to work the Impaired Driving Station at the Ford Driving Skills for Life/Strive for a Safe Drive event(s) by September 30, 2026.

Activity 2. The OHSP will provide pre- and post-questions to event coordinators to be completed at the impaired driving station by September 30, 2026.

Activity 3. The OHSP will attend the event(s) to oversee the impaired-driving station and gain immediate feedback from troopers, event staff, and participants by September 30, 2026.

**Countermeasure Strategy:**

National Highway Traffic Safety Administration (NHTSA) Program Assessment

2019 Impaired Driving Assessment

Section B: Community-Based Programs, B-1: Schools,

Recommendation: Provide support for school-based/evidence-based prevention programs pg. 39.

<b>Program Area:</b>	Impaired Driving (ID)		
<b>Project Title:</b>	Drug Recognition Expert (DRE) Callout Overtime		
<b>Project Number:</b>	2026-ID-09-IG		
<b>Subrecipient:</b>	Michigan State Police - PDB		
<b>Project Description (MGX Project Summary):</b>	To pay Drug Recognition Experts (DREs), both local and MSP, to respond to the need for a DRE on up to four hours of overtime.  Funding will support the following budget categories: Personnel - Overtime, Contractual Services, and Indirect Costs.		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$20,000.00	<b>Indirect Cost Rate:</b>	15.40%
<b>Funding Source:</b>	405d	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	B5PEM-2026-ID-09-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405d Impaired Driving Mid Media/ID training/Enf. Related exp.		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	481001		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity 1: This project will provide up to four hours of overtime reimbursement to agencies, allowing their off-duty DRE to respond to a request for a DRE and submit the appropriate supporting documentation, by September 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 2 - Drug-Impaired Driving - Enforcement: Enforcement of Drug-Impaired Driving, Pages 2-16 to 2-17.

<b>Program Area:</b>	Impaired Driving (ID)		
<b>Project Title:</b>	Drug Recognition Expert Out of State Travel		
<b>Project Number:</b>	2026-ID-10-IG		
<b>Subrecipient:</b>	Michigan State Police - PDB		
<b>Project Description (MGX Project Summary):</b>	<p>Drug Recognition Expert (DRE) instructors are a resource for all DREs in the State of Michigan. They are relied on to provide expert advice to the DREs and the prosecutors and testify in court in post-incident reviews (reconstruction). This grant aims to send up to 12 DREs to the IACP Impaired Driving and Traffic Safety Conference. If funds are left over from the out of state conference, they would be offered up to instructors to attend other advanced training, such as the Borkenstein School or the Advanced DRE School. Those instructors will be expected to bring the knowledge they gained back to Michigan to share with DREs at the Michigan DRE Conference and DRE schools, as well as all other police officers that they train in ARIDE and SFST.</p> <p>Funding will support the following budget categories: Contractual Services, Travel, and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$29,057.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405d	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	B5PEM-2026-ID 10-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405d Impaired Driving Mid Media/ID training/Enf. Related exp.		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	481002		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity 1: Select and reimburse registration and travel costs for up to 12 DRE instructors and/or active certified DREs on a rotating basis to attend the 2025 Impaired Driving and Traffic Safety Conference, or Borkenstein Alcohol, Borkenstein Drug, or Advanced DRE schools, by September 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 2 - Drug-Impaired Driving - Enforcement: Enforcement of Drug-Impaired Driving, Pages 2-16 to 2-17.

<b>Program Area:</b>	Impaired Driving (ID)		
<b>Project Title:</b>	2026 Michigan DRE Conference		
<b>Project Number:</b>	2026-ID-12-IG		
<b>Subrecipient:</b>	Michigan State Police – PDB		
<b>Project Description (MGX Project Summary):</b>	<p>The Third Annual Michigan DRE Conference will be held in FY2026. It is one day and replaces the pre-COVID one-day DRE continuing education. It will be open to all Michigan DREs. It will include presentations by MSP DRE instructors and possibly one outside instructor.</p> <p>Funding will support the following budget categories: Contractual Services</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$16,780.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405d	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	B5PEM-2026-ID-12-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405d Impaired Driving Mid Media/ID training/Enf. Related exp.		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	TBD		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity 1.1 In the 1st quarter, we will: begin to plan for the Michigan DRE Conference location and speakers and send out a save the date.

Activity 1.2 Early in the 2nd quarter, we will: finalize the contract with venue, finalize any contracts with speakers, announce the training, and get participants registered.

Activity 1.3 Evaluate the conference.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 2 - Drug-Impaired Driving - Enforcement: Enforcement of Drug-Impaired Driving, Pages 2-16 to 2-17.

## Motorcyclist Safety (MC) Summary Page

- 2026- MC-01-IG - RiderCoach Professional Development
- 2026-MC-02-IG - Motorcycle Rider Training
- 2026-MC-06-OH - NHTSA Motorcycle Assessment

<i>MC</i>		<i>Motorcyclist Safety</i>	
GTS Codes	Project Agreement Numbers	Eligible Use of Funds	Dollar Amount
M11MP- Motorcyclist Programs	2026-MC-01-IG 2026-MC-02-IG	IIJA NHTSA 405f Motorcycle Programs	\$124,475.70
MC-Motorcycle Safety	2026-MC-06-OH	IIJA NHTSA 402	\$30,000.00
<b>LOCAL EXPENDITURE</b>			<b>\$0</b>
<b>MC Program Area Total</b>			<b>\$154,475.70</b>

<b>Program Area:</b>	Motorcyclist Safety (MC)		
<b>Project Title:</b>	RiderCoach Professional Development		
<b>Project Number:</b>	2026-MC-01-IG		
<b>Subrecipient:</b>	Michigan Department of State (MDOS)		
<b>Project Description (MGX Project Summary):</b>	<p>The Michigan Department of State will work with Motorcycle Safety Foundation-certified organizations and RiderCoach trainers to provide six professional development trainings to become certified Michigan RiderCoaches through Basic RiderCoach Preparation (BRC-RCP) courses, Advanced RiderCoach Preparation (ARC-RCP) courses, Three Wheel Basic Rider Course RiderCoach Preparation (3WBRC-RCP), and Rider Skill Lab RiderCoach Certification (RSL-RCP). This allows for training new RiderCoaches entering the profession and existing RiderCoaches to remain current in the required curriculum and best practices for motorcycle rider education.</p> <p>Funding will support the following budget categories: Contractual Services</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$97,235.71	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405f	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M11MP-2026-MC-01-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA 405f Motorcycle Programs Motorcyclist Programs		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	SOM23100		
<b>Program Income/Amount:</b>	\$4,800.00		

**Project Activities:**

Activity 1: Conduct two BRC RiderCoach Preparation Courses (RCPs) through the Schoolcraft College – Detroit Metro Consortium public training sponsor by September 30, 2026.

Activity 2: Conduct two BRC-RCPs through Grand Rapids Community College public training sponsor by September 30, 2026.

Activity 3: Conduct one BRC-RCP in Northern Michigan through Northern Michigan University public training sponsor to provide training to underrepresented communities by September 30, 2026

**Countermeasure Strategy:**

Motorcycle Safety Program Assessment: 2016, *Motorcycle Rider Education and Training*, Pages 7-34 to 7-35.

<b>Program Area:</b>	Motorcyclist Safety (MC)		
<b>Project Title:</b>	Motorcycle Rider Training		
<b>Project Number:</b>	2026-MC-02-IG		
<b>Subrecipient:</b>	Michigan Department of State (MDOS)		
<b>Project Description (MGX Project Summary):</b>	<p>The MDOS will work with Motorcycle Safety Foundation-certified organizations and RiderCoaches to conduct Advanced RiderCourse (ARC) classes in Wayne, Oakland, Macomb, Washtenaw, and Kent Counties during the summer months.</p> <p>Funding will support the following budget categories: Contractual Services</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$27,239.99	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405f	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M11MP-2026-MC-02-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA 405f Motorcycle Programs Motorcyclist Programs		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	SOM231000		
<b>Program Income/Amount:</b>	\$15,300.00		

**Project Activities:**

Activity 1: Conduct 18 Advanced RiderCourses (ARCs) through the Schoolcraft College – Detroit Metro Consortium public training sponsor in Wayne, Oakland, and Macomb Counties by September 30, 2026.

Activity 2: Conduct four ARCs through the Grand Rapids Community College public training sponsor in Kent County by September 30, 2026.

Activity 3: Conduct six ARCs through the Washtenaw Community College public training sponsor in Washtenaw County by September 30, 2026.

**Countermeasure Strategy:**

Motorcycle Safety Program Assessment: 2016, *Motorcycle Rider Education and Training*, Pages 7,34, and 35.

<b>Program Area:</b>	Motorcyclist Safety (MC)		
<b>Project Title:</b>	NHTSA Motorcycle Safety Assessment		
<b>Project Number:</b>	2026-MC-06-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	<p>The most recent NHTSA Motorcycle Assessment in Michigan took place in 2016. Many of the recommendations from that evaluation have been implemented or are currently in progress.</p> <p>Now, Michigan aims to conduct a new evaluation of its motorcycle safety program and review key components to identify new initiatives and efforts to enhance motorcycle safety. A comprehensive and updated review is crucial to guiding the future direction of these safety programs.</p> <p>Funding will support the following budget categories: Contractual Services</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$30,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	MC-2026-MC-06-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Motorcycle Safety		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	TBD		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity 1. Identify three potential weeks within the calendar year that do not conflict with current motorcycle safety programs to provide to the NHTSA for the NHTSA assessment by September 30, 2026.

Activity 2. Select a location to host the NHTSA assessment panel that includes hotel room space, meeting space, and potential catering options by September 30, 2026.

Activity 3. Collaborate with the NHTSA and MDOS to facilitate the compilation of motorcyclist safety experts to act as the Motorcycle Safety Assessment Team by September 30, 2026.

Activity 4. Complete the NHTSA's pre-assessment with collaboration of the Motorcycle Safety Assessment Team and motorcycle safety partners by September 30, 2026.

Activity 5. Support the NHTSA assessment panel during the weeklong process, addressing any needs or requests by September 30, 2026.

**Countermeasure Strategy:**

## National Highway Traffic Safety Administration (NHTSA) Program Assessment

### Motorcycle Assessment

Each state should implement a comprehensive program to promote motorcycle safety and prevent crashes and related injuries. To help states evaluate the comprehensiveness of their programs, the National Highway Traffic Safety Administration (NHTSA) has developed a motorcycle safety program assessment process and tool. Upon request, a multi-disciplinary technical assessment team of national experts conducts an in-depth review of the state's motorcycle safety efforts, identifying strengths and providing recommendations to enhance the program. This approach allows states to utilize highway safety funds to support the assessment team's evaluation of both existing and proposed motorcycle safety initiatives.

## Occupant Protection (OP) Summary Page

- 2026-OP-01-00 - Seat Belt and Handheld Device Use Direct Observation Survey FY2026
- 2026-OP-02-OH - Community Car Seat Distribution Program
- 2026-OP-04-00 - 4-H Youth Education Safety Belt Program
- 2026-OP-05-OH - Child Passenger Safety Training and Recertification
- 2026-OP-06-IG - Community Service Trooper Child Passenger Safety Overtime
- 2026-OP-07-00 - Train Car Seat Technicians in the Straits Area
- 2026-OP-08-00 - Reintroduction of TWEENS Back, Boost, Buckle kits to Michigan Child Passenger Safety Technicians

<b>OP</b>		<b>Occupant Protection</b>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
M1OP-405b High OP Information System	2026-OP-01-00	IIJA 405b OP High	\$130,000.01
B1CPS_US- 405b High Underserved CPS Programs	2026-OP-02-OH 2026-OP-05-OH	IIJA 405b OP High	\$547,520.00
M1*TSP- 405b High Teen Safety Program	2026-OP-04-00	IIJA 405b OP High FLEX (other 402 type purposes)	\$292,008.82
M1*CR – 405b High Child Restraint	2026-OP-06-IG 2026-OP-08-IG	IIJA 405b OP High FLEX (other 402 type purposes)	\$68,875.59
OP – Occupant Protection	2026-OP-07-00	IIJA NHTSA 402	\$73,838.70
<b>LOCAL EXPENDITURE</b>			<b>\$73,838.70</b>
<b>OP Program Area Total</b>			<b>\$1,112,243.12</b>

<b>Program Area:</b>	Occupant Protection (OP)		
<b>Project Title:</b>	Seat Belt and Handheld Device Use Direct Observation Survey FY26		
<b>Project Number:</b>	2026-OP-01-00		
<b>Subrecipient:</b>	Michigan State University - MSU		
<b>Project Description (MGX Project Summary):</b>	<p>This study will perform a roadside direct observation survey of seat belt use by front seat occupants along with cell phone use by drivers at 200 NHTSA-approved survey sites throughout Michigan following the Click It or Ticket enforcement campaign. This data will be utilized to compute the seat belt use rate and driver hand-held device use rate and estimated variances, which will be provided to the OHSP and NHTSA. This same data will also be collected across all 83-counties of Michigan, with the use rates and estimated variances reported directly to the OHSP. Graphical support tools that represent the seat belt and cell phone use rates statewide will be provided to the OHSP.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Contractual Services, Travel, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$130,000.01	<b>Indirect Cost Rate:</b>	Override Amount: \$25,469.28
<b>Funding Source:</b>	405b	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M1OP-2026-OP-01-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA 405b High OP Information System		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454300		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**Goal 1

## 1-1: Compliance with Federal Criteria by December 31, 2025

All methods utilized as part of the FY2026 survey will comply with the federal criteria outlined in 76 FR 18042 – “Uniform Criteria for State Observational Surveys of Seat Belt Use.” The most recent resampling of observation sites for the State of Michigan was performed in FY2023 for use in the FY2023 through FY2027 seat belt surveys. Thus, the FY2026 survey will use the 200 observation sites approved by the NHTSA in FY2023.

## 1-2: Provide Methodology and Survey Sites by March 10, 2026

All final documents, including survey site selections, sampling plan, expected sample sizes and confidence intervals, and specific collection/observations sites, as well as back-up sites and schedules, will be provided to the OHSP by March 10, 2026.

## 1-3: Train Project Staff by May 22, 2026

The training sessions will be conducted during April or May 2026, with field training continuing thereafter until the post-Click It or Ticket (CIOT) direct observation survey that begins on Tuesday, May 26, 2026. Each member of the data collection team will meet reliability and repeatability standards in their field collection tests prior to being deployed for the data collection for this project. Training sessions for the seat belt direct observation survey must be completed by May 22, 2026.

1-4: Perform Post-CIOT Survey and Provide Preliminary Use Rates by July 3, 2026

The post-CIOT direct observation surveys of seat belt use by front seat occupants will occur between May 26, 2026, and June 15, 2026. The preliminary seat belt use rate will be provided to the OHSP in the format required by the NHTSA by July 3, 2026.

1-5: Submit First Draft Report (Post-CIOT Survey) and Report Requirements by July 31, 2026

A draft report for the post-CIOT observation survey will be prepared according to the OHSP reporting requirements in the request for proposal. The first draft report will be submitted in electronic format to the OHSP by July 31, 2026.

1-6: Perform Surveys in Remaining Michigan Counties by September 15, 2026

The FY2026 survey will include locations within the remaining counties that were not included in the NHTSA survey, utilizing the sites utilized during the statewide surveys performed in 2017, 2021, 2022, 2023, 2024, and 2025. The overall 83-county belt use and hand-held device use data collection will be completed by September 1, 2026, with the overall 83-county usage rates provided to the OHSP by September 8, 2026. County-by-county comparisons of belt use and hand-held device use trends between the 2017, 2021, 2022, 2023, 2024, and 2025 83-county surveys will also be performed and spreadsheet comparisons and an infographic of seat belt use rates by county will be provided to the OHSP by September 15, 2026.

1-7: Submit Final Report September 25, 2026

A final report will be prepared and submitted based upon the feedback received from the OHSP on the previously submitted draft reports. The final report will include documentation of all grant activities, including details on the project methodology, data collection, quality control, statistical analysis, seat belt use rates, and driver hand-held device use rates. The final report will be submitted to the OHSP by September 25, 2026.

Goal 2

2-1: Compliance with Federal Criteria by December 31, 2025

All methods utilized as part of the FY2026 survey will comply with the federal criteria outlined in 76 FR 18042 – “Uniform Criteria for State Observational Surveys of Seat Belt Use.” The most recent resampling of observation sites for the State of Michigan was performed in FY2023 for use in the FY2023 through FY2027 seat belt surveys. Thus, the FY2026 survey will use the 200 observation sites approved by the NHTSA in FY2023.

2-2: Provide Methodology and Survey Sites by March 10, 2026

All final documents, including survey site selections, sampling plan, expected sample sizes and confidence intervals, and specific collection/observations sites, as well as back-up sites and schedules, will be provided to the OHSP by March 10, 2026.

2-3: Train Project Staff by May 22, 2026

The training sessions will be conducted during April or May 2026, with field training continuing thereafter until the post-Click It or Ticket (CIOT) direct observation survey that begins on Tuesday, May 26, 2026. Each member of the data collection team will meet reliability and repeatability standards in their field collection tests prior to being deployed for the data collection for this project. Training sessions for the hand-held device direct observation survey must be completed by May 22, 2026.

2-4: Perform Post-CIOT Survey and Provide Preliminary Use Rates by July 3, 2026

The post-CIOT direct observation surveys of hand-held device use by drivers will occur between May 26, 2026, and June 15, 2026. The preliminary hand-held device use rate will be provided to the OHSP in the format required by the NHTSA by July 3, 2026.

2-5: Submit First Draft Report (Post-CIOT Survey) and Report Requirements by July 31, 2026

A draft report for the post-CIOT observation survey will be prepared according to the OHSP reporting requirements in the request for proposal. The first draft report will be submitted in electronic format to the OHSP by July 31, 2026.

2-6: Perform Surveys in Remaining Michigan Counties by September 15, 2026

The FY2026 survey will include locations within the remaining counties that were not included in the NHTSA survey, utilizing the sites utilized during the statewide surveys performed in 2017, 2021, 2022, 2023, 2024, and 2025. The overall 83-county belt use and hand-held device use data collection will be completed by September 1, 2026, with the overall 83-county usage rates provided to the OHSP by September 8, 2026. County-by-county comparisons of belt use and hand-held device use trends between the 2017, 2021, 2022, 2023, 2024, and 2025 83-county surveys will also be performed and spreadsheet comparisons and an infographic of seat belt use rates by county will be provided to the OHSP by September 15, 2026.

2-7: Submit Final Report September 25, 2026

A final report will be prepared and submitted based upon the feedback received from the OHSP on the previously submitted draft reports. The final report will include documentation of all grant activities, including details on the project methodology, data collection, quality control, statistical analysis, seat belt use rates, and driver hand-held device use rates. The final report will be submitted to the OHSP by September 25, 2026.

**Countermeasure Strategy:**

National Highway Traffic Safety Administration (NHTSA) Assessment Recommendation: Occupant Protection Assessment - This study will perform a roadside direct observation survey of seat belt use by front seat occupants along with cell phone use by drivers at 200 NHTSA-approved survey sites throughout Michigan following the Click It or Ticket (CIOT) enforcement campaign.

<b>Program Area:</b>	Occupant Protection (OP)		
<b>Project Title:</b>	Community Car Seat Distribution Program		
<b>Project Number:</b>	2026-OP-02-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	<p>Car seat distribution will be focused on the top 14 counties with unrestrained fatal and suspected serious injury crashes for children ages seven and under. These counties include Wayne, Genesee, Calhoun, Kent, Oakland, Bay, Ionia, Kalamazoo, Kalkaska, Macomb, Ottawa, Schoolcraft, Shiawassee, and Washtenaw. Additional counties will be added or considered based on need, resources, or specific programming (such as high-risk populations, rural, etc.). By offering free car seats to eligible low-income families or caregivers, the OHSP is reaching high-risk populations and providing this service to families and caregivers statewide.</p> <p>The car seat distribution effort will focus on targeting those who live in counties with a high number of unrestrained fatal and suspected serious injury crashes. The distribution of car seats will be for low-income families through a qualifying screening where certified Child Passenger Safety (CPS) technicians will verify the child is enrolled in one of several low-income qualifying programs. The CPS technicians receiving seats will be encouraged to track seats provided and reference the distribution list before issuing a car seat to prevent more than one seat going to a child. For certified CPS technicians to receive distribution program car seats, they must be in good standing with required monthly reporting.</p> <p>Proper installation is key to reducing the risk of injury and fatality to children riding in vehicles. The best way for parents to learn how to use their car seats properly is to consult with a CPS technician. Car seat inspection stations are a proven countermeasure to proper installation. By offering free car seats to eligible low-income families or caregivers, the OHSP is reaching high-risk populations and providing this service to families and caregivers statewide. Free car seats for low-income families increase attendance at car seat events and fitting stations, which provide access to education for proper use.</p> <p>Funding will support the following budget categories: Contractual Services</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$300,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405b FLEX	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	B1CPS_US-2026-OP-02-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA 405b High Underserved CPS Programs		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	453380		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Provide 3,200 car seats to low-income families that meet the qualifying screening requirements by September 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 3 - Seat Belts and Child Restraints – Other Strategies for Behavior Change: Child Restraint Inspection Stations, Pages 3-33 to 3-35.

<b>Program Area:</b>	Occupant Protection (OP)		
<b>Project Title:</b>	4-H Youth Education Safety Belt Program		
<b>Project Number:</b>	2026-OP-04-00		
<b>Subrecipient:</b>	Michigan State University - MSU		
<b>Project Description (MGX Project Summary):</b>	<p>The objective of the 4-H Youth Seat Belt Program is to educate youth across multiple Michigan counties about the importance of using seat belts and mobile device use while driving and riding in motor vehicles. Originally piloted in Wayne County, Michigan, this program is now expanding to additional counties with some of the lowest seat belt use rates and highest driver mobile device use rates, as identified in 2023 data.</p> <p>As part of this expansion, we will utilize the curriculum and lessons developed during the 2024-2025 grant cycle to ensure a research-based, engaging, and impactful learning experience. Additionally, there will be a targeted focus on Michigan's Upper Peninsula, a historically at-risk region with some of the lowest seat belt use rates. By addressing the unique challenges faced by youth in these communities, we aim to create sustainable improvements in road safety awareness and behaviors across the state. Temporary on-call staff will be located in the following counties: Wayne, Clare/Gladwin, Lapeer, Houghton, and Gogebic.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Travel, Supplies &amp; Operating, and Indirect Costs</p>		
<b>Location and Affected Communities:</b>	Clare, Gladwin, Gogebic, Houghton, Lapeer, Wayne		
<b>Total Federal Funds Awarded:</b>	\$292,008.82	<b>Indirect Cost Rate:</b>	26.00%
<b>Funding Source:</b>	405b FLEX	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M1*TSP-2026-OP-04-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA 405b High Flex 402 Projects Teen Safety Program		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	453640		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**Goal 1

Participants will engage in hands-on, interactive activities designed to reinforce key road safety principles:

Drunk Driving Goggle Relay: Simulating impairment to highlight the dangers of driving under the influence.

Distracted Driving Demonstration: Showing how far a vehicle travels while sending a short text

message at 55 mph (~81 feet per second).

Egg Vehicle Demonstration: Using eggs to illustrate the impact of proper vs. improper seat belt use in a simulated crash.

Inertia Bottle Demonstration: Demonstrating how seat belts protect passengers using the principles of inertia.

Creating Seat Belt Covers: Engaging youth in a creative activity to reinforce the habit of always buckling up.

Public Service Announcements (PSAs): Participants will have the opportunity to write and record PSAs to educate their communities about the importance of seat belt use and the dangers of distracted driving.

The educational objectives of these lessons include:

Through these activities, participants will:

Learn the importance of wearing seat belts.

Engage in hands-on activities to promote seat belt use among family, friends, and the community.

Understand the consequences of not wearing a seat belt.

Demonstrate knowledge of motion, force, and inertia.

Learn about current Michigan laws regarding seat belt use.

Understand the dangers of distracted driving.

Make informed decisions about their driving habits.

Recognize common reasons people neglect to wear seat belts and strategies to overcome them.

Demonstrate how easy and effective it is to wear a seat belt.

Learn fatality rates related to not wearing seat belts.

Achievable: The hands-on interactive education format, combined with engaging in conversations around decision making, critical thinking, problem solving, managing stress of peer pressure, and how to influence their peers to make safe decisions.

Relevant: Increasing awareness of seat belt use and distracted driving directly contributes to reducing accidents and fatalities. Local law enforcement officers will provide insights and hands-on demonstrations to reinforce the lessons.

Time-bound: Participants will demonstrate measurable progress by the conclusion of the three to five one-hour sessions.

## Goal 2

## Activities

Participants will engage in interactive demonstrations designed to reinforce key road safety principles:

**Drunk Driving Goggle Relay:** Simulating impairment to highlight the dangers of driving under the influence.

**Distracted Driving Demonstration:** Showing how far a vehicle travels while sending a short text message at 55 mph (~81 feet per second).

**Egg Vehicle Demonstration:** Using eggs to illustrate the impact of proper vs. improper seat belt use in a simulated crash.

**Inertia Bottle Demonstration:** Demonstrating how seat belts protect passengers using the principles of inertia.

**Creating Seat Belt Covers:** A creative activity reinforcing the habit of always buckling up.

## Educational Objectives

By the end of the session, participants will:

Understand the importance of wearing seat belts.

Learn about Michigan seat belt laws and distracted driving regulations.

Recognize the dangers of distracted driving and the consequences of not wearing a seat belt.

Engage in hands-on activities that promote seat belt use among family, friends, and the community.

Demonstrate knowledge of motion, force, and inertia in relation to vehicle safety.

Identify reasons people neglect to wear seat belts and develop strategies to overcome these barriers.

Analyze fatality rates related to not wearing seat belts.

## Program Impact:

**Achievable:** Interactive education fosters critical thinking, decision-making, and peer influence strategies.

**Relevant:** Increasing seat belt awareness contributes to reducing accidents and fatalities.

**Time-Bound:** Participants will demonstrate measurable learning outcomes within the 40–60-minute programs.

This program will equip youth with the knowledge and skills to make informed, responsible decisions about road safety, fostering safer driving habits in their communities.

## Goal 3

**Specific:** The goal is to enhance attitudes toward seat belt use and safe driving among youth participants, leveraging a gamified educational approach to increase engagement and participation. Topic areas will include learning the importance of wearing seat belts, consequences and risks, understanding current laws in Michigan, understanding the dangers of distracted driving, making informed decisions about their driving habits, and understanding fatality rates related to not wearing seat belts.

**Measurable:** Pre- and post-program evaluations (via Qualtrics) will track changes in awareness, knowledge, and advocacy readiness.

**Achievable:** Whether delivered through one virtual session or three virtual sessions, the gamified educational format provides an accessible and engaging platform for fostering positive attitudes toward seat belt use and safe driving.

**Relevant:** The virtual format ensures that youth across Michigan, including those in remote areas, can participate.

**Time-bound:** Progress will be evaluated within the one-session or three-session program, ensuring timely and actionable results. The virtual format helps reduce accessibility issues related to transportation barriers, ensuring broader participation and impact.

#### Goal 4

**Specific:** The goal is to conduct engaging and informative in-person programs at multiple locations throughout the state. Utilizing activities such as the Drunk Goggle Relay, Distracted Driving Demonstration, Egg Vehicle Demonstration, and Inertia Bottle Demonstration to educate participants about the importance of seat belt use and the dangers of distracted driving.

**Measurable:** The effectiveness of the programs will be evaluated through brief pre- and post-activity assessments using Qualtrics on iPads or paper surveys. These evaluations will gauge participants' comprehension and awareness regarding seat belt use and distracted driving.

**Achievable:** The selected locations and activities provide accessible and interactive platforms for reaching a large audience and effectively conveying the desired messages about seat belt use and distracted driving.

**Relevant:** Enhancing awareness of seat belt use and the risk of distracted driving directly contributes to promoting road safety and reducing accidents, aligning with the overarching goals of the program.

**Time-bound:** The goal will be achieved by attending these events and providing five minutes of education at local community partner organizations.

By expanding into high-risk areas, leveraging multiple engagement methods (in-person, virtual, and community-based programs), and incorporating interactive learning strategies, the 4-H Youth Seat Belt Program will make a lasting impact on youth and their communities. Through hands-on activities, law enforcement partnerships, and continuous evaluation, we aim to reduce unrestrained passenger vehicle fatalities and increase seat belt use across Michigan, particularly in Districts 2, 3, 6, and 8.

#### Goal 5

**Specific:** We will post twice a month on MSU Extension's social media platforms, highlighting safety belt and distracted driving statistics, tips, and consequences. We will also highlight youth-created PSAs. Additionally, we will create three 30-second educational advertisements to be broadcasted over the grant year.

**Measurable:** Success will be measured by increased engagement on social media, growth in partnership opportunities, and the reach of our Spotify promotions and educational advertisements.

**Achievable:** Posting, promoting on Spotify, and creating advertisements are feasible actions that align with our objectives and resources.

**Relevant:** Our goal aligns with the mission of promoting safety belt use and awareness of distracted driving, leveraging social media and advertisements for effective outreach.

**Time-bound:** The goal will be achieved within the one-year grant timeframe, with two posts per month, three 30-second Spotify promotions, and advertisement creation ongoing throughout the period.

Improve the attitudes of youth participants toward safety belt use and safe driving, empowering them to become advocates with their families, peers, and community. Change behavior of youth participants by documenting increased use of safety belts and evidence of advocacy for use and safe-driving strategies.

### **Countermeasure Strategy:**

#### Innovative Countermeasure

Michigan 4-H has established partnerships with numerous schools and youth development organizations across the state. Our strategy for expanding the 4-H Youth Seat Belt Program leverages these partnerships to implement and sustain the program effectively. By collaborating with aligned organizations, we aim to create an inclusive initiative that reaches youth in both urban and rural areas.

Our goal is to raise awareness of seat belt use and the dangers of mobile device use while driving through partnerships with local law enforcement. Officers will provide insights into the risks of unsafe driving behaviors and lead hands-on demonstrations to reinforce learning.

A key component of our strategy is utilizing MSU Extension's social media platforms to highlight 4-H Seat Belt Programming. By tagging partners, we enhance awareness and recruit new organizations. Additionally, we plan to promote this program on Spotify, using targeted advertising to engage new audiences. This approach underscores our commitment to impactful outreach and meaningful partnerships.

Our educational approach incorporates the curriculum developed during the 2024-2025 grant cycle, ensuring it is research-based, engaging, and tailored to Michigan youth. We emphasize fostering responsibility and awareness, empowering youth to influence positive behavioral change among their families, friends, and communities. Our dedicated staff will integrate healthy decision-making activities related to seat belts into broader youth wellness efforts.

The program is structured into four key tracks to effectively engage youth in traffic safety education:

**Multi-Session Educational Track:** Youth participate in three to five interactive sessions focusing on seat belt safety and mobile device use. These sessions incorporate decision-making strategies to encourage safe habits.

**Single-Session Program:** One-time, 40–60-minute educational activities are delivered at locations where youth naturally gather. The curriculum is adapted for accessibility and relevance.

**Virtual Programming:** Online sessions expand accessibility and engagement for youth who prefer or require virtual learning opportunities.

**Community Engagement:** Staff attend local events to provide educational information and hands-on activities for youth and families, reinforcing key safety messages interactively.

These initiatives will reach at least 2,000 youth, equipping them with essential knowledge and skills to make safer choices on the road. To ensure year-round accessibility, programming will be offered in multiple formats, including virtual sessions, 4-H face-to-face special interest (SPIN) clubs, integration into existing 4-H and youth programs, camps, and school-based programs. This multi-channel approach ensures access for all Michigan youth, including those facing barriers to in-person participation. By maintaining virtual programming and clubs year-round, we create a continuous, inclusive learning environment.

The program expansion is particularly critical in Districts Three, Six, and Eight. Statistics highlight the need to educate at-risk youth populations. Through targeted engagement in these regions, we aim to reduce unsafe driving behaviors, improve seat belt use rates, and ultimately save lives.

Throughout the academic year (August–June), the 4-H Youth Seat Belt Program will be integrated into public and homeschool settings, as well as after-school programs, ensuring consistent student engagement. These educational environments provide a captive audience for sustained learning and reinforcement of key road safety principles.

During the summer months, programming will expand through community partnerships with organizations involved in youth education. Collaborations with summer camps, 4-H camps, residential camps, and faith-based organizations provide unique opportunities to engage youth outside traditional school settings. By adapting our program to these various environments, we foster road awareness and education dynamically and inclusively.

Our program aligns with Core Performance Measures C-4 (reducing unrestrained passenger vehicle occupant fatalities) and B-1 (increasing observed seat belt use for passenger vehicles, front-seat outboard occupants). By expanding into high-risk regions and utilizing innovative engagement strategies, we are committed to making a lasting impact on road safety for Michigan's youth.

<b>Program Area:</b>	Occupant Protection (OP)		
<b>Project Title:</b>	Child Passenger Safety Training and Recertification		
<b>Project Number:</b>	2026-OP-05-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	<p>The Child Passenger Safety (CPS) training courses will focus on targeting those who work with high-risk populations and front-line service providers who work with families in need. The Office of Highway Safety Planning (OHSP) will continue to support CPS technician (CPST) certification, continuing education units (CEU), renewal training tests, and a statewide conference with a focus on the 19 counties with the largest unrestrained fatal and suspected serious injury (KA) crashes of children ages ten and younger. These counties include Wayne, Calhoun, Oakland, Genesee, Kent, Kalamazoo, Macomb, Washtenaw, Ionia, Kalkaska, Bay, Dickinson, Ingham, Monroe, Muskegon, Ottawa, St. Clair, Schoolcraft, and Shiawassee. Travel scholarships may also be provided for CPST candidates working in low-technician (three or less) counties.</p> <p>Funding will support the following budget categories: Contractual Services, Travel, and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$247,520.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405b	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	B1CPS_US-2026-OP-05-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA 405b High Underserved CPS Programs		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	453200		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity 1: Distribute the CPS training request for proposal by December 12, 2025.

Activity 2: Award at least three renewal and CEU contracts to project directors by January 16, 2026.

Activity 3: Conduct at least three renewal courses and CEU workshops between March 1 and August 31, 2026.

Activity 4: Hold a statewide CPS Conference by August 31, 2026.

Activity 5: Share continuing education credit options throughout the fiscal year with technicians and instructors as received from Safe Kids Worldwide and other participating agencies.

**Countermeasure Strategy:**

NHTSA Program Assessment (Based on the most recent assessment)

Name: Occupant Protection Assessment

Year: 2018

Section: 5 (Occupant Protection for Children; 5C [Recommendations])

Page Number(s): 26

Recommendation and Citation: "Assure that adequate and accurate training is provided to the professionals who deliver and enforce the occupant protection programs for parents and caregivers."

<b>Program Area:</b>	Occupant Protection (OP)		
<b>Project Title:</b>	Community Service Trooper Child Passenger Safety Overtime		
<b>Project Number:</b>	2026-OP-06-IG		
<b>Subrecipient:</b>	Michigan State Police - GCSD		
<b>Project Description (MGX Project Summary):</b>	<p>The purpose of the project is to increase opportunities for Michigan drivers transporting children, who need guidance, assistance, and resources to transport the children safely and in accordance with Michigan's Child Passenger Safety Law. This project will provide an increased number of child safety car seat events to host and attend, and it will allow troopers to provide car seat assistance during non-business hours, more specifically, during evenings and weekends. It will allow troopers to be "called out" during emergency situations where car seat assistance is needed, and it will provide additional teaching and education, wherever needed.</p> <p>Overall, it will increase the knowledge of the Michigan Child Passenger Safety Law, and it will increase knowledge of the importance of using the correct car seat for the child's age, height, weight, and developmental level. It will help ensure the car seat(s) being used are in good condition and not expired or recalled. It will provide thorough instruction on how to properly install a car seat. It would also increase the opportunities for MSP CPST's to provide car seats to those who are improperly fitted or for those who are without a car seat.</p> <p>Studies have shown that improperly installed car seats leave children with less protection in a crash and that properly restrained children have a greater chance of surviving a car crash. The National Highway Traffic Safety Administration (NHTSA) says that child safety seats reduce fatal injuries by 71 percent for infants and by 54 percent for toddlers. Throughout FY2026, this project will increase knowledge of the Michigan Child Passenger Safety Law and how to properly install a car seat, help decrease the number of injuries and fatalities amongst children and provide proper car seats to Michigan drivers who are in need of them.</p> <p>Funding will support the following budget categories: Personnel - Overtime, Travel, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$63,850.59	<b>Indirect Cost Rate:</b>	15.40%
<b>Funding Source:</b>	405b FLEX	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M1*CR-2026-OP-06-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405b Flex High Child Restraint		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	TBD		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

There will be 8 planned car seat events throughout the state, where the CST will initiate planning, secure a proper location, and execute the car seat event. Media will be notified and invited to attend each event. An excel spreadsheet will be created to document each event, the number of hours spent on each event, and the number of car seat installations completed.

Utilizing the 8 events that will be planned by CST's, current CPSTs will be offered recertification opportunities to receive car seat sign offs. Due to a lack of opportunities for car seat events or car seat installs, these are not readily available to them, making it difficult to retain technicians statewide. An excel spreadsheet will be created to document the location of each event, the number of sign offs conducted, and the CPST's agency.

Information will be shared with the MSP's public information officers, MSP Public Affairs, OHSP, and local media.

**Countermeasure Strategy:**

Countermeasures That Work 11<sup>th</sup> Edition, 2023, Chapter 3 Seat Belts and Child Restraints – Other Strategies for Behavior Change: Child Restraint Inspection Stations, Pages 3-33 to 3-35.

<b>Program Area:</b>	Occupant Protection (OP)
<b>Project Title:</b>	Train Car Seat Technicians in the Straits Area
<b>Project Number:</b>	2026-OP-07-00
<b>Subrecipient:</b>	Straits Technician Alliance for Regional Safety
<b>Project Description (MGX Project Summary):</b>	<p>Straits Technician Alliance for Regional Safety (STARS) is seeking funding to establish training and programming that will lead to more cars on the road having properly installed car seats, improving safety outcomes in the straits region. We will accomplish our goals and contribute to a safer region by training more car seat technicians (especially from a medical setting), holding car seat safety checks that include car seat distribution when needed, and having equipment and materials readily available.</p> <p>With these specific efforts and resources, it is also currently felt that a contracted coordinator position would help track the OHSP resources in both the Seventh and Eighth Districts, not just in the effected STARS counties. This STARS coordinator position is meant to:</p> <ul style="list-style-type: none"> <li>- Help track the OHSP grant awarded to STARS.</li> <li>- Track all of the awarded OHSP seats in the STARS-designated counties (keeping them from not being used before expiration) for qualified low-income contacts.</li> <li>- Track all of the car seat technicians, tech proxies, and car seat instructors that reside in the STARS' eleven counties, reminding them to recertify prior to their expiration date.</li> <li>- Track and promote all events being hosted (car seat check events, hosted CEU, and hosted new technician courses).</li> <li>- Responsible for a monthly inventory of the training trailer and all other equipment.</li> <li>- Report bi-monthly to the STARS Board.</li> <li>- Assist in recruiting technicians and instructors in "low technician counties."</li> <li>- Coordinate with the other two groups in the Seventh and Eighth Districts to do the same tracking for their two groups (UP Traffic Safety Technicians and Safe Kids West Shore).</li> <li>- Assist Grand Traverse Metro Fire (Traverse City Fire Department) to help them expedite getting an assigned person trained and able to run their twice-a-month car seat check events (i.e., Technician to Technician Proxy or Car Seat Instructor for sign offs).</li> <li>- Assist in tracking all seats checked at sponsored events and making sure they are entered into the Electronic Check Form database so all effected car seat checks conducted by technicians in the STARS area can be tracked for better data.</li> </ul> <p>With the doubling of the number of technicians in the STARS area, the potential of added equipment purchased with the OHSP funding to the area, and the doubling of the amount of car seat checks conducted in the STARS area, accurate reporting is essential.</p> <p>According to SafeKids.org, in 2023, four of the 11 counties in the (STARS) service area had zero car seat technicians. Four more counties had either one or two technicians and were also considered a "county of need." Both Chippewa and Otsego Counties had three technicians each. Emmet County had six technicians. In total, there were only 19 technicians in this 11-county area and only one of the</p>

	<p>technicians was a trained instructor.</p> <p>In 2024, the STARS group helped change those numbers. In 2024, safekids.org only shows two counties as a “county of need” (Presque Isle and Montmorency). Montmorency has one car seat technician. Three counties only have three car seat technicians (Alpena, Antrim, and Charlevoix) and two counties only have four (Mackinac and Cheboygan). The effected 11 counties now have a total of 57 car seat technicians, and four of them are tech proxies. The STARS group is the reason for this increase as conscious decisions and efforts have been made.</p> <p>Most reports by technicians to the OHSP have been late or non-existent, and this process will assist with those issues as well. The OHSP will be able to monitor directly which technicians have been given seats through the grants and will be able to monitor who does and doesn’t submit their monthly reporting (as required) to the OHSP. In addition to the OHSP contact being able to track information, the coordinator will be able to assist with tracking. This additional oversight will be much more efficient.</p> <p>Funding will support the following budget categories: Contractual Services, Travel, and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Alpena, Antrim, Charlevoix, Cheboygan, Chippewa, Emmet, Luce, Mackinaw, Montmorency, Otsego, Presque Isle		
<b>Total Federal Funds Awarded:</b>	\$73,838.70	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	OP-2026-OP-07-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Occupant Protection		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	TBD		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

By September 2026, the Straits Technician Alliance for Regional Safety (STARS) will train 40 new car seat technicians. STARS will partner with the MSP to implement two car seat technician trainings with 20 participants each. Trainings will take place in spring and summer 2026 at North Central Michigan College. STARS will target recruitment efforts at local hospitals, EMS providers, and law enforcement agencies in our 11-county service area. The Office of Highway Safety Planning grant will cover the \$95 per student training fee, as well as all training staff, supplies, and materials.

The Safe Kids Car Seat Technician Certification Course (CPS) is available to students 18 or older. To earn a CPS Certification, participants must:

- Attend every part of the course.
- Earn passing grades for three sets of tests, including written quizzes and hands-on skills assessments, including a checkup event.

- Successfully demonstrate skills learned during class, ability to follow event procedures and instructions, proper use and installation of child restraints and safety belts, and the ability to teach parents and caregivers how to properly protect their family on the road..

The CPS Certification Course is usually three to four days long and combines classroom instruction, indoor and outdoor hands-on activities, skills assessments with car seats and vehicles, and a community safety seat checkup event. Students will receive a copy of the technician guide and will be expected to read it as part of the course instruction.

Successful completion of this course certifies students as CPS technicians for two years. The purchase of the Car Seat Technician Training Kit will make it possible for STARS and the MSP to implement ongoing, annual trainings following the grant year.

Upon successfully completing the course, participants will be encouraged to host car seat check events in their unique communities. This allows each student to get “sign offs” to continue certification. Participants will be asked to sign a pledge of support to assist in a certain number of car seat check events outside their area, which will also increase user support.

- 75 percent of the coordinator position would be funded by this grant for purposes of tracking all other OHSP-granted seats; tracking technicians' expiration dates, needed trainings, and continuing education units and assist with funding for their associated fees with [safekids.org](http://safekids.org).; promoting STARS events online; recruiting new members to become technicians; reaching out to other trauma-informed partners to partner on projects; continuously monitoring and monthly inventory of the equipment inside the training trailer after it is used; help other local groups with their tracking needs; and making sure all STARS technicians are entering all of their car seat checks properly into the National Digital Check Form database.

- The remaining 25 percent of the coordinator's position will be asked for from local grants from local community foundations because of all the work this group is doing for their local community to help reduce traffic crash fatalities to the OHSP's goal of zero deaths.

By December 31, 2025, we would also like to purchase three types of tablets that could be used at each car seat check event hosted by STARS. These tablets would be solely used to contact the Electronic Car Seat Check Forms to enter that specific data into their database during car seat check events.

A grant from the Office of Highway Safety Planning will establish a Car Seat Technician School serving rural northern Michigan. By December 2025, STARS will acquire a full Car Seat Technician Training Kit that includes a wide range of car seats; a vehicle demo seat; manikins; tables and chairs; signage; and technological tools (extension cords, laser pointers, projectors, speakers, etc.).

The kit will be stored at North Central Michigan College and will be used throughout our 11-county service area in rural northern Michigan to provide car seat safety training for years to come.

### **Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 3 - Seat Belts and Child Restraints – Other Strategies for Behavior Change: Child Restraint Inspection Stations. Pages 3-33 to 3-35.

<b>Program Area:</b>	Occupant Protection (OP)		
<b>Project Title:</b>	Reintroduction of TWEENS Back, Boost, Buckle Kits to Michigan Child Passenger Safety Technicians/Instructors		
<b>Project Number:</b>	2026-OP-08-00		
<b>Subrecipient:</b>	Bronson Methodist Hospital		
<b>Project Description (MGX Project Summary):</b>	<p>In the five-year period from 2019 to 2023, 83 children ages 7 to 13 have been killed or seriously injured in Michigan in a car crash where they were unrestrained or improperly restrained. A curriculum exists that has the opportunity to impact the children in this age group who are often too big to ride in a 5-point harness car seat yet are too small for the adult seat belt. Knowing that child restraint use is tied to adult seat belt use, it follows that there is also correlation to fatalities and injuries in counties with lower seat belt use according to the NHTSA/USDOT/MSU/OHSP Seat Belt Usage Survey. Educating children in this age range in schools has the opportunity to not only affect the child's seat belt use, but the caregiver's as well.</p> <p>While teaching Child Passenger Safety Technician classes across the state of Michigan and hosting a few out of state instructor candidates, I was reminded that the TWEENS: Back, Boost, Buckle curriculum was available to Michigan Child Passenger Safety Technicians and Instructors (CPST/Is). Others mentioned that nothing like it is known in the surrounding states. After multiple presentations of the TWEENS program to CPST/Is in the state (CPS Conference and Traffic Safety Summit), there is a robust, renewed interest in being able to provide this education to children who should still be in booster seats.</p> <p>While preparing to present at the Michigan Child Passenger Safety conference late 2024, I surveyed the state to see who had kits. I received information that only 8 complete kits are still available for use.</p> <p>There are many CPST/Is across the state who are willing and able to provide this amazing curriculum to their schools.</p> <p>I would like to replenish kits in strategic locations across the state to allow the education of children ages 7 to 12 and their caregivers to resume.</p> <p>Funding will support the following budget categories: Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$5,025.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405b FLEX	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M1*CR-2026-OP-08-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405b High Child Restraint		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	453200		

<b>Program Income/Amount:</b>	N/A
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**Project Activities:**

Child Passenger Safety Technicians and Instructors (CPST/Is) across the state will use the TWEENS curriculum to provide presentations to children ages 7 to 12 in their local school districts.

Once funding is procured, materials will be purchased, and kits will be created. Then CPST/Is will work together to distribute the kits to child passenger safety educators who are in positions to provide immediate lessons to children.

Many CPST/Is in the state of Michigan work with children in their communities, and leveraging these existing partnerships will help make wide-spread deployment achievable.

CPST/Is who obtain a TWEENS Kit will commit to providing at least two education sessions of the TWEENS curriculum in their community after conducting a pre-education survey (in the drop-off/pick-up line). They will also conduct a post-education survey within six weeks of completion of the education. These are observational surveys the CPST/I completes where no disruption to the traffic flow occurs and identifies whether:(1) all children are in the back seat, (2) kids are in booster seats, and (3) all occupants are buckled in the car. The same survey is completed post-education.

The kits will also be available for CPST/Is to utilize at community events to engage caregivers and other community partners in the importance of boosting children until they are able to properly fit a vehicle's seat belt system.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 3 - Seat Belts and Child Restraints – Other Strategies for Behavior Change: Child Restraint Inspection Stations, Pages 3-33 to 3-35.

## Paid Media (PM) Summary Page

- 2026-PM-01-OH - Strategic Counsel
- 2026-PM-02-OH - Seat Belt Use Awareness Paid Media
- 2026-PM-03-OH - Distracted-Driving Awareness Paid Media
- 2026-PM-05-OH - Speed Mobilization Paid Media
- 2026-PM-06-OH - Impaired-Driving Awareness Paid Media
- 2026-PM-08-OH - Winter Safe-Driving Paid Media
- 2026-PM-09-OH - Click It or Ticket (CIOT) Mobilization Paid Media
- 2026-PM-11-OH - Drive Sober or Get Pulled Over (DSOGPO) Mobilization Paid Media
- 2026-PM-15-OH - Statewide Bicyclist Education Paid Media
- 2026-PM-16-OH - Statewide Pedestrian Education Paid Media
- 2026-PM-17-OH - Impaired Motorcyclist Prevention Paid Media
- 2026-PM-18-OH - Speeding Awareness Paid Media
- 2026-PM-19-OH - Distracted-Driving Mobilization Paid Media
- 2026-PM-20-OH - Preventing Roadside Deaths Paid Media
- 2026-PM-21-OH - Amish Community Safety Awareness Paid Media
- 2026-PM-22-OH - Child Passenger Safety Awareness Paid Media

<i>PM</i>		<i>Paid Media</i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
PM-Paid Advertising	2026-PM-01-OH 2026-PM-02-OH 2026-PM-05-OH 2026-PM-08-OH 2026-PM-18-OH	IIJA NHTSA 402	\$1,040,000.00
B6PEM- 405d Low Media/ID training/Enf Related exp.	2026-PM-06-OH 2026-PM-11-OH 2026-PM-17-OH	IIJA 405d Impaired Driving Mid	\$1,130,000.00
M1HVE- 405b High HVE	2026-PM-09-OH	IIJA 405b OP High	\$150,000.00
M8PE – 405e Public Education	2026-PM-03-OH 2026-PM-19-OH	IIJA 405e Distracted Driving	\$400,000.00
M1PE- 405b High Public Education	2026-PM-22-OH	IIJA 405b OP High	\$400,000.00
BGPE- 405g Public Education	2026-PM-15-OH 2026-PM-16-OH 2026-PM-21-OH	IIJA 405g Nonmotorized Safety	\$755,000.00
M12BPE- 405h Public Education	2026-PM-20-OH	IIJA 405h Preventing Roadside Deaths	\$200,000.00
<b>LOCAL EXPENDITURE</b>			\$0
<b>PM Program Area Total</b>			<b>\$4,075,000.00</b>

<b>Program Area:</b>	Paid Media (PM)		
<b>Project Title:</b>	Strategic Counsel		
<b>Project Number:</b>	2026-PM-01-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	For communications campaigns, the OHSP provides a retainer fee to utilize the services of a professional marketing and advertising firm to conduct research, develop creative concepts, finish campaign assets, and plan and place paid media with Brogan & Partners and its subcontractors.  Funding will support the following budget categories: Contractual Services		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$90,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	PM-2026-PM-01-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Paid Advertising		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	452500		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Conduct research, develop creative concepts, finish campaign assets, and plan and place paid media by September 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 3 - Seat Belts and Child Restraints - Other Strategies for Behavior Change: Communications Strategies for Low-Belt-Use Groups as Part of HVE, Pages 3-22 to 3-25.

<b>Program Area:</b>	Paid Media (PM)		
<b>Project Title:</b>	Seat Belt Use Awareness Paid Media		
<b>Project Number:</b>	2026-PM-02-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	Paid media will be used to improve public awareness and knowledge about seat belt use.  Funding will support the following budget categories: Contractual Services		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$300,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	PM-2026-PM-02-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Paid Advertising		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	452460		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

1.) Develop and distribute a paid media campaign that educates and alerts the public about seat belt use by September 30, 2026. The target will be statewide with an emphasis on males aged 18 to 54, with ages 16-17 targeted when possible. The campaign will also target low seat belt use counties, making sure the distribution of paid media messages covers rural counties. The campaign will run from October to November 2025 and June to early September 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 3 - Seat Belts and Child Restraints - Other Strategies for Behavior Change: Communications Strategies for Low-Belt-Use Groups as Part of HVE, Pages 3-22 to 3-25.

<b>Program Area:</b>	Paid Media (PM)		
<b>Project Title:</b>	Distracted-Driving Awareness Paid Media		
<b>Project Number:</b>	2026-PM-03-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	Paid media will be used to improve public awareness and knowledge about the dangers of distracted driving.  Funding will support the following budget categories: Contractual Services		
<b>Location and Affected Communities:</b>	Kent, Macomb, Oakland, Wayne		
<b>Total Federal Funds Awarded:</b>	\$250,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405e	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M8PE-2026-PM-03-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405e Public Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	TBD		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Develop and distribute a paid media campaign that educates and alerts the public about the dangers of distracted driving by September 30, 2026. Messages will be distributed from May to early September 2026. Messaging should include general distracted-driving creatives and previously developed Hands-Free Law creatives. The campaign will target the following counties with high-crash data involving distracted driving: Kent, Macomb, Oakland, and Wayne. Additionally, the campaign will target all drivers aged 16 and older.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 5 - Distracting Driving - Legislation and Licensing: Cell Phone Laws, Pages 5-11 to 5-13.

<b>Program Area:</b>	Paid Media (PM)		
<b>Project Title:</b>	Speed Mobilization Paid Media		
<b>Project Number:</b>	2026-PM-05-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	During the overtime enforcement period, paid media will be used to publicize the speed enforcement efforts to the public.  Funding will support the following budget categories: Contractual Services		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$150,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	PM-2026-PM-05-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Paid Advertising		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	452137		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Develop, distribute, and conclude a paid media campaign that educates and alerts the public about speed enforcement efforts during the enforcement period by September 30, 2026. The speed enforcement period will take place July 1-31, 2026. The campaign will run statewide with an emphasis on the counties/cities where enforcement is taking place.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management - Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Paid Media (PM)		
<b>Project Title:</b>	Impaired-Driving Awareness Paid Media		
<b>Project Number:</b>	2026-PM-06-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	Paid media will be used to improve public awareness and knowledge about the dangers of impaired driving.  Funding will support the following budget categories: Contractual Services		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$630,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405d	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	B5PEM-2026-PM-06-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405d Mid Media/ID training/Enf. Related exp.		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	452324		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

- 1.) Develop and distribute a paid media campaign that educates and alerts the public about the dangers of impaired driving (alcohol-impaired and drug-impaired) by September 30, 2026. Messages will be distributed from October to November 2025 and January to July 2026. The target will be statewide with an emphasis on males aged 25 to 44. The campaign will also target counties with high-crash data and/or counties with high-fatality rates involving impaired driving, including in the Upper Peninsula and other rural areas, depending on availability of resources.
- 2.) Run a social media post for the Wednesday before Thanksgiving, which is November 26, 2025, to warn about the dangers of impaired driving.
- 3.) Use previously developed audio streaming/podcasting messages to publicize the impaired-driving enforcement efforts of the Michigan State Police Third District Impaired Driving Action Team (IMPACT) in Genesee, Saginaw, Bay, and St. Clair Counties by September 30, 2026. These efforts should run when other audio streaming/podcasting messages are running in the rest of the state.
- 4.) During FY2026, use \$130,000 of the budget to conduct an online survey before the creative is produced to get input from the general public and produce new video and radio assets, with the help of focus groups, focusing on cannabis-impaired driving.

**Countermeasure Strategy:**

National Highway Traffic Safety Administration Assessment Recommendation: Impaired Driving Assessment

The Impaired Driving Assessment, page 72 Communication Program

Create coordinated outreach efforts among the Office of Highway Safety Planning's traffic safety partners that utilize various media platforms to communicate the risks of serious crashes and injuries, detection, arrest, prosecution, and punishment for operating while impaired.

<b>Program Area:</b>	Paid Media (PM)		
<b>Project Title:</b>	Winter Safe-Driving Paid Media		
<b>Project Number:</b>	2026-PM-08-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	Paid media will be used to improve public awareness and knowledge about driving safely in winter conditions. The Drive Slow on Ice and Snow winter safe-driving awareness campaign will distribute paid media assets to appeal to most motorists.  Funding will support the following budget categories: Contractual Services		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$125,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	PM-2026-PM-08-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Paid Advertising		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	452332		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Develop, distribute, and conclude a paid media campaign that educates and alerts the public about winter safe driving by September 30, 2026. The target will be statewide with an emphasis on areas with high winter-driving crashes. Those areas are to be determined by data of high winter-driving crashes throughout the state. The campaign will run October 2025 to April 2026.

**Countermeasure Strategy:**

Innovative Countermeasure

NHTSA Uniform Guidelines

Name and Guideline Number: Speed Management, Guideline No. 19

Section Number and Title: IV Communication Program

Page number(s): 3

Citation: Communication strategies, accompanied by enforcement, can modify driver behavior. Communication programs should be developed to ensure motorist acceptance and to enhance compliance with the introduction of revised speed limits and strict enforcement operations. Communication programs and materials should be cultural relevant and multilingual as appropriate. If the public is not aware of, or does not understand, the potential consequences of speeding to themselves

and others, they are unlikely to adjust speeds for traffic and weather conditions, or to comply with posted speed limits.

<b>Program Area:</b>	Paid Media (PM)		
<b>Project Title:</b>	Click It or Ticket (CIOT) Mobilization Paid Media		
<b>Project Number:</b>	2026-PM-09-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	Before and during the overtime enforcement period, paid media will be used to publicize the seat belt enforcement efforts to the public.  Funding will support the following budget categories: Contractual Services		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$150,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405b	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M1HVE-2026-PM-09-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405b High HVE		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	452270		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Develop, distribute, and conclude a paid media campaign that educates and alerts the public about seat belt enforcement efforts before and during the enforcement period by September 30, 2026. The Click It or Ticket enforcement period will take place May 18-31, 2026. The campaign will run statewide from May 11–31, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 3 - Seat Belts and Child Restraints - Enforcement: Short-Term, High-Visibility Seat Belt Law Enforcement, Pages 3-15 to 3-17.

<b>Program Area:</b>	Paid Media (PM)		
<b>Project Title:</b>	Drive Sober or Get Pulled Over (DSOGPO) Mobilization Paid Media		
<b>Project Number:</b>	2026-PM-11-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	Before and during the overtime enforcement period, paid media will be used to publicize the impaired-driving enforcement efforts to the public.  Funding will support the following budget categories: Contractual Services		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$300,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405d	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	B5PEM-2026-PM-11-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405d Mid Media/ID training/Enf. Related exp.		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	452821		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Develop, distribute, and conclude a paid media campaign that educates and alerts the public about impaired-driving (alcohol-impaired and drug-impaired) enforcement efforts before and during the enforcement periods by September 30, 2026. The enforcement periods are scheduled to take place December 12, 2025, to January 1, 2026, and August 14 to September 7, 2026. The campaign will run statewide from December 5, 2025, to January 1, 2026, and August 7 to September 7, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Paid Media (PM)		
<b>Project Title:</b>	Statewide Bicyclist Education Paid Media		
<b>Project Number:</b>	2026-PM-15-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	A statewide paid media campaign will be used to improve public awareness and knowledge regarding the Michigan Vehicle Code sections that pertain to bicyclists and motorists.  Funding will support the following budget categories: Contractual Services		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$325,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405g	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	BGPE-2026-PM-15-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA 405g Nonmotorized Safety 24-26 Public Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	452430		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

- 1.) Develop, distribute, and conclude a paid media campaign that educates and alerts the public about the laws applicable to bicyclist safety by September 30, 2026. Messages will be distributed in October 2025 and from May to early September 2026. The target will be statewide with an emphasis on males aged 25 to 64. Additionally, this campaign will target the following counties with high-crash data involving bicyclists: Wayne, Oakland, Macomb, Kent, and Washtenaw.
- 2.) This campaign will support Bicyclist Safety Enforcement Week, if needed, which is taking place August 3-9, 2026.
- 3.) National Bicycle Safety Month is May 2026. Paid social media will be utilized during the month to bring attention to bicyclist safety.
- 4.) During FY2026, use \$125,000.00 of the budget to produce new video and radio assets, with the help of focus groups, focusing on the laws applicable to bicyclist safety.

**Countermeasure Strategy:**

National Highway Traffic Safety Administration Assessment Recommendation: Pedestrian & Bicycle Safety Assessment

NHTSA Program Assessment (Based on the most recent assessment)

Name: Pedestrian and Bicycle Safety Program Assessment

Year: 2018

Section: VI Communication Program

Page Number(s): 9 and 35

Citation: "Task the Office of Highway Safety Planning with developing and implementing a statewide, branded pedestrian and bicyclist safety campaign that allows for customization to accommodate local needs."

<b>Program Area:</b>	Paid Media (PM)		
<b>Project Title:</b>	Statewide Pedestrian Education Paid Media		
<b>Project Number:</b>	2026-PM-16-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	A statewide paid media campaign will be used to improve public awareness and knowledge regarding the Michigan Vehicle Code sections that pertain to pedestrians and motorists.  Funding will support the following budget categories: Contractual Services		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$350,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405g	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	BGPE-2026-PM-16-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA 405g Nonmotorized Safety 24-26 Public Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	452420		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

- 1.) Develop, distribute, and conclude a paid media campaign that educates and alerts the public about the laws applicable to pedestrian safety, with an emphasis on wearing gear to help make pedestrians more visible to motorists, by September 30, 2026. Messages will be distributed from October 2025 to January 2026, and June to the first week in September 2026. The target will be statewide with an emphasis on males aged 25 to 64. Additionally, the campaign will target the following counties with high-crash data involving pedestrians—Oakland, Kent, Macomb, Genesee, Kalamazoo, Ingham, Wayne, and Washtenaw.
- 2.) This campaign will support Pedestrian Safety Enforcement Week, if needed, which is taking place October 19–25, 2025.
- 3.) National Pedestrian Safety Month is October 2025. Paid social media will be utilized during the month to bring attention to pedestrian safety. Paid social media will also be utilized for Daylight Saving Time.
- 4.) Use \$100,000.00 of the budget to produce new video and radio assets focusing on pedestrian safety by September 30, 2026.

**Countermeasure Strategy:**

National Highway Traffic Safety Administration Assessment Recommendation: Pedestrian & Bicycle Safety Assessment

NHTSA Program Assessment (Based on the most recent assessment)

Name: Pedestrian and Bicycle Safety Program Assessment

Year: 2018

Section: VI Communication Program

Page Number(s): 9 and 35

Citation: "Task the Office of Highway Safety Planning with developing and implementing a statewide, branded pedestrian and bicyclist safety campaign that allows for customization to accommodate local needs."

<b>Program Area:</b>	Paid Media (PM)		
<b>Project Title:</b>	Impaired Motorcyclist Prevention Paid Media		
<b>Project Number:</b>	2026-PM-17-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	The OHSP will promote a campaign message that informs riders that motorcyclists are far overrepresented in the impaired crashes as compared to any other road user in Michigan.  Funding will support the following budget categories: Contractual Services		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$200,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405d	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	B5PEM-2026-PM-17--OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405d Mid Media/ID training/Enf. Related exp.		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	452840		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Develop, distribute, and conclude a paid media campaign on impaired motorcyclist prevention in the top counties with the most alcohol-involved and drug-involved single-vehicle motorcyclist fatalities by September 30, 2026. The campaign will run May to the first week in September 2026.

**Countermeasure Strategy:**

National Highway Traffic Safety Administration (NHTSA) Assessment Recommendation: Motorcycle Safety Assessment

NHTSA Program Assessment (Based on the most recent assessment)

Name: Motorcycle Safety Program Technical Assessment

Year: 2016

Section: V. Motorcycle Operation Under the Influence of Alcohol or Other Drugs

Page Number(s): 7 and 40

Citation:

“Conduct outreach to motorcycle rider groups to promote a safety culture specifically with zero-tolerance policies for impaired riding.”

<b>Program Area:</b>	Paid Media (PM)		
<b>Project Title:</b>	Speeding Awareness Paid Media		
<b>Project Number:</b>	2026-PM-18-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	Paid media will be used to improve public awareness and knowledge about the dangers of speeding while driving.  Funding will support the following budget categories: Contractual Services		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$375,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	PM-2026-PM-18-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Paid Advertising		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	452825		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

- 1.) Develop and distribute a paid media campaign that educates and alerts the public about the dangers of speeding while driving by September 30, 2026. Messages will be distributed from November 2025 to March 2026 and August 2026. The target will be statewide with an emphasis on males aged 25 to 34. The campaign will also target counties with high-crash data involving speeding, including in the Upper Peninsula and other rural areas, depending on availability of resources.
- 2.) During FY2026, use \$125,000.00 of the budget to produce new video and radio assets, with the help of focus groups, focusing on speeding.

**Countermeasure Strategy:**

Innovative Countermeasure

Uniform Guidelines for State Highway Safety Programs

Highway Safety Program Guideline No. 19 Speed Management

Year: 2006

Page 3 IV. COMMUNICATION PROGRAM

"Communication strategies, accompanied by enforcement, can modify driver behavior. Communication programs should be developed to ensure motorist acceptance and to enhance compliance with the introduction of revised speed limits and strict enforcement operations. Communication programs and materials should be cultural relevant and multilingual as appropriate. If the public is not aware of, or does

not understand, the potential consequences of speeding to themselves and others, they are unlikely to adjust speeds for traffic and weather conditions, or to comply with posted speed limits."

<b>Program Area:</b>	Paid Media (PM)		
<b>Project Title:</b>	Distracted-Driving Mobilization Paid Media		
<b>Project Number:</b>	2026-PM-19-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	During the overtime enforcement period, paid media will be used to publicize the distracted-driving enforcement efforts to the public.  Funding will support the following budget categories: Contractual Services		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$150,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405e	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M8PE-2026-PM-19-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405e Public Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	452815		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Develop, distribute, and conclude a paid media campaign that educates and alerts the public about distracted-driving enforcement efforts during the enforcement period by September 30, 2026. The distracted-driving enforcement period is scheduled to take place April 1-30, 2026. The campaign will be statewide with an emphasis on the counties/cities where enforcement is taking place.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 5 Distracted Driving - Enforcement: High-Visibility Cell Phone Enforcement, Pages 5-14 to 5-16.

<b>Program Area:</b>	Paid Media (PM)		
<b>Project Title:</b>	Preventing Roadside Deaths Paid Media		
<b>Project Number:</b>	2026-PM-20-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	A statewide paid media campaign will be used to improve public awareness and knowledge of construction, EMS, tow truck, and road maintenance vehicle worker safety.  Funding will support the following budget categories: Contractual Services		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$200,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405h	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M12BPE-2026-PM-20-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405h Public Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	452450		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

- 1.) Develop, distribute, and conclude a paid media campaign that educates and alerts the public about construction, EMS, tow truck, and road maintenance vehicle worker safety by September 30, 2026.
- 2.) In FY2026, \$100,000.00 of the budget will be used for a statewide paid media campaign to promote Work Zone safety. The campaign will run from April to August 2026.
- 3.) In FY2026, \$100,000.00 of the budget will be used for a statewide paid media campaign to promote the Move Over Law. The campaign will run from November 2025 to March 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 9 - Pedestrian Safety - Other Strategies for Behavior Change: Pedestrian Safety Zones, Pages 9-20 to 9-22.

<b>Program Area:</b>	Paid Media (PM)		
<b>Project Title:</b>	Amish Community Safety Awareness Paid Media		
<b>Project Number:</b>	2026-PM-21-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	A paid media campaign will be used to improve public awareness and knowledge of keeping the Amish safe while they are traveling on the roads of Branch, Hillsdale, St. Joseph, Osceola, Clare, and Mecosta Counties.  Funding will support the following budget categories: Contractual Services		
<b>Location and Affected Communities:</b>	Branch, Clare, Hillsdale, Mecosta, Osceola, St. Joseph		
<b>Total Federal Funds Awarded:</b>	\$80,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405g	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	BGPE-2026-PM-21-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405g Nonmotorized Safety 24-26 Public Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	452855		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Develop, distribute, and conclude a paid media campaign that educates and alerts the public about keeping the Amish safe on the roads of Branch, Hillsdale, St. Joseph, Osceola, Clare, and Mecosta Counties by September 30, 2026. The target is drivers on the roads of Branch, Hillsdale, St. Joseph, Osceola, Clare, and Mecosta Counties where the Amish also travel. Target will be both residents of the counties and those drivers passing through. The campaign will run January to June 2026.

**Countermeasure Strategy:**

Innovative Countermeasure

Ohio Department of Transportation Statewide Amish Travel Study

Link to study: <https://www.transportation.ohio.gov/programs/statewide-planning-research/statewide-transportation-planning/amish-travel-study>

The Amish Travel study identifies state routes used by the Amish community as well as bikers and pedestrians and makes recommendations for improving safety and pavement conditions. In the Typical Countermeasures section of the Ohio Department of Transportation Statewide Amish Travel Study, "signage to inform/warn motorists" was included as a countermeasure.

The OHSP aims to conduct a paid media campaign that will be used to improve public awareness and knowledge of keeping the Amish safe while they are traveling on the roads of Branch, Hillsdale, and St. Joseph Counties. Michigan's paid media campaign could incorporate aspects of the "signage to inform/warn motorists" countermeasure by evolving it to introduce paid media signage as an option, including gas station signage.

<b>Program Area:</b>	Paid Media (PM)		
<b>Project Title:</b>	Child Passenger Safety Awareness Paid Media		
<b>Project Number:</b>	2026-PM-22-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	Paid media will be used to improve awareness and knowledge of parents, caregivers, and people who transport children about child passenger safety and the use of child seats and booster seats.  Funding will support the following budget categories: Contractual Services		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$400,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405b	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M1PE-2026-PM-22-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405b High Public Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	TBD		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

1.) Develop, distribute, and conclude a paid media campaign that educates parents, caregivers, and people who transport children about child passenger safety by September 30, 2026. The campaign will run from March to early September 2026.

2.) In FY2026, use \$100,000.00 of the budget to create a new, longer video that covers common child car seat misuse that child passenger safety technicians see in the field and how parents, caregivers, and people who transport children can correct these mistakes. Topics featured in the video could include, but are not limited to, how to properly install a child car seat in a vehicle and how to properly put a child in a car seat.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 3 - Seat Belts and Child Restraints - Other Strategies for Behavior Change: Communications Strategies for Low-Belt-Use Groups as Part of HVE, Pages 3-22 to 3-25.

## Pedestrian and Bicyclist Safety (PB) Nonmotorized Summary Page

- 2026-PB-01-01 - Public Education of Pedestrian and Bicycle Safety Laws and Enforcement Training
- 2026-PB-01-02 - Bicycle and Pedestrian Safety through Education and Conspicuous Lighting
- 2026-PB-01-03 - Pedestrian and Bicyclist Adjudication Education Project
- 2026-PB-02-00 - Detroit Safe Routes Ambassador Program
- 2026-PB-09-00 - Reducing Traffic Crashes and Injuries in the Amish Community
- 2026-PB-11-00 - Street Smarts XP: Level Up Your Safety
- 2026-PB-12-00 - Enhancing Roadside Safety through Targeted Enforcement, Technology, and Education in Michigan

<i>PB</i>		<i>Pedestrian and Bicyclist Safety</i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
PS	2026-PB-01-02 2026-PB-01-03 2026-PB-09-00	IIJA NHTSA 402 Pedestrian/Bicycle Safety	\$370,900.86
BGTR	2026-PB-01-01	IIJA NHTSA 405g Nonmotorized 24-26 Training	\$86,516.12
BGPE	2026-PB-02-00 2026-PB-11-00	IIJA NHTSA 405g Nonmotorized 24-26 Public Education	\$472,301.81
M12BDP	2026-PB-12-00	IIJA NHTSA 405h Data Collection	\$125,283.36
<b>LOCAL EXPENDITURE</b>			<b>\$370,900.86</b>
<b>PB Program Area Total</b>			<b>\$1,055,002.78</b>

<b>Program Area:</b>	Pedestrian and Bicyclist Safety (PB)		
<b>Project Title:</b>	Public Education of Pedestrian and Bicycle Safety Laws and Enforcement Training		
<b>Project Number:</b>	2026-PB-01-01		
<b>Subrecipient:</b>	League of Michigan Bicyclists		
<b>Project Description (MGX Project Summary):</b>	<p>Michigan pedestrian and cyclist fatalities have made up nearly 20 percent of all traffic crash-related fatalities over the past five years. This data supports the need for a variety of countermeasures, including educating law enforcement, drivers, pedestrians, and cyclists about traffic laws regarding safely sharing the road.</p> <p>Recognizing the crucial role law enforcement plays in community outreach, enforcement, and education, providing training to law enforcement is essential for conducting effective pedestrian and bicycle safety enforcement mobilizations.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Personnel - Overtime, Contractual Services, Travel, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$86,516.12	<b>Indirect Cost Rate:</b>	15.00%
<b>Funding Source:</b>	405g	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	BGTR-2026-PB-01-01		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA 405g Nonmotorized Safety 24-26 Training		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454700		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:****Goal 1:**

Activity 1: Conduct 5-10 law enforcement trainings, including conferences and other event presentations, on traffic laws designed to protect pedestrians and bicyclists by September 30, 2026.

Activity 2: Conduct training/support on the C3Feet device, used for effective education and enforcement of safe-passing laws, for up to five police agencies who currently receive bicycle/pedestrian enforcement grants through the OHSP or other interested police agencies by September 30, 2026.

Activity 3: Reach 200 law enforcement officers through the League of Michigan Bicyclists online version of Bicycle/Pedestrian Safety for Law Enforcement by September 30, 2026.

Activity 4: Coordinate/contract with at least one law enforcement officer/subject matter expert to conduct the law enforcement trainings by September 30, 2026.

Goal 2:

Activity 1: Reach 350 drivers through the online Bike Friendly Driver course by September 30, 2026.

Activity 2: Conduct pedestrian and bicycle laws public education and awareness courses for 100 driver education instructors by September 30, 2026.

Activity 3: Reach 350 cyclists through online and in-person Michigan Safe Cycling trainings by September 30, 2026.

Activity 4: Coordinate/contract with at least civilian licensed/certified bicycle instructor/coach to conduct/assist with civilian-based training by September 30, 2026.

**Countermeasure Strategy:**

National Highway Traffic Safety Administration (NHTSA) Bicycle Assessment. Task the Office of Highway Safety Planning with developing and implementing a statewide, branded pedestrian and bicyclist safety campaign that allows for customization to accommodate local needs.

<b>Program Area:</b>	Pedestrian and Bicyclist Safety (PB)		
<b>Project Title:</b>	Bicycle and Pedestrian Safety through Education and Conspicuous Lighting		
<b>Project Number:</b>	2026-PB-01-02		
<b>Subrecipient:</b>	League of Michigan Bicyclists		
<b>Project Description (MGX Project Summary):</b>	<p>Michigan pedestrian and cyclist fatalities have made up nearly 20 percent of all traffic crash-related fatalities over the past five years. This data supports the need for a variety of countermeasures, including educating law enforcement, drivers, pedestrians, and cyclists about traffic laws regarding safely sharing the road.</p> <p>Recognizing the crucial role law enforcement plays in community outreach, enforcement, and education, providing training to law enforcement is essential for conducting effective pedestrian and bicycle safety enforcement mobilizations.</p> <p>Also, recognizing that individuals can be empowered to take safety into their own hands, providing education as well as the tools needed stay safe is paramount in helping to reduce the number of fatal and suspected serious injury crashes in Michigan.</p> <p>Through this program, we will supply educational materials as well as active lighting and visibility items for both cyclists and pedestrians.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Personnel - Overtime, Travel, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$202,528.88	<b>Indirect Cost Rate:</b>	15.00%
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PS-2026-PB-01-02		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Pedestrian/Bicycle Safety		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454120		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity 1: Continue to distribute education toolkits specific to active lighting, rider/walker conspicuity, roadway facilities, and consideration for cyclist safety (to include 6,000 light sets) by September 30, 2026.

Activity 2: Procure and distribute 7,500 Hi-Vis vests/belts for bicyclists and pedestrians by September 30, 2026.

Activity 3: Partner with 10 outside organizations to distribute materials listed above by September 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 9 - Pedestrian Safety – Other Strategies for Behavior Change: Conspicuity Enhancement, Pages 9-32 and 9-33.

<b>Program Area:</b>	Pedestrian and Bicyclist Safety (PB)		
<b>Project Title:</b>	Pedestrian and Bicyclist Adjudication Education Project		
<b>Project Number:</b>	2026-PB-01-03		
<b>Subrecipient:</b>	League of Michigan Bicyclists		
<b>Project Description (MGX Project Summary):</b>	<p>Michigan pedestrian and bicyclist fatalities make up nearly 20 percent of all fatalities over the past five years. Since FY2018, the Michigan Office of Highway Safety Planning (OHSP) has awarded federal grant funds to state, county, and local law enforcement agencies to conduct overtime shifts focusing on laws that protect pedestrians and cyclists. While there are several state laws pertaining to pedestrian and cyclist safety in Michigan, many applicable laws are local ordinances set by cities and townships. The OHSP has collected data on the citation codes utilized by the agencies participating in these overtime grant projects. An in-depth analysis of the data may support a determination of whether the work law enforcement is doing to educate and enforce the laws is effective in changing behavior.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Personnel - Overtime, Contractual Services, Travel, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$64,303.58	<b>Indirect Cost Rate:</b>	15.00%
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PS-2026-PB-01-03		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Pedestrian/Bicycle Safety		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	453301		
<b>Program Income/Amount:</b>	N/A		

### **Project Activities:**

#### Goal 1:

Activity 1: Obtain, through the OHSP, all grant activity reports from agencies who participated in the OHSP grant-funded bicycle and pedestrian enforcement initiatives from FY2018 through FY2026 by September 30, 2026.

Activity 2: Obtain citation numbers and copies of the ticket for all citations issued during grant-funded initiatives by September 30, 2026.

Activity 3: Sort citations issued based on recipient (i.e. cyclist, pedestrian, or motor vehicle operator). Further sorting the citations by violation issued by September 30, 2026.

Activity 4: Obtain through open source, Freedom of Information Act, or paid services all District Court Records of Adjudication (ROA) for all citations issued during enforcement activities by September 30, 2026.

Activity 5: Obtain through MichiganTrafficCrashFacts.org or other sources relevant traffic crash data for the areas of enforcement by September 30, 2026.

Activity 6: Evaluate and graph information obtained through the ROAs to show citations adjudicated as written, citations with reduced charges, dismissed citations (further subdivided into dismissed with and without prejudice, if this information is readily available), and outstanding (non-adjudicated) citations at the district court and agency level by September 30, 2026.

Activity 7: Evaluate traffic crash data for the areas of enforcement to determine if/how enforcement activities have affected crash rates in these areas by September 30, 2026.

Activity 8: Present a written summation and graphical representation of the findings to magistrates, outlining their specific jurisdiction and how it compares to other jurisdictions using grant funds for bicycle and pedestrian safety enforcement activities by September 30, 2026.

**Goal 2:**

Activity 1: Develop a curriculum, along with educational resources which meet the needs of the criminal justice system, as well as the requirements set forth by the OHSP, and present it to district court magistrates, city attorneys, state prosecutors, and law enforcement agencies who receive bicycle and pedestrian safety enforcement grant funds by March 30, 2026.

Activity 2: Present curriculum and educational resources to all adjudication partners who receive bicycle and pedestrian safety enforcement grant funds by September 30, 2026.

Activity 3: Conduct and report results of surveys regarding the training quality and effectiveness by September 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 9 - Pedestrian Safety – Other Strategies for Behavior Change: Pedestrian Safety Zones, Pages 9-20 and 9-22.

<b>Program Area:</b>	Pedestrian and Bicyclist Safety (PB)		
<b>Project Title:</b>	Detroit Safe Routes Ambassador Program		
<b>Project Number:</b>	2026-PB-02-00		
<b>Subrecipient:</b>	City of Detroit		
<b>Project Description (MGX Project Summary):</b>	<p>The City of Detroit will promote public education of pedestrian and bicycle safety laws through the Safe Routes Ambassador's Program based off the project's successful implementation in Chicago. A variety of audiences will be targeted, including K-12 grade students, teenage driver education students, senior citizens, parents, and teachers.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Travel, and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Wayne		
<b>Total Federal Funds Awarded:</b>	\$199,400.80	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405g	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	BGPE-2026-PB-02-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA 405g Nonmotorized Safety 24-26 Public Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454700		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity 1: Educate 90 community-based programs, driving schools, and school classrooms through pedestrian and bicycle law activities by September 30, 2026.

Activity 2: Conduct pedestrian and bicycle law education for 30 police, fire, and other first responders by September 30, 2026.

Activity 3: Conduct pedestrian and bicycle law education at 50 meetings and events of neighborhood and community-based organizations by September 30, 2026.

Activity 4: Conduct pedestrian and bicycle law education to 35 local businesses by September 30, 2026.

Activity 5: Conduct 10 community-based assessments using Walkability/Bikeability Checklist, AARP Community Assessment Survey by September 30, 2026.

**Countermeasure Strategy:**

National Highway Traffic Safety Administration (NHTSA) Program Assessment  
Pedestrian & Bicycle Safety Assessment, 2018

Bicycle: “The goal of Safe Routes to School (SRTS) Programs is to increase the amount of bicycling and walking trips to and from school while simultaneously improving safety for children bicycling or walking to school. SRTS programs are community based and are intended to be comprehensive in nature. Programs include education of children, school personnel, parents, community members, and law enforcement officers about safe bicycling and walking behavior and safe-driving behavior around pedestrians and bicyclists. In addition, enforcement and engineering activities to improve traffic safety and risky elements of the traffic environment around primary and secondary schools, so children can safely bicycle or walk to school. Information on the role of law enforcement in SRTS is available on the National Center for Safe Routes to School website ([apps.saferoutesinfo.org/lawenforcement](https://apps.saferoutesinfo.org/lawenforcement)).

From 2005 to mid-2012, the SAFETEA-LU legislation required each state to have its own SRTS program.

<b>Program Area:</b>	Pedestrian and Bicyclist Safety (PB)		
<b>Project Title:</b>	Reducing Traffic Crashes and Injuries in the Amish Community		
<b>Project Number:</b>	2026-PB-09-00		
<b>Subrecipient:</b>	Branch-Hillsdale-St. Joseph Community Health Agency		
<b>Project Description (MGX Project Summary):</b>	<p>Branch, Hillsdale, and St. Joseph Counties are home to many Amish families. Every year, our counties experience crashes involving horse and buggy users, resulting in psychological trauma, physical injuries, and even death to the involved humans and/or their horses. According to Michigan State Police Traffic Crash Reporting System data, since 2016, there have been 261 crashes involving "Amish," "Buggy," "Horse," or "Sulky." Of these 261 crashes, 78 have occurred in Branch, Hillsdale, or St. Joseph County. This represents nearly 30 percent of the "Amish," "Buggy," "Horse," or "Sulky" crashes across the state of Michigan since 2016. In 2019, Branch County suffered 3 fatalities, accounting for the total number of reported "Amish," "Buggy," "Horse," or "Sulky" fatalities that year. Our project is designed to raise awareness in the community with the goal of reducing the number of crashes, prevent injuries, improve buggy/horse visibility, and raise drivers' awareness to areas where Amish families travel and live.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Travel, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Branch, Hillsdale, St. Joseph		
<b>Total Federal Funds Awarded:</b>	\$104,068.40	<b>Indirect Cost Rate:</b>	Override Amount: \$19,225.00
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PS-2026-PB-09-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Pedestrian/Bicycle Safety		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	453301		
<b>Program Income/Amount:</b>	N/A		

### **Project Activities:**

1. Utilizing the crash data map, identify potential population concentrations that were not identified in the "Michigan Amish Directory 2023." Drive through the area to identify potentially Amish homes, document addresses, and add to the developed maps. October 1, 2025–October 31, 2025.
2. Identify and meet with Bishops and trusted advisors in the new areas to discuss community concerns regarding road safety and acceptable strategies to increase buggy visibility. October 1, 2025-December 31, 2025.
3. Utilizing the 2024/2025 Non-Motorized Travel Study Public Opinion Survey, work with Bishops in the new areas to survey community. January 2026-March 2026.
4. Educate Amish population on road safety strategies, such as reflective materials and lighting. In

collaboration with community leaders and members, utilize developed materials to educate the community on safety devices and road safety. Share educational materials and distribute community-acceptable safety devices. October 1, 2025-September 30, 2026.

5. Host a community event. Meet with local Bishops and develop an event within each county where people from the “English” community can come and learn about Amish practices by September 30, 2026.

6. Improve driver awareness to highly probable horse-drawn buggy areas. Collaborate with the Amish community, law enforcement, and road commissions in the three counties to identify paved roads and known areas with high concentration of population or incidents of previous crashes for sign placement to alert drivers to potential hazard. Signage may include the standard horse and buggy sign or a “Welcome to Amish Country: Please drive slow and not distracted.” September 2024-October 2025.

7. Improve driver visibility on unpaved roads. As identified in the 2024-2025 Non-Motorized Travel Study Public Opinion Survey, meet with county road commission agencies to discuss capacity and current processes for lessening dust and dirt on dry, unpaved roads in the summer. October 1, 2025-September 30, 2026.

8. Decrease the number of distracted motorized vehicle drivers in Amish communities. As identified in the 2024-2025 Non-Motorized Travel Study Public Opinion Survey, using the Geographical Information Systems maps showing populated Amish areas and previous crash data, we will work with law enforcement to increase enforcement of cell phone device usage laws. October 1, 2025-September 30, 2026.

9. Decrease severity of crashes by implementing accepted traffic engineering standards of safety design. Using data from the 2024-2025 Non-Motorized Travel Study Public Opinion Survey, locate the busiest roads that are traveled by the Amish. Work with law enforcement, local community, local governments, and county road commissions to evaluate and modify, based on accepted traffic engineering standards, appropriate strategies such as reducing speed limits in areas of high non-motorized or pedestrian traffic, widening berms, or removing blind spots. October 1, 2025-September 30, 2026.

10. Educate youth and parents in equestrian programs on road riding safety. Collaborate with MSU Extension in the three counties to educate 4-H equestrian groups on road riding safety strategies and high-visibility tack items. October 2025-September 2026.

11. Develop web page to share educational materials and information. September 30, 2026.

### **Countermeasure Strategy:**

Innovative Countermeasures: Ohio Department of Transportation Statewide Amish Travel Study

Link to study: <https://www.transportation.ohio.gov/programs/statewide-planning-research/statewide-transportationplanning/amish-travel-study>

The Amish Travel study identifies state routes used by the Amish community, as well as bikers and pedestrians, and makes recommendations for improving safety and pavement conditions. In the Typical Countermeasures section of the Ohio Department of Transportation Statewide Amish Travel Study, "Signage to inform/warn motorists" was included as a countermeasure. The OHSP aims to conduct a paid media campaign that will be used to improve public awareness and knowledge of keeping the Amish safe

while they are traveling on the roads of Branch, Hillsdale, and St. Joseph Counties. Michigan's paid media campaign could incorporate aspects of the "Signage to inform/warn motorists" countermeasure by evolving it to introduce paid media signage as an option, including gas station signage.

<b>Program Area:</b>	Pedestrian and Bicyclist Safety (PB)
<b>Project Title:</b>	Street Smarts XP: Level Up Your Safety
<b>Project Number:</b>	2026-PB-11-00
<b>Subrecipient:</b>	Mercy Health Partners
<b>Project Description (MGX Project Summary):</b>	<p>Street Smarts XP: Level Up Your Safety builds upon the FY2025 Cartoonversation grant by expanding bike and pedestrian safety education through innovative, technology-driven strategies designed for elementary and middle school students. Leveraging the power of gamified learning, the project will develop three interactive traffic safety games tailored to the developmental stages and risk factors of youth road users.</p> <p>The project is anchored in three key learning principles:</p> <p>Repetition: Reinforcing safety concepts through frequent exposure in game-based formats.</p> <p>Retention: Using gamification to boost understanding, application, and long-term recall.</p> <p>Relationships: Strengthening connections between students, educators, and safety advocates.</p> <p>Game Development: Each game will immerse students in age-appropriate, real-world traffic scenarios and provide interactive feedback to promote safer decision-making:</p> <p>Elementary-Level Game 1: A digital memory and card-style game that introduces core bike and pedestrian safety concepts using colorful visuals and storytelling.</p> <p>Elementary-Level Game 2: A suite of casual games (e.g., Go Fish, Crazy 8's, Solitaire) that reinforce key safety messages in fun, familiar formats.</p> <p>Middle School-Level Game: A digital board game and simulation where students navigate pedestrian safety challenges, focusing on safe crossing, distraction avoidance, and visibility.</p> <p>Middle School Curriculum: The project will also introduce a pedestrian safety curriculum for middle school students—an age group at increased risk as they gain independence. Delivered in partnership with local fire departments, the curriculum will feature:</p> <p>Interactive classroom discussions on traffic laws, risk factors, and safety strategies.</p> <p>Scenario-based decision-making exercises.</p> <p>Reflective gear (e.g., slap bracelets, zipper pulls) to promote visibility.</p> <p>A traffic safety-themed graphic novel that encourages peer-based learning through relatable storytelling.</p>

	<p>Implementation &amp; Evaluation: The pilot phase will take place in Muskegon County school districts, integrating the games and curriculum into existing educational settings. Evaluation will include pre- and post-tests, usability testing, and educator feedback to assess knowledge gains, behavior change, and overall impact.</p> <p>Outcomes &amp; Alignment: Street Smarts XP aligns with national best practices in youth traffic safety education. It addresses age-specific risks through targeted, engaging interventions that support knowledge retention and safer behaviors. The initiative complements existing efforts to reduce crashes involving young pedestrians and bicyclists, and it provides a replicable model for modernizing traffic safety education through technology and storytelling.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Contractual Services, and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$272,901.01	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405g	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	BGPE-2026-PB-11-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405g Nonmotorized 24-26 Public Education		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454700		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Game Development and Content Design  
 October 1, 2025, to December 31, 2025

Goal 1, Activity 1.1: Conduct a curriculum review to ensure game content aligns with key traffic safety learning objectives and national best practices.  
 Projected completion: October 31, 2025

Goal 1, Activity 1.2: Collaborate with educators, traffic safety experts, and youth engagement specialists to design games that are age-appropriate, accessible, and engaging.  
 Projected completion: November 30, 2025

Goal 1, Activity 1.3: Develop three interactive online games, integrating Cartoonversation book characters and storylines to reinforce traffic safety messaging.  
 Projected completion: December 31, 2025

Goal 1, Activity 1.4: Incorporate real-world safety scenarios, covering topics such as pedestrian safety, bicycle safety, seat belt use, and safe routes to school.  
 Projected completion: December 31, 2025

Goal 1, Activity 1.5: Game testing and refinement.

January 1–February 29, 2026

Goal 1, Activity 1.6: Conduct beta testing with students, educators, and traffic safety professionals to gather qualitative and quantitative feedback.

Projected completion: January 31, 2026

Goal 1, Activity 1.7: Utilize focus groups and usability testing to assess game mechanics, engagement levels, and accessibility.

Projected completion: February 15, 2026

Goal 1, Activity 1.8: Refine game difficulty, interactive elements, and scenario-based learning to optimize knowledge retention and behavior change.

Projected completion: February 28, 2026

Goal 1, Activity 1.9: School partnerships and pilot implementation.

March 1 – June 15, 2026

Goal 1, Activity 1.10: Identify and recruit at least 10 elementary and middle schools to participate in the pilot program.

Projected completion: March 15, 2026

Goal 1, Activity 1.11: Develop educator training materials to support integration of the games with Cartoonversation books and videos.

Projected completion: March 31, 2026

Goal 1, Activity 1.12: Provide participating teachers with guidance on classroom implementation, ensuring alignment with lesson plans and learning goals.

Projected completion: April 15, 2026

Goal 1, Activity 1.13: Administer pre- and post-assessments to measure changes in traffic safety knowledge, attitudes, and intended behaviors.

Pilot implementation window: April 15–June 15, 2026

Evaluation and Expansion

June 16–September 30, 2026

Goal 1, Activity 2.1: Analyze assessment data to determine the impact of the games on student learning outcomes.

Projected completion: July 31, 2026

Goal 1, Activity 2.2: Revise game content and instructional materials based on evaluation results.

Projected completion: August 31, 2026

Goal 1, Activity 2.3: Develop a scaling and dissemination strategy, including integration into state educational networks and exploration of national partnerships.

Projected completion: September 30, 2026

Curriculum Development

October 1–February 29, 2026

Goal 2, Activity 1.1: Expand the fourth-grade Cartoonversation traffic safety lessons into a structured

middle school pedestrian and bike safety booster curriculum.  
Projected completion: November 30, 2025

Goal 2, Activity 1.2: Incorporate real-world pedestrian and bicyclist safety challenges relevant to middle school students.  
Projected completion: December 15, 2025

Goal 2, Activity 1.3: Develop comprehensive educator materials, including: teacher guides, student workbooks, and interactive learning activities.  
Projected completion: January 31, 2026

Goal 2, Activity 1.4: Integrate reflective gear distribution (slap bracelets and zipper pulls) to reinforce visibility concepts.  
Projected completion: February 15, 2026

Goal 2, Activity 1.5: Incorporate a graphic novel component to engage students through storytelling.  
Projected completion: February 29, 2026

Pilot implementation in Muskegon County  
March 1–June 15, 2026

Goal 2, Activity 2.1: Deliver the booster curriculum in all Muskegon County school districts, in partnership with educators, fire department trainers, and community safety partners.  
Pilot implementation window: March 15–June 1, 2026

Goal 2, Activity 2.2: Conduct pre- and post-assessments to measure student knowledge gains and behavior change.  
Projected completion: June 10, 2026

Goal 2, Activity 2.3: Gather feedback from educators and students through surveys and focus groups.  
Projected completion: June 15, 2026

Goal 2, Activity 2.4: Ensure curriculum adaptability for both classroom and after-school settings.  
Ongoing with final review by June 15, 2026.

Statewide Dissemination & Open-Source Publication  
June 16–September 30, 2026

Goal 2, Activity 3.1: Publish the curriculum as an open-source resource for statewide use.  
Projected completion: July 15, 2026

Goal 2, Activity 3.2: Partner with Michigan schools, safety organizations, and injury prevention specialists to integrate the curriculum into existing programs.  
Ongoing from July 15–September 30, 2026

Goal 2, Activity 3.3: Promote accessibility through:  
Digital platform availability  
Presentations at educational conferences/workshops  
Collaboration with state safety networks  
Promotion & training window: August 1–September 30, 2026

**Countermeasure Strategy:**

National Highway Traffic Safety Administration (NHTSA) Program Assessment

2018 NHTSA Pedestrian and Bicycle Safety Assessment:

2018 Michigan Pedestrian and Bicycle Safety Program Assessment, p.36)

States should encourage extensive community involvement in pedestrian and bicycle safety education by involving individuals and organizations outside the traditional highway safety community.

Outreach efforts should include a focus on reaching vulnerable road users, such as older pedestrians, young children, and new immigrant populations. States should also incorporate pedestrian and bicycle safety education and skills training into school physical education/health curricula. To encourage community and school involvement, States should:

Provide culturally relevant materials and resources to promote pedestrian and bicycle safety education programs

Ensure that highway safety in general, and pedestrian and bicycle safety in particular, are included in the State-approved K-12 health and safety education curricula

Encourage the promotion of safe pedestrian and bicyclist practices through classroom activities

<b>Program Area:</b>	Pedestrian and Bicyclist Safety (PB)
<b>Project Title:</b>	Enhancing Roadside Safety through Targeted Enforcement, Technology, and Education in Michigan
<b>Project Number:</b>	2026-PB-12-00
<b>Subrecipient:</b>	Western Michigan University
<b>Project Description (MGX Project Summary):</b>	<p><b>Project Purpose:</b> This project supports the objectives of the Preventing Roadside Deaths Grant Program under 23 CFR §1300.27, addressing approved uses such as crash data analysis, public education, enforcement evaluation, and the assessment of digital alert technologies. This research aims to enhance roadside safety and improve compliance with Michigan’s Move Over Law by evaluating enforcement effectiveness, digital alert systems, and public awareness strategies. Roadside crashes involving stationary vehicles, emergency responders, and construction workers remain a major concern in Michigan, with 287,953 crashes recorded in 2023, resulting in 1,095 fatalities and 71,085 injuries (Michigan Traffic Crash Facts, 2023). Speeding contributed to 18.3 percent of fatal crashes, and 12.5 percent involved distracted driving, reinforcing the need for stronger enforcement, technology-driven interventions, and public awareness efforts.</p> <p>Despite existing Move Over laws, non-compliance remains a persistent issue, endangering emergency responders, construction workers, and stranded motorists. Since January 2025, seven Michigan State Police (MSP) vehicles have been struck by motorists, highlighting the urgent need for targeted interventions (Birdsall, 2025). This research will analyze eleven years (2015-2025) of crash and citation data, assess the impact of high-visibility enforcement (HVE) efforts, and evaluate digital alert technologies (e.g., HAAS Alert, in-vehicle notifications) to identify evidence-based strategies for improving compliance and reducing roadside crashes.</p> <p><b>Project Summary Description: Addressing Michigan’s Roadside Safety Problem</b> This study will comprehensively evaluate high-risk roadside crash locations, assess driver compliance with Move Over laws, and analyze the effectiveness of targeted enforcement and digital warning technologies in reducing violations. This project offers multiple benefits to the OHSP by providing actionable, data-driven insights to strengthen roadside safety initiatives. It will improve Move Over Law compliance through the evaluation of enforcement effectiveness and policy gaps. By assessing the impact of digital alert technologies like HAAS Alert, the study will guide decisions on broader technology deployment to reduce crash risks. Additionally, it will enhance public education efforts by identifying messaging gaps through surveys and AI-powered sentiment analysis. The findings will inform both short- and long-term enforcement, education, and technology strategies aligned with the OHSP’s core performance measures (C1, C6, C10, and C11), while also supporting National Highway Traffic Safety Administration (NHTSA)-endorsed countermeasures to reduce traffic fatalities and injuries across Michigan.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Supplies &amp; Operating, and Indirect Costs.</p>

<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$125,283.36	<b>Indirect Cost Rate:</b>	52.00%
<b>Funding Source:</b>	405h	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M12BDP-2026-PB-12-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405h Data Collection		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	TBD		
<b>Program Income/Amount:</b>	N/A		

### **Project Activities:**

Task #1 (Kick-Off Meeting) will initiate the project and establish key expectations.

Task #2 Artificial Intelligence (AI)-Driven Literature Review, 2 months

The research team will conduct a literature review focused on Move Over Law compliance, enforcement effectiveness, and the use of digital alert systems. AI-driven tools will be used to extract and synthesize insights from journal articles, government reports, and national best practices. This review will build a strong data-driven foundation for the study and ensure alignment with the OHSP core performance measures (C1–C11), particularly C1 (traffic fatalities), C6 (speed-related fatalities), and C10 (pedestrian safety). We will identify gaps and opportunities for improvement in Michigan.

Task #3 Data Collection and High-Risk Location Identification, 2 months

We will analyze crash data from 2015–2025 using the MTCF database to support enforcement impact and trend analysis for C1, C6, C10, and C11 (bicyclist safety). Including pre-2018 data will allow for a before-and-after assessment of the expanded Move Over Law's effectiveness. Crash records will be categorized by contributing factors such as speed, distraction, and impairment. The task will identify high-risk locations and also evaluate construction zone crashes. Work zone elements will be evaluated (e.g., lane closures, reduced speed limits, signage, lighting, time of day, and enforcement presence). Spatial patterns will be visualized using GIS.

Task #4 Evaluation of Move Over Law Compliance and Enforcement, 3 months

This task will assess compliance trends by analyzing citation records 2015–2025 from enforcement agencies and the Supreme Court Administrative Office MCL citation database. We will track trends in Move Over Law violations (e.g., MCL 257.653a) and determine whether enforcement efforts have led to measurable changes in behavior. AI-based text mining of crash and citation narratives will be used to detect noncompliance patterns, and visualization tools will present findings clearly for policy audiences. Interviews with enforcement officers and emergency responders will provide contextual insights into enforcement challenges and response practices.

Task #5 Assessment of Digital Alert Systems and Technologies, 3 months

This task will assess the use and perceived effectiveness of digital alert systems (e.g., HAAS Alert) through a review of known deployments and case studies from agencies like the City of Dearborn. The team will conduct a brief survey of emergency responders and transportation officials to gather insights on system use, awareness, and impact. Where feasible, comparative comparisons will be made between locations with and without digital alert coverage using available data, such as the number of

alerts issued, to evaluate potential safety benefits (e.g., C6) and guide future deployment recommendations in accordance with 23CFR§1300.27(e)(1).

**Task #6 Analysis of Targeted Enforcement and Public Awareness Efforts, 3 months**

The project will evaluate the effectiveness of high-visibility enforcement and public education strategies by reviewing crash and citation data before and after major enforcement periods. This analysis will focus on enforcement programs implemented by the MSP and local agencies, with attention to outcomes C1, C6, and C10. A survey will gauge awareness of the Move Over Law, and AI-powered sentiment analysis of public comments and social media will identify perception gaps and opportunities for improving messaging strategies.

**Task #7 Development of Data-Driven Safety Recommendations, 2 months**

Finally, findings from all tasks will be synthesized into a comprehensive report. This will include data-supported recommendations for short- and long-term strategies focused on enforcement, education, and digital safety technology. A policy brief will summarize key actions for the OHSP. The team may also propose AI-based personalized training tools for vulnerable users, drawing from our NSF-funded efforts in generative AI for training.

**Countermeasure Strategy:**

**Innovative Countermeasure:** The proposed countermeasure integrates data-driven enforcement, digital alert technologies, AI-powered analytics, and public engagement strategies to enhance Move Over Law compliance and reduce roadside crash risks. This project introduces an evidence-based, technology-supported approach to tackling the dangers faced by emergency responders, roadside workers, and vulnerable road users.

**1. Data-Driven High-Risk Location Identification**

A primary countermeasure is the use of advanced crash data analytics and GIS-based mapping to pinpoint high-risk roadside crash locations. By analyzing eleven years (2015-2025) of crash and citation data from multiple sources (e.g., the Supreme Court Administrative Office MCL citation database and Michigan Traffic Crash Facts [MTCF]), this project will categorize crashes based on speeding, impaired driving, distracted driving, and Move Over Law violations. High-risk areas will be identified using geospatial analysis, allowing law enforcement agencies to deploy targeted enforcement and intervention strategies in locations with the highest risk. This aligns with the FHWA's Data-Driven Safety Analysis (DDSA) approach, which emphasizes systemic analysis to identify locations at risk for severe crashes (FHWA, EDC-4, 2019).

**2. Strengthening Move Over Law Compliance through Targeted Enforcement**

To improve compliance with Move Over laws, this project will evaluate the effectiveness of high-visibility enforcement (HVE) campaigns, speed enforcement initiatives, and citation trends. Analyzing law enforcement citation data before and after enforcement actions will provide insights into compliance trends. Additionally, AI-powered text mining of crash reports and officer citations will reveal patterns in non-compliance, allowing for data-driven adjustments to enforcement strategies. Law enforcement agencies will receive customized enforcement recommendations based on the findings. This strategy is supported by the NHTSA's findings that HVE is an effective countermeasure for reducing speeding and impaired driving incidents (NHTSA, 2023). Fisher et al. (2024) concluded that stricter enforcement frameworks and public education campaigns showed significantly improved compliance and reduced risks for incident response personnel.

**3. Enhancing Driver Awareness with Digital Alert Systems**

Integrating digital alert technologies, e.g., HAAS Alert's Safety Cloud, represents a promising countermeasure to enhance driver awareness and reduce crash risks near emergency scenes, work zones, and disabled vehicles (FHWA's EDC-6, 2023; CT Insider, 2025). Leveraging insights from existing deployments in Michigan (e.g., City of Dearborn) and field feedback, this countermeasure emphasizes the role of real-time alerts in prompting safer driver responses. Observed differences in safety outcomes between locations with and without digital alerts will guide recommendations for broader adoption.

#### 4. AI-Driven Sentiment Analysis & Public Awareness Enhancement

Public awareness remains a critical component of Move Over Law compliance. This project will integrate AI-based sentiment analysis to evaluate social media discussions, public comments, and engagement with Move Over Law campaigns. Additionally, a statewide public survey will assess driver awareness, knowledge gaps, and attitudes toward roadside safety regulations. Findings from this assessment will guide improvements to public education efforts, ensuring that campaigns are targeted, effective, and responsive to public concerns. Wisconsin DOT utilized social media data and machine learning to understand public sentiments about roadway work zones, providing insights into public perceptions and informing safety measures (Sayed et al., 2025).

#### 5. Consideration of AI-Based Law Enforcement Training & Public Education Strategies

To ensure long-term sustainability, future projects could explore the development of AI-based personalized training modules for law enforcement officers, emergency responders, and drivers. These modules would focus on best practices for Move Over Law enforcement, digital alert system integration, and public engagement strategies and be designed to adapt content based on user performance, ensuring that participants receive targeted, data-driven training. While this initiative is not within the scope of the current project, findings from this research will inform the feasibility and potential implementation of AI-driven training in future efforts. This aligns with FHWA's work zone training materials, which emphasize continuous education to reduce work zone fatalities and enhance responder safety (FHWA, 2024).

This project aligns with the OHSP's performance measures (C1-C11) and will directly contribute to reducing roadside fatalities, improving driver awareness, and strengthening enforcement strategies in Michigan. This countermeasure combines data analytics, AI-driven sentiment analysis, and personalized training to improve roadside safety.

## Planning and Administration (PA) Summary Page

- 2026-PA-01-OH – Planning and Administration (P&A)

<i>PA</i>		<i>Planning and Administration</i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
PA	2026-PA-01-OH	IIJA NHTSA 402 Planning and Administration	\$601,470.48
<b>LOCAL EXPENDITURE</b>			<b>\$0.00</b>
<b>PA Program Area Total</b>			<b>\$601,470.48</b>

<b>Program Area:</b>	Planning and Administration (PA)		
<b>Project Title:</b>	Planning and Administration (P&A)		
<b>Project Number:</b>	2026-PA-01-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	<p>Planning and Administration (P&amp;A) costs are direct and indirect costs that are attributable to the management of Michigan's state highway safety office—OHSP. This includes salaries, related personnel benefits, travel expenses, and rental costs. Federal participation in P&amp;A activities shall not exceed 50 percent of the total cost of such activities and shall not exceed 18 percent of the total 402 funds received. The following positions are supported with Planning and Administration funds (including percentage of salary supported):</p> <ul style="list-style-type: none"> <li>• Division Director: 95 percent</li> <li>• Senior Executive Administrative Assistant (for Division Director): 95 percent</li> <li>• Planning Section Manager: 92 percent</li> <li>• Financial Management Section Manager: 95 percent</li> <li>• Accounting Technician (support to Financial Section): 98 percent</li> <li>• Federal Accountant (support to Financial Section): 96 percent</li> <li>• Division Secretary (support to division): 15 percent</li> <li>• Grant System Analyst: 2 percent</li> </ul> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Travel, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Eaton		
<b>Total Federal Funds Awarded:</b>	\$601,470.48	<b>Indirect Cost Rate:</b>	Override Amount: \$131,564.00
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	PA-2026-PA-01-OH		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Planning and Administration		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	\$601,470.49	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	450100, 458020, 458120		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

- 1-1. Conduct monthly Leadership Team and Federal Grant Update meetings to review current section activities, emerging issues, and develop solutions by September 30, 2026.
- 1-2. Review the OHSP organizational structure annually to ensure alignment to meet the goals of the office by September 30, 2026.
- 1-3. Continuously monitor the OHSP day-to-day activities for impact upon the OHSP policies and

procedures to ensure they remain current and up to date by September 30, 2026.

- 1-4. Update staff on changes to policies and procedures as designated by September 30, 2026.
- 1-5. Provide training opportunities to the OHSP staff as needs are identified by September 30, 2026.
- 1-6. Promote regular contact with the NHTSA Region 5 office and ensure all federal guidelines and deadlines are met by September 30, 2026.
- 2-1. Make appropriate changes to the planning process and develop the FY2027-FY2029 Triennial Highway Safety Plan (3HSP) planning calendar by November 3, 2025.
- 2-2. Make appropriate changes to the planning process and develop the FY2027 Annual Grant Application (AGA) planning calendar by December 1, 2025.
- 2-3. Conduct public participation and engagement meetings to discuss opportunities for input into the 3HSP and AGA by September 30, 2026.
- 2-4. Complete a draft of the 3HSP for internal review by May 18, 2026.
- 2-5. Complete a draft of the AGA for internal review by June 15, 2026.
- 2-6. Submit the 3HSP to the NHTSA by July 1, 2026.
- 2-7. Complete a review of the 3HSP to determine if updates are needed for inclusion in the AGA by July 17, 2026.
- 2-8. Submit the AGA to the NHTSA by August 1, 2026.
- 2-9. Conduct an after-action review of the FY2027 3HSP and AGA development processes by September 30, 2026.
- 3-1. Complete the Annual Report by January 28, 2026 (120 days after the fiscal year ends).
- 3-2. Monitor and submit statewide seat belt use and effectiveness of other OHSP programs through evaluation and data analysis by September 30, 2026.
- 3-3. Review the problem identification, performance measures, and countermeasures as detailed in the 3HSP on a quarterly basis to ensure they continue to be relevant, on-track, and attainable by September 30, 2026.
- 3-4. Keep the AGA updated by documenting amendments and making updated grant projects accessible for review in the Michigan Grants System (MGX) continuous through September 30, 2026.
- 3-5. Support the OHSP staff in-state and out-of-state travel for necessary trainings and conferences continuous through September 30, 2026.
- 3-6. Fund the necessary administrative costs for the OHSP to administer federal grants, including building rental and utilities; supplies, materials, and services; vehicle operation; staff training; dues and subscriptions (including GHSA); fees and assessments (including internal auditor and security guards); and office equipment leasing continuous through September 30, 2026.

4-1. Provide financial updates to managers at routine Leadership Team meetings continuous through September 30, 2026.

4-2. Provide financial updates to program coordinators to ensure their grant projects are on track and expending funding accordingly by September 30, 2026.

4-3. Monitor federal program expenditures regularly through MGX and the Grant Tracking System financial reports by September 30, 2026.

**Countermeasure Strategy:**

Not applicable.

## Police Traffic Services (PT) Summary Page

- 2026-PT-00-03 - Allegan County Overtime Traffic Enforcement
- 2026-PT-00-09 - Bay County Overtime Traffic Enforcement
- 2026-PT-00-13 - Calhoun County Overtime Traffic Enforcement
- 2026-PT-00-17 - Chippewa County Overtime Traffic Enforcement
- 2026-PT-00-23 - Eaton County Sheriff's Office Traffic Overtime Enforcement
- 2026-PT-00-24 - Emmet County Sheriff's Office Overtime Traffic Enforcement
- 2026-PT-00-28 - Grand Traverse County Sheriff's Office Overtime Traffic Enforcement
- 2026-PT-00-39 - Kalamazoo County Multi-Agency Overtime Traffic Enforcement
- 2026-PT-00-43 - Lake County Sheriff's Office Overtime Traffic Enforcement
- 2026-PT-00-47 - Livingston County Overtime Traffic Enforcement
- 2026-PT-00-50 - Macomb County Multi-Agency Overtime Traffic Enforcement
- 2026-PT-00-52 - Marquette County Multi-Agency Overtime Traffic Enforcement
- 2026-PT-00-61 - Muskegon County Multi-Agency Overtime Traffic Enforcement
- 2026-PT-00-70 - Ottawa County Overtime Traffic Enforcement
- 2026-PT-00-72 - Roscommon County Overtime Traffic Enforcement
- 2026-PT-00-74 - St. Clair County Overtime Traffic Enforcement
- 2026-PT-00-75 - St. Joseph County Overtime Traffic Enforcement
- 2026-PT-00-78 - Shiawassee County Multi-Agency Overtime Traffic Enforcement
- 2026-PT-00-80 - Van Buren County Overtime Distracted Driving, Impaired, Seat Belt, and Speed Enforcement
- 2026-PT-00-81 - Washtenaw County Multi-Agency Overtime Traffic Enforcement
- 2026-PT-00-82 - Wayne County Multi-Agency Overtime Traffic Enforcement
- 2026-PT-01-IG - MSP First District Multi-Agency Overtime Traffic Enforcement
- 2026-PT-02-IG - MSP Second District Multi-Agency Overtime Traffic Enforcement
- 2026-PT-03-IG - MSP Third District Multi-Agency Overtime Traffic Enforcement
- 2026-PT-05-IG - MSP Fifth District Multi-Agency Overtime Traffic Enforcement
- 2026-PT-06-IG - MSP Sixth District Multi-Agency Overtime Traffic Enforcement
- 2026-PT-07-IG - MSP Seventh District Multi-Agency Overtime Traffic Enforcement
- 2026-PT-08-IG - MSP Eighth District Multi-Agency Overtime Traffic Enforcement
- 2026-PT-09-00 - City of Detroit Overtime Traffic Enforcement
- 2026-PT-10-00 - Oakland County Multi-Agency Overtime Traffic Enforcement
- 2026-PT-13-00 - Escanaba Department of Public Safety Overtime Traffic Enforcement
- 2026-PT-14-00 - Holland Police Overtime Speed Enforcement
- 2026-PT-15-00 - Huron Township Overtime Traffic Enforcement
- 2026-PT-17-00 - Jackson Police Department Overtime Traffic Enforcement
- 2026-PT-18-00 - Lansing Police Department Multi-Agency Overtime Traffic Enforcement
- 2026-PT-22-00 - Plymouth Township Overtime Traffic Enforcement
- 2026-PT-24-00 - Trenton PD Overtime Traffic Enforcement
- 2026-PT-25-00 - Kent County Multi-Agency Overtime Traffic Enforcement
- 2026-PT-27-00 - Genesee County Multi-Agency Overtime Traffic Enforcement
- 2026-PT-28-00 - Port Huron Police Department Overtime Traffic Enforcement
- 2026-PT-29-00 - Greenville Overtime Traffic Enforcement
- 2026-PT-30-00 - Village of Chesaning Overtime Traffic Enforcement
- 2026-PT-31-00 - Metamora Township Overtime Traffic Enforcement
- 2026-PT-32-00 - DeWitt Township Police - Overtime Traffic Enforcement
- 2026-PT-34-00 - Charlevoix Police Department Overtime Traffic Enforcement
- 2026-PT-35-00 - Village of Mancelona Overtime Traffic Enforcement

- 2026-PT-36-OH - Traffic Enforcement Strategies Conference

<i><b>PT</b></i>		<i><b>Police Traffic Services</b></i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
PT-Traffic Enforcement Services	2026-PT-00-03 2026-PT-00-09 2026-PT-00-13 2026-PT-00-17 2026-PT-00-23 2026-PT-00-24 2026-PT-00-28 2026-PT-00-39 2026-PT-00-43 2026-PT-00-47 2026-PT-00-50 2026-PT-00-52 2026-PT-00-61 2026-PT-00-70 2026-PT-00-72 2026-PT-00-74 2026-PT-00-75 2026-PT-00-78 2026-PT-00-80 2026-PT-00-81 2026-PT-00-82 2026-PT-09-00 2026-PT-10-00 2026-PT-13-00 2026-PT-14-00 2026-PT-15-00 2026-PT-17-00 2026-PT-18-00 2026-PT-22-00 2026-PT-24-00 2026-PT-25-00 2026-PT-27-00 2026-PT-28-00 2026-PT-29-00 2026-PT-30-00 2026-PT-31-00 2026-PT-32-00 2026-PT-34-00 2026-PT-35-00 2026-PT-36-OH	IIJA NHTSA 402 Traffic Enforcement Services	\$4,290,478.09
M1*PT – OP High Traffic Enforcement Services	2026-PT-01-IG 2026-PT-02-IG 2026-PT-03-IG 2026-PT-05-IG 2026-PT-06-IG 2026-PT-07-IG 2026-PT-08-IG	IIJA NHTSA 405b High Traffic Enforcement Services	\$2,651,047.52

<b>LOCAL EXPENDITURE</b>	<b>\$4,230,478.09</b>
<b>PT Program Area Total</b>	<b>\$6,941,525.61</b>

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Allegan County Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-03		
<b>Subrecipient:</b>	Allegan County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>The US Code: Title 23: Section 404 requires a statewide, high-visibility special traffic enforcement program for impaired driving and occupant protection and that emphasizes on publicity during a minimum three campaigns. These campaigns would include impaired driving, speed, distracted driving, and safety belt enforcements.</p> <p>Distracted driving represents a dangerous behavior on today's roadways. The National Highway Traffic Safety Administration (NHTSA) defines distracted driving as anything that diverts the driver's attention from the primary tasks of driving the vehicle and responding to critical events and anything that takes the driver's eyes off the road (visual distraction), hands off the wheel (manual distraction), or mind off the driving task (cognitive distraction).</p> <p>Michigan traffic crash data from 2023 and 2024 identified that a high number of people seriously injured or killed where the crash was coded as alcohol-involved and/or drug-involved, or the occupants were in passenger vehicles and the crash was coded as no belts used/used improperly, or the crashes included at least on driver was speeding, or the crashes that are coded as driver distraction.</p> <p>An evaluation of fatal and serious injuries will be conducted and included as part of the final progress report.</p> <p>Traffic safety campaigns are most successful when accompanied by public information. The Allegan County Sheriff's Office will request that the OHSP develop and assist with distribution of public information materials on their behalf to enhance the enforcement campaigns.</p> <p>The high-visibility enforcement campaigns will be based on local events, holidays, and state/national traffic campaigns.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Allegan		
<b>Total Federal Funds Awarded:</b>	\$61,162.53	<b>Indirect Cost Rate:</b>	Override Amount: \$3,655.00
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Impaired Driving: Thanksgiving Eve, Christmas Eve weekend, New Year's Eve, first and second weekend of June, Fourth of July week, every Thursday-Saturday of July, every Friday and Saturday of August, and first two Fridays and Saturdays of September.

Seat Belt: Month of May and month of June.

Speed: Second week of October, month of March, month of July, and second week of September.

Distracted Driving: Month of April.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Pages 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Bay County Sheriff's Office Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-09		
<b>Subrecipient:</b>	Bay County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>The Bay County Sheriff's Office proposes multiple enforcement periods starting in November 2025 and carrying through September 2026. The goal is to provide high visibility special traffic enforcement emphasizing impaired driving, seat belt, and speed enforcement. Priority patrols will be given during the national/state enforcement periods in an effort to reduce the number of crashes.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	Bay		
<b>Total Federal Funds Awarded:</b>	\$43,476.46	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Traffic enforcement changes driver behavior over time, which should reflect a measurable improvement in future crash statistics. Our plan is to deploy targeted patrols in the problem areas looking for speeding, distracted, and impaired drivers, along with seat belt and other hazardous violations. Based on the data, patrols will occur in three specific townships (Bangor, Monitor, and Frankenlust) between the hours of 3-8 p.m. By focusing on traffic enforcements in the target areas and times, we anticipate a measurable reduction in crashes with high-visibility patrols. We believe the SMART goals set are realistic and implementing our data driven plan will make the reduction in crashes achievable. Our completion date is September 2026.

The enforcement periods will consist of impaired driving during the months of November, December, and August. Speed enforcements will occur during the months of April and July, with seat belts in the month of May. Enforcement reports will be provided within the seven days following the conclusion of the enforcements.

The crash data will be reviewed on a monthly basis and will be submitted in a final progress report.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Calhoun County Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-13		
<b>Subrecipient:</b>	Calhoun County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	The goals and activities will contribute to reducing crashes and activities through high-visibility enforcement.  Funding will support the following budget categories: Personnel - Overtime and Supplies & Operating		
<b>Location and Affected Communities:</b>	Calhoun		
<b>Total Federal Funds Awarded:</b>	\$34,165.97	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Enforcement periods will be conducted during the following periods: impaired-driving enforcement will take place 12/12/2025-01/01/2026 and 08/14/2026-09/07/2026. Seat belt enforcement from 05/18/2026-05/31/2026. Distracted-driving enforcement from 04/01/2026-04/30/2026. Speeding enforcement from 07/01/2026 through 07/31/2026. Law enforcement "Move Over or Get Pulled Over" enforcement on 03/02/2026-03/20/2026 and on 06/01/2026-06/19/2026.

Document events and efforts on an approved log and submit enforcement reports within a week of conclusion of enforcement period.

Evaluation of the fatal crashes for the grant year will be conducted and provided in the final progress report.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: Zero-Tolerance Law Enforcement, Pages 1-37 to 1-38.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Chippewa County Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-17		
<b>Subrecipient:</b>	Chippewa County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>The Chippewa County Sheriff's Office will use this grant to enforce traffic laws and help reduce the number of crashes, injuries, and fatalities.</p> <p>Specifically, we will work the designated impaired driving (OWI and OUID) overtime. We hope this enforcement educates the public on the need to use other options other than driving after drinking. We will also look to arrest anyone who is driving while intoxicated or after using any drugs.</p> <p>We also plan on working the designated seat belt enforcement to help increase the seat belt usage rate in Chippewa County. We hope to educate the public on the importance of using seat belts as well as enforcing the seat belt law.</p> <p>We are also planning to do speed and distracted-driving enforcement as both are a major factor in many of our crashes. We plan to educate the public and advertise this enforcement, as well as enforce the speed limit laws.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	Chippewa		
<b>Total Federal Funds Awarded:</b>	\$26,205.87	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Chippewa County will participate in the enforcement periods, including Click It or Ticket seat belt enforcement from May to June 2026, impaired driving (OUID/OWI) in December 2025 and August to September 2026. We will also be participating during the enforcement periods where the OHSP will be producing campaign materials and advertising, including distracted driving in April and speed enforcement in 2026.

**Mandatory Enforcement Periods**

Activity 1. Patrol during the following enforcement periods:

Directed patrol for impaired driving: December 12, 2025, to January 1, 2026 (Drive Sober or Get Pulled

Over).

Directed patrol for seat belt enforcement: May 18-31, 2026 (Click It or Ticket).

Directed patrol for impaired driving: August 14 to September 7, 2026 (Drive Sober or Get Pulled Over).

#### Elective Enforcement Periods

Activity 2. Directed patrol for speed during other months (March, June, and July) during 2026 that have been identified as having high rate of speed-related crashes or having an above average amount of traffic and speed-related issues. Patrol for speed during the campaign in July 2026 (speed enforcement).

Patrol for distracted driving during the campaign in April 2026 (distracted-driving campaign).

Activity 3. Enforcement reports will be submitted within five days of the end of enforcement.

#### **Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Eaton County Sheriff's Office Traffic Overtime Enforcement		
<b>Project Number:</b>	2026-PT-00-23		
<b>Subrecipient:</b>	Eaton County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>The Eaton County Sheriff's Office will utilize awarded funding to conduct overtime traffic enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes.</p> <p>The Eaton County Sheriff's Office will participate in the overtime enforcement, focusing on impaired, distracted, seat belt, and speed.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	Eaton		
<b>Total Federal Funds Awarded:</b>	\$41,043.47	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

### **Project Activities:**

The Eaton County Sheriff's Office will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (impaired-driving enforcement)
- April 2026 (distracted-driving enforcement)
- May 18-31, 2026 (seat belt enforcement)
- July 2026 (speed enforcement)
- August 14 to September 7, 2026 (impaired-driving enforcement)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

The Eaton County Sheriff's Office Project Director will report enforcement activity for mandatory enforcements by the following dates:

- January 8, 2026: Impaired Driving
- May 7, 2026: Distracted Driving
- June 5, 2026: Seat Belt
- August 7, 2026: Speed
- September 8, 2026: Impaired Driving

This agency will report financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Emmet County Sheriff's Office Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-24		
<b>Subrecipient:</b>	Emmet County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>The Emmet County Sheriff's Office plans to utilize the funding received for overtime traffic enforcement during the grant year, which spans from October 2025 to September 2026. The primary goal of this initiative is to address the increasing rates of crashes, fatalities, and serious injuries within the county. By implementing high-visibility enforcement, the Sheriff's Office aims to enhance compliance with critical traffic laws, ultimately reducing the number of injuries resulting from traffic-related incidents. The specific areas of focus for the overtime enforcement program will include:</p> <ol style="list-style-type: none"> <li>1. Seat Belt Violations: Ensuring that drivers and passengers are properly restrained, as seat belt use is one of the most effective ways to reduce injuries in a crash.</li> <li>2. Hands-Free Driving: Enforcing laws regarding the use of mobile phones and other distractions while driving to prevent accidents caused by distracted driving.</li> <li>3. Operating While Intoxicated (OWI) Enforcement: Combating impaired driving by conducting additional patrols and sobriety traffic stops to keep roads safer from drunk and drug-impaired drivers.</li> <li>4. Bus Infractions: Monitoring and enforcing traffic laws related to school buses, including stopping vehicles not stopping for buses with flashing lights, to protect children during school transportation.</li> </ol> <p>By targeting these critical areas, the Emmet County Sheriff's Office intends to lower the number of traffic-related injuries and fatalities, contributing to a safer driving environment for all residents. The Sheriff's Office, in partnership with the Office of Highway Safety Planning (OHSP), will use this initiative to promote public compliance and collect valuable data to evaluate the program's effectiveness, supporting the long-term goals of the grant.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	Emmet		
<b>Total Federal Funds Awarded:</b>	\$49,994.30	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Project Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (Impaired-Driving Enforcement)
- April 2026 (Distracted-Driving Enforcement)
- May 18-31, 2026 (Seat Belt Enforcement)
- July 2026 (Speed Enforcement)
- August 14-September 7, 2026 (Impaired-Driving Enforcement)

Each grant-funded agency may conduct enforcement details between the following elective enforcement periods:

- October 19-25, 2025 (Pedestrian Safety)
- October 25-31, 2025 (Operation Safe Stop/School Bus Safety Week)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Project Activity 2: Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

Project Activity 3: As applicable, each grant-funded agency will report enforcement activity for mandatory enforcements by the following dates:

- January 8, 2026: Impaired Driving
- May 7, 2026: Distracted Driving
- June 5, 2026: Seat Belt
- August 7, 2026: Speed
- September 8, 2026: Impaired Driving

\*Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

### **Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 3 - Seat Belts and Child Restraints – Enforcement: Short-Term, High-Visibility Seat Belt Law Enforcement, Pages 3-15 to 3-17.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Grand Traverse County Sheriff's Office Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-28		
<b>Subrecipient:</b>	Grand Traverse County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>The Grand Traverse County Sheriff's Office will utilize awarded funding to conduct overtime traffic enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Grand Traverse		
<b>Total Federal Funds Awarded:</b>	\$32,702.53	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

1. Conduct a comprehensive analysis of the current traffic patterns and accident data in the Grand Traverse community to identify the most critical areas that require additional enforcement measures.
2. Conduct a public awareness campaign utilizing the OHSP materials to inform the community about the importance of following traffic laws and regulations.
3. Increase the frequency of traffic stops and patrols to identify and apprehend motorists who violate traffic laws, especially those related to impaired driving, safety belt use, and speeding.
4. Collect and analyze data on traffic violations and accidents to evaluate the effectiveness of the additional enforcement measures.
5. Collaborate with local media outlets to share information and updates on the project's progress, including success stories and statistics.
6. Provide regular reports and updates to the grantor on the progress of the project. Enforcement activity will be reported within seven days of the conclusion of each enforcement period.

A summary of planned enforcement activity:

National Impaired Driving Enforcement

- December 12, 2025, to January 1, 2026
- August 14 to September 7, 2026

National Click It Or Ticket (Seat Belt Enforcement)

- May 18–31, 2026

Other Enforcement Periods

Distracted Driving: April 2026

Speed: July 2026

Reporting Requirements:

The Grand Traverse County Sheriff's Office will report financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

End of Year Progress Report:

The Grand Traverse County Sheriff's Office will submit a progress report by October 30, 2026.

Conclusion:

The GTSO is committed to enhancing public safety and reducing traffic accidents in the Grand Traverse community. With additional resources and enforcement measures, we believe we can achieve our goal of reducing crashes by 10 percent by September 30, 2026. The activities outlined in this proposal follow the SMART model, ensuring that the project is specific, measurable, achievable, realistic, and time-bound. We are confident that this project will make our community a safer place for all.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Kalamazoo County Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-39		
<b>Subrecipient:</b>	Kalamazoo County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>The Kalamazoo County Sheriff's Office will utilize awarded funding to conduct high-visibility overtime traffic enforcement and activities to contribute to the reduction of serious injury traffic crashes and traffic crash fatalities during the grant year (October 2025 to September 2026).</p> <p>The following multi-agencies will participate in the overtime enforcement:                      Kalamazoo County Sheriff's Office                      Portage Department of Public Safety                      Kalamazoo Department of Public Safety                      Western Michigan University Police</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	Kalamazoo		
<b>Total Federal Funds Awarded:</b>	\$115,043.20	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Project Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:  
 December 12, 2025, to January 1, 2026 (impaired-driving enforcement)  
 April 2026 (distracted-driving enforcement)  
 May 18-31, 2026 (seat belt enforcement)  
 July 2026 (speed enforcement)  
 August 14 to September 1, 2026 (impaired-driving enforcement)

Each grant-funded agency may conduct enforcement details between the following elective enforcement periods:

October 19-25, 2025 (pedestrian safety)  
 October 25-31, 2025 (Operation Safe Stop/safety week)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Project Activity 2: Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

Project Activity 3: As applicable, each grant-funded agency will report enforcement activity for elective and mandatory enforcement periods by the following dates:

November 5, 2025 (elective)  
December 5, 2025 (elective)  
January 8, 2026 (mandatory)  
February 5, 2026 (elective)  
March 5, 2026 (elective)  
April 6, 2026 (elective)  
May 7, 2026 (mandatory)  
June 5, 2026 (mandatory)  
July 7, 2026 (elective)  
August 7, 2026 (mandatory)  
September 8, 2026 (mandatory)

**Reporting Requirements:**

Each grant-funded agency will report financial status reports and progress reports by the following dates:

January 30, 2026: Q1  
April 30, 2026: Q2  
July 30, 2026: Q3  
October 30, 2026: Q4

If applicable, pre-approval monthly financial status reports may be completed.

End of year progress report:

Each grant-funded agency will submit a progress report (Quarter 4) by the following date:  
October 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Lake County Sheriff's Office Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-43		
<b>Subrecipient:</b>	Lake County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>We are finishing a three-year project to reduce speed. We utilized grant funds to purchase four traffic trailers, and we had two townships also purchase another four. We have been utilizing eight traffic trailers to collect data.</p> <p>The data from the trailers details the effectiveness of the trailers at that location. The enforcement is conducted in the area where the trailers are located.</p> <p>We have found out that the traffic trailers have been very effective in conjunction with the enforcement plan. We desire to continue what we have started.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	Lake		
<b>Total Federal Funds Awarded:</b>	\$49,937.36	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

We plan on the continued deployment of the trailers throughout our county. The trailers have been so helpful in reducing crashes. We plan on expanding the number of trailers that we deploy. The traffic trailers constantly provide data via the cloud software. I can monitor and obtain reports daily. Based on the data, we can target times when we have the most violations. Our rural county deals with a lot of speed issues.

The dates we will report are as follows:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Livingston County Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-47		
<b>Subrecipient:</b>	Livingston County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>The Livingston County Sheriff's Office (LCSO) will use awarded funding to strategically deploy overtime patrols to focus on high-risk driving behaviors that include speeding, impaired driving, seat belt use, and distracted driving. The use of local media and social media will be used as educational platforms during the enforcement periods as well. An evaluation of fatal and serious injury crashes will be conducted and included as part of the final progress report.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	Livingston		
<b>Total Federal Funds Awarded:</b>	\$39,928.05	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Project Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

December 12, 2025, to January 1, 2026 (impaired-driving enforcement)  
 April 2026 (distracted-driving enforcement)  
 May 18-31, 2026 (seat belt enforcement)  
 July 2026 (speed enforcement)  
 August 14 to September 7, 2026 (impaired-driving enforcement)

Each grant-funded agency may conduct enforcement details between the following elective enforcement periods:

May 1-17, 2026 (seat belt enforcement)  
 August 1-13 (speed enforcement)

Deputies will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Project Activity 2: The Sheriff's Office will promote enforcement efforts by utilizing public information material provided by the OHSP through September 30, 2026.

Project Activity 3: As applicable, the Sheriff's Office will report required enforcement activity by the fifth day of the following month for all mandatory enforcement.

LCSO will report financial status reports and progress reports by the following dates:

January 30, 2026

April 30, 2026

July 30, 2026

October 30, 2026

LCSO will submit a progress report (Quarter 4) for each participating agency by the following date:

October 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Macomb County Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-50		
<b>Subrecipient:</b>	Macomb County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>The Macomb County Sheriff's Office, along with Chesterfield Township PD, Clinton Township PD, Eastpointe PD, Fraser PD, New Baltimore PD, Richmond PD, St. Clair Shores PD, Sterling Heights PD, Utica PD, and Warren PD, intend to do enforcement for all state and national enforcement periods for FY2026. Our grant will additionally focus on school bus safety, along with all traffic safety, high-visibility enforcement, and community outreach, with an overall goal to contribute to a reduction in fatalities within Macomb County. The high-visibility enforcement will include impaired-driving enforcement, seat belt enforcement, distracted-driving enforcement, speeding enforcement, bicycle/pedestrian intersection enforcement, and school bus safety enforcement.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Macomb		
<b>Total Federal Funds Awarded:</b>	\$467,148.11	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

As applicable, each grant-funded agency will conduct at least three grant-funded overtime traffic enforcement details between the following dates:

- October 19-25, 2025 (state pedestrian enforcement)
- October 25-31, 2025 (state Operation Safe Stop/school bus safety)
- November 24-30, 2025 (elective Thanksgiving impaired-driving enforcement)
- December 12, 2025, to January 1, 2026 (national impaired-driving enforcement)
- February 23 to March 1, 2026 (elective speed enforcement)
- April 1-30, 2026 (state distracted-driving enforcement)
- May 18-31, 2026 (national seat belt enforcement)
- July 1-31, 2026 (state speed enforcement)
- August 3-9, 2026 (state bicyclist enforcement)
- August 14-September 7, 2026 (national impaired-driving enforcement)
- September 14-21, 2026 (elective speed enforcement)

Each grant-funded agency will report required enforcement activity by the following dates:  
Within five days of national and state campaigns or the fifth of each month.

Each grant-funded agency will participate in public messaging and community outreach through social media, media outlets, and the hanging of banners that are provided.

Radars purchased through the grant will be used to enhance speed enforcement and detection. Radars will also be used to aid in enforcement during other enforcement periods, such as impaired, safe stop, distracted, bike, and pedestrian.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Marquette County Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-52		
<b>Subrecipient:</b>	Marquette County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>The Marquette County participating agencies will utilize awarded funding to conduct overtime traffic enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes.</p> <p>The participating multi-agencies (Marquette County Sheriff's Office, Marquette City Police, Negaunee City Police, Ishpeming City Police, Chocolay Township Police, Forsyth Township Police, and Northern Michigan University Police Department) will participate in the speed, impaired-driving, distracted-driving, and seat belt overtime traffic enforcement campaigns.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	Marquette		
<b>Total Federal Funds Awarded:</b>	\$82,492.71	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

## Project Activity 1:

Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

December 12, 2025, to January 1, 2026 (Impaired-Driving Enforcement)

April 2026 (Distracted-Driving Enforcement)

May 18-31, 2026 (Seat Belt Enforcement)

July 2026 (Speed Enforcement)

August 14-September 7, 2026 (Impaired Driving)

## Project Activity 2:

Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

## Project Activity 3:

As applicable, each grant-funded agency will report enforcement activity for mandatory enforcements by the following dates:

January 8, 2026: Impaired Driving

May 7, 2026: Distracted Driving

June 5, 2026: Seat Belt

August 7, 2026: Speed

September 8, 2026: Impaired Driving

Project Activity 4:

As applicable, Northern Michigan University Police will work the optional pedestrian and bicycle safety enforcement periods:

October 19-25, 2025

August 3-9, 2026

Each grant-funded agency will report financial status reports and progress reports by the following dates:

January 30, 2026

April 30, 2026

July 30, 2026

October 30, 2026

End of Year Progress Report:

Each grant-funded agency will submit a progress report (Quarter 4) for each participating agency by the following date:

October 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Muskegon County Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-61		
<b>Subrecipient:</b>	Muskegon County Sheriff Office		
<b>Project Description (MGX Project Summary):</b>	<p>The Muskegon County Sheriff's Office had 119 OUIL/OUID arrests in the last year and 42 of these involved traffic crashes we also investigated and 4 fatalities. The Michigan Crash Data that has been compiled for 2023 shows Muskegon County had a total of 4,774 crashes in 2023, with 22 fatalities, 811 injuries, 166 crashes involved alcohol, and 37 involved drugs. Statewide seat belt "reported" use in Michigan in 2023 is at 84 percent. This is up from 83.7 percent in 2022. Every 1 percent increase in seat belt use results in 10 lives saved and 100 serious injuries prevented. Norton Shores Police, Muskegon Twp. Police, Muskegon Police, and North Muskegon Police will be working with the Muskegon County Sheriff Office for the proposed 2026 OHSP Grant. The agencies will be using high-visibility enforcement to increase compliance of traffic laws, such as speeding, seat belt, distracted driving, and impaired driving. All mandatory enforcement periods will be worked, with the option of additional elective enforcement periods.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Equipment</p>		
<b>Location and Affected Communities:</b>	Muskegon		
<b>Total Federal Funds Awarded:</b>	\$242,664.12	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$61,847.54	<b>NHTSA Equipment Approval Date:</b>	TBD
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

## Project Activity 1:

Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (impaired-driving enforcement)
- April 1-30, 2026 (distracted-driving enforcement)
- May 18-31, 2026 (seat belt enforcement)
- July 1-31, 2026 (speed enforcement)
- August 14-September 7, 2026 (impaired-driving enforcement)

Each grant-funded agency may conduct enforcement details between the following elective enforcement periods:

- October 25-31, 2025 (Operation Safe Stop/School Bus Safety Week)

- October 1-31, 2025 (speed and distracted-driving enforcement)
- November 26-30, 2025 (impaired-driving enforcement/Thanksgiving weekend)
- December 1, 2025, to January 1, 2026 (speed enforcement)
- January 1 to February 28, 2026 (speed enforcement)
- March 14-17, 2026 (no seat belt/St. Patrick's Day)
- June 1-30, 2026 (speed and seat belt enforcement)
- July 1-31, 2026 (impaired-driving and seat belt enforcement)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

**Project Activity 2:**

Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

**Project Activity 3:**

As applicable, each grant-funded agency will report enforcement activity for mandatory enforcements by the following dates:

- January 8, 2026: Impaired Driving
- May 7, 2026: Distracted Driving
- June 5, 2026: Seat Belt
- August 7, 2026: Speed
- September 8, 2026: Impaired Driving

\*Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

**Reporting Requirements:** Each grant-funded agency will report financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

**End of Year Progress Report:**

Each grant-funded agency will submit a progress report (Quarter 4) for each participating agency by the following date:

October 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Ottawa County Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-70		
<b>Subrecipient:</b>	Ottawa County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>Ottawa County has consistently ranked as one of the fastest-growing counties in the state, with local data confirming it as the fastest-growing overall. This rapid expansion has brought an increase in traffic, which in turn has contributed to a rise in serious and fatal crashes. The county's diverse landscape, ranging from rural areas to college campuses, residential neighborhoods, business districts, and city streets, presents unique challenges for law enforcement. However, common factors such as excessive speed, lack of seat belt use, distracted driving, and impaired driving are consistently linked to these crashes.</p> <p>The time and effort dedicated to enforcement through past years of grant participation have undeniably helped reduce the frequency of serious and fatal crashes. However, continued emphasis on education and enforcement is essential to stay ahead of the growth and mitigate these risks moving forward. We are continuously monitoring population trends and their impact on traffic safety. The primary objective of this initiative is to further reduce and ultimately prevent serious injury and fatal crashes in Ottawa County.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Ottawa		
<b>Total Federal Funds Awarded:</b>	\$87,293.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activities will include enforcement of speed in March, June, July, August, and September; impaired driving in August, October, November, December, June, and July; seat belt use in the month of May and into June; and distracted driving during the month of April. By conducting enforcement, prevention and education occur. In addition to the mandatory dates, we request additional elective dates in March, June, July, and September for additional speed and impaired-driving enforcement.

Activity for enforcement would be as follows: Deputies assigned to each enforcement period for a total of five hours per shift. Speed, seat belt, and distracted-driving enforcement would be conducted during rush hour traffic, in the morning hours, and afternoon hour. These rush hour periods are the most

active traffic periods, and the majority of our crashes occur then. Impaired-driving enforcement will take place during evening hours into the early morning hours, which is the time we normally encounter most of our OWI arrests. For our elective speed and impaired-driving enforcement dates, we will assign deputies each selected day for five-hour blocks of time. These periods would again be during rush hours for speed and evening hours for OWIs.

Enforcement reports will be completed and submitted each month following the previous month's enforcement periods. An evaluation of enforcement results will also take place after each month of enforcement.

Our agency will report financial status reports by the following dates: January 30, 2026, April 30, 2026, July 30, 2026, and October 30, 2026. The progress report will be submitted by October 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter - 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)
<b>Project Title:</b>	Roscommon County Overtime Traffic Enforcement
<b>Project Number:</b>	2026-PT-00-72
<b>Subrecipient:</b>	Roscommon County Sheriff's Office
<b>Project Description (MGX Project Summary):</b>	<p>The Roscommon County Sheriff's Office will utilize awarded funding to conduct overtime traffic enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement targeting offenses of speed and impaired driving will be conducted throughout the grant cycle. Increased high-visibility patrols will increase compliance with traffic laws and, as a result, reduce the injuries that result from traffic crashes.</p> <p><b>Speed:</b> According to the OHSP Michigan Traffic Crash Facts, speed has been the greatest hazardous action contributing to all accidents within Roscommon County every year for five years running. Each year from 2019 to 2023, speed has overwhelmingly been noted above all other hazardous actions causing motor vehicle crashes in Roscommon County. Additionally, speeding is a constant complaint called into the Sheriff's Office by citizens of our county throughout the year. However, spring and summer months during peak tourist season are the most urgent. Our population soars during these times to numbers estimated to be three to four times our usual population.</p> <p>The proposed project would combine targeted, high-visibility patrols for speeding enforcement with the purchase of three radar/message trailers to be placed strategically around the county. This combination of increased directed enforcement and constant visual reminders of speed is projected to reduce speeding violations in key areas of our county.</p> <p><b>Impaired Driving:</b> In the last two years, Roscommon County has experienced several horrific incidents in which fatalities have occurred due to impaired driving. These incidents leave families, friends, and communities changed forever. Our community and its residents are left shaken by several incidents in which lives were lost. According to the OHSP Michigan Traffic Crash Facts, impaired driving due to intoxication by drugs has resulted in very tragic incidents as this problem continues to grow. Crashes involving drug use have more than doubled in the last two years. Additionally, crashes involving alcohol and drugs causing death, A injury, and B injury have increased to a five-year high in all three of these categories.</p> <p>The proposed project would create a campaign publicizing increased patrols and enforcement efforts for impaired driving. These patrols would then be assigned during peak hours and seasons to intercept impaired drivers.</p> <p><b>Roscommon County:</b> Roscommon County is a recreational county covering 580 square miles within northern lower Michigan. Both I-75 and US-127 run through Roscommon County, along with several major through-county highways such as M-55, M-18, and F-97. A majority of the 580 square miles of land in Roscommon County is state-owned and open to the public for</p>

	<p>recreation, including extensive trail systems for off-road vehicles (ORV) and snowmobiles. This brings its own traffic dangers.</p> <p>Local statistics provided by the Department of Natural Resources show the following:</p> <ol style="list-style-type: none"> <li>1. Roscommon is home to 269.1 miles of ORV trails.</li> <li>2. 2023 crash data reports 17 ORV crashes, including 15 personal injury accidents in Roscommon County.</li> <li>3. Crash data since January 1, 2014, shows Roscommon County is ranked sixth in the state for ORV crashes.</li> <li>4. Since January 1, 2014, Roscommon County has had 8 ORV fatalities in the county.</li> </ol> <p>All of this leads to increased traffic concerns with congestion on local roads and mixed vehicle traffic. We have begun to address these concerns through increased ORV patrols both through side-by-side enforcement and standard patrol vehicle enforcement and special enforcement initiatives. However, the countermeasures listed in this request will increase our efficacy through innovation. Most notably, speed enforcement efforts will be beneficial for both motor vehicle traffic and ORV traffic on local roadways. However, speed trailers will also be of great benefit in prevention of ORV speeding on roadways.</p> <p>Funding will support the following budget categories: Personnel - Overtime, Equipment, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Roscommon		
<b>Total Federal Funds Awarded:</b>	\$51,690.10	<b>Indirect Cost Rate:</b>	Override Amount: \$6,742.19
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$21,209.51	<b>NHTSA Equipment Approval Date:</b>	TBD
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Project Activity 1: The Roscommon County Sheriff's Office will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (Impaired-Driving Enforcement)
- July 2026 (Speed Enforcement)
- August 14 to September 7, 2026 (Impaired-Driving Enforcement)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Project Activity 2: The Roscommon County Sheriff's Office will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

Project Activity 3: The Roscommon County Sheriff's Office will report enforcement activity for mandatory enforcements by the following dates:

- January 8, 2026: Impaired Driving
- August 7, 2026: Speed
- September 8, 2026: Impaired Driving

Project Activity 4: The Roscommon County Sheriff's Office will obtain one speed measurement radar trailer from All Traffic Solutions. The trailer will be ordered in October 2025 upon approval of grant funding. Timeline for acquisition of trailer, personnel training, and placement of trailer will be January 2026.

Project Activity 5: The Roscommon County Sheriff's Office will provide consistent monitoring of trailer data, helping to identify problem times and days for further planning of targeted enforcement.

Project Activity 6: Remaining funds not utilized during the required dates listed above will be utilized to plan additional speed and impaired-driving enforcement patrols during peak traffic days and times, as well as times identified from trailer data, as appropriate, for targeted patrols. Much of this enforcement would focus on weekends, holidays, and summer tourism months of April through September.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter - 4 Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	St. Clair County Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-74		
<b>Subrecipient:</b>	St. Clair County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>The St. Clair County Sheriff's Office will utilize awarded funding to conduct overtime traffic enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes. The St. Clair County Sheriff's Office plans to conduct overtime enforcement patrols targeted towards distracted driving, impaired driving, seat belt use, and speed enforcement.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	St. Clair		
<b>Total Federal Funds Awarded:</b>	\$56,595.18	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Project Activity 1: The St. Clair County Sheriff's Office will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (impaired-driving enforcement)
- April 2026 (distracted-driving enforcement)
- May 18-31, 2026 (seat belt enforcement)
- July 2026 (speed enforcement)
- August 14-September 7, 2026 (impaired-driving enforcement)

Each grant-funded agency may conduct enforcement details between the following elective enforcement periods:

- November 20-30, 2025 (impaired-driving enforcement)
- January 2-February 28, 2026 (impaired-driving enforcement, speed enforcement, seat belt enforcement, distracted-driving enforcement)
- March 11-17, 2026 (impaired-driving enforcement)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Project Activity 2: The St. Clair County Sheriff's Office will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026. Provided display materials such as banners have historically been placed in view of the motoring public outside of the Sheriff's Office, as well as made available to School Resource Officers for display. The Sheriff's Office Public Information Officer also utilizes social media platforms to publicize enforcement periods and disseminate the OHSP-provided press release data/information.

Project Activity 3: As applicable, the St. Clair County Sheriff's Office will report enforcement activity for mandatory enforcements by the following dates:

- December 5, 2025 (impaired driving, elective)
- January 8, 2026 (impaired driving, mandatory)
- March 5, 2026 (impaired, distracted, seat belt, speed; elective)
- April 5, 2026 (impaired driving, elective)
- May 7, 2026 (distracted driving, mandatory)
- June 5, 2026 (seat belt, mandatory)
- August 7, 2026 (speed, mandatory)
- September 8, 2026 (impaired driving, mandatory)

\*Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

Reporting Requirements: The St. Clair County Sheriff's Office will report financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

End of Year Progress Report: The St. Clair County Sheriff's Office will submit a progress report (Quarter 4) by the following date:  
October 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	St. Joseph County Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-75		
<b>Subrecipient:</b>	St. Joseph County Sheriff's Department		
<b>Project Description (MGX Project Summary):</b>	<p>The St. Joseph County Sheriff's Office will utilize awarded funding to conduct overtime distracted driving, impaired driving, seat belt, speed, and pedestrian and bicycle enforcement and initiatives during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	St. Joseph		
<b>Total Federal Funds Awarded:</b>	\$34,155.55	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

## Project Activity 1:

To address avoidable driver hazardous actions, with an emphasis on those leading to fatal crashes, as well as those affecting the Amish community, the St. Joseph County Sheriff's Office will implement the proposed activities in accordance with the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (Impaired-Driving Enforcement)
- April 2026 (Distracted-Driving Enforcement)
- May 18-31, 2026 (Seat Belt Enforcement)
- July 2026 (Speed Enforcement)
- August 14 to September 7, 2026 (Impaired-Driving Enforcement)

To address avoidable driver hazardous actions, with an emphasis on those leading to fatal crashes, as well as those affecting the Amish community, the St. Joseph County Sheriff's Office will implement the proposed activities in accordance with the following elective enforcement periods:

- October 19-25, 2025 (Pedestrian Safety)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

## Project Activity 2:

The St. Joseph County Sheriff's Office will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

**Project Activity 3:**

As applicable, the St. Joseph County Sheriff's Office will report enforcement activity for mandatory enforcements by the following dates:

- January 8, 2026: Impaired Driving
- May 7, 2026: Distracted Driving
- June 5, 2026: Seat Belt
- August 7, 2026: Speed
- September 8, 2026: Impaired Driving

Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

**Reporting Requirements:**

The St. Joseph County Sheriff's Office will report financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

**End of Year Progress Report:**

The St. Joseph County Sheriff's Office will submit a progress report (Quarter 4) for each participating agency by the following date:  
October 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Shiawassee County Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-78		
<b>Subrecipient:</b>	Shiawassee County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>The Shiawassee County Sheriff's Office will utilize awarded funding to conduct overtime traffic enforcement during grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes.</p> <p>The Shiawassee County Sheriff's Office, along with the Owosso Police Department and Perry Police Department, plan on conducting the following enforcement: distracted, speed, impaired, and seat belt.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	Shiawassee		
<b>Total Federal Funds Awarded:</b>	\$38,950.77	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Project Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026: Impaired-Driving Enforcement
- April 2026: Distracted-Driving Enforcement
- May 18-31, 2026: Seat Belt Enforcement
- July 2026: Speed Enforcement
- August 14 to September 7, 2026: Impaired-Driving Enforcement

Project Activity 2: Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

Project Activity 3: As applicable, each grant-funded agency will report enforcement activity for mandatory enforcements by the following dates:

- January 8, 2026: Impaired Driving
- May 7, 2026: Distracted Driving
- June 5, 2026: Seat Belt
- August 7, 2026: Speed

- September 8, 2026: Impaired Driving

\* Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

**Reporting Requirements:**

Each grant-funded agency will report financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

**End of Year Progress Report:**

Each grant-funded agency will submit a progress report (Quarter 4) for each participating agency by the following date:

- October 30, 2026

**Countermeasure Strategy:**

Innovative Countermeasure: The Shiawassee County Sheriff's Office has one DRE-trained deputy to go along with a couple other ARIDE trained. All deputies and officers throughout the three departments are SFST trained. The SFST officer, along with the advanced ARIDE and DRE deputies, will be utilized throughout the year to assist in locating impaired drivers throughout the county. The Owosso Police Department's officers are all SFST trained and a few are ARIDE trained. The Perry Police Department's officers are all SFST trained. The departments participating in this grant are all trained with their department-issued RADAR units.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Van Buren County Overtime Traffic Enforcement.		
<b>Project Number:</b>	2026-PT-00-80		
<b>Subrecipient:</b>	Van Buren County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>The Van Buren County Sheriff's Office will utilize awarded funding to conduct overtime traffic enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes.</p> <p>The following multi-agencies will participate in the overtime enforcement: Distracted, Impaired, Seat Belt, Speed.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	Van Buren		
<b>Total Federal Funds Awarded:</b>	\$31,880.48	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Each grant-funded agency will conduct grant-funded overtime enforcement details between the following mandatory enforcement periods:

Impaired (Drive Sober or Get Pulled Over)  
 December 15, 2025, to January 1, 2026  
 August 16 to September 2, 2026

Seat Belt (Click It or Ticket)  
 May 20 to June 2, 2026

Speed: January, February, and July 2026  
 Other enforcement types as identified

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Each grant-funded agency will promote efforts by utilizing public information materials provided by the OHSP through September 20, 2026.

Report enforcement activity monthly.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Washtenaw County Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-81		
<b>Subrecipient:</b>	Washtenaw County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>The Sheriff's Office and local police departments will utilize awarded funding to conduct overtime traffic enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes.</p> <p>The following multi-agencies will participate in the overtime enforcement (impaired, distracted, seat belt, and speed):  Washtenaw County Sheriff's Office  City of Ann Arbor Police Department  Pittsfield Township Police Department  City of Saline Police Department  City of Chelsea Police Department  Northfield Township Police Department  City of Ypsilanti Police Department</p> <p>Funding will support the following budget categories: Personnel - Overtime and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Washtenaw		
<b>Total Federal Funds Awarded:</b>	\$284,956.24	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Project Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (impaired-driving enforcement)
- April 2026 (distracted-driving enforcement)
- May 18-31, 2026 (seat belt enforcement)
- July 2026 (speed enforcement)
- August 14 to September 7, 2026 (impaired-driving enforcement)

Each grant-funded agency may conduct enforcement details between the following elective enforcement periods:

October 25-31, 2025 (Operation Safe Stop/School Bus Safety Week)

November 25 to December 1, 2025 (OWI: Thanksgiving Weekend)  
February 6–9, 2026 (OWI: Super Bowl Weekend)  
March 16-18, 2026 (OWI: St. Patrick's Day)  
May 22-26, 2026 (OWI: Memorial Day Weekend)  
June 5-15, 2026 (Distracted Driving)  
July 2-6, 2026 (OWI: Fourth of July Weekend)  
September 7-21, 2026 (Speed Enforcement)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Project Activity 2: Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

Project Activity 3: As applicable, each grant-funded agency will report enforcement activity for mandatory enforcements by the following dates:

- January 8, 2026: Impaired Driving
- May 7, 2026: Distracted Driving
- June 5, 2026: Seat Belt
- August 7, 2026: Speed
- September 8, 2026: Impaired Driving

\*Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

**Reporting Requirements:**

Each grant-funded agency will report financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

**End of Year Progress Report:**

Each grant-funded agency will submit a progress report (Quarter 4) for each participating agency by the following date: October 30, 2026.

Education using fatal vision alcohol goggles within the school districts and at community events with children for City of Ann Arbor Police Department, City of Chelsea Police Department, City of Saline Police Department, City of Ypsilanti Police Department, Pittsfield Township Police Department, Northfield Township Police Department, City of Milan Police Department, and Washtenaw County Sheriff's Office.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Wayne County Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-00-82		
<b>Subrecipient:</b>	Wayne County Sheriff's Office		
<b>Project Description (MGX Project Summary):</b>	<p>Contributing to the reduction of traffic crash fatalities and serious injury traffic crashes through high-visibility enforcement and activities.</p> <p>Impaired (Drive Sober or Get Pulled Over):</p> <ul style="list-style-type: none"> <li>• December 12, 2025, to January 1, 2026</li> <li>• August 14 to September 7, 2026</li> </ul> <p>Seat Belt (Click It or Ticket):</p> <ul style="list-style-type: none"> <li>• May 18-31, 2026</li> </ul> <p>Speed:</p> <ul style="list-style-type: none"> <li>• July 1-31, 2026</li> </ul> <p>Distracted:</p> <ul style="list-style-type: none"> <li>• April 1-30, 2026</li> </ul> <p>Operation Safe Stop/School Bus Safety Week:</p> <ul style="list-style-type: none"> <li>• October 25-31, 2025</li> </ul> <p>Pedestrian:</p> <ul style="list-style-type: none"> <li>• October 19-25, 2025</li> </ul> <p>Bicyclist:</p> <ul style="list-style-type: none"> <li>• August 3-9, 2026</li> </ul> <p>Police Departments included in this proposal:  Wayne County Sheriff Patrol - also shared admin with Downriver Community Conference (DCC)  Canton Township  Dearborn  Dearborn Heights  Taylor  Westland  Livonia  Inkster  Lincoln Park  Southgate  Woodhaven  South Rockwood</p> <p>Funding will support the following budget categories: Personnel - Overtime and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Wayne		
<b>Total Federal Funds Awarded:</b>	\$378,183.43	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		

<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

During the periods of February 3 through April 30, June 2-30, and September 2-30, 2026, educate and enforce traffic laws in regard to distracted driving as related to motor vehicle traffic in order to reduce crashes, injuries, and fatalities.

During the period of May 19 through June 30, 2026, educate and enforce traffic laws in regard to seat belt use as related to motor vehicle traffic in order to reduce crashes, injuries, and fatalities.

During the periods of December 11, 2025, through January 1, 2026, May 1-18, 2026, and August 4 through September 1, 2026, detect and enforce the law in regard to drunk and drugged driving in order to reduce crashes, injuries, and fatalities.

During the periods of October 2025 and September 2026, detect, educate, and enforce the law in regard to school bus safety in order to reduce crashes, injuries, and fatalities.

During the periods of May 2026 and other voluntary periods, detect, educate, and enforce the law in regard to pedestrian and bike safety in order to reduce crashes, injuries, and fatalities.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	MSP First District Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-01-IG		
<b>Subrecipient:</b>	Michigan State Police - First District		
<b>Project Description (MGX Project Summary):</b>	<p>There is a high number of crashes, speeding, impaired driving, and fatalities. First District will be scheduling enforcement during the national enforcement periods in December, May, and/or August. The First District worksites will be proactive using high-visibility enforcement, which increases compliance with traffic laws. The below identified initiatives will be targets during select enforcement periods:</p> <ul style="list-style-type: none"> <li>• Speed enforcement</li> <li>• Distracted driving</li> <li>• Seat belt</li> <li>• Impaired driving</li> <li>• Move over</li> <li>• Aggressive driving*</li> </ul> <p>* Racing, frequently changing lanes, cutting off other drivers, failing to signal, and tailgating.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Indirect Costs</p>		
<b>Location and Affected Communities:</b>	Clinton, Eaton, Hillsdale, Ingham, Jackson, Lenawee, Livingston, Monroe, Washtenaw		
<b>Total Federal Funds Awarded:</b>	\$314,893.48	<b>Indirect Cost Rate:</b>	15.40%
<b>Funding Source:</b>	405b FLEX	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M1*PT-2026-PT-01-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405b High Flex Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	265101, 265102		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Enforcement will be conducted throughout the project.

Enforcement activity will be reported within five days of each enforcement period, monthly.

An evaluation of fatal and serious injury crashes for the 2026 grant year will be conducted and progress toward achieving the goals of the project will be provided in the final progress report.

Project Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (impaired-driving enforcement)
- April 2026 (distracted-driving enforcement)
- May 18-31, 2026 (seat belt enforcement)

- July 2026 (speed enforcement)
- August 14 to September 7, 2026 (impaired-driving enforcement)

Project Activity 2: Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

Project Activity 3: As applicable, each grant-funded agency will report enforcement activity for mandatory enforcements by the following dates:

- January 8, 2026: Impaired driving
- May 7, 2026: Distracted driving
- June 5, 2026: Seat belt
- August 7, 2026: Speed
- September 8, 2026: Impaired driving

\*Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

Reporting Requirements:

Each grant-funded agency will report financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	MSP Second District Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-02-IG		
<b>Subrecipient:</b>	Michigan State Police - Second District		
<b>Project Description (MGX Project Summary):</b>	<p>High-visibility enforcement increases compliance with traffic laws.</p> <p>During the FY2026 enforcement periods, MSP Second District will be addressing impaired driving, distracted driving, seat belt, and speed enforcement upon the freeway system within the Detroit Metropolitan area. Our goal is to educate the public of the risks of hazardous driving and to lower injury/fatal crash rates.</p> <p>Funding will support the following budget categories: Personnel - Overtime, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Macomb, Oakland, Wayne		
<b>Total Federal Funds Awarded:</b>	\$353,781.62	<b>Indirect Cost Rate:</b>	15.40%
<b>Funding Source:</b>	405b FLEX	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M1*PT-2026-PT-01-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405b High Flex Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	265201, 265202		
<b>Program Income/Amount:</b>	N/A		

### Project Activities:

The MSP Second District surpassed our previous year's goal in fatality reductions on our freeway system by utilizing enforcement in areas known to have an increase in distracted-/impaired-driving crashes. The use of the lidar during enforcement periods will help with accurate speed enforcement violations and will help slow traffic down on the Detroit-area freeways. Each post and headquarters will be provided with the requested lidars to help further traffic safety.

Each grant-funded worksite will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods.

- December 12, 2025, to January 1, 2026 (impaired/Drive Sober or Get Pulled Over). Report to be submitted January 6, 2026.
- April 1-30, 2026 (distracted driving). Report to be submitted by May 5, 2026.
- May 18-31, 2026 (seat belt/Click It or Ticket). Report to be submitted by June 5, 2026.
- July 1-31, 2026 (speed). Report to be submitted by August 5, 2026.
- August 14 to September 7, 2026 (impaired/Drive Sober or Get Pulled Over). Report to be submitted by September 12, 2026.

Financial reports will be submitted at the end of each quarter on the thirtieth of January, April, July, and October.

Progress report will be submitted on October 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	MSP Third District Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-03-IG		
<b>Subrecipient:</b>	Michigan State Police - Third District		
<b>Project Description (MGX Project Summary):</b>	<p>The 2026 Third District Traffic Safety Plan intends to address critical traffic safety issues within our fourteen-county service area. Overtime high-visibility enforcement supporting national mobilization periods and locally recognized high-risk traffic periods will provide enforcement of traffic violations, including speed, impaired driving, distracted driving, and seat belt misuse, which will result in a decrease in traffic crashes and traffic crash fatalities within the Bay Region.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Arenac, Bay, Genesee, Gladwin, Huron, Iosco, Lapeer, Midland, Ogemaw, Saginaw, St. Clair, Sanilac, Shiawassee, Tuscola		
<b>Total Federal Funds Awarded:</b>	\$399,571.08	<b>Indirect Cost Rate:</b>	15.40%
<b>Funding Source:</b>	405b FLEX	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	M1*PT-2026-PT-01-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405b High Flex Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	265201, 265202		
<b>Program Income/Amount:</b>	N/A		

### **Project Activities:**

The goal of the 2026 Third District Safety Plan is to reduce traffic crashes and fatal traffic crashes through the enforcement of speed, distracted driving, seat belt misuse, and impaired driving throughout the Third District between October 1, 2025, and September 30, 2026.

- Each grant-funded work site will conduct grant-funded overtime traffic enforcement details during mandatory enforcement periods and additional voluntary enforcement periods. Troopers will stop vehicles for hazardous moving violations and take appropriate action.
- The Third District Public Information Officer will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026. This includes, but is not limited to, sharing social media posts, radio and print media engagements, and displaying banners outside work sites promoting enforcement efforts.
- Each grant-funded work site will report voluntary enforcement activity and upload dailies by the fifth of each month following any voluntary enforcement period from the previous month.
- As part of the final report, data available from the Michigan Traffic Crash Facts for Michigan State Police Third District and the Thumb and Tri-Cities will be compared to the previous year's data. This report is issued in July each year reflecting traffic data from the previous year. A decrease in traffic crashes and traffic crashes resulting in death or serious injuries due to speed, distracted driving, seat belt misuse, and impaired driving will be the metrics of success.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	MSP Fifth District Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-05-IG		
<b>Subrecipient:</b>	Michigan State Police - Fifth District		
<b>Project Description (MGX Project Summary):</b>	<p>The Fifth District will utilize awarded funding to conduct overtime traffic enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes.</p> <p>Funding will support the following budget categories: Personnel - Overtime, Supplies &amp; Operating, Equipment, and Indirect Costs</p>		
<b>Location and Affected Communities:</b>	Allegan, Barry, Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph, Van Buren		
<b>Total Federal Funds Awarded:</b>	\$400,988.93	<b>Indirect Cost Rate:</b>	15.40%
<b>Funding Source:</b>	405b FLEX	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M1*PT-2026-PT-01-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405b High Flex Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$10,188.79	<b>NHTSA Equipment Approval Date:</b>	TBD
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	265201, 265202		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

National Impaired-Driving Enforcement:  
 December 12, 2025, to January 1, 2026  
 August 14 to September 7, 2026

Click It or Ticket (Seat Belt Enforcement):  
 May 18-31, 2026

OHSP Enforcement Periods:  
 Operation Safe Stop/School Bus Safety: October 19-25, 2025  
 Distracted Driving: April 1-30, 2026  
 Speed: July 1-31, 2026

Elective Enforcements/Dates:  
 October 1-31, 2025 (Speed Enforcement)  
 November 1-30, 2025 (Speed and Impaired Enforcement)  
 December 1-11, 2025 (Speed Enforcement)  
 March 1-31, 2026 (Speed and Impaired Enforcement)  
 May 1-17, 2026 (Seat Belt Enforcement)  
 June 1-30, 2026 (Speed, Distracted-Driving, and Seat Belt Enforcement)  
 September 1-12, 2026 (Speed Enforcement)

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	MSP Sixth District Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-06-IG		
<b>Subrecipient:</b>	Michigan State Police - Sixth District		
<b>Project Description (MGX Project Summary):</b>	<p>The Sixth District is requesting an OHSP grant for enforcement initiatives that are directly related to traffic safety needs specific to our post areas, including Sixth District Special Investigation Section, Enforcement Team, Grand Rapids Post, Hart Post, Mount Pleasant Post, and Lakeview Post.</p> <p>The counties include Kent, Muskegon, Ottawa, Lake, Mason, Newaygo, Oceana, Clare, Isabella, Mecosta, Osceola, Gratiot, Ionia, and Montcalm.</p> <p>Fatalities and serious injuries are rising, and the total number of crashes continues to be high in the Sixth District. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes. This project includes overtime traffic enforcement during the national and/or state identified enforcement periods detailed below:</p> <p>National Impaired-Driving Enforcement</p> <ul style="list-style-type: none"> <li>• December 12, 2025, to January 1, 2026</li> <li>• August 14 to September 7, 2026</li> </ul> <p>Click It or Ticket (Seat Belt Enforcement)</p> <ul style="list-style-type: none"> <li>• May 18-31, 2026</li> </ul> <p>OHSP Enforcement Periods</p> <ul style="list-style-type: none"> <li>• Speed: July 2026</li> <li>• Distracted Driving: April 2026</li> </ul> <p>The additional overtime traffic enforcement periods requested for the Sixth District are detailed below:</p> <ul style="list-style-type: none"> <li>• Impaired: November 2025 and March 2026</li> <li>• Speed: May, June, and August 2026</li> </ul> <p>Funding will support the following budget categories: Personnel - Overtime, Supplies &amp; Operating, and Indirect Costs</p>		
<b>Location and Affected Communities:</b>	Clare, Gratiot, Ionia, Isabella, Kent, Lake, Mason, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, Osceola, Ottawa		
<b>Total Federal Funds Awarded:</b>	\$374,609.30	<b>Indirect Cost Rate:</b>	15.40%
<b>Funding Source:</b>	405b FLEX	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	M1*PT-2026-PT-01-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405b High Flex Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	265201,265202		

<b>Program Income/Amount:</b>	N/A
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**Project Activities:**

Project Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (Impaired-Driving Enforcement)
- April 2026 (Distracted-Driving Enforcement)
- May 18-31, 2026 (Seat Belt Enforcement)
- July 2026 (Speed Enforcement)
- August 14 to September 7, 2026 (Impaired-Driving Enforcement)

Each grant-funded agency may conduct enforcement details between the following elective enforcement periods:

- Speed Enforcement: May, June, and August 2026
- Impaired Enforcement: November 2025 and March 2026

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Project Activity 2: Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

Project Activity 3: As applicable, each grant-funded agency will report enforcement activity for mandatory enforcements by the following dates:

- January 8, 2026: Impaired Driving
- May 7, 2026: Distracted Driving
- June 5, 2026: Seat Belt
- August 7, 2026: Speed
- September 8, 2026: Impaired Driving

\*Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

Reporting Requirements: Each grant-funded agency will report financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

End of Year Progress Report: Each grant-funded agency will submit a progress report (Quarter 4) for each participating agency by the following date:  
October 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	MSP Seventh District Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-07-IG		
<b>Subrecipient:</b>	Michigan State Police - Seventh District		
<b>Project Description (MGX Project Summary):</b>	<p>The Seventh District will utilize awarded funding to conduct overtime traffic enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Indirect Costs</p>		
<b>Location and Affected Communities:</b>	Alcona, Alpena, Antrim, Benzie, Charlevoix, Cheboygan, Crawford, Emmet, Grand Traverse, Kalkaska, Leelanau, Manistee, Missaukee, Montmorency, Oscoda, Otsego, Presque Isle, Roscommon, Wexford		
<b>Total Federal Funds Awarded:</b>	\$337,918.90	<b>Indirect Cost Rate:</b>	15.40%
<b>Funding Source:</b>	405b FLEX	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M1*PT-2026-PT-01-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405b High Flex Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	265201, 265202		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

National Impaired-Driving Enforcement  
December 12, 2025, to January 1, 2026  
August 14 to September 7, 2026

Click It or Ticket (Seat Belt Enforcement)  
May 18-31, 2026

OHSP Enforcement Periods:  
Distracted Driving: April 1-30, 2026  
Speed: July 1-31, 2026

Elective Enforcement/Dates:  
October 1-31, 2025 (Speed and Impaired Enforcement)  
November 1-30, 2025 (Distracted Driving)  
March 1-31, 2026 (Impaired Enforcement)  
June 1-30, 2026 (Speed Enforcement)

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	MSP Eighth District Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-08-IG		
<b>Subrecipient:</b>	Michigan State Police - Eighth District		
<b>Project Description (MGX Project Summary):</b>	<p>The Michigan State Police Eighth District will focus on making travel safer in the Upper Peninsula by focusing on impaired (OWI and OUID) driving offenses, seat belts, distracted driving, and speeding offenses. Directed patrols concentrating on speed enforcement, seat belt use, distracted driving, and impaired driving along major trunk lines and known "hot spots," specifically during high traffic times and seasons, should result in a reduction of impaired-driving offenses and speeders. This should reduce the severity and number of crashes, especially those that cause injuries and deaths.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinaw, Marquette, Menominee, Ontonagon, Schoolcraft		
<b>Total Federal Funds Awarded:</b>	\$469,284.21	<b>Indirect Cost Rate:</b>	15.40%
<b>Funding Source:</b>	405b FLEX	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M1*PT-2026-PT-01-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405b High Flex Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	265201, 265202		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Project Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (impaired-driving enforcement)
- April 2026 (distracted-driving enforcement)
- May 18-31, 2026 (seat belt enforcement)
- July 2026 (speed enforcement)
- August 14-September 7, 2026 (impaired-driving enforcement)

Each grant-funded agency may conduct enforcement details between the following elective enforcement periods:

- October 19-25, 2025 (pedestrian safety)
- October 25-31, 2025 (Operation Safe Stop/School Bus Safety Week)
- All other months elective enforcement will be conducted.

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Project Activity 2: Each grant-funded agency will promote enforcement efforts by utilizing public

information materials provided by the OHSP through September 30, 2026.

Project Activity 3: As applicable, each grant-funded agency will report enforcement activity for mandatory enforcements by the following dates:

- January 8, 2026: Impaired Driving
- May 7, 2026: Distracted Driving
- June 5, 2026: Seat Belt
- August 7, 2026: Speed
- September 8, 2026: Impaired Driving

\*Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

Reporting Requirements:

Each grant-funded agency will report financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

End of Year Progress Report:

Each grant-funded agency will submit a progress report (Quarter 4) for each participating agency by the following date:

October 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	City of Detroit Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-09-00		
<b>Subrecipient:</b>	City of Detroit		
<b>Project Description (MGX Project Summary):</b>	Contributing to the reduction of traffic crash fatalities and serious injury traffic crashes through high-visibility enforcement and activities.  Funding will support the following budget categories: Personnel - Overtime		
<b>Location and Affected Communities:</b>	Wayne		
<b>Total Federal Funds Awarded:</b>	\$93,130.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Project Activity 1: Grant-funded overtime traffic enforcement details will be run during the following enforcement periods:

A. Drunk-driving enforcement

December 12, 2025, to January 1, 2026

August 14 to September 7, 2026 (Labor Day)

B. Click It or Ticket (seat belt enforcement)

May 18–31, 2026

C. Speed enforcement: July 1-31, 2026

D. Distracted driving: April 1-30, 2026

E. Pedestrian: October 27-31, 2025

F. Bicyclist: August 18-24, 2026

G. Commercial motor vehicles (CMV)/speeding: April 1–September 30, 2026

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Project Activity 2: Detroit Police Department will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

Project Activity 3: Pedestrian Bicycle Enforcement

A: Plan and execute two patrols during the overtime enforcement effort focused on keeping pedestrians safe from October 27-31, 2026.

B: Plan and execute two patrols during the overtime enforcement effort focused on keeping bicyclists safe from August 18-24, 2026.

C: Plan and execute additional overtime enforcement on traffic laws designed to protect pedestrians and bicyclists that align with local crash data before September 30, 2026.

D: Promote and publicize all enforcement efforts by utilizing public education materials and media events or releases provided/facilitated by the OHSP by September 30, 2026.

Project Activity 4: Commercial Enforcement for Speed

A: Plan and execute additional overtime enforcement on traffic laws focused on speeding motorists and proper CMV driving practices from April 1, 2026, to September 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Oakland County Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-10-00		
<b>Subrecipient:</b>	Transportation Improvement Association (TIA)		
<b>Project Description (MGX Project Summary):</b>	<p>Oakland County is the second most populated county in the state of Michigan. It ranks third in crashes with fatalities and serious injuries. The agencies participating will include Auburn Hills, Birmingham, Bloomfield Hills, Farmington Hills, Ferndale, Lathrup Village, Madison Heights, Novi, Oakland County Sheriff, Royal Oak, Southfield, Troy, and Wixom. They will participate in the national and state traffic enforcement waves, as well as other elective dates. The agencies will identify areas in their jurisdictions based on crash data and assign their officers to them. The following are the proposed traffic enforcement periods:</p> <p>Mandatory enforcement periods will include:</p> <ul style="list-style-type: none"> <li>• December 12, 2025, to January 1, 2026 (Drive Sober or Get Pulled Over)</li> <li>• May 18–31, 2026 (Click It or Ticket)</li> <li>• July 1–31, 2026 (impaired-driving, seat belt, distracted, and speed enforcement)</li> <li>• August 14–September 7, 2026 (Drive Sober or Get Pulled Over)</li> </ul> <p>Elective enforcement periods will include:</p> <ul style="list-style-type: none"> <li>• October 15–31, 2025 (distracted driving)</li> <li>• October 25–31, 2025 (Operation Safe Stop/school bus safety)</li> <li>• November 21–30, 2025 (Drive Sober or Get Pulled Over)</li> <li>• April 1–30, 2026 (distracted-driving enforcement)</li> <li>• August 1–30, 2026 (speed enforcement)</li> </ul> <p>Agencies will be required to attend a mandatory training session on the grant requirements prior to the first enforcement period conducted by TIA.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Indirect</p>		
<b>Location and Affected Communities:</b>	Oakland		
<b>Total Federal Funds Awarded:</b>	\$493,641.41	<b>Indirect Cost Rate:</b>	20.00%
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Project Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

Mandatory enforcement periods will include:

- December 12, 2025, to January 1, 2026 (Drive Sober or Get Pulled Over)
- May 18–31, 2026 (Click It or Ticket)
- July 1-31, 2026 (impaired-driving, seat belt, distracted, and speed enforcement)
- August 14–September 7, 2026 (Drive Sober or Get Pulled Over)

Elective enforcement periods will include:

- October 15- 31, 2025 (distracted driving)
- October 25-31, 2025 (Operation Safe Stop/School Bus Safety)
- November 21-30, 2025 (Drive Sober or Get Pulled Over)
- April 1-30, 2026 (distracted-driving enforcement)
- August 1–30, 2026 (speed enforcement)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Project Activity 2: Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

Project Activity 3: As applicable, each grant-funded agency will report required enforcement activity by the provided dates.

Project Activity 4: A final progress report will be submitted at the conclusion of the grant by each agency.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Escanaba Department of Public Safety Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-13-00		
<b>Subrecipient:</b>	City of Escanaba		
<b>Project Description (MGX Project Summary):</b>	<p>Four major highways travel through the City of Escanaba and the increase of traffic fatalities in the area continues to grow and are concerning. The Escanaba Public Safety Department would like to provide visibility patrols to educate the community and surrounding areas. This can be done with overtime funding and extra patrols aside from daily on-duty activities.</p> <p>The Escanaba Public Safety Department believes the traffic safety campaigns are most successful when accompanied by public information. We would request that the OHSP develop and assist with distribution of public information materials on our behalf to enhance the enforcement campaigns.</p> <p>Our community consists of a local high school and a community college, which increases concerns with distracted driving.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Delta		
<b>Total Federal Funds Awarded:</b>	\$28,080.57	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

## Project Activity 1

The Escanaba Public Safety Department will provide the following mandatory enforcement dates and activities:

National Impaired (Drive Sober or Get Pulled Over)

December 12, 2025, to January 1, 2026

August 14 to September 7, 2026

National Seat Belt (Click It or Ticket)

May 18-31, 2026

State Distracted Driving  
April 1-30, 2026  
August 14-September 7, 2026

National Seat Belt (Click It or Ticket)  
May 18-31, 2026  
State Speed  
July 1-31, 2026

The Escanaba Public Safety Department will provide the following elective enforcement dates and activities:

National Impaired (Drive Sober or Get Pulled Over)  
January 2026–March 2026  
April 2026–June 2026

National Seat Belt (Click It or Ticket)  
April 2026–May 2026

State Distracted Driving  
April 2026–June 2026

State Speed  
July 2026–September 2026

Project Activity 2

Escanaba Public Safety will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026. Educational materials will be posted on social media.

Project Activity 3

Escanaba Public Safety will report enforcement activity for mandatory enforcements by the following dates:

Impaired driving: January 8, 2026  
Distracted driving: May 7, 2026  
Seat belt: June 5, 2026  
Speed: August 7, 2026  
Impaired driving: September 8, 2026

Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

Financial status reports and progress reports will be done by the following dates:

January 30, 2026  
April 30, 2026  
July 30, 2026  
October 30, 2026

A progress report will be completed by October 30, 2026.

#### Project Activity 4

Public safety officers will place banners in visible places in the community. Educational materials will be submitted to the schools and the community, with public safety officers educating the community on law enforcement rules.

Personnel overtime hours for high-visibility traffic enforcement. Requested supplies and operating costs include lighted traffic safety vests for officers to wear during nighttime traffic enforcement and road flares for traffic crashes and traffic enforcement road hazards.

#### **Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 2 - Drug-Impaired Driving - Enforcement: Enforcement of Drug-Impaired Driving, Pages 2-16 to 2-17.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Holland Police Overtime Speed Enforcement		
<b>Project Number:</b>	2026-PT-14-00		
<b>Subrecipient:</b>	Holland Department of Public Safety		
<b>Project Description (MGX Project Summary):</b>	<p>The Holland Department of Public Safety (HDPS), Police Services Division will participate in July 2026 enforcement of speeding violations. Officers will work 8-hour overtime shifts. The expectation from officers will be to seek out speeding violators and issue citations when appropriate.</p> <p>Enforcement will be done only by full-time, Michigan Commission on Law Enforcement Standards (MCOLES)-certified police officers. HDPS officers who wish to participate in grant overtime must be certified in the use of speed detection equipment as required by MCOLES.</p> <p>US-31 is a major traffic corridor and runs directly through the City of Holland. US-31 is a divided highway with several stop lights at large intersections. Motorists have a tendency to speed in the 50 and 55 mile per hour portions of US-31. These speeding violations lead to several crashes and injuries each year in which motorists are unable to stop when entering intersections.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Allegan, Ottawa		
<b>Total Federal Funds Awarded:</b>	\$19,886.51	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Overtime enforcement will happen on each calendar day of July with the exception of Independence Day, a national holiday.

Thirty shifts will be authorized for patrol officers to work overtime. During each of these 8-hour shifts, officers will make every reasonable effort to use RADAR and LIDAR technology in order to enforce speeding violations. Officers will be encouraged to be seen by motorists in order to make them aware the speed enforcement is happening. They will also be asked to write traffic citations when appropriate.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Huron Township Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-15-00		
<b>Subrecipient:</b>	Huron Township Police Department		
<b>Project Description (MGX Project Summary):</b>	<p>Huron Township Police Department will utilize awarded funding to conduct overtime traffic enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to occur. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes.</p> <p>Huron Township Police will conduct these enforcement details independently during statewide traffic enforcement periods as well as department-initiated enforcement periods to focus on impaired driving, seat belt use, speed, distracted driving, and school bus safety (vehicles passing while red warning lights are activated).</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	Wayne		
<b>Total Federal Funds Awarded:</b>	\$36,772.57	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Project Activity 1: The Huron Township Police Department will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (impaired-driving enforcement)
- April 2026 (distracted-driving enforcement)
- May 18-31, 2026 (seat belt enforcement)
- July 2026 (speed enforcement)
- August 14 to September 7, 2026 (impaired-driving enforcement)

The Huron Township Police Department may conduct enforcement details between the following elective enforcement periods:

- October 25-31, 2025 (Operation Safe Stop/School Bus Safety Week)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Project Activity 2: The Huron Township Police Department will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

Project Activity 3: The Huron Township Police Department will report enforcement activity for mandatory enforcements by the following dates:

- January 8, 2026: Impaired Driving
- May 7, 2026: Distracted Driving
- June 5, 2026: Seat Belt
- August 7, 2026: Speed
- September 8, 2026: Impaired Driving

\*Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

#### Reporting Requirements:

The Huron Township Police Department will submit financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

#### End of Year Progress Report:

The Huron Township Police Department will submit a progress report (Quarter 4) by October 30, 2026.

#### **Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Jackson Police Department Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-17-00		
<b>Subrecipient:</b>	Jackson Police Department		
<b>Project Description (MGX Project Summary):</b>	<p>We are currently running below our budgeted staffing levels. Our call volume from 2023 to 2024 increased by almost five percent, resulting in even less time officers can spend on proactive traffic enforcement to adequately address OWI/OUID crimes, as well as non-compliance of seat belt laws and speed violations. By receiving this grant, it will allow us to put additional overtime officers on the street to specifically enforce these traffic offenses and, in turn, hopefully reduce the number of crash-related injuries and deaths, creating a safer environment for the citizens of Jackson.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	Jackson		
<b>Total Federal Funds Awarded:</b>	\$28,657.83	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

### **Project Activities:**

Jackson Police Department (JPD) will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (impaired-driving enforcement)
- May 18-31, 2026 (seat belt enforcement)
- July 2026 (speed enforcement)
- August 14-September 7, 2026 (impaired-driving enforcement)

JPD will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

JPD will report enforcement activity for mandatory enforcements by the following dates:

- January 8, 2026: Impaired Driving
- June 5, 2026: Seat Belt
- August 7, 2026: Speed
- September 8, 2026: Impaired Driving

JPD will report financial status reports and progress reports by the following dates:

- January 30, 2026

- April 30, 2026
- July 30, 2026
- October 30, 2026 (including a progress report for the fourth quarter)

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Lansing Police Department Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-18-00		
<b>Subrecipient:</b>	Lansing Police Department		
<b>Project Description (MGX Project Summary):</b>	<p>The Lansing Police Department, joined with the Michigan State University Police and the Ingham County Sheriff, will conduct independent, mandatory traffic enforcement during the periods identified by the OHSP. The Lansing Police Department will conduct traffic enforcement within the Lansing city limits. The Michigan State University and Public Safety will conduct traffic enforcement on the campus of Michigan State University. The Ingham County Sheriff Department will conduct traffic enforcement within the county of Ingham.</p> <p>All agencies will participate in all mandatory enforcement periods. These periods include speed enforcement, seat belt enforcement, impaired-driving, distracted-driving, and school bus safety education and enforcement.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Ingham		
<b>Total Federal Funds Awarded:</b>	\$355,806.02	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Lansing:

Mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (impaired-driving enforcement)
- April 2026 (distracted-driving enforcement)
- May 18-31, 2026 (seat belt enforcement)
- July 2026 (speed enforcement)
- August 14-September 7, 2026 (impaired-driving enforcement)

Elective enforcement periods:

- October 1-25, 2025 (distracted-driving/speed enforcement)
- October 25-31, 2025 (Operation Safe Stop/School Bus Safety Week/speed enforcement)
- November 1, 2025, to September 1, 2026 (distracted-driving/speed enforcement)

Michigan State University Police:

Mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (impaired-driving enforcement)
- April 2026 (distracted-driving enforcement)
- May 18-31, 2026 (seat belt enforcement)
- July 2026 (speed enforcement)
- August 14-September 7, 2026 (impaired-driving enforcement)

Ingham County Sheriff:

Mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (impaired-driving enforcement)
- April 2026 (distracted-driving enforcement)
- May 18-31, 2026 (seat belt enforcement)
- July 2026 (speed enforcement)
- August 14-September 7, 2026 (impaired-driving enforcement)

Elective Enforcement Periods:

- October 1-25, 2025 (distracted-driving/speed enforcement)
- October 25-31, 2025 (Operation Safe Stop/School Bus Safety Week/speed enforcement)
- November 1, 2025, to September 1, 2026 (distracted-driving/speed enforcement)

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Plymouth Township Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-22-00		
<b>Subrecipient:</b>	Plymouth Township Police Department		
<b>Project Description (MGX Project Summary):</b>	<p>The Plymouth Township Police Department will utilize awarded funding to conduct overtime traffic enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increase compliance with traffic laws and, as a result, should contribute to a reduction of injuries and fatal traffic crashes.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	Wayne		
<b>Total Federal Funds Awarded:</b>	\$8,924.08	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

### Project Activities:

In order to achieve this goal, the Plymouth Township Department will deploy up to three grant funded officers to conduct 16 high visibility enforcement activities. See the below enforcement activities.

Activity 1: October 27, 2025, Operation Safe Stop which is part of school bus safety week.

Activity 2: October 30, 2025, which focuses efforts on OWI detection and speed enforcement.

Activity 3: December 12, 2025, which will focus on impaired driving and is part of the "Drive Sober or Get Pulled Over" campaign.

Activity 4: December 19, 2025, which will focus on impaired driving and is part of the "Drive Sober or Get Pulled Over" campaign.

Activity 5: March 17, 2026, which will focus on impaired driving.

Activity 6: April 8, 2026, will focus on distracted driving. This activity is part of the distracted driving campaign.

Activity 7: April 15, 2026, will focus on distracted driving. This activity is part of the distracted driving campaign.

Activity 8: May 18, 2026, will be a seat belt enforcement detail. This activity is part of the seatbelt enforcement period.

Activity 9: June 2, 2026, will be a detail on targeted traffic enforcement with a focus on excessive motor vehicle speed.

Activity 10: July 7, 2026, will also be a targeted enforcement period with a focus on excessive motor vehicle speed.

Activity 11: July 12, 2026, will be on targeted traffic enforcement with a focus on excessive motor vehicle speed.

Activity 12: July 24, 2026, will focus on speed enforcement.

Activity 13: August 6, 2026, will focus on targeted traffic enforcement with a focus on speed violations.

Activity 14: August 22, 2026, will focus on impaired driving.

Activity 15: September 4, 2026, will focus on distracted driving.

Activity 16: September 18, 2026, will focus on distracted driving.

The Plymouth Township Police Department will partake in all traffic safety campaigns set forth by the State of Michigan such as the impaired driving campaign (Drive Sober or Get Pulled Over), distracted driving campaign, seat belt enforcement campaign, and speed enforcement campaigns. All these enforcement activities are designed to help reduce traffic collisions, injury or death in the designated areas and further, help our agency of meeting our goal mentioned above. These enforcement activities will also serve as an opportunity to educate drivers on traffic safety and laws. The Plymouth Township Police Department will be using social media platforms (Facebook and Instagram) to broadcast this information out to the public to notify them of events and also to promote traffic safety.

Further, an evaluation of the number of collisions including those with reported fatalities and serious injury will be conducted and progress toward achieving the goals of the project will be provided in a final progress report.

Further, the sergeant assigned to the detail will review all reports, statistics, and activities in a timely manner and will report all enforcement activity within a week of the end of the enforcement period.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management - Other Strategies for Behavior Change: Dynamic Speed Display/Feedback Signs, Pages 4-36 to 4-37.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Trenton PD Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-24-00		
<b>Subrecipient:</b>	City of Trenton		
<b>Project Description (MGX Project Summary):</b>	Contributing to the reduction of fatality and serious injury traffic crashes through high-visibility enforcement activities.  Funding will support the following budget categories: Personnel - Overtime and Supplies & Operating		
<b>Location and Affected Communities:</b>	Wayne		
<b>Total Federal Funds Awarded:</b>	\$60,275.98	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

High-visibility speed enforcement on M-85 where two crash fatalities have occurred recently. We will be working with the OHSP mandatory enforcement periods, as well as the elective enforcement periods as stated below:

- A. Speed enforcement (mandatory): 7/1/2026-7/31/26
- Speed enforcement (elective): 10/1/25 -11/30/25, 2/1/26 - 2/28/26, 6/8/26-6/30/26,8/1/26-8/31/26, 9/1/26-9/30/26
- B. Distracted driving (mandatory): 4/1/26-4/30/26
- C. Seat belt enforcement (mandatory): 5/19/26-6/1/26
- Seat belt enforcement (elective): 11/6/2025-11/30/25, 1/12/26-1/31/26, 3/1/26-3/31/26
- D. Impaired driving (mandatory): 12/12/25-1/1/26, 8/14/26-9/7/26
- E. Speed and impaired driving (elective enforcement): 12/1/25-12/31/25, 8/15/26-8/31/26

The supplies included two radar units and one lidar unit, with updated technology to be utilized in speed enforcement. The two radar units will be installed on these two vehicles, and the handheld lidar unit will be utilized for stationary traffic patrol and in grant-funded patrols to have dedicated enforcement in high-traffic areas, such as M-85.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Kent County Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-25-00		
<b>Subrecipient:</b>	Wyoming Department of Public Safety		
<b>Project Description (MGX Project Summary):</b>	<p>The Wyoming Police Department, in conjunction with the City of Walker Police Department, the City of Grand Rapids Police Department, the Kent County Sheriff's Office, and the Kentwood Police Department, will utilize awarded funding to conduct overtime enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increases compliance with traffic law and should reduce the injuries that result from traffic crashes.</p> <p>The Wyoming Police Department, in conjunction with the City of Walker Police Department, the City of Grand Rapids Police Department, the Kent County Sheriff's Office, and the Kentwood Police Department, plan to conduct distracted driving, seat belt, and speed enforcement with grant funds.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	Kent		
<b>Total Federal Funds Awarded:</b>	\$96,238.29	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

## Project Activity 1:

Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

December 12, 2025, to January 1, 2026 (impaired-driving enforcement)

April 2026 (distracted-driving enforcement)

May 18-31, 2026 (seat belt enforcement)

July 2026 (speed enforcement)

August 14-September 7, 2026 (impaired-driving enforcement)

Each grant-funded agency may conduct enforcement details between the following elective enforcement periods:

October 19-25, 2025 (pedestrian safety)

October 25-31, 2025 (Operation Safe Stop/School Bus Safety Week)

Agencies may conduct elective enforcement during any month, if the enforcement adheres to the requirements of this grant.

Voluntary enforcement must include distracted driving, impaired driving, speed, or seat belt enforcement.

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

**Project Activity 2:**

Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

**Project Activity 3:** As applicable, each grant-funded agency will report enforcement activity for mandatory enforcement by the following dates:

January 8, 2026: Impaired Driving

May 7, 2026: Distracted Driving

June 5, 2026: Seat Belt

August 7, 2026: Speed

September 8, 2026: Impaired Driving

Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

**Reporting Requirements:**

Each grant-funded agency will report financial status reports and progress reports by the following dates:

January 30, 2026

April 30, 2026

July 30, 2026

October 30, 2026

If applicable, pre-approval monthly financial status reports may be completed.

**End of Year Progress Report:**

Each grant-funded agency will submit a progress report (Quarter 4) for each participating agency by the following date:

October 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Genesee County Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-27-00		
<b>Subrecipient:</b>	Flint Township Police Department		
<b>Project Description (MGX Project Summary):</b>	<p>The Flint Township Police Department will act as the fiduciary for the OHSP traffic safety grant to provide enforcement for the following police departments: Flint Township, Grand Blanc Township, Mt. Morris Township, Metro Police Authority of Genesee County (Mundy Township and Swartz Creek City combined), Fenton City, and Genesee County Sheriff. For FY2026, the Davison Township Police Department has expressed interest in the grant. I have met with their Chief of Police and explained the OHSP requirements for enforcement and reporting. They are excited to be a part of OHSP for FY2026.</p> <p>The goal of the 2026 traffic safety grant is to increase visibility, awareness campaigns, and increase enforcement to continue to reduce crashes in Genesee County. This will be accomplished with saturated patrols focused on speed enforcement, impaired driving, distracted driving, and seat belt use. Our agencies will participate in all the mandatory enforcement in addition to elective enforcement throughout the year.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Genesee		
<b>Total Federal Funds Awarded:</b>	\$474,033.95	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (impaired driving)
- April 2026 (distracted driving)
- May 18-31 (seat belt)
- July 2026 (speed enforcement)
- August 14 to September 7 (impaired driving)

Each grant-funded agency will also have the opportunity to conduct grant-funded overtime traffic

enforcement details between the following elective enforcement periods:

- October 21-25 (school bus safety)
- November 1, 2025 to January 1, 2026 (combination of impaired and speed enforcement)
- January 1-February 28 (speed enforcement)
- March 1-31 (combination of distracted-driving and speed enforcement)
- April 1-30 (speed enforcement)
- June 1-30 (combination of impaired and speed enforcement)
- July 1-31 (impaired driving)
- August 1-8 (impaired driving)
- September 8-15 (impaired driving)

The Genesee County OHSP grant will report enforcement activity for elective and mandatory enforcements by the following dates, unless extenuating circumstances dictate otherwise and with the permission of the traffic program coordinator:

- November 5, 2025 (elective)
- December 5, 2025 (elective)
- January 8, 2026 (mandatory)
- February 5, 2026 (elective)
- March 6, 2026 (elective)
- April 6, 2026 (elective)
- May 7, 2026 (mandatory)
- June 5, 2026 (mandatory)
- July 7, 2026 (elective)
- August 7, 2026 (mandatory)
- September 8, 2026 (mandatory)

The Genesee County OHSP grant will report financial status reports by the following dates:

- January 30, 2026 (Q1)
- April 30, 2026 (Q2)
- July 30, 2026 (Q3)
- October 30, 2026 (Q4)

The end of year progress report from all the sub-recipients by October 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Port Huron Police Department Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-28-00		
<b>Subrecipient:</b>	Port Huron Police Department		
<b>Project Description (MGX Project Summary):</b>	<p>The City of Port Huron Police Department will utilize awarded funding to conduct overtime traffic enforcement during the grant year (October 2025 to September 2026). High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce incidents that result from violations, such as traffic crashes that result in property damage and/or injuries.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	St. Clair		
<b>Total Federal Funds Awarded:</b>	\$13,200.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Elective Enforcement:

St. Patrick's Day Pub Crawl: March 11–17, 2026 (OWI, seat belt, and speed enforcement)

Official and Unofficial Cruise Nights (located in downtown Port Huron)

June 18, 2026, to July 3, 2026: OWI, seat belt, and speed enforcement

Bayview Mackinac Race (Port Huron to Mackinac Boat Race)

July 4–19, 2026 : OWI and seat belt enforcement

Port Huron Float Down

July 31, 2026, to August 9, 2026: OWI and seat belt enforcement

Reporting Requirements:

Each grant-funded agency will report financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Greenville Department of Public Safety Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-29-00		
<b>Subrecipient:</b>	City Of Greenville		
<b>Project Description (MGX Project Summary):</b>	<p>The Greenville Department of Public Safety will utilize awarded funding to conduct overtime enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes.</p> <p>The Greenville Department of Public Safety will conduct impaired driving enforcement and speed enforcement.</p> <p>The Greenville Department of Public Safety will enhance operating while intoxicated (OWI) deterrence through increased law enforcement presence by committing to high-visibility OWI enforcement. The main objective of this enforcement is to eliminate impaired-driving deaths and injuries, so everyone arrives home safely.</p> <p>Funding will support the following budget categories: Personnel - Overtime, Supplies &amp; Operating, and Equipment</p>		
<b>Location and Affected Communities:</b>	Montcalm		
<b>Total Federal Funds Awarded:</b>	\$79,876.47	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$13,198.00	<b>NHTSA Equipment Approval Date:</b>	TBD
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

### **Project Activities:**

The proposed plan would include multiple officers per night dedicated to impaired-driving enforcement. Targeted enforcement would be conducted during peak drinking times (Friday and Saturday night) from 9 p.m. to 3 a.m. Each officer would be responsible for patrolling and doing targeted traffic enforcement within the city. The officer's activity will be logged on a special daily, with details of the stop and logged activity for the designated time.

There will be emphasis during National Impaired Driving Enforcement periods in December and August. There will be extra days in place during December 15 through January 1 and August 16 through September 2. There will also be extra emphasis around St. Patrick's Day and Halloween due to the association with drinking and the parties.

Project Activity 1: The Greenville Department of Public Safety will conduct grant-funded overtime traffic

enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (impaired-driving enforcement)
- July 2026 (speed enforcement)
- August 14-September 7, 2026 (impaired-driving enforcement)

The Greenville Department of Public Safety may conduct enforcement details between the following elective enforcement periods:

- OWI and speed enforcement will be conducted throughout the year, along with the mandatory enforcement periods.

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Project Activity 2: The Greenville Department of Public Safety will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

Project Activity 3: As applicable, the Greenville Department of Public Safety will report enforcement activity for mandatory enforcements by the following dates:

- January 8, 2026: Impaired driving
- August 7, 2026: Speed
- September 8, 2026: Impaired driving

\*Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

Reporting Requirements:

The Greenville Department of Public Safety will report financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

End of Year Progress Report:

Each grant-funded agency will submit a progress report (Quarter 4) for each participating agency by the following date:

October 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Village of Chesaning Multi-Agency Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-30-00		
<b>Subrecipient:</b>	Village Of Chesaning		
<b>Project Description (MGX Project Summary):</b>	<p>The Village of Chesaning and participating agencies will utilize awarded funding to conduct overtime traffic enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes.</p> <p>The Village of Chesaning Police Department, in conjunction with the Saginaw Police Department, the Saginaw Township Police Department, and the Bridgeport Township Police Department, plan to conduct traffic enforcement for distracted, impaired, seat belt, and speed enforcement periods.</p> <p>Funding will support the following budget categories: Personnel - Overtime</p>		
<b>Location and Affected Communities:</b>	Saginaw		
<b>Total Federal Funds Awarded:</b>	\$37,955.06	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Project Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (impaired-driving enforcement)
- April 2026 (distracted-driving enforcement)
- May 18-31, 2026 (seat belt enforcement)
- July 2026 (speed enforcement)
- August 14-September 7, 2026 (impaired-driving enforcement)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Project Activity 2: Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

Project Activity 3: As applicable, each grant-funded agency will report enforcement activity for elective

and mandatory enforcements by the following dates:

- November 5, 2025: Elective
- December 5, 2025: Elective
- January 8, 2026: Mandatory
- February 5, 2026: Elective
- March 5, 2026: Elective
- April 6, 2026: Elective
- May 7, 2026: Mandatory
- June 5, 2026: Mandatory
- July 7, 2026: Elective
- August 7, 2026: Mandatory
- September 8, 2026: Mandatory

Reporting requirements:

Each grant-funded agency will report financial status reports and progress reports by the following dates:

- January 30, 2026: Q1
- April 30, 2026: Q2
- July 30, 2026: Q3
- October 30, 2026: Q4

If applicable, pre-approval monthly financial status reports may be completed.

End of Year Progress Report:

Each grant-funded agency will submit a progress report (Quarter 4) for each participating agency by the following date:

October 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Metamora Township Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-31-00		
<b>Subrecipient:</b>	Metamora Township Police		
<b>Project Description (MGX Project Summary):</b>	<p>Metamora Township is a rural township in Lapeer County with approximately 4,500 residents. The Metamora Township Police Department serves both Metamora Township and the Village of Metamora. Approximately six miles of M-24 passes through Metamora Township. This roadway serves as a major thoroughfare for Lapeer County, as well as surrounding counties such as St. Clair, Genesee, and Oakland.</p> <p>According to the State of Michigan Traffic Monitoring Programs' Annual Average Daily Traffic Maps (AADT), the intersection at M-24 and W. Davison Lake Road saw an average daily total of 19,044 vehicles a day in 2023. Also, according to AADT data, over the course of the three most recent available years (2021, 2022, and 2023) the average daily traffic count increased 15 percent, remained constant, and again increased by 8 percent, respectively. Utilizing traffic crash data, we have identified four areas of concern. The Metamora Township Police Department plans to address the issues of distracted driving, impaired driving, seat belt use, and speeding.</p> <p>The Metamora Township Police Department will utilize awarded funding to conduct overtime traffic enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes. To aid in these efforts, we also propose the purchase of one radar speed trailer and one vehicle mounted radar unit.</p> <p>Funding will support the following budget categories: Personnel - Overtime, Supplies &amp; Operating, and Equipment</p>		
<b>Location and Affected Communities:</b>	Lapeer		
<b>Total Federal Funds Awarded:</b>	\$59,096.84	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$18,554.92	<b>NHTSA Equipment Approval Date:</b>	TBD
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

## Project Activity 1:

The Metamora Township Police Department will conduct grant-funded overtime traffic enforcement

details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (Impaired-Driving Enforcement)
- April 2026 (Distracted-Driving Enforcement)
- May 18-31, 2026 (Seat Belt Enforcement)
- July 2026 (Speed Enforcement)
- August 14-September 7, 2026 (Impaired-Driving Enforcement)

The Metamora Township Police Department may conduct enforcement details between the following elective enforcement periods:

- October 2025 (Distracted-Driving Enforcement)
- November 2025 (Impaired-Driving Enforcement)
- April 2026 (Seat Belt Enforcement)
- May 2026 (Speed Enforcement)
- June 2026 (Speed Enforcement)
- July 2026 (Impaired-Driving Enforcement) August 2026 (Seat Belt Enforcement)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Project Activity 2:

The Metamora Township Police Department will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

Project Activity 3:

As applicable, the Metamora Township Police Department will report enforcement activity for mandatory enforcements by the following dates:

- January 8, 2026: Impaired Driving
- May 7, 2026: Distracted Driving
- June 5, 2026: Seat Belt
- August 7, 2026: Speed
- September 8, 2026: Impaired Driving

\*Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

Reporting Requirements:

Each grant-funded agency will report financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

End of Year Progress Report:

Each grant-funded agency will submit a progress report (Quarter 4) for each participating agency by the following date:

October 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	DeWitt Township Police - Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-32-00		
<b>Subrecipient:</b>	DeWitt Charter Township		
<b>Project Description (MGX Project Summary):</b>	<p>DeWitt Township will utilize any awarded funds to conduct overtime traffic enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and injury accidents continue to rise. DeWitt Township is a diverse community that contains various roadway types to include freeways, interstate, business route, residential areas, parks, and country roadways. Ongoing complaints of speeding and school bus violations also continue to rise. High-visibility enforcement within these areas increases compliance with traffic laws and, as a result, should reduce injuries that result from traffic crashes.</p> <p>We plan to conduct the following enforcement: distracted driving, impaired driving, speed, and school bus.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Clinton		
<b>Total Federal Funds Awarded:</b>	\$38,814.31	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Goal 1 Project Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (Impaired-Driving Enforcement)
- April 2026 (Distracted-Driving Enforcement)
- May 18-31, 2026 (Seat Belt Enforcement)
- July 2026 (Speed Enforcement)
- August 14-September 7, 2026 (Impaired-Driving Enforcement)

Each grant-funded agency may conduct enforcement details between the following elective enforcement periods:

- October 19-25, 2025 (Pedestrian Safety)
- October 25-31, 2025 (Operation Safe Stop/School Bus Safety Week)
- June 1-30, 2026 (Impaired Driving)
- March 1-31, 2026 (Distracted Driving)

- May 1-31, 2026 (Speed)
- February 1-28, 2026 (School Bus)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Goal 1 Project Activity 2: Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

Goal 1 Project Activity 3: As applicable, each grant-funded agency will report enforcement activity for mandatory enforcements by the following dates:

- January 8, 2026: Impaired Driving
- May 7, 2026: Distracted Driving
- June 5, 2026: Seat Belt
- August 7, 2026: Speed
- September 8, 2026: Impaired Driving

\*Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

Reporting Requirements:

Each grant-funded agency will report financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

End of Year Progress Report:

Each grant-funded agency will submit a progress report (Quarter 4) for each participating agency by the following date:

- October 30, 2026.

Goal 2 Project Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 12, 2025, to January 1, 2026 (Impaired-Driving Enforcement)
- April 2026 (Distracted-Driving Enforcement)
- May 18-31, 2026 (Seat Belt Enforcement)
- July 2026 (Speed Enforcement)
- August 14-September 7, 2026 (Impaired-Driving Enforcement)

Each grant-funded agency may conduct enforcement details between the following elective enforcement periods:

- October 19-25, 2025 (Pedestrian Safety)
- October 25-31, 2025 (Operation Safe Stop/School Bus Safety Week)
- June 1-30, 2026 (Impaired Driving)
- March 1-31, 2026 (Distracted Driving)
- May 1-31, 20206 (Speed)
- February 1-28, 2026 (School Bus)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Goal 2 Project Activity 2: Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

Goal 2 Project Activity 3: As applicable, each grant-funded agency will report enforcement activity for mandatory enforcements by the following dates:

- January 8, 2026: Impaired Driving
- May 7, 2026: Distracted Driving
- June 5, 2026: Seat Belt
- August 7, 2026: Speed
- September 8, 2026: Impaired Driving

\*Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

Reporting Requirements:

Each grant-funded agency will report financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

End of Year Progress Report:

Each grant-funded agency will submit a progress report (Quarter 4) for each participating agency by the following date:

- October 30, 2026

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Charlevoix Police Department Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-34-00		
<b>Subrecipient:</b>	City Of Charlevoix		
<b>Project Description (MGX Project Summary):</b>	<p>Charlevoix Safe Street Initiative-Residential Traffic Safety The City of Charlevoix Police Department seeks to purchase two radar traffic trailers to enhance traffic safety, data collection, and speed enforcement within the community. These trailers will serve as vital tools for improving roadway safety, addressing citizen concerns regarding speeding, and supporting law enforcement efforts in high-traffic and high-risk areas.</p> <p>The proposed traffic trailers will be equipped with radar speed display technology to provide real-time speed feedback to drivers, encouraging voluntary speed compliance. Additionally, they will have the capability to collect traffic data, allowing for a data-driven approach to enforcement and road safety improvements. This information will assist in identifying trends, determining necessary enforcement strategies, and supporting potential infrastructure modifications.</p> <p>The acquisition of these trailers aligns with the City of Charlevoix's commitment to proactive public safety measures. By deploying these units strategically, the Police Department aims to reduce speeding violations, enhance pedestrian safety, and improve overall traffic flow. The trailers will be used in school zones, residential neighborhoods, high-complaint areas, and locations with documented traffic concerns.</p> <p>By integrating these traffic trailers into the department's traffic enforcement and safety strategy, the City of Charlevoix Police Department aims to create safer roadways and a more informed and engaged driving public.</p> <p>The City of Charlevoix Police Department will utilize awarded funding to conduct speed overtime traffic enforcement during the grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Equipment</p>		
<b>Location and Affected Communities:</b>	Charlevoix		
<b>Total Federal Funds Awarded:</b>	\$47,275.93	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$18,671.65	<b>NHTSA Equipment Approval Date:</b>	TBD

<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Conduct mandatory speed enforcement in the month of July 2026.

Conduct pedestrian safety education October 1-25, 2025.

Conduct speed enforcement in September 2025, October 2025, March 2026, April 2026, May 2026, June 2026, July 2026, August 2026, and September 2026.

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

The City of Charlevoix Police Department will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

The City of Charlevoix Police Department will submit elective enforcement reports on the fifth business day of the month following the elective enforcement.

The City of Charlevoix Police Department will report mandatory enforcement by August 7, 2026.

The City of Charlevoix Police Department will report financial status reports and progress reports by the following dates:

- January 30, 2026
- April 30, 2026
- July 30, 2026
- October 30, 2026

End of Year Progress Report:

The City of Charlevoix Police Department will submit a progress report (Quarter 4) for each participating agency by the following date:  
October 30, 2026.

The City of Charlevoix Police Department will implement a structured activity plan to acquire, deploy, and utilize one mobile traffic trailer for speed management and data collection.

Phase 1: Procurement & Preparation (Months 1-2)

Secure Funding & Approvals: Finalize funding through grants or municipal allocations and obtain necessary approvals.

Vendor Selection & Purchase: Identify vendors, ensure equipment meets operational needs, and purchase one mobile traffic trailer.

Training & Setup: Train officers on trailer deployment, data collection, and maintenance. Configure software for speed monitoring and reporting.

Phase 2: Deployment & Data Collection (Months 3-4)

Identify High-Priority Locations: Use resident complaints, crash data, and traffic trends to select deployment sites, focusing on residential areas, school zones, and pedestrian-heavy locations.

Deploy Traffic Trailers: Position trailers at identified sites for 2-4 weeks per location. Adjust placements based on data trends.

Collect & Review Data: Monitor speed compliance, vehicle counts, and traffic patterns. Compare pre- and post-deployment data.

Phase 3: Evaluation & Ongoing Use (Months 5+)

Rotate Deployment Areas: Move trailers to new high-risk areas based on ongoing data collection.

Enhance Traffic Enforcement: Use collected data to guide targeted officer deployment and enforcement.

Community Engagement: Share speed reduction results, educate residents, and promote compliance.

Evaluate Success & Plan for Future Improvements: Assess effectiveness based on speed data, violations, and crash reports. Recommend infrastructure or enforcement modifications, as needed.

This structured plan ensures effective implementation, data-driven decision-making, and long-term improvements in traffic safety across Charlevoix.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Village of Mancelona Overtime Traffic Enforcement		
<b>Project Number:</b>	2026-PT-35-00		
<b>Subrecipient:</b>	Village of Mancelona		
<b>Project Description (MGX Project Summary):</b>	<p>The Village of Mancelona Police Department will utilize the awarded funding to conduct overtime traffic enforcement during the 2026 grant year (October 2025 to September 2026). Crashes, fatalities, and serious injuries continue to rise. High-visibility enforcement increases compliance with traffic laws and, as a result, should reduce the injuries that result from traffic crashes.</p> <p>The Mancelona Police Department will participate in the overtime enforcement of distracted driving, speeding and seat belt violations, and traffic law violations near school buses that decrease the safety of students. The overtime enforcement will include high-visibility patrols, enforcement, and partnerships with local school districts to conduct school bus safety enforcement.</p> <p>Funding will support the following budget categories: Personnel - Overtime and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Antrim		
<b>Total Federal Funds Awarded:</b>	\$9,417.65	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	Yes
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

## Project Activity 1:

Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- April 2026 (Distracted-Driving Enforcement)
- May 18-31, 2026 (Seat Belt)
- July 2026 (Speed Enforcement)

Each grant-funded agency may conduct enforcement details between the following elective enforcement periods:

- October 25-31, 2025 (Operation Safe Stop/School Bus Safety Week)
- September 2026 (Labor Day Holiday: Speed and Distracted Driving Enforcement)
- September 2026 (Beginning of school year: School Bus Stop Enforcement)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each month during the enforcement periods. These enforcement efforts will also include stopping

vehicles for excessive speed that are identified while using radar and the requested LIDAR device.

Project Activity 2:

Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2026.

Project Activity 3:

Mancelona PD will report enforcement activity for mandatory enforcements by the following dates:

- May 7, 2026: Distracted Driving
- June 5, 2026: Seat Belt
- August 7, 2026: Speed

Elective enforcement reports will be submitted on the fifth business day of the month following the elective enforcement.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 - Speeding and Speed Management – Enforcement: High-Visibility Enforcement, Pages 4-31 to 4-35.

<b>Program Area:</b>	Police Traffic Services (PT)		
<b>Project Title:</b>	Traffic Enforcement Strategies Conference		
<b>Project Number:</b>	2026-PT-36-OH		
<b>Subrecipient:</b>	Michigan Office of Highway Safety Planning		
<b>Project Description (MGX Project Summary):</b>	Specialized training for law enforcement officers allows them to effectively address traffic safety issues. A traffic enforcement strategies conference will be held in FY2026. The conference agenda will be based on feedback from law enforcement agencies and may include a variety of topics, such as officer safety; drug recognition; using the Michigan traffic crash data resources; Michigan legal update, especially regarding recreational marijuana and driving; and distracted-driving enforcement strategies.  Funding will support the following budget categories: Contractual Services and Supplies & Operating		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$60,000.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	PT-2026-PT-00-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Enforcement Services		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454130		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

\*Activities are determined by the results of the survey to inquire about conference interests. \*

Activity 1: Send out survey to inquire about conference location, topics, and interests no later than November 30, 2025.

Activity 2: Get price quotes and determine a venue no later than December 30, 2025.

Activity 3: Determine an agenda and secure speakers no later than December 30, 2025.

\*Subject to change based on securing the venue\*

Activity 4: Create conference announcement, program, evaluation, and signage, as applicable, no later than April 30, 2026.

Activity 5: Conduct the conference no later than September 30, 2026.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 1 - Alcohol-Impaired Driving - Legislation and Licensing: Alcohol-Impaired-Driving Law Review, Pages 1-24 to 1-25.

### Repeat Offender Provision (RO) Summary Page

- 2026-RO-01-IG - State Toxicology Laboratory Support

<i>RO</i>		<i>Repeat Offender Provision</i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
TOX_DG	2026-RO-01-IG	IIJA NHTSA 164 Drug Toxicology Support	\$602,847.98
<b>LOCAL EXPENDITURE</b>			<b>\$0</b>
<b>RO Program Area Total</b>			<b>\$602,847.98</b>

<b>Program Area:</b>	Repeat Offender Provision (RO)		
<b>Project Title:</b>	State Toxicology Laboratory Support		
<b>Project Number:</b>	2026-RO-01-IG		
<b>Subrecipient:</b>	Michigan State Police - Toxicology Lab		
<b>Project Description (MGX Project Summary):</b>	<p>The Michigan State Police (MSP) Forensic Science Division (FSD) is a full-service, multi-laboratory forensic science provider operating seven laboratories across the state. FSD delivers expert services in biology/DNA, firearms/toolmarks, latent prints, questioned documents, seized drugs, toxicology, and trace materials. These services support public safety partners at the federal, state, local, and tribal levels, including law enforcement and fire departments.</p> <p>Each year, the division handles approximately 75,000 forensic cases, with nearly 20,000 cases—primarily blood and urine samples related to drunk and drugged driving—submitted to the Toxicology Unit based in the MSP Lansing Forensic Laboratory.</p> <p>To support growing demand and improve turnaround times for impaired-driving casework, MSP FSD is requesting continued funding for three full-time forensic scientists and three full-time forensic technicians, each working 40 hours per week. These roles are essential to maintaining and expanding core activities in the Toxicology Unit, including:</p> <ul style="list-style-type: none"> <li>• Evidence receipt, preparation, and analysis</li> <li>• Instrument maintenance and calibration</li> <li>• Result reporting and courtroom testimony</li> </ul> <p>Work will focus on the sub-disciplines of breath alcohol, blood alcohol, and drug identification, which are critical to enforcing Michigan’s impaired-driving laws and directly align with the Strategic Highway Safety Plan’s priority to reduce alcohol- and drug-impaired driving.</p> <p>An award will fund salaries, wages, and associated indirect costs for the six full-time positions. MSP FSD will additionally provide support for office and laboratory space, equipment, and necessary supplies to ensure operational continuity.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$602,847.98	<b>Indirect Cost Rate:</b>	15.40%
<b>Funding Source:</b>	164	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	TOX_DG-2026-RO-01-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 164 Drug Toxicology Support		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	TBD		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity 1.1: Monitor and report the average turnaround time to process blood alcohol samples in each quarterly progress report.

Activity 2.1: Monitor and report the average turnaround time to process TOX-THC confirmation samples in each quarterly progress report.

Activity 3.1: Verify that that all required Intoxilyzer 9000 Breath Alcohol instrument performance checks were completed for calendar year 2025 and report in the first grant quarterly progress report due January 31, 2026.

Activity 3.2: Monitor and report the status of Intoxilyzer 9000 Breath Alcohol instrument performance checks in each quarterly progress report.

**Countermeasure Strategy:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 2 - Drug-Impaired Driving, Enforcement: Enforcement of Drug-Impaired Driving, Pages 2-16 to 2-17.

## Traffic Records (TR) Summary Page

- 2026-TR-01-IG - Traffic Crash Reporting Form UD-10 Training Support
- 2026-TR-02-01 - Michigan Traffic Crash Facts (MTCF) Technical Support
- 2026-TR-02-06 - City View Output in MTCF Data Query Tool
- 2026-TR-02-07 - Special Topic and Trends Analysis of Impairment-Involved Crash Data in Michigan
- 2026-TR-05-IG - High Resolution Imagery Acquisition for Roadway Centerline and Attribute Crash Analytics
- 2026-TR-06-IG - Injury Prevention in Emergency Vehicle Crashes
- 2026-TR-07-IG - Michigan Post-Crash Care Quality Improvement
- 2026-TR-10-IG - Utilizing the Michigan Trauma System and Registry to Inform, Direct, and Drive the Safe System Approach and Support Zero Fatalities
- 2026-TR-11-00 - Advancing EMS Efficiency and Safety through a Systems-Based Model

<i>TR</i>		<i>Traffic Records</i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
TR	2026-TR-02-01 2026-TR-02-06 2026-TR-06-IG	IIJA NHTSA 402 Traffic Records	\$839,658.97
M3DA	2026-TR-01-IG 2026-TR-05-IG 2026-TR-06-IG 2026-TR-07-IG 2026-TR-10-IG	IIJA NHTSA 405c Data Program	\$1,524,679.50
B5DR	2026-TR-02-07	IIJA NHTSA 405d Mid Impaired Driving Data Reporting	\$99,610.07
B3RSRCH	2026-TR-11-00	IIJA NHTSA 405c Research on Process Improvement	\$139,039.15
<b>LOCAL EXPENDITURE</b>			<b>\$0.00</b>
<b>TR Program Area Total</b>			<b>\$2,602,987.69</b>

<b>Program Area:</b>	Traffic Records (TR)		
<b>Project Title:</b>	Traffic Crash Reporting Form UD-10 Training Support		
<b>Project Number:</b>	2026-TR-01-IG		
<b>Subrecipient:</b>	Michigan State Police - CJIC		
<b>Project Description (MGX Project Summary):</b>	<p>The Michigan State Police, Criminal Justice Information Center (CJIC), Traffic Crash Reporting Unit (TCRU) funds a UD-10 trainer position. This UD-10 trainer provides crash training, in various mediums, to law enforcement agencies, regional police academies, and various traffic safety professionals on the proper completion of the UD-10 Traffic Crash Report form. In addition, this trainer works with the TCRU crash analysts and crash specialist to identify any reporting problems and possible misinterpretations of data fields and attributes on the UD-10. Specialized and specific trainings are offered to police agencies where there may be a concern with data quality.</p> <p>The UD-10 trainer is also the instructor and subject matter expert for the Crash Location Improvement Project (CLIP 2.0) and for identifying and reporting the levels of vehicle automation. This person will provide free training and assistance to local agencies that have incorporated these functions into their crash reporting.</p> <p>This grant will provide any training materials needed by the UD-10 trainer, as outlined in the Problem Statement.</p> <p>Funding will support the following budget categories: Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$19,800.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405c	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M3DA-2026-TR-01-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405c Data Program		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	273201		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity #1: Quarterly reports will be run by the TCRU crash analyst to track crash report timeliness, accuracy, and completeness.

Activity #2: Provide hands-on training, materials, and supplies for the various trainees, which could include flash drives, flyers, advisories, brochures, training manuals, announcements, and handouts.

**Countermeasure Strategy:**

National Highway Traffic Safety Administration (NHTSA) Program Assessment

Traffic Records Program Assessment, NHTSA-Facilitated, 2020, Crash Section, pages 9-10.

<b>Program Area:</b>	Traffic Records (TR)		
<b>Project Title:</b>	Michigan Traffic Crash Facts (MTCF) Technical Support		
<b>Project Number:</b>	2026-TR-02-01		
<b>Subrecipient:</b>	Regents of the University of Michigan		
<b>Project Description (MGX Project Summary):</b>	<p>The role of Michigan Traffic Crash Facts (MTCF) is to provide support for all traffic safety planners and stakeholders to have access to the data that is needed to support data-informed decision-making on countermeasure deployment. Every program must provide data to support its goals and expected benefits, and MTCF enables these programs to access and evaluate the data for that purpose. To accomplish this, MTCF provides query-level access to crash data, reports with crash data statistics, and technical assistance for crash data analysis and presentations to stakeholders for data-driven safety planning.</p> <p>With crash data derived from Michigan's Traffic Crash Reporting System, this project will add the 2025 Michigan crash data to the MTCF query tool, update the MTCF reports with 2025 crash data, and continue to provide essential analysis to the Office of Highway Safety Planning (OHSP) and traffic safety partners. The 2025 MTCF will be publicly accessible at: MichiganTrafficCrashFacts.org.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Travel, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$655,659.64	<b>Indirect Cost Rate:</b>	56.00%
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	TR-2026-TR-02-01		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Records		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454140		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

## Goal 1 Activities:

1. Meet with the OHSP for an evaluation of the planned 2025 Michigan Traffic Crash Facts reports: October 2025.
2. Meet with the OHSP for an evaluation of the MTCF website content and analysis tools: October 2025.
3. Work with CJIC and the OHSP on data quality checks of 2025 crash data prior to release: June 2026.
4. Receive Michigan 2025 traffic crash data from the MSP-CJIC: June 2026.
5. Launch 2025 crash data on MTCF Data Query Tool: June 2026.
6. Update Strategic Highway Safety Plan Action Team trend tables: July 2026.

7. Exposure data acquisition from federal and state agencies: September 2026.  
(Michigan Department of State, Michigan Department of Transportation Assessment Management Division, The Center for Geographic Info, Michigan Department of Technology, Management & Budget, Federal Census, Michigan Secretary of State, Michigan Department of Health and Human Services Office of the State Registrar & Division of Health Statistics, National Safety Council, National Highway Traffic Safety Administration, Indiana Department of Transportation, Wisconsin Department of Transportation, Illinois Department of Transportation, Ohio Department of Transportation, Minnesota Department of Transportation)
8. Rolling release upload of the 2025 MTCF publications to the MTCF website: September 2026.
9. Present MTCF website and obtain user feedback when opportunities arise and as requested by the OHSP throughout the grant period: September 2026.
10. Completion of general system programming improvements to MTCF website content and analysis tools: September 2026.
11. Completion of MTCF website maintenance: September 30, 2026.

Goal 2 Activities:

1. An UMTRI team of researchers is available to respond to the OHSP requests on demand via e-mail or by directly contacting team members by phone.
2. Based on requests from the OHSP, crash data analysis will be provided through Michigan Traffic Crash Facts and other data sources. These analyses will include:
  - a. Ad-hoc requests for crash data analysis from the OHSP partners and stakeholders.
  - b. Crash data analysis to assist with the Highway Safety Plan processes, program evaluation, and/or the Annual Report.
  - c. Thirteen (13) in-depth analysis reports: Fatal Crashes, Pedestrian-involved, Bicycle-involved, Upper Peninsula, Alcohol/Drugs, Young Drivers, Distracted Driving, Older Drivers, Motorcycle-involved, Occupant Restraint, Commercial Motor Vehicle, Rural/Urban, and Speeding.
  - d. In-depth UD-10 analysis to identify specific factors related to a single type or category of crashes, injuries, or fatalities.
  - e. Analyses on the impact of proposed legislation or public policy on traffic crashes.
3. Deliverables for this project will be defined by the OHSP on a task-by-task basis and will include:
  - a. Summary tables of crash data.
  - b. Brief technical reports on requested crash data analyses.
  - c. Oral presentations of data analysis results as requested by the OHSP.
  - d. Specialized profiles as requested by the OHSP.
4. All findings will be provided to the OHSP for review and comment prior to public release.

**Countermeasure Strategy:**

Innovative Countermeasure:

Planning and implementing traffic safety countermeasures requires access to good information about the where, what, why, when, and who of crash events. MTCF provides easy access to this information to all stakeholders, including safety planners and others who implement the plans. A key element of MTCF that facilitates safety countermeasures implementation is the large collection of reports that provide quick and easy access to key performance measures, such as:

- Number of traffic fatalities annually
- Number of suspected serious injuries annually
- Fatalities/100 million VMT annually

These key performance indicators and much more detailed information are available in MTCF reports that provide them statewide, by MSP District, by county, by region, and in many other ways. Beyond

these numbers are fact sheets, in-depth analysis reports on key safety topics, and many other documents designed to make information readily accessible, such as:

- Number of traffic crashes involving alcohol- or drug-impaired motorcyclists
- Number of fatal crashes with drivers ages 65 and older
- Number of distracted drivers involved in fatal crashes

Because MTCF is a user-friendly and freely available database, it is frequently accessed by researchers, traffic safety planners, law enforcement, journalists, and the public to understand historical trends and up-to-date traffic safety concerns. Thus, MTCF enables informed safety program development and evaluation, playing an important role in roadway safety countermeasure implementations and research across the U.S.

MTCF has been recognized as a significant and meaningful resource at national and state levels. The MTCF website is a five-time winner of the “Best Traffic Records Web Page” award presented by the national Association of Transportation Safety Information Professionals (ATSIP). The MTCF project also received the “Richard H. Austin Long-Term Service Award” from the Michigan Governor’s Traffic Safety Advisory Commission in March 2020 “for long-term contributions and commitment to traffic safety.”

MTCF is referenced regularly in the Michigan news as well (<https://news.google.com/search?q=%22michigan%20traffic%20crash%20facts%22&hl=en-US&q=US&ceid=US%3Aen>), describing roadway dangers and providing context for traffic deaths.

Below is a small collection of the recent research and other work that’s been published using MTCF data. The last citation is federal work that cites MTCF as a key source of information:

Alhomaidat, F., & Acosta-Rodriguez, L. (2021). How Does Pedestrian-Driver Behavior Influence in the Number of Crashes? A Michigan’s Case Study. *Transport and Telecommunication Journal*, 22(2), 152–162. <https://doi.org/10.2478/ttj-2021-0012>

Dimkoff, G., Glupker, C., & Lowen, A. (2023). Michigan No-Fault Insurance Reform: Economic Perspectives Papers. *Journal of Legal Economics*, 29, 61–96.

Peterson, C. M., Leslie, A., Bowman, P. J., & Flannagan, C. A. C. (2024). Unpacking the COVID-19 roadway fatality paradox: An analysis of motor vehicle crashes in Michigan 2019-2022. *Traffic Injury Prevention*, 1–9. <https://doi.org/10.1080/15389588.2024.2427264>

Kwayu, K. M., Kwigizile, V., Lee, K., & Oh, J.-S. (2021). Discovering latent themes in traffic fatal crash narratives using text mining analytics and network topology. *Accident Analysis & Prevention*, 150, 105899. <https://doi.org/10.1016/j.aap.2020.105899>

Qawasmeh, B., Kwigizile, V., & Oh, J.-S. (2023). Performance and safety effectiveness evaluation of mini-roundabouts in Michigan. *Journal of Engineering and Applied Science*, 70(1), Article 1. <https://doi.org/10.1186/s44147-023-00208-6>

Qawasmeh, B., Oh, J.-S., & Kwigizile, V. (2025). Investigating Injury Outcomes of Horse-and-Buggy Crashes in Rural Michigan by Mining Crash Reports Using NLP and CNN Algorithms. *Safety*, 11(1), Article 1. <https://doi.org/10.3390/safety11010001>

United States Department of Transportation. National Highway Traffic Safety Administration. Office of Vehicle Safety Research. (2025). Annotated Bibliography of Pedestrian Data Sources—Task 4. <https://rosap.nhtl.bts.gov/view/dot/79223>

<b>Program Area:</b>	Traffic Records (TR)		
<b>Project Title:</b>	City View Output in MTCF Data Query Tool		
<b>Project Number:</b>	2026-TR-02-06		
<b>Subrecipient:</b>	Regents of the University of Michigan		
<b>Project Description (MGX Project Summary):</b>	<p>This project is aimed at providing a focused view of the crash picture and its context in a set of 14-16 specific Michigan cities. The first goal is to compile key statistics about crashes in each of these cities in one place with interactive visualizations. The second is to add key contextual elements from other data sources. These elements might include road infrastructure; locations of specific entities such as businesses, schools, or parks; and information about the people and environment in neighborhoods within each city. This information will be presented in a new Michigan Traffic Crash Facts Data Query Tool output called "City View," enabling an interactive look at crashes and factors in these locations.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$46,132.83	<b>Indirect Cost Rate:</b>	56.00%
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	TR-2026-TR-02-06		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Records		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454140		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:****Goal 1**

Activity 1: Choose cities with the OHSP by 11/30/25.

Activity 2: Determine available additional data sources to incorporate (e.g., buildings, sidewalks, walkability score, vulnerability, car ownership, commuting behavior) by 1/31/26.

**Goal 2**

Activity 1: Choose visualizations to include, as well as customizability, by 1/31/26.

Activity 2: Design layout and requirements by 1/31/26.

**Goal 3**

Activity 1: Mockup and get feedback from the OHSP by 2/28/26.

Activity 2: Finalize by 4/30/26.

Activity 3: Launch on website by 6/30/26.

**Countermeasure Strategy:**

### Innovative countermeasure

Data visualization is a key step in the process of determining what and where crashes and injuries are the biggest problem and what to do about it. Having additional context information helps improve the selection of countermeasures to be locally sensitive and have a greater chance of being effective. Examples of this type of approach include the following:

1. Transportation Injury Mapping System (TIMS): A California crash-data tool (<https://tims.berkeley.edu/tools/query/summary.php>) that includes visualization layers, including schools, urban area boundaries, and census boundaries.
2. Vision Zero View: A New York City crash data visualization tool (<https://vzv.nyc/>) that includes layers for roadway elements, such as pedestrian traffic light intervals and speed limits.
3. NJ-SHO Safety Overview: A New Jersey crash data tool (<https://njsho.chop.edu/data/data-dashboard>) that includes various indices (e.g., Social Vulnerability Index) to bring context about residents of specific areas where crashes occur.

In each case, crash data is presented on a map with added context to aid in better understanding the patterns of crashes (e.g., are pedestrian crashes occurring near schools? Or how does injury outcome in crashes relate to the income of people who live in a given area?). Better understanding crash causes and contributors improves the choice of countermeasures.

<b>Program Area:</b>	Traffic Records (TR)		
<b>Project Title:</b>	Special Topic and Trends Analysis of Impairment-Involved Crash Data in Michigan		
<b>Project Number:</b>	2026-TR-02-07		
<b>Subrecipient:</b>	Regents of the University of Michigan		
<b>Project Description (MGX Project Summary):</b>	<p>Impaired-involved driving and crashes continues to be problematic in Michigan. The recent legalization of cannabinoids also makes the driving impairment landscape more complex. Shifts in behavior and enforcement from the COVID-19 pandemic have not been thoroughly explored. Moreover, the 2019 report from the Michigan Impaired Driving Safety Commission recommended a comprehensive survey of Michigan attitudes and perceptions on cannabis use and driving, which has not (to the project team's knowledge) been done. This proposed project will entail 10-year trends analysis reports in alcohol and drug use combined, with special topics analysis (e.g., hot spot analysis, non-motorists) to create a comprehensive picture of impaired-driving crashes in Michigan. These findings will inform enforcement and education campaigns and develop other countermeasures to reduce impaired driving-involved crashes. Our intent is to apply for a second year in FY2027 to expand this work and further develop a comprehensive picture of impaired-driving crashes in Michigan.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$99,610.07	<b>Indirect Cost Rate:</b>	56.00%
<b>Funding Source:</b>	405d	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	B5DR-2026-TR-02-07		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405d Mid Impaired Driving Data Reporting		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454400		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**Goal 1

Activity 1: Use national and statewide datasets to describe alcohol and drug use in Michigan in 2015-2024, March 31, 2026.

We will leverage known existing survey data to describe use and attitudes as available (Behavioral Risk Factor Surveillance System, Youth Risk Behavior Surveillance System, Michigan Profile for Healthy Youth). We will also identify other surveys and other data sources to describe data, including licensing data, etc., to describe impaired-driving trends outside of crashes.

Activity 2: Compile sales data and identify locations of bars/retailers/dispensaries, March 31, 2026. Work with state entities to identify this data and compile spreadsheet of data (sales, locations) going

back 10 years (2015-2024, if possible). Location data for retailers and dispensaries will be used too. We will get data as geographically granular as possible in order to support the hot spot analyses (see Goal 2: Activity 3).

## Goal 2

Activity 1: Ten-year overview of impaired-driving crashes (2015-2024), June 30, 2026.

We will analyze a 10-year crash data timeframe to determine changes in trends by performing descriptive analyses to determine which variables to focus on next. We will model injury outcomes with crash characteristics and temporal patterns to determine if there have been statistically significant changes in the crash data for both alcohol- and drug-involved crash patterns. We will be able to focus on combining crash data with other available datasets in Michigan to provide a full view of the crash picture. We will work with the OHSP to identify additional topics for these analyses.

Activity 2: Examination of non-motorist crashes involving impairment by impaired party status over 10 years (2015-2024), August 31, 2026.

A specific focus area will be non-motorists due to the recent rise of pedestrian crashes in Michigan. Impaired non-motorists are an area of the crash data that is often less explored. In addition to reviewing quantitative elements that have changed over time, we will incorporate community characteristics, such as population data and walkability scores and explore UD-10 crash report narratives to see if qualitative data elements can be pulled using keywords from text written by law enforcement.

Activity 3: Hot spot analyses of impaired driving over 10 years (2015-2024), August 31, 2026.

This activity will focus on selected cities to determine hot spots for crashes involving impairment. Of particular interest will be businesses, such as establishments selling/serving alcohol and dispensaries selling cannabinoid products. Hot spot analyses can be included as an element layer on MTCF.

## **Countermeasure Strategy:**

### Innovative Countermeasure

This research effort supports recommendations of the federal NHSTA (Burch et al., 2019) to describe impaired-driving trends and related contexts to equip governmental officials, traffic safety planners, and law enforcement with knowledge to develop more specific and effective countermeasures. Moreover, a comprehensive examination of cannabis and roadway safety has not been conducted since the legalization of recreational use in Michigan. Increased and more consistent testing for cannabis in recent years and sufficient years of data enables us to “to better characterize the involvement of cannabis in driving-related outcomes” (Bohnert et al., 2020). Finally, in conducting this research, we are adding to the state of scientific knowledge in Michigan on these trends, which can be used to inform public education efforts on driving under the influence (Etue et al., 2019). Combining several types of data (receipts, enforcement, crashes, and survey) will offer a detailed and nuanced depiction of alcohol and drug impaired-driving trends and key areas for future enforcement and/or education efforts.

Burch, C., Chezem, L. L., Iwai, M., Lillis, R. P., & Nail, D. (2019). Michigan impaired driving program Assessment. National Highway Traffic Safety Administration. [www.michigan.gov/-/media/Project/Websites/msp/ohsp/pdfs3/mi\\_assessment\\_report\\_final.pdf](http://www.michigan.gov/-/media/Project/Websites/msp/ohsp/pdfs3/mi_assessment_report_final.pdf)[www.michigan.gov/-/media/Project/Websites/msp/ohsp/pdfs3/mi\\_assessment\\_report\\_final.pdf](http://www.michigan.gov/-/media/Project/Websites/msp/ohsp/pdfs3/mi_assessment_report_final.pdf)

Bohnert, K. M., Bonar, E. E., Carter, P. M., Coughlin, Goldstick, J. E., Haak, P., Kamat, S. V., Mueller-Smith, M., Papp, J., Roche, J. S., & Walton, M. A. (2020). Impact of recreational cannabis legalization in Michigan: A baseline report. University of Michigan Injury Prevention Center. <https://injurycenter.umich.edu/wp->

**[content/uploads/2022/01/2020\\_IPC\\_Cannabis\\_Report.pdf](https://injurycenter.umich.edu/wp-content/uploads/2022/01/2020_IPC_Cannabis_Report.pdf)****[https://injurycenter.umich.edu/wp-content/uploads/2022/01/2020\\_IPC\\_Cannabis\\_Report.pdf](https://injurycenter.umich.edu/wp-content/uploads/2022/01/2020_IPC_Cannabis_Report.pdf)**

Etue, K. K., Arnold, R., Bruner, M., Fillinger, N. J., Flannagan, C. A. C., Kaminski, N. E., & Morrone, W. R. (2019). Report from the impaired driving safety commission. Michigan Legislature Service Bureau.

**[www.michigan.gov/](http://www.michigan.gov/)**

**[/media/Project/Websites/msp/reports/Impaired\\_Driving\\_Report.pdf](http://www.michigan.gov/-/media/Project/Websites/msp/reports/Impaired_Driving_Report.pdf)****[www.michigan.gov/-](http://www.michigan.gov/-/media/Project/Websites/msp/reports/Impaired_Driving_Report.pdf)**

**[/media/Project/Websites/msp/reports/Impaired\\_Driving\\_Report.pdf](http://www.michigan.gov/-/media/Project/Websites/msp/reports/Impaired_Driving_Report.pdf)**

<b>Program Area:</b>	Traffic Records (TR)		
<b>Project Title:</b>	High Resolution Imagery Acquisition for Roadway Centerline and Attribute Crash Analytics		
<b>Project Number:</b>	2026-TR-05-IG		
<b>Subrecipient:</b>	Center for Shared Solutions (CSS)		
<b>Project Description (MGX Project Summary):</b>	<p>The imagery's primary purpose is to increase accuracy and timeliness to roadway edits needed to accurately locate Michigan crashes. A secondary use is to help populate surface type, median type, and number of lane data to help meet the state's Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) requirements. The MDOT roadway editors will be able to measure the number of roadway edits done using the requested imagery. The traffic records attributes that are supported are accessibility and timeliness.</p> <p>Funding will support the following budget categories: Contractual Services</p>		
<b>Location and Affected Communities:</b>	Alger, Antrim, Benzie, Charlevoix, Delta, Dickinson, Emmet, Grand Traverse, Kalkaska, Leelanau, Manistee, Marquette, Menominee, Missaukee, Schoolcraft, Wexford		
<b>Total Federal Funds Awarded:</b>	\$717,832.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405c	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M3DA-2026-TR-05-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405c Data Program		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	TBD		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

- Activity 1: Acquire Nearmap aerial imagery of the stated 16 Michigan counties.
- Activity 2: Track the number of roadway change requests as the number of roadway centerline jobs. Digitize public roadway adds, deletes, and re-alignment requests. Track the number of these roadway jobs that use the Nearmap aerial imagery. Each editing job that uses Nearmap can be validated showing the most up-to-date roadway alignment.

**Countermeasure Strategy:**

National Highway Traffic Safety Administration (NHTSA) Assessment Recommendation

Traffic Records Assessment

Traffic Records Program Assessment NHTSA-Facilitated, 2020, Roadway, Pages 16-17. Roadway Recommendations

7. Improve the applicable guidelines for the roadway data system to reflect best practices identified in

the Traffic Records Program Assessment Advisory.

8. Improve the data quality control program for the roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The state has consolidated all MIRE FDE elements into a single container called ESRI Roads and Highways.

The state does not set specific performance measures but is on track to meet the 100 percent of MIRE FDE required by September 2026. An interactive dashboard has been created to show percentage progress on all data items - MIRE FDE. All data can be attached to the FHWA required ARNOLD and uploaded through the FHWA HPMS tool when it becomes active.

<b>Program Area:</b>	Traffic Records (TR)		
<b>Project Title:</b>	Injury Prevention in Emergency Vehicle Crashes		
<b>Project Number:</b>	2026-TR-06-IG		
<b>Subrecipient:</b>	Michigan Department of Health and Human Services (MDHHS)		
<b>Project Description (MGX Project Summary):</b>	<p>With this funding, the Division of EMS and Systems of Care (DESOC) would establish a tracking system for emergency operator courses across agencies, including the timeframe and frequency of training. From there, DESOC would correlate crash, EMS, and trauma data, evaluating the variables that contribute to licensed emergency medical services vehicle crashes in Michigan, along with the appropriate support and oversight of passenger and patient securing in these vehicles. This project will also provide significant reimbursement for critical safety equipment for EMS agencies throughout the state.</p> <p>Due to funding constraints, for the 2026 fiscal year, DESOC will be suspending the portions of this program that relate to evaluation and education in order to focus on reimbursement for critical safety equipment for EMS agencies. The FTE has been reduced from 1.0 to 0.5. The DESOC Grants Coordinator will be reassigned at 0.5 FTE to complete development of and administer the reimbursement process to ensure that EMS agencies within Michigan are able to utilize funding.</p> <p>Funding will support the following budget categories: Contractual Services and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$277,733.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405c	<b>Local Expenditure:</b>	N/A
<b>Funding Source:</b>	402	<b>Local Expenditure:</b>	No
<b>GTS Code(s):</b>	M3DA-2026-TR-06-IG		
<b>GTS Code(s):</b>	TR-2026-TR-06-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405c Data Program		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 402 Traffic Records		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	TBD		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Activity One: The DESOC Grants Coordinator will assume responsibility for administration of the reimbursement process.

Activity Two: Utilizing the previously established process, the Grants Coordinator will evaluate requests for reimbursement and ensure payment for approved requests.

Activity Three: Before 9/30/2026, DESOC Staff will evaluate and identify other safety equipment needs and establish approval and reimbursement processes, if applicable.

**Countermeasure Strategy:**

Innovative Countermeasure:

EMS Injury Surveillance – Seat Belts and Child Restraints

Establish a state EMS transportation plan, including inventory of current resources to include EMS personnel, vehicles, and facilities.

<b>Program Area:</b>	Traffic Records (TR)		
<b>Project Title:</b>	Michigan Post-Crash Care Quality Improvement		
<b>Project Number:</b>	2026-TR-07-IG		
<b>Subrecipient:</b>	Michigan Department of Health and Human Services (MDHHS)		
<b>Project Description (MGX Project Summary):</b>	<p>For this project, DESOC will first establish the linkage across data sets, providing incident analysis from time of crash through discharge from the hospital. This would allow for true post-crash care analysis. From there, two separate initiatives would be started. First, the components and data elements would be identified, with metrics and tracking developed for quality improvement monitoring. The second initiative would be creating and supporting education initiatives for clinical care for crash patients.</p> <p>Due to funding constraints, for the 2026 fiscal year, DESOC will be suspending the education portions of this project and focusing on the evaluation of clinical care and documentation. The FTE for an education position and funding to support education supplies have been removed. Funding for the Post-Crash Care Quality Improvement Coordinator and the Michigan Emergency Medical Services Information System Data Systems remains in the proposal. Should opportunities for additional funding become available, DESOC will consider requesting a grant amendment to support education activities.</p> <p>Funding will support the following budget categories: Contractual Services and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$287,611.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405c	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M3DA-2026-TR-07-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405c Data Program		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	TBD		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**Goal 1

Activity One: By March 31, 2026, the Preventative Controls Qualified Individual (PCQI), in conjunction with the DESOC Epidemiologist and Data Coordinators, will develop documentation tools to dictate appropriate documentation of post-crash care.

Activity Two: By September 30, 2026, the PCQI will distribute data reporting tools to EMS agencies for self-monitoring.

Complete transition via MPHI contract to remove previous closed project and increase attribution of FTE to this project from 50 percent to 100 percent, with a staff member dedicated full time to the Post-Crash Care Quality Improvement goals.

Goal 2

Activity One: By December 31, 2025, in conjunction with the DESOC Epidemiologist, an evaluation tool will be created for metrics related to post-crash care (activity continued from previous fiscal year).

Activity Two: By June 30, 2026, the PCQI will develop a data dashboard related to post-crash care quality metrics.

**Countermeasure Strategy:**

National Highway Traffic Safety Administration Assessment Recommendation

Emergency Medical Services Assessment

Per 2017 NHTSA assessment, Bureau of Emergency Preparedness, EMS, and Systems of Care should develop and implement a comprehensive Public Information, Education, and Prevention Plan for EMS and Trauma (NHTSA Reassessment, p.33).

<b>Program Area:</b>	Traffic Records (TR)		
<b>Project Title:</b>	Utilizing the Michigan Trauma System and Registry to Inform, Direct, and Drive the Safe System Approach and Support Zero Fatalities		
<b>Project Number:</b>	2026-TR-10-IG		
<b>Subrecipient:</b>	Michigan Department of Health and Human Services (MDHHS)		
<b>Project Description (MGX Project Summary):</b>	<p>A system's response to post-crash care makes a difference. Taking the injured to the right place at the right time has a significant impact. This project provides an opportunity to build a cohesive collaboration between the Office of Highway Safety Planning, focused on a Safe System and the trauma system, both of which have the intended goal of ensuring that fatalities are zero and the injured return to a productive life.</p> <p>Safe System principles acknowledge that: 1.) Humans make mistakes, 2.) Humans are vulnerable, 3.) Responsibility is shared, and 4.) Safety is proactive. Trauma systems are built on these premises. The Michigan Statewide Trauma System Registry (2018-2024) includes an average yearly total of 13,381 vulnerable humans who were injured in motor vehicle accidents and needed to seek care.</p> <p>This project will support a collaboration with trauma injury prevention subject matter experts, the statewide trauma registry, and those engaged in building Safe Systems to leverage resources, implement initiatives, and monitor and evaluate impacts. Outcomes will include the identification of common countermeasure strategies, initiatives that address gaps and priorities, and a positive trend in fatalities and serious injury.</p> <p>Funding will support the following budget categories: Contractual Services and Supplies &amp; Operating</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$359,570.00	<b>Indirect Cost Rate:</b>	N/A
<b>Funding Source:</b>	405c	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	M3DA-2026-TR-10-IG		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405c Data Program		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	TBD		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:****Goal 1**

Activity One: Before December 1, 2025, with input from the OHSP, develop a public-facing dashboard that informs on the specifics of MVAs in Michigan related to outcomes, injury severity, and disposition.

Activity Two: During the last quarter of 2025, launch dashboard and develop a survey tool to monitor reach and potential impact. Implement survey first quarter of 2026.

Activity Three: September 30, 2026: Integrate dashboard into regional trauma system evaluation tools.

#### Goal 2

Activity One: Before January 31, 2026, interviews for the data technician will be scheduled.

Activity Two: Before April 1, 2026, an offer will be extended to the candidate.

#### Goal 3

Activity One: By January 31, 2026, the state trauma system Injury Prevention (IP) program managers will be surveyed about the number, type, reach, and impact of the transportation safety program they have conducted (over the past 18 months).

Activity Two: A Trauma Safe Systems subcommittee will be established with membership including Regional Trauma Coordinators, IP program staff, Trauma Program Managers, and the OHSP staff to identify common countermeasure strategies that support the Michigan 2024-2025 Triennial Highway Safety Plan.

Activity Three: By October 7, 2025, in collaboration with the OHSP, there will be a presentation at the statewide systems of care conference introducing the concept of the collaboration between systems (trauma and Safe Systems) and the plan for initiatives that address identified gaps and priorities.

#### Goal 4

Activity One: Before January 31, 2026, the TSS committee will have developed and managed an initiative that supports the implementation of an injury prevention project based on a reimbursement grant model and includes the submission of an approved application, deliverables, and evaluation.

Activity Two: Before April 30, 2026, all qualifying initiatives will begin project implementation.

Activity Three: Before September 30, 2026, the TSS-approved projects are ongoing. Quarterly progress reports are submitted to the committee.

### **Countermeasure Strategy:**

National Highway Traffic Safety Administration Assessment Recommendation

Emergency Medical Services Assessment

Michigan 2017 Re-Assessment Priority Recommendations: Page 20: Office of Highway Safety Planning should renew its financial support of the EMS and trauma data systems.

Page 27: Designate specialty medical facilities, including burns, pediatric, cardiac, and stroke, within a larger system of care.

Revise destination guidelines to assure transport of appropriate patients to free-standing emergency departments.

Review and revise the guideline addressing the inter-facility transfer of critical care patients to address patient safety concerns.

Page 33: Utilize EMS and trauma registry data to develop injury prevention programs and fact sheets that provide the public and policymakers with information on targeted issues.

Page 42: Link the trauma registry with other public safety datasets, including crash data.

<b>Program Area:</b>	Traffic Records (TR)		
<b>Project Title:</b>	Advancing EMS Efficiency and Safety through a Systems-Based Model		
<b>Project Number:</b>	2026-TR-11-00		
<b>Subrecipient:</b>	Western Michigan University		
<b>Project Description (MGX Project Summary):</b>	<p>This project aims to develop a systems-based model to identify and address inefficiencies within Michigan's Emergency Medical Services (EMS) statewide system. By analyzing the EMS structure holistically, the model can uncover latent issues, such as inadequate staff training opportunities, limited operational support, and over-reliance on volunteer or part-time personnel (Emergency Medical Services (EMS): A Look at Disparities in Funding and Outcomes, 2024). It can also uncover statewide database challenges, such as quality and accuracy, integrity, timelines, integration, and accessibility. The model will be created from diverse stakeholder perspectives and gathered through a Strategic Options Development and Analysis (SODA) workshop (Thaviphoke, 2019). Key participants will include representatives from, for example, the Michigan State Police (MSP), the Office of Highway Safety Planning (OHSP), the Traffic Records Coordinating Committee, the Emergency Trauma Preparedness Group, and the Michigan Department of Health and Human Services. The outcomes of this project will enrich the Michigan State EMS database, offering a more comprehensive understanding of current systemic operational challenges and capabilities. By achieving a clearer systems-level view, the findings could inform an update to the Model Performance Measures for State Traffic Records Systems originally developed in 2011. Additionally, the results will support bench-marking Michigan's EMS performance against national standards and trends, offering data-driven guidance for future improvements.</p> <p>Funding will support the following budget categories: Personnel - Salaries &amp; Wages, Travel, Supplies &amp; Operating, and Indirect Costs.</p>		
<b>Location and Affected Communities:</b>	Statewide		
<b>Total Federal Funds Awarded:</b>	\$139,039.15	<b>Indirect Cost Rate:</b>	Override Amount: \$42,405.00
<b>Funding Source:</b>	405c	<b>Local Expenditure:</b>	N/A
<b>GTS Code(s):</b>	B3RSRCH-2026-TR-11-00		
<b>Eligible Use of Funds (GTS Description):</b>	IIJA NHTSA 405c Data Program Research on Process Improvement		
<b>Equipment Amount Requested:</b>	\$0.00	<b>NHTSA Equipment Approval Date:</b>	N/A
<b>P&amp;A Cost/Amount:</b>	N/A	<b>Promise Project per 23 CFR 1300.41(b):</b>	No
<b>SIGMA Code(s):</b>	454140		
<b>Program Income/Amount:</b>	N/A		

**Project Activities:**

Successful completion of the project requires completion of the following project tasks as described below:

Task #1: Kickoff meeting with OHSP [mutually decided but no later than October 15, 2025].

Task #2 [October 2025 – November 2025]: Comprehensive literature search.

This literature review includes a comprehensive evaluation of current relevant scientific publications related to, for example, identify the key stakeholders in EMS operations, as well as identify the critical challenges and opportunities related to the emergency medical services, crash rescue, and trauma.

Task #3 [December 2025]: Identification of important stakeholders and scheduling of the workshop time.

From the literature search in Task #2, the research team will identify important stakeholders in the EMS operations. Then, with the OHSP's help, the research team will connect with important stakeholders in the EMS system and schedule a strategic options development workshop.

Task #4 [January 2026]: Data collection.

In this task, we will first develop a set of key questions that address the emergency medical services, crash rescue, and trauma challenges and opportunities as identified from the literature review in Task #2. We will then conduct the workshop to gather important information from stakeholders identified in Task #3. The investigators have experience gathering qualitative information in workshop settings—please see Abudayyeh (1994) and Thaviphoke & Collins (2019). The workshop could be held either in person or online. The setting of the workshop should be mutually decided.

Task #5 [February 2026 – May 2026]: Data analysis.

Cluster and content analysis (Ackermann & Eden, 2020) will be performed on the information gathered from the workshop to create the inputs for the systems-based model.

Task #6 [April 2026 – August 2026]: Model development.

An optimized systems-based model will be developed. This model has the potential to identify bottlenecks in response time, optimize multi-agency coordination, reduce non-value-added elements, improve resource allocation, and enhance patient outcomes. The final model will be verified by stakeholders who participated in the workshop.

Task #7 [September 2026]: Submission of the final report to the OHSP. The findings will also be presented to the Governor's Traffic Safety Advisory Commission Traffic Records Coordinating Committee and submitted as a topic to the 2027 Michigan Traffic Safety Summit. The outcome of this research should uncover statewide database challenges, such as quality and accuracy, integrity, timelines, integration, and accessibility.

### **Countermeasure Strategy:**

National Highway Traffic Safety Administration (NHTSA) Assessment Recommendation: Emergency Medical Services Assessment - This project will define the impact of the system on patient care and identify opportunities for system improvement. The outcome of this project could also evaluate resource utilization, scope of service, patient outcome, and effectiveness of operational policies, procedures, and protocols.

## Uncommitted Funds (UF) Summary

<i>UF</i>		<i>Uncommitted Funds</i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
X-402 Uncommitted	2026-UF-CP-00	IIJA NHTSA 402	TBD
M1X-405b OP High Uncommitted	2026-UF-OP-00	IIJA 405b OP High	TBD
M3X- 405c Data Uncommitted	2026-UF-TR-00	IIJA 405c Data Program	TBD
M6X- 405d Impaired Driving Mid Uncommitted	2026-UF-ID-00	IIJA 405d Impaired Driving Mid	TBD
M8X- 405e Distracted Driving Uncommitted	2026-UF-DD-00	IIJA 405e Distracted Driving	TBD
M11X- 405f Motorcycle Uncommitted	2026-UF-MC-00	IIJA 405f Motorcycle Programs	TBD
BGX- 405g Nonmotorized Safety Uncommitted	2026-UF-NM-00	IIJA 405g Nonmotorized Safety	TBD
M12X- 405h Preventing Roadside Deaths Uncommitted	2026-UF-RD-00	IIJA 405h Preventing Roadside Deaths	TBD
UP_164- Funds Uncommitted to Projects	2026-UF-RO-00	IIJA 164 Transfer Funds	TBD
<b>UF Program Area Total</b>			TBD

**402**

<b>UNCOMMITTED FUNDS FOR IIJA 402 STATE AND COMMUNITY HIGHWAY SAFETY GRANT PROGRAM</b>	
<b>Federal Funding Source</b>	<b>IIJA NHTSA 402 Community Traffic Safety Programs</b>
<b>GTS Code</b>	<b>X-2026-UF-CP-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA NHTSA 402 Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp IIJA NHTSA 402 Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA NHTSA 402 Uncommitted 2026
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp IIJA NHTSA 402 Uncommitted 2026

**405b**

<b>UNCOMMITTED FUNDS FOR IIJA 405b HIGH OCCUPANT PROTECTION</b>	
<b>Federal Funding Source</b>	<b>IIJA 405b OP High Uncommitted</b>
<b>GTS Code</b>	<b>M1X-2026-UF-OP-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA 405b OP High Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp IIJA 405b OP High Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA 405b OP High Uncommitted 2026
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp IIJA 405b OP High Uncommitted 2026

**405c**

<b>UNCOMMITTED FUNDS FOR IIJA 405c DATA PROGRAM</b>	
<b>Federal Funding Source</b>	<b>IIJA 405c Data Uncommitted</b>
<b>GTS Code</b>	<b>M3X-2026-UF-TR-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA 405c Data Uncommitted 2023
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp IIJA 405c Data Uncommitted 2023
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA 405c Data Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp IIJA 405c Data Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA 405c Data Uncommitted 2026
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp IIJA 405c Data Uncommitted 2026

**405d**

<b>UNCOMMITTED FUNDS FOR IIJA 405d IMPAIRED DRIVING MID</b>	
<b>Federal Funding Source</b>	<b>IIJA 405d Impaired Driving Mid Uncommitted</b>
<b>GTS Code</b>	<b>M6X-2026-UF-ID-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA 405d Impaired Driving Low Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp IIJA 405d Impaired Driving Low Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA 405d Impaired Driving Mid Uncommitted 2026
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp IIJA 405d Impaired Driving Mid Uncommitted 2026

**405e**

<b>UNCOMMITTED FUNDS FOR 405e DISTRACTED DRIVING</b>	
<b>Federal Funding Source</b>	<b>IIJA 405e Distracted Driving Uncommitted</b>
<b>GTS Code</b>	<b>M8X-2026-UF-DD-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA 405e Distracted Driving Uncommitted

**405f**

<b>UNCOMMITTED FUNDS FOR IIJA 405f MOTORCYCLIST PROGRAMS</b>	
<b>Federal Funding Source</b>	<b>IIJA 405f Motorcyclist Uncommitted</b>
<b>GTS Code</b>	<b>M11X-2026-UF-MC-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA 405f Motorcyclist Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp IIJA 405f Motorcyclist Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA 405f Motorcyclist Uncommitted 2026
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp IIJA 405f Motorcyclist Uncommitted 2026

**405g**

<b>UNCOMMITTED FUNDS FOR IIJA 405g NONMOTORIZED SAFETY</b>	
<b>Federal Funding Source</b>	<b>IIJA 405g Nonmotorized Safety Uncommitted</b>
<b>GTS Code</b>	<b>BGX-2026-UF-NM-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA 405g Nonmotorized Safety Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp IIJA 405g Nonmotorized Safety Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA 405g Nonmotorized Safety Uncommitted 2026
<b>Amount</b>	<b>TBD</b>

<b>Eligible Use of Funds</b>	Supp IIJA 405g Nonmotorized Safety Uncommitted 2026
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### **405h**

<b>UNCOMMITTED FUNDS FOR IIJA 405h PREVENTING ROADSIDE DEATHS</b>	
<b>Federal Funding Source</b>	<b>IIJA 405h Preventing Roadside Deaths Uncommitted</b>
<b>GTS Code</b>	<b>M12X-2026-UF-RD-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA 405h Preventing Roadside Deaths Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp IIJA 405h Preventing Roadside Deaths Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA 405h Preventing Roadside Deaths Uncommitted 2026
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp IIJA 405h Preventing Roadside Deaths Uncommitted 2026

### **164 Transfer Funds**

<b>UNCOMMITTED FUNDS FOR REPEAT OFFENDER PROVISION</b>	
<b>Federal Funding Source</b>	<b>IIJA 164 Transfer Funds Uncommitted to Projects</b>
<b>GTS Code</b>	<b>UP_164-2026-RO-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA 164 Transfer Funds Uncommitted to Projects 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	IIJA 164 Transfer Funds Uncommitted to Projects 2026

## **Section 405 grant and Section 1906 racial profiling data collection grant applications (Appendix B)**

The OHSP has completed the following for consideration:

- Part 1: Occupant Protection Grants
- Part 2: State Traffic Safety Information System Improvements Grants
- Part 3: Impaired-Driving Countermeasures
- Part 6: Distracted-Driving Grants
- Part 7: Motorcyclist Safety Grants
- Part 8: Nonmotorized Safety Grants
- Part 9: Preventing Roadside Deaths Grants

Please see attachments for this information.

## **Certifications and Assurances (Appendix A)**

Please see attachments for this information.

## **FY2026 AGA Project Summary Table**

A table summary of all projects is provided as an attachment to this document.

## **FY2026 AGA 405c Summary Table**

A table summary of all 405c projects' one data system, one attribute, and a quantifiable improvement is provided as an attachment to this document.

## Fiscal Year 2026 Annual Grant Application 405c Summary Table

Updated August 20, 2025

<b>Project Number</b>	<b>Data System</b>	<b>Attribute</b>	<b>Quantifiable Improvement</b>
2026-TR-01-IG	Traffic Crash Reporting System (TCRS)	Uniformity	Number of officers trained
2026-TR-06-IG	Michigan Emergency Medical Services Information System (MI-EMSIS)	Integration	Number of involved agencies
2026-TR-07-IG	Michigan Emergency Medical Services Information System (MI-EMSIS)	Completeness	Data dashboard statistics
2026-TR-10-IG	Michigan (MI) Trauma Registry	Integration	Regional tools outreach and integration (impact report)
2026-TR-11-00	Michigan Emergency Medical Services Information System (MI-EMSIS)	Accuracy	Updates to model performance measures/informed updates

## Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

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

State: Michigan

Fiscal Year: 2026

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

### **GENERAL REQUIREMENTS**

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

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

### **INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

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

### **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

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

## **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

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

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

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

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

### **GENERAL ASSURANCES**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

## SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:  
*“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>[1]</sup> in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace;
  2. The grantee's policy of maintaining a drug-free workplace;

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

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

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

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

**CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

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

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

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

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

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

### **RESTRICTION ON STATE LOBBYING**

**(applies to subrecipients as well as States)**

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

**(applies to subrecipients as well as States)**

### **INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)**

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

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

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

## CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

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

## INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180 and 1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS**

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

## **BUY AMERICA**

**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

## **CERTIFICATION ON CONFLICT OF INTEREST**

**(applies to subrecipients as well as States)**

### **GENERAL REQUIREMENTS**

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
  - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
  - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

### **DISCLOSURE REQUIREMENTS**

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

### **PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE** **(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

### **POLICY ON SEAT BELT USE**

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

## **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

### **SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
  - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

**Click here to validate form fields and permit signature**



Digitally signed by Alicia Sledge  
Date: 2025.07.31 09:48:31 -04'00'

7/31/25

Signature Governor's Representative for Highway Safety

Date

Alicia Sledge, Director

Printed name of Governor's Representative for Highway Safety

## Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

*[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: Michigan

Fiscal Year: 2026

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***Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.***

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### **PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))**

*[Check the box above **only** if applying for this grant.]*

#### ALL STATES

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at Pages 74-94 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at Pages 104 and 143-240 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Attachments "MI\_FY26\_405(b)\_OP\_Inspection-Stations" and "MI\_FY26\_405(b)\_OP\_CPSTIs (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Pages 86-87 and Attachments "MI\_FY26\_405(b)\_OP\_CPSTIs" and "MI\_FY26\_405(b)\_Occupant-Protection\_Planned-CPS-Classes (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

**LOWER SEAT BELT USE STATES ONLY**

*[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

▪ Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

▪ \_\_\_\_\_  
Coverage of all passenger motor vehicles;

▪ \_\_\_\_\_  
Minimum fine of at least \$25;

▪ \_\_\_\_\_  
Exemptions from restraint requirements.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at \_\_\_\_\_ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at \_\_\_\_\_ (location).

The State's comprehensive occupant protection program is provided as follows:

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: \_\_\_\_\_ (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at \_\_\_\_\_ (location);
- o The name and title of the State's designated occupant protection coordinator is \_\_\_\_\_.
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at \_\_\_\_\_ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on \_\_\_\_\_ (date) (within 5 years of the application due date);

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [ Fill in the blank below.]* Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at  
Attachments "MI-FY24-26-3HSP-Report" pages 24-28 and "MI\_FY26\_405(c)\_Performance\_Measures" (location).

**PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

**MID-RANGE STATES ONLY**

*[ Check one box below and fill in all blanks under that checked box.]*

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 6/5/25 (date). Specifically:

- Annual grant application at \_\_\_\_\_ (location) Attachment "FY26-405(d)-Mid\_MIDTF-Charter" describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location) Attachment "FY26-405(d)-Mid\_MIDTF\_Membership" contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location) Attachment "FY26-405(d)-Mid\_MIDTF\_Strategic-Plan" contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and continues to use this plan.

[ For fiscal year 2024 grant applications only.]

- The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

**HIGH-RANGE STATE ONLY**

[ Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date). Specifically:
- Annual grant application at \_\_\_\_\_ (location) describes the authority and basis for operation of the statewide impaired driving task force;
  - Annual grant application at \_\_\_\_\_ (location) contains the list of names, titles, and organizations of all task force members;
  - Annual grant application at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
  - Annual grant application at \_\_\_\_\_ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
  - Annual grant application at \_\_\_\_\_ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at \_\_\_\_\_ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

[ For fiscal year 2024 grant applications only.]

- The State's NHTSA-facilitated assessment was conducted on \_\_\_\_\_ (date) (within 3 years of the application due date); OR
- The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

**PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

\_\_\_\_\_

- Identify all alcohol-ignition interlock use exceptions.

\_\_\_\_\_

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

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  - Identify all alcohol-ignition interlock use exceptions.

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The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

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  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

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  - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

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- Identify list of alcohol-ignition interlock program use violations;
- 
- Identify all alcohol-ignition interlock use exceptions.
- 

**PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[ Check the box above only if applying for this grant.]*

*[ Fill in all blanks.]*

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
- 

*[ Check at least one of the boxes below and fill in all blanks under that checked box.]*

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
- 

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at \_\_\_\_\_ (location).
- 

**PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]*

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

**DISTRACTED DRIVING AWARENESS GRANT**

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at Attachment "FY26\_405(e)\_Distracted-Driving-Sample-Questions" \_\_\_\_\_ (location).

**DISTRACTED DRIVING LAW GRANTS**

- Prohibition on Texting While Driving**  
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on texting while driving;  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
\_\_\_\_\_
    - Fine for an offense;  
\_\_\_\_\_
    - Exemptions from texting ban.  
\_\_\_\_\_

- Prohibition on Handheld Phone Use While Driving**  
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 05/04/2010 (date) and last amended on 06/07/2023 (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on handheld phone use;  
Attachment "FY26\_405(e)\_Handheld-Phone-Prohibition\_MCL-257-602B" Section 2(a)  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
Attachment "FY26\_405(e)\_Handheld-Phone-Prohibition\_MCL-257-602B" Section 12(b)  
\_\_\_\_\_
    - Fine for an offense;  
Attachment "FY26\_405(e)\_Handheld-Phone-Prohibition\_MCL-257-602B" Section 4  
\_\_\_\_\_
    - Exemptions from handheld phone use ban.  
Attachment "FY26\_405(e)\_Handheld-Phone-Prohibition\_MCL-257-602B" Section 3  
\_\_\_\_\_

- Prohibition on Youth Cell Phone Use While Driving**  
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on youth cell phone use while driving;  
\_\_\_\_\_
  - Definition of covered wireless communication devices;  
\_\_\_\_\_
  - Fine for an offense;  
\_\_\_\_\_
  - Exemptions from youth cell phone use ban  
\_\_\_\_\_

**Prohibition on Viewing Devices While Driving**  
 The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*
  - Prohibition on viewing devices while driving;  
\_\_\_\_\_
  - Definition of covered wireless communication devices;  
\_\_\_\_\_

**PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

*[ Check the box above only if applying for this grant.]*

*[ Check at least 2 boxes below and fill in all blanks under those checked boxes only.]*

- Motorcycle Rider Training Course**
- The name and organization of the head of the designated State authority over motorcyclist safety issues is Secretary of State Jocelyn Benson, Michigan Department of State
  - The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:  
*[Check at least one of the following boxes below and fill in any blanks.]*
    - Motorcycle Safety Foundation Basic Rider Course;
    - TEAM OREGON Basic Rider Training;
    - Idaho STAR Basic I;
    - California Motorcyclist Safety Program Motorcyclist Training Course;
    - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
  - In the annual grant application at Attachment "FY26\_405(f)\_MI-REP\_by\_County\_Report-24-25" (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.



### **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Secretary of State Jocelyn Benson, Michigan Department of State.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at Attachments "MI-FY24-26-3HSP-Report" pages 27 & 42 and "FY26\_405(f)\_Motorcycle\_County\_Crashes\_2019-2023" (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at Attachments "FY26\_405(f)\_Motorcycle\_County\_Crashes\_2019-2023" "FY26\_405(f)\_MSAT Overview" and "FY26\_405(f)\_FY25 Communicati (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.



### **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*



### **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).



### **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at Attachment "MI-FY24-26-3HSP-Report" Pages 27 and 42 (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at Pages 69-73 and 110 and Attachment "FY26\_405(f)\_Motorcycle\_County\_Crashes\_2019-2023" (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

**Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

**Use of Fees Collected From Motorcyclists for Motorcycle Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

*Legal citation(s):*

MCL 257.312(c) and MCL 257.801(1)(n)

AND

The State's law appropriating funds for FY \_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

*Legal citation(s):*

Public Act 119 Pages 74 and 82

Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

*[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]*

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at  
Pages 106-109, 115-116, and 118-134 \_\_\_\_\_ (location(s)).

**PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

*[Check the box above only if applying for this grant, then fill in the blank below.]*

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at  
Pages 50-52, 114, and 135-138 \_\_\_\_\_ (location(s)).

**PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in required blanks under the checked box only.]*

**Driver Education and Driving Safety Courses**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*  
\_\_\_\_\_.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

**Peace Officer Training Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):* \_\_\_\_\_.

- Applying as a documentation State—
  - The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
  - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

- Applying as a qualifying State—
  - A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at \_\_\_\_\_ (location).
  - A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in all blanks under the checked box only.]*

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

*In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —*

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

**Click here to validate form fields and permit signature**

*Alicia Sledge*

Digitally signed by Alicia Sledge  
Date: 2025.07.31 09:58:12 -04'00'

7/31/25

Signature Governor's Representative for Highway Safety

Date

Alicia Sledge, Director

Printed name of Governor's Representative for Highway Safety