

August 2005

Dear Friend of Traffic Safety:

The Michigan Office of Highway Safety Planning is pleased to present our Highway Safety Plan for the 2006 Fiscal Year. We hope to build upon last year's historic success in saving lives on our roadways, when Michigan reduced fatalities by as much as the other forty-nine states combined.

OHSP is proud to work with our many traffic safety partners at the local, state, and federal level. Together, we have increased safety belt use, reduced alcohol and drug-related fatalities, and created safer communities for Michigan families. Ongoing cooperation helps us all build on each others' efforts.

Among the project highlights for 2006:

- Consistent and ongoing enforcement of safety belt and drunk driving laws;
- Continuation of a pilot project to improve intersection safety including the threat of red light running;
- Child passenger safety education and training to reduce misuse of child restraints;
- A variety of programs to improve the prosecution, adjudication, and treatment of drunk drivers;
- Community-based grants for local traffic safety initiatives, including refinements to the Safe Communities program that will better target individual communities' needs;
- Improvements in crash records and data collection;
- Training in recognition of fraudulent ID and strict enforcement of underage drinking laws;
- Distribution of bicycle safety helmets to children in economic need;
- Continued outreach activities through sports marketing and other specialized venues with new partners.

And much more.

We will continue to focus on high priority areas and determine where scarce dollars can do the most good in preventing deaths on our roadways. The new transportation bill should create exciting opportunities during the coming year, and OHSP looks forward to your continuing partnership in exploring the emerging frontiers of traffic safety.

As we proceed into the 2006 program year, Michigan will continue to be a leader in the traffic safety field. We look forward to implementing effective programs that produce positive outcomes and make our state a safer place for all motorists.

Sincerely,

MICHAEL L. PRINCE
Division Director
Office of Highway Safety Planning

STATE CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

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

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:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall 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.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

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

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits

discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
- 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee

of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the

prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is 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 "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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 and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2006 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

Date

OFFICE OF HIGHWAY SAFETY PLANNING												
FY 05 IN-HOUSE PUBLIC INFORMATION FUNDS												
As of August 8, 2005												
	Prog	Task #	Fund	PCA	Amount	402	405	410	157 INC	157 INN	OJJDP	
Enforcement ad campaigns, focus groups Vendor - Pace	PT	4	402	52730	\$100,000	100,000	0	0	0	0	0	
Local public service announcements Vendor - video	PT	4	402	52740	\$25,000	25,000	0	0	0	0	0	
Total Contractual services- without Paid Media					\$460,000	\$265,000	\$195,000	\$0	\$0	\$0	\$0	

OFFICE OF HIGHWAY SAFETY PLANNING												
FY 05 IN-HOUSE PUBLIC INFORMATION FUNDS												
As of August 8, 2005												
	Prog	Task #	Fund	PCA	Amount	402	405	410	157 INC	157 INN	OJJDP	
CONTRACTUAL SERVICES-Pd Media												
Paid advertising - May mobilization Vendor - Brogan	PT	4	402	52880	\$800,000	800,000	0	0	0	0	0	
Paid advertising - Labor Day Vendor - Brogan	PT	4	410	TBD	\$400,000	0	0	400,000	0	0	0	
Paid advertising - teens/May Vendor - Brogan	OP	1	405	TBD	\$200,000	0	200,000	0	0	0	0	
Total paid advertising					\$1,400,000	\$800,000	\$200,000	\$400,000	\$0	\$0	\$0	
Total Contractual					\$1,860,000	#####	\$395,000	\$400,000	\$0	\$0	\$0	
TOTAL IN-HOUSE PUBLIC INFORMATION					\$2,010,000	#####	\$425,000	\$400,000	\$0	\$0	\$0	\$2,010,000
Motorcycle awareness					\$30,000							
Activities and materials, general PIE					\$120,000							
Partnership activities and materials					\$0							
DSWW					\$15,000							
Conferences and meetings					\$15,000							
Winter driving video					\$20,000							
Underage drinking campaign					\$25,000							
Operation SABRE					\$25,000							
Teen belt use campaign					\$295,000							
Booster law publicity					\$50,000							
CPS video					\$30,000							
CPS materials					\$0							
Paid advertising					\$1,200,000							
Buckle Up Club					\$50,000							
Enforcement campaigns, focus groups					\$100,000							
Local public service announcements					\$25,000							
Enforcement patrol car magnets					\$10,000							
TOTAL in-house projects					\$2,010,000							

OHSP State Programs Section

Two program areas administered by the Michigan Office of Highway Safety Planning are not supported by Federal funds but are supported by State Restricted funds.

Secondary Road Patrol & Traffic Accident Prevention Program

The Secondary Road Patrol & Traffic Accident Prevention program was created by Public Act 416 of 1978. The program is often referred to as the "SRP" or "416" program. This state grant program provides county Sheriff departments with funding for patrol of county and local roads outside the corporate limits of villages and cities. The program has the legislated primary responsibility of traffic enforcement and traffic accident prevention.

The SRP program supported the full-time equivalent of 182 deputies in FY 2004 (the most recent completed period), as reported through semi-annual reports submitted to OHSP by participating counties. A total of 82 counties currently participate, out of 83 counties in the state. For FY 2005, a total of \$13,872,000 was allocated to these counties for use in patrolling secondary roads.

Each year OHSP sponsors training for SRP deputies. In 2005, in lieu of a central conference, a Complete Traffic Stops Training course was offered in eight different locations and times throughout the state. The one-day program, open to all SRP deputies, focused on traffic stop skills, such as effective interviewing, detection of illegal activities, hidden compartments in vehicles, professionalism, legal issues, and officer safety. For the FY 2006 conference, OHSP will be merging the SRP conference with a statewide traffic officers training conference which will reach a broader audience. State funds will pay for the participation of the SRP officers.

OHSP's administrative responsibilities include monitoring the SRP program. Counties are judgmentally selected with a goal of monitoring a minimum of 25 percent of participating counties each year. The monitoring process involves a personal visit by OHSP staff to each participating agency. The OHSP representative reviews the previous years officers' dailies for all SRP deputies, reconciles expenditures reported during the program year, reviews the county's accounting procedures and reviews the duty roster or schedule for Maintenance of Effort compliance, which is a requirement of the Act. The results of the monitoring are written in a report, which is sent to the sheriff, along with a letter indicating compliance with the act or requesting a plan of correction if not in compliance.

Michigan Truck Safety Commission

The Michigan Truck Safety Commission is a unique organization, the only one of its kind in the nation supported not by tax dollars but entirely by the trucking industry. The Commission is comprised of 11 members who meet bimonthly. Their mission is to improve truck safety by providing Michigan's trucking industry and the citizens of Michigan with effective educational programs, and by addressing significant truck safety issues.

Funding for Commission activities is provided by a Truck Safety Fund, established by Public Act 348 of 1988, and administered by the Office of Highway Safety Planning. This state fund provides grants to various non-profit agencies, for truck driver education and training, heightening of all drivers' awareness of the operational characteristics and limitations of trucks, initiating data collection and research and supporting enforcement of motor carrier safety laws.

In 2005, grant funds were provided to the Michigan State Police Motor Carrier Division for enforcement and to Michigan Center for Truck Safety for education. A total of \$ 2,407,939 was made available to the two grantees for the 2005 fiscal year.

Motor Carrier grant funds are being used to conduct STET enforcement efforts, for publication of a Commercial Vehicle Enforcement Information bulletin, to collaborate with the Michigan Association of Chiefs of Police in award programs to promote highway safety and to provide Federal Motor Carrier Regulations to officers, judges, prosecutors and magistrates around the state.

The grant to the Michigan Center for Truck Safety is used to fund a hotline for truck information, public information and education efforts, safety reviews, videos, hands-on training through two Decision Driving Courses and various other training programs.

A planning meeting was held in September 2004 to review and update the strategic plan which was originally prepared in 2000 and previously updated in 2001 and 2002. Strategic planning has continued throughout 2005 through discussion at Commission meetings. The goals previously established in the plan, to be accomplished through grants for education, research, and enforcement, and through subcommittees of the Commission, are:

- Improve truck safety through effective educational programs and safety planning.
- Improve truck safety through enforcement of motor carrier safety laws and training criminal justice personnel on commercial vehicle laws and enforcement.
- Insure the fiscal stability of the MTSC.
- Strengthen Commission information and decision-making.

Each of these goals also identifies several activities that will help to achieve it. The progress achieved towards meeting the goals is reviewed at Commission meetings, as well as at the planning meeting each year, and is used to update the plan for the next year. The plan is then used to establish the goals and objectives for the grants awarded by the Commission during the year.

Glossary

AAA Michigan	American Automobile Association. Federation of automobile clubs providing domestic and foreign travel services, emergency road services, and insurance. Sponsors public services to increase the safety and efficiency of road travel.
AAMVA	American Association of Motor Vehicle Administrators.
AASHTO	American Association of State Highway and Transportation Officials.
Accident	This term is often used to describe a collision between a motor vehicle and one or more other motor vehicles, bicycles, pedestrians, or objects. It implies an unpreventable, random event. The term “crash” is preferred as a more accurate description of such an event.
ACRS	Automated Crash Reporting System. A computer based crash reporting system designed to reduce the amount of duplicate paperwork an officer filling out a UD-10 needs to do.
ACTS Survey	Assessing Community Traffic Safety. An assessment tool which consists of twenty-one surveys that coalition leaders and their members distribute to specific individuals within their communities to identify the community’s assets and deficits. Once the surveys are completed the responses are entered into the ACTS computer program software to create a one-page profile of the community’s traffic safety assets and deficits. the profile can then be used to create a Safe Community Asset Development Plan for building key community traffic safety assets.
Alcohol-impaired Driving	Term used throughout Highway Safety Plan to describe drinking and driving behavior resulting in impairment of driving ability. Preferred to “drunk driving” because driving ability has been shown to be affected at blood alcohol levels far below levels at which someone would generally be considered “drunk”. As more research is conducted in the area of driving impairment by drugs other than alcohol, effective countermeasures can be developed.
Assets	Traffic safety assets identify a community’s resources that can be used to address key injury problems in the community. Examples: Standard Alcohol Enforcement, Sentencing Uniformity, EMS Training, Parent Education Networks, and Alcohol Server Training.
BAC/BAL	Blood Alcohol Concentration/Blood Alcohol Level. Determination of percent by weight of ethyl alcohol in blood. Usually measured as mg/dl.

CIPO	Community Injury Prevention Officers.
CP	Community Traffic Safety Program. Community-level program intended to coordinate traffic safety activities, maximize use of available resources, and better respond to unique needs of community.
CPS	Child Passenger Safety.
CJIC	Criminal Justice Information Center. Center within Michigan State Police responsible for processing data from the Michigan Traffic Crash Report.
CRAM	County Road Association of Michigan
Crash	Term used to describe collision between motor vehicle and one or more other motor vehicles, bicycles, pedestrians, or objects. Results from combination of driver, vehicle, and road factors-is not random, unpreventable occurrence. Preferred to term “accident” which implies unpreventable random occurrence.
DLN	Drivers License Number.
DMSTF	Drive Michigan Safety Task Force.
DSAQP	Division of Substance Abuse Quality Planning.
DUI/DUIL	Driving Under the Influence / Driving Under the Influence of Liquor
EMD	Emergency Management Division.
EMS	Emergency Medical Services. Incorporated within Michigan Department of Community Health. Facilitates administration of licensing, pre-hospital patient care examinations, ambulance inspections, communication, training, and related activities.
FARS	Fatal Accident Reporting System.
FHWA	Federal Highway Administration.
FMCSA	Federal Motor Carrier Safety Administration.
FTE	Full Time Employee.

GDL	Graduated Drivers Licensing. A step-by-step process for issuing drivers licenses to young people. As the young driver gains experience behind the wheel, driving privileges are increased.
GHSA	Governors Highway Safety Association.
GIS	Geographic Information System.
GTSAC	Governors Traffic Safety Advisory Commission
HBD	Had-Been-Drinking.
HSP	Highway Safety Plan. A component of the State's application submitted to the Federal Government each year to obtain federal funds for traffic safety. The Plan must describe the projects and activities the State plans to implement to reach the goals identified in the Performance Plan.
ICIP	International Center for Injury Prevention.
ITE	Institute of Transportation Engineers.
KAB	Injury severity scale for traffic crash-related injuries. K-level injuries refer to injuries caused by a crash that result in death within 90 days of the incident. A-level injuries refer to incapacitating injuries that prevent injured persons from continuing activities they were capable of performing prior to the injury. B-level injuries refer to non-incapacitating injuries that are evident to observers at the scene of the crash in which the injury occurred. Subset of KABCO scale.
LEL	Law Enforcement Liaison.
M	Million.
MACP	Michigan Association of Chief's of Police.
MADD	Mothers Against Drunk Driving.
MALI	Michigan Accident Location Index. Current system used to locate traffic crashes in Michigan. In need of modification and updating.
MCRUD	Michigan Coalition to Reduce Underage Drinking
MCTSI	Michigan Comprehensive Traffic Safety Initiative.

MDCC	Michigan Deer Crash Coalition.
MDCH	Michigan Department of Community Health (formerly Michigan Department of Public Health). Department of Michigan state government. Objectives include preventing disease, prolonging life, promoting health through organized community programs for sanitation, protection of the environment, and control of communicable and chronic disease, health education and promotion, and development of comprehensive medical services and facilities for effective diagnosis and treatment.
MDIT	Michigan Department of Information Technology. Department of Michigan State Government responsible for overall technology infrastructure and direction.
MDOS	Michigan Department of State. Department of Michigan state government. Operates services and programs in four major areas including traffic safety and motor vehicle-related activities (e.g., driver licensing, vehicle registration, administration of driver-point system), election-related activities, activities related to presenting and preserving Michigan history, and receiving and maintaining important records of state and local governmental units.
MDOT	Michigan Department of Transportation. Department of Michigan state government. Primary functions include construction, improvement, and maintenance of state highway system, and administration of all other state transportation programs.
MDTSEA	Michigan Driver and Traffic Safety Education Association.
MJI	Michigan Judicial Institute.
Michigan Model	Comprehensive school health curriculum which includes traffic safety - grades K-8.
Michigan Traffic Crash Facts	Annual report published by OHSP that summarizes the yearly crash statistics for Michigan. This document is used by OHSP to determine the areas in which programs should be targeted to reduce the Deaths and Injuries in Michigan caused by crashes.
MIP	Minor in Possession.
MMUTCD	Michigan Manual of Uniform Traffic Control Devices.
MPHI	Michigan Public Health Institute.
MPO	Metropolitan Planning Organization.
MRC	Michigan Resource Center.

MSA	Michigan Sheriff's Association.
MSP	Michigan State Police.
MSSC	Michigan State Safety Commission.
MSU	Michigan State University.
MTSC	Michigan Truck Safety Commission.
MTSMS	Michigan Traffic Safety Management System.
MTU	Michigan Technological University.
NETS	Network of Employers for Traffic Safety. Non-profit, public/private partnership working to help employers develop and implement comprehensive workplace traffic safety programs.
NHTSA	National Highway Traffic Safety Administration.
NMU	Northern Michigan University.
NSC	National Safety Council.
OHSP	Office of Highway Safety Planning. Division within the Department of State Police in Michigan. Serves as coordinating agency for traffic safety within the state and distributes federal funds for development, implementation, and evaluation of traffic safety programs.
OUIL	Operating Under the Influence of Liquor. More serious of the drinking and driving violations in Michigan. Refers to driving with blood alcohol concentration level at or above 0.10 percent.
OWI	Operating While Impaired. Less serious of the drinking and driving violations in Michigan. Refers to driving with blood alcohol concentration levels of 0.08 or 0.09 percent.
P&A	Planning and Administration. One of 10 program area plans included in the 2001 Highway Safety Plan.
P&P	Policy and Procedures.
PAAM	Prosecuting Attorneys Association of Michigan.
PAP	Program Area Plan. The 2002 Highway Safety Plan includes the following ten program area plans: occupant protection, alcohol-impaired driving prevention, police traffic services, pedestrian/bicycle safety, traffic records, community traffic safety, roadway safety, driver education/issues, motorcycle safety, and planning and administration.
PBT	Preliminary Breath Testing.

Performance Plan	A component of the state's application submitted to the Federal Government each year to obtain federal funds for traffic safety. The plan must contain a description of the process used by the state to identify its highway safety problems, a list of measurable highway safety goals developed through the problem identification process, and a description of how projects are selected for funding.
PI&E	Public Information and Education. Important for supporting traffic safety programs and creating a supportive environment for policy changes. Not effective as a stand-alone strategy for behavior change.
PIO	Public Information Officer.
PN	Prevention Network.
PSA	Public Service Announcement. One component of public information and education campaigns.
PTS	Police Traffic Services.
SADD	Students Against Drunk Driving / Student Against Destructive Decisions.
Safe Communities	The Safe Communities initiative is a dedicated fund program designed designed to provide resources to communities to develop local highway safety coalitions involving non-traditional partners, in partnership with our traditional partners. The focus of the coalitions is prevention of traffic crash injuries and fatalities.
SALTS	Safe and Legal Traffic Stops.
SCAO	State Court Administrative Office.
SCRC	Safe Community Resource Consultants.
SEMCOG	Southeastern Michigan Council of Governments.
SFST	Standardized Field Sobriety Testing.
SMS	Safety Management System.
Spotlight	An enforcement campaign that targets minors who attempt to buy alcohol by having a police officer pose as a store employee.

Standard Enforcement	Enforcement provision of safety belt laws that allows police to stop motorists solely for failure to use safety belts. On March 10, 2000 Michigan's safety belt law changed to allow for standard enforcement.
STEP	Selective Traffic Enforcement Program. The use of targeted long- or short-term enforcement for areas with specific traffic problems.
STORM	Sobriety Trained Officers Representing Michigan.
SWM	Southwest Michigan Systems, Inc. Public nonprofit organization serving as the resource and coordinating agency for EMS activities in the Lower Peninsula.
TEA-21	Transportation Equity Act for the 21st Century. The federal funding source for OHSP.
TEECC	Traffic Engineering/Enforcement Coordinating Committee.
TIA	Traffic Improvement Association.
TSA	Traffic Safety Association.
TSAM	Traffic Safety Association of Michigan.
TSC	Traffic Safety Committee.
UD-8	Form used by law enforcement in Michigan to record traffic citations.
UD-10	The Michigan Traffic Crash Report form.
UMTRI	University of Michigan Transportation Research Institute. Established to address the problem of motor vehicle injury. Primary focus of research is road transportation, with some efforts directed at marine and air transport.
UP-EMS	Upper Peninsula Emergency Medical Services Corporation. Public nonprofit organization serving as the resource and coordinating agency for provision of emergency medical services in the Upper Peninsula.
USDOT	United States Department of Transportation. Federal department responsible for establishing the nation's overall transportation policy. Contains nine administrations whose jurisdictions include highway planning, development, and construction; urban mass transit; railroads; aviation; and the safety of waterways, ports, highways, and oil and gas pipelines.

VIN	Vehicle Identification Number.
VMT	Vehicle Miles Traveled.
Walk Alert Program	National program developed to promote safe walking and to reduce the number of pedestrian traffic crashes.
WSU	Wayne State University.
YDYDYL	You Drink You Drive You Lose.
Zero Tolerance	The State of Michigan policy of no acceptance of any level of BAC above .02 in drivers under the age of 21.
ZIP, ZERO, ZILCH. (ZZZ)	Statewide Public Information Campaign to broaden the reach of the zero tolerance message on alcohol.

Mission

***To save lives and reduce injuries
on Michigan roads through
leadership, innovation, facilitation,
and program support in
partnership with other public and
private organizations.***



OVERVIEW

Scarce resources demand focused attention on core priorities. The FY2006 planning process for the Office of Highway Safety Planning (OHSP) focused on identifying the largest causes of traffic deaths and injuries, the areas with the most potential for improvement, and the best programs available to address them. Special attention was placed on high crash areas and high visibility efforts.

The problem identification process refined last year's list of key target areas, the greatest threats to Michigan drivers. Staff developed short-term strategies and budget requests to address these needs. OHSP selected projects based on each project's potential for impacting the identified traffic safety primary issue and problem area. Consideration was also given to which available partners would be best able to successfully implement programs, given the totality of the problem and the project addressing it.

Building and maintaining partnerships are essential to solving the most significant traffic safety problems. Traffic fatalities are too widespread to be prevented without statewide cooperation and teamwork. Throughout the entire HSP development process, OHSP traffic safety partners provided valuable information, knowledge, and insight into the problems facing their organizations, communities, and the state of Michigan, as well as ideas for addressing these problems. The federal government, other states' highway safety offices, and research institutions provided guidance on the development and implementation of programs. Through direct contact, participation in network and committee meetings, conferences, and online communication, OHSP will continue to promote these essential partnerships, expand untapped networks, and dedicate all its resources to reducing fatalities and injuries on Michigan's roadways.

Organization Overview

The Office of Highway Safety Planning (OHSP) is the State of Michigan's primary traffic safety agency, and the Division Director is the designated Governor's Highway Safety Representative. OHSP administers several state and federal highway safety-related grant programs, including the federal 402 program, the Michigan Truck Safety Commission, and Michigan's Secondary Road Patrol and Accident Prevention Program.

OHSP is located organizationally within the Office of the Director of the Michigan Department of State Police. The office is organized into three sections grouped according to functional responsibilities. The structure, however, has been recently revised. Within each section, specific units and sub-units have been identified to better reflect OHSP's priorities and programs.

Planning and Program Operations Section

This section is responsible for all program and grant development, implementation, evaluation, development of the planning budget, and the planning and creation of the Highway Safety Plan and Annual Evaluation Report. This section also includes the Grant Management Unit which is responsible for implementing the grant projects identified in the annual Highway Safety Plan as well as regional outreach activities with local stakeholders and partners.

Fiscal Section

Responsibility within this section consists of the fiscal administration of \$28 million in state and federal grant programs including NHTSA highway safety funds, the State Secondary Road Patrol Program, and the Michigan Truck Safety Fund. The section oversees all general accounting procedures, the overall office budget, financial reviews of all grants, and processing payments to grantees.

Communications Section

This section has responsibility for planning and implementing OHSP's comprehensive communication plan including regional communications with state and local partners, marketing of OHSP's programs, and management of all external grants and contracts related to communications and public information initiatives. The Communications Section is the main contact for all news agencies and public/private informational requests.

The Performance Plan section that follows explains OHSP's process for identifying goals, strategies, performance measures, data sources, budget development and project selection.

MICHIGAN PERFORMANCE PLAN

PROCESS DESCRIPTION

Michigan and the nation continue to make significant progress in traffic safety. Every year there are improvements in the state of knowledge for vehicle design, roadway engineering, and improving driver behavior. Since 2002, Michigan has had fewer than 1,300 traffic crash fatalities per year, the lowest since the creation of the Office of Highway Safety Planning (OHSP) in 1969, despite rising population, vehicles, and miles traveled.

Each year also brings new traffic safety challenges to light, whether they be the population's gradual aging, increasing motorcycle ridership, or simply a re-examination of crash data that puts new attention on an old issue. OHSP's analysis indicates that recent historic lows in fatalities may not last, as the sixty-year trends still predict that a rise in fatalities may be coming.

Traffic safety advocates are combating these challenges by seeking new areas for improvement, and monitoring today's emerging issues to prevent them from becoming tomorrow's crises. The OHSP maximizes program effectiveness by focusing planning efforts on those areas with the greatest potential for improvement. Development of the 2006 Highway Safety Plan (HSP) extends the methods developed in previous years. The focus remains on how, why, when, and where crashes are occurring and who is involved.

With scarce and sometimes uncertain resources at all levels of government, success depends on building and maintaining flexible and effective partnerships. OHSP cannot excel without the partners whose teamwork and commitment continue to advance shared traffic safety goals. By emphasizing teamwork and cooperation throughout each stage of the HSP development process, OHSP ensures program efficiency and effectiveness.

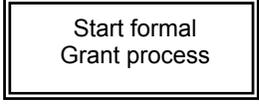
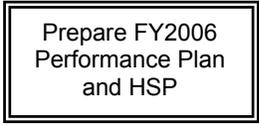
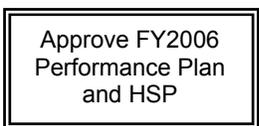
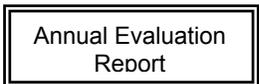
Pre-planning Steps

Implementation of one year's HSP occurs in conjunction with planning for the next. Before doing so, OHSP staff conducts an "after action review" of the previous year's process, identifying successful areas and those in need of improvement. OHSP then makes any necessary revisions to the planning process and calendar (Exhibit 1). This pre-planning ensures that OHSP's planning process remains dynamic, efficient, and effective.

Each step of the planning process is identified below:

1. Problem Identification
2. Goal Determination and Analysis
3. Traffic Safety Partner Input
4. Strategy Selection
5. Budget Development
6. Project Selection
7. Performance Measures

EXHIBIT 1 – HSP Planning Outline

FY2006 HSP PLANNING CALENDAR		
ACTION	DATES	DETAILS
 <p>HSP Committee Planning Session</p>	NOVEMBER DECEMBER	<ul style="list-style-type: none"> ❖ Review past years' activity ❖ Review current year's activity ❖ Review crash data ❖ Obtain input from traffic safety community ❖ Review state and national priorities ❖ Identify problem areas ❖ Identify long-term goals (5 years) ❖ Identify short-term goals (1 year)
 <p>Program Partner Meetings</p>	JANUARY FEBRUARY	<ul style="list-style-type: none"> ❖ Meet with key program partners ❖ Review planning session output ❖ Review data specific to the program ❖ Review quantitative goals ❖ Outline grant opportunities ❖ Identify long-term strategies (>3 years)
 <p>Create Grant Development Plans</p>	MARCH APRIL	<ul style="list-style-type: none"> ❖ Consult with current and prospective grantees ❖ Identify short-term strategies (1 year) ❖ Validate draft strategies with program goals ❖ Create draft Grant Development Plans ❖ Establish draft budget
 <p>Finalize Grant Development Plans</p>	MAY JUNE	<ul style="list-style-type: none"> ❖ GDPs finalized ❖ HSP management team reviews programs and budgets ❖ HSP budget finalized
 <p>Start formal Grant process</p>	JUNE JULY	<ul style="list-style-type: none"> ❖ Create in-house grants ❖ Notify grantees of grant timelines ❖ Send grantees grant templates ❖ Monitor process
 <p>Prepare FY2006 Performance Plan and HSP</p>	JULY	<ul style="list-style-type: none"> ❖ Create draft performance plan ❖ Create draft HSP ❖ Administrative review of performance plan ❖ Administrative review of HSP
 <p>Approve FY2006 Performance Plan and HSP</p>	AUGUST	<ul style="list-style-type: none"> ❖ Approve FY2006 performance plan and HSP ❖ Print and distribute performance plan and HSP to: NHTSA, FHWA, State and Local Agencies ❖ Post to web site
 <p>Grant Approval and Implementation</p>	SEPTEMBER OCTOBER	<ul style="list-style-type: none"> ❖ Approve and start implementation of FY2006 grants. ❖ Conduct grant orientation meetings
 <p>Annual Evaluation Report</p>	NOVEMBER	<ul style="list-style-type: none"> ❖ Annual evaluation report prepared for FY2005 HSP

Plan Organization

The performance plan follows the actual steps of OHSP's planning process. Consultation of crash data, recent research, and program partners continues throughout each step. OHSP staff includes emerging information into program development whenever possible.

1. PROBLEM IDENTIFICATION

Problem identification is a key function of the planning process. This step ensures that a sound foundation exists for implementing successful traffic safety programs.

Review of Traffic Crash Data

Crash data is the foundation of problem identification. Data analysis continues year-round, with intensified efforts at the beginning of the HSP development process. There were two primary sources for crash analysis in this year's planning cycle:

Michigan Traffic Crash Facts: Through a partnership with the University of Michigan Transportation Research Institute (UMTRI), a compilation of Michigan's traffic crash data is completed annually and published as the Michigan Traffic Crash Facts. This data is available in hard copy, CD-ROM, and web-based formats, moving entirely online in FY2006. Crash Facts back to 1992 are available at <http://www.michigantrafficcrashfacts.com>.

Direct data analysis: With improvements in the quality and availability of computerized crash data, OHSP has become able to go directly to the data from individual crashes, running each query through the source data without intermediaries. The first step in this year's problem identification was a variable-by-variable analysis of 2003 fatal crashes, which was then expanded to fatal and serious injury crashes along key variables identified by the first analysis.

The problem identification process incorporates previous years' analyses and goals along with staff expertise, outside research, and state and national priorities, including the statewide Strategic Highway Safety Plan.

2. GOAL DETERMINATION AND ANALYSIS

Goals are statements of program intent or purpose, consistent with the mission of the organization. Extending last year's analysis of long-term goals, OHSP re-approached the essential question, "How can we reduce serious and fatal injuries on Michigan roadways?" with a fundamental analysis of the factors most prevalent in severe crashes. Identifying these greatest risk factors substantiated OHSP's programmatic foci and suggested areas for additional effort in coming years. The final list of long-term goals was based on past experience, future projections, programmatic considerations, and the best available data and research. Quantitative targets are based on projections of crash trends from five-year data.

The following section begins with a summary of Michigan traffic crash statistics from 1997 through 2004 (the most current data available). OHSP's revised long-term goals through 2008 follow, along with annual benchmarks. To avoid the frequent problem of "moving targets," OHSP does not expect to revisit these goals significantly before setting new long-term goals in 2008, except as noted.

Crash Data Comparison - 1997-2004

1997-2004 Comparison	1997	1998	1999	2000	2001	2002	2003	2004	% Change 97-04
Total Crashes	425,793	403,766	415,675	424,867	400,813	395,212	391,485	373,028	-12.4%
Fatal Crashes	1,283	1,235	1,249	1,237	1,206	1,175	1,172	1,055	-17.8%
People Injured	137,548	131,575	124,601	121,832	112,292	112,484	105,555	99,680	-27.5%
People Killed	1,446	1,367	1,386	1,382	1,328	1,279	1,283	1,159	-19.8%
Death Rate (100M VMT)	1.62	1.49	1.49	1.46	1.38	1.30	1.28	1.14	-29.6%
Fat. Crash Rate (100M VMT)	1.44	1.35	1.34	1.30	1.25	1.20	1.17	1.04	-27.8%
VMT (Billions)	89.2	91.6	93.1	94.9	96.4	98.2	100.2	101.8	+14.1%
Registered Vehicles (Millions)	8.12	8.23	8.41	8.57	8.6	8.69	8.71	8.58	+5.7%
Registered Drivers (Millions)	7.09	7.15	7.22	*7.04	*7.09	*7.14	*7.19	*7.22	*+1.8%
Population (Millions)	9.77	9.82	9.86	9.93	9.99	10.05	10.08	10.11	+3.5%

*Registered Drivers are calculated as Licensed Drivers by SOS. Trend data from 1999 back cannot be calculated accurately.

Heading into fiscal year 2006, Michigan finds itself in an enviable but difficult position. Almost every crash variable has shown significant progress over the past five years. This is the result of many factors, amongst them a rise in serious crashes in the 1990s, improvements in vehicle technology, demographic trends, an economic downturn, major traffic safety legislation in the state, and indeed very significant programmatic successes. Recent milestones have included historic lows in fatal crashes, fatalities, and injuries and a record safety belt use level.

While long-term trends suggest that this dramatic progress may not continue indefinitely, and that a downturn could be possible, OHSP remains committed to maintaining excellence and achieving aggressive goals. Continuous improvement in programs and focused efforts have allowed OHSP to achieve seemingly impossible goals in recent years. As such, while OHSP recognizes that recent improvements have been exceptional, OHSP's goals seek to make them the norm.

Goals for 2004-2008 are based on 1999-2003 data. For each measure, the goal was calculated by trending the five-year data then projecting that annual percentage rate of improvement through 2008.* Exceptions are noted individually.

* Specifically, an ordinary least squares regression was applied to 1999-2003, estimating a linear trendline. The difference between the trend values for 2003 and 1999 was expressed as a percentage of the 1999 value to estimate the four-year impact. The fourth-root gave the average annual impact, which was then applied to the 2003 trendline value to establish estimates for 2004-2008.

OVERALL GOALS

Four goals represent the best measures of the state of traffic safety in Michigan. They are consistent with OHSP's mission "to save lives and reduce injuries on Michigan roads." Achievement of the issue area goals will directly support Michigan's achievement of the statewide impact goals

Goal #1 – Traffic Fatalities:

The single most important goal in traffic safety is to reduce traffic fatalities. After all the rates and contributing factors have been considered, the final measure of success must always be the lives of Michigan citizens. Thus, the simple count of traffic fatalities joins the list of overall goals.

Before recent years, Michigan had not had fewer than 1,300 traffic fatalities since 1945. OHSP seeks not only to maintain improvements but also to continue them into the future indefinitely with an eventual vision of 0 fatalities. The goals below extend the 2.30% annual impact on fatalities seen in 1999-2003.

Traffic Fatalities					
Year	Actual		Year	Goal	Actual
1999	1,386		2004	1,241	1,159
2000	1,382		2005	1,212	
2001	1,328		2006	1,184	
2002	1,279		2007	1,157	
2003	1,283		2008	1,131	

Goal #2 – Vehicle Mileage Death Rate:

The Vehicle Miles Traveled (VMT) death rate adjusts this worst outcome of a crash by a consistent exposure variable. The VMT death rate has been a consistent measure used nationally for many years, and it provides a reliable means of tracking progress over a long period of time.

The national goal is to reach a 1.0 VMT death rate by 2008. For Michigan to match this goal, the rate of improvement must improve from the recent 4.12% annual reduction in the VMT death rate to a 4.70% annual reduction, reflected below.

VMT death rate					
Year	Actual		Year	Goal	Actual
1999	1.49		2004	1.21	1.14
2000	1.46		2005	1.15	
2001	1.38		2006	1.10	
2002	1.30		2007	1.04	
2003	1.28		2008	1.00	

(# fatalities/100 million VMT)

Goals #3 and #4 – K and A Injury:

Crash mitigation complements crash prevention by reducing the severity of crashes that do occur. Eliminating a serious or fatal injury from a crash is a success, so OHSP measures the proportion of crashes with a K or A injury and the proportion of occupants involved in crashes experiencing a K or A injury.

In 2004, the property damage reporting threshold in Michigan increased from \$400 to \$1000, which may have led to fewer police-reported property damage only crashes without any actual reduction in crashes. This would distort the long-term crash data and cause an jump in the observed KA injury percentages without any actual change. Based on 2004 data, this may not be the case, but effects may be more apparent in future years. Retaining the existing goals, OHSP seeks to maintain the current rates of improvement, 3.61% and 3.24% respectively.

KA injury crash percentage					
Year	Actual		Year	Goal	Actual
1999	2.70%		2004	2.17%	2.26%
2000	2.46%		2005	2.10%	
2001	2.34%		2006	2.02%	
2002	2.38%		2007	1.95%	
2003	2.29%		2008	1.88%	

(# KA crashes / # crashes)

Vehicle occupant KA injury percentage					
Year	Actual		Year	Goal	Actual
1999	1.72%		2004	1.42%	1.42%
2000	1.58%		2005	1.37%	
2001	1.53%		2006	1.33%	
2002	1.51%		2007	1.28%	
2003	1.50%		2008	1.24%	

(# KA drivers + passengers / # drivers + passengers in crashes)

ISSUE AREAS

Fatal crash analysis identified fourteen factors potentially receptive to countermeasures. Most of these factors represent more than 10% of fatalities or fatal crashes, but others are potentially serious emerging issues or areas with especially cost-effective countermeasures. These issues present the greatest opportunities for gains and need to be addressed.

Occupant Protection

The effectiveness of safety belts and child restraints in reducing injury severity and preventing death is well documented. Reducing non-use of safety belts will substantially improve crash survivability.

Having reached 90% safety belt use, Michigan has limited room for improvement. Michigan saw large boosts from the primary safety belt law and its aggressive enforcement, but future gains will be marginal. The goals below extend the 11.06% annual impact on non-use seen since the primary safety belt law was implemented, 2000-2004.

Safety belt non-use					
Year	Actual		Year	Goal	Actual
2000	16.5%		2005	9.3%	
2001	17.7%		2006	8.3%	
2002	17.1%		2007	7.4%	
2003	15.2%		2008	6.5%	
2004	9.5%				

(#unrestrained front occupants/ # front occupants)

Alcohol-Impaired Driving

Had-been-drinking (HBD) crashes are disproportionately more severe than other crashes, constituting 30-40% of fatal crashes each year. Despite decades of education and enforcement efforts, alcohol-impairment remains a devastating traffic safety and public health problem.

Recent years have shown limited improvement, and much work remains to be done in decreasing the involvement of alcohol in severe crashes. The goals below extend the 1.60% annual impact on HBD-KA crash involvement seen in 1999-2003, although that impact may be illusory given the change in data measurement between 1999 and 2000.

HBD-KA crash percentage					
Year	Actual		Year	Goal	Actual
1999	21.1%		2004	18.9%	19.3%
2000	19.4%		2005	18.6%	
2001	19.7%		2006	18.3%	
2002	19.9%		2007	18.0%	
2003	19.2%		2008	17.7%	

(#HBD-KA crashes / #KA crashes)

*HBD included drugs prior to 2000

Excessive Speed

High speeds and speed variances make crashes both more likely and more severe. Whether a driver is exceeding the posted speed limit or (more often) driving too fast for conditions, speed plays a part in many crashes. Excessive speed is a major factor in nighttime crashes and crashes on secondary roads. Setting and enforcing safe speed limits remains a significant traffic safety challenge.

Michigan has made no significant progress in reducing the involvement of excessive speed in crashes in recent years, when speed has not been a program focus. The goals below reflect a 1.00% annual impact on KA crash involvement, up from 0.26% in 1999-2003. OHSP is monitoring speed-related issues and identifying specific areas for improvement.

Speeding-related KA crash percentage					
Year	Actual		Year	Goal	Actual
1999	18.4%		2004	17.1%	16.5%
2000	16.8%		2005	16.9%	
2001	16.6%		2006	16.7%	
2002	16.7%		2007	16.5%	
2003	18.2%		2008	16.4%	

(#KA crashes with "excessive speed" / #KA crashes)

Pedestrians

Pedestrians have near-zero protection in the event of a crash, and vehicle-pedestrian crashes account for 14% of fatalities. Roadways are not always designed to accommodate non-motorized traffic, and a large proportion of pedestrian fatalities arises from attempts to cross without intersections or crosswalks. Michigan and the city of Detroit have been identified as focus areas for addressing pedestrian fatalities.

Pedestrian crash numbers are more variable than most, likely due in part to reporting issues. Also, while the past five years show little consistent progress, the presence of unusually good and bad years projects a positive trend, which OHSP will seek to maintain. Time will tell whether this is actual progress or just an artifact of the data. The goals below extend the 5.87% annual impact on pedestrian-KA crashes seen in 1999-2003.

Pedestrian KA injuries					
Year	Actual		Year	Goal	Actual
1999	969		2004	629	781
2000	761		2005	592	
2001	587		2006	557	
2002	716		2007	524	
2003	763		2008	494	

(#KA injuries to pedestrians)

Intersection Crashes

While most drivers can keep a car going in a straight line, problems occur when cars interact with each other. The severity of intersection crashes is exacerbated by the risk of side collisions during turns. About one-third of all crashes happen in or near intersections.

The data on intersection crashes is problematic. Reporting issues are prominent in previous years' data because of difficulties in pinpointing crash locations. Recent crashes will have better data, so it is likely that the sharp decline in intersection crashes is a result of reporting rather than actual changes. As such, the goals below halve the 8.62% annual impact on intersection KA crashes seen in 1999-2003.

Intersection KA crashes					
Year	Actual		Year	Goal	Actual
1999	4,181		2004	2,739	2,791
2000	3,790		2005	2,621	
2001	3,349		2006	2,508	
2002	3,153		2007	2,400	
2003	2,946		2008	2,296	

(# of KA crashes coded as "related to or within 150' of intersection")

City-County Roads

While most miles are driven on state roads, most serious crashes happen on local roads. Local roads present a variety of challenges for all aspects of traffic safety, with the majority of intersections and miles of pavement.

The same crash location issues that affect intersections affect city-county roads. Even after slowing the expected rate of improvement, as was done with intersections, there is some chance the projected goals are unrealistic because of data issues. As such, the goals below halve the 9.66% annual impact on local KA crashes seen in 1999-2003, and may need further revision.

Local road KA crashes					
Year	Actual		Year	Goal	Actual
1999	6,249		2004	3,806	5,032
2000	5,528		2005	3,622	
2001	4,457		2006	3,447	
2002	4,536		2007	3,281	
2003	4,239		2008	3,123	

(# KA crashes coded as: county road, city street or unknown)

Trucks

Large trucks always represent an area for concern because of the potential for catastrophic crashes. A fully loaded truck has limited maneuverability, long stopping distances, and a great deal of mass. Single-vehicle crashes highlight the issue of driver fatigue, while car drivers' failure to compensate for trucks' capabilities are the primary cause of multi-vehicle crashes.

Recent reductions in large vehicle KA crashes have been surprising, with about 1/3 fewer in 2003 than 1999. It is unclear what accounts for this large change, but maintaining this rate of improvement is probably no longer feasible. As such, the goals below halve the 9.82% annual impact on truck/bus KA crashes seen in 1999-2003.

Truck/Bus KA crashes					
Year	Actual		Year	Goal	Actual
1999	750		2004	450	560
2000	669		2005	428	
2001	498		2006	407	
2002	547		2007	387	
2003	508		2008	368	

(# KA crashes coded "truck/bus")

Motorcycles

Of the eighteen measures presented here, the only one with a consistently negative trend is motorcycle KA crashes. Motorcycle use is rising quickly, as is average motorcyclist age and motorcycle size. Crash data indicates that new riders with larger motorcycles and little training are dying at accelerating rates. In the event of a crash, motorcyclists have little more protection than pedestrians.

The average since 1999 has been for 14 more motorcyclists to die each year. If motorcyclist numbers continue to increase, this may be an optimistic projection; if Michigan's mandatory helmet law is repealed, deaths will increase more quickly. The most aggressive plausible goal at present is to maintain the current number of motorcycle-involved KA crashes, which normalizes to 723 on the five-year trend. Maintaining this will actually represent significant progress, given rising motorcycle ridership.

Motorcycle KA crashes					
Year	Actual		Year	Goal	Actual
1999	663		2004	723	738
2000	676		2005	723	
2001	721		2006	723	
2002	681		2007	723	
2003	731		2008	723	

(# KA crashes involving motorcycles)

Weekend Driving

Serious crashes spike almost every weekend. Increased alcohol use, nighttime driving, visiting unfamiliar areas, traffic to popular spots, and decreased attention all contribute to a higher rate of serious crashes on Friday and Saturday.

Efforts to improve safety on weekends have borne fruit. The goals below extend the 7.26% annual impact on weekend KA crashes seen in 1999-2003.

Weekend KA crashes					
Year	Actual		Year	Goal	Actual
1999	3,836		2004	2,609	2,546
2000	3,568		2005	2,420	
2001	3,204		2006	2,244	
2002	3,113		2007	2,081	
2003	2,825		2008	1,930	

(# KA crashes Friday and Saturday)

Summer Driving

During the summer, drivers drive more, worry about road conditions less, and are less likely to be fully attentive to the road. Summer is the peak period for crashes of all kinds.

Through an ongoing focus on summer driving, OHSP has shown great progress in reducing serious crashes. The goals below extend the 7.26% annual impact on summer KA crashes seen in 1999-2003.

Summer KA crashes					
Year	Actual		Year	Goal	Actual
1999	3,640		2004	2,667	2,695
2000	3,174		2005	2,528	
2001	2,961		2006	2,396	
2002	3,154		2007	2,272	
2003	2,812		2008	2,153	

(# KA crashes from Memorial Day to Labor Day)

Winter Driving

The most surprising result of fatal crash analysis was the number of fatalities from October to December. It is well known that summer is the peak period for crashes, but the start of inclement weather beat out every month except July and August. In addition to having less light and more precipitation, these months have additional risk because this is when drivers adjust to the worsened conditions. Michigan usually sees more snow in February than November, but drivers are used to it by then.

Whether as part of the general improvement or through unique efforts, October to December KA crashes are another area that has seen large reductions in serious crashes. The goals below extend the 5.90% annual impact on winter KA crashes seen in 1999-2003.

Winter KA crashes					
Year	Actual		Year	Goal	Actual
1999	2,711		2004	1,979	2,091
2000	2,544		2005	1,863	
2001	2,339		2006	1,753	
2002	2,224		2007	1,649	
2003	2,147		2008	1,552	

(# KA crashes, October-December)

Child Passenger Safety

A subset of occupant protection, child passenger safety remains a challenge for engineering, education, and enforcement. Safety belts are designed for adults, so children need child safety seats (until age four) and booster seats (until age eight). Parents sometimes do not know what the right seat is, how to install it properly, or why booster seats are necessary. Officers may not know much more, and it is difficult to observe violations of child safety seat laws. Children eight and under are often under-protected in the event of a crash.

Rigorous education efforts and easier-to-install child safety seats are showing improvements in injury rates. The goals below extend the 7.42% annual impact on KA injuries (ages 0-8) seen in 1999-2003.

KA injuries, ages 0-8					
Year	Actual		Year	Goal	Actual
1999	315		2004	217	198
2000	346		2005	201	
2001	297		2006	186	
2002	249		2007	172	
2003	240		2008	160	

(# KA injuries to vehicle occupants, 0-8)

Young Male Drivers

Young men are the most likely to be involved in a crash, and they tend to have more serious crashes. Inexperience and risk-seeking behavior lead to the deaths of many young men each year. They represent the single largest demographic for most traffic safety issues.

Progress in reducing severe crashes cannot be made without improving the numbers for young men. The goals below extend the 6.74% annual impact on young male KA crash involvement seen in 1999-2003.

KA crashes per 1000 young men					
Year	Actual		Year	Goal	Actual
1999	4.42		2004	3.09	3.27
2000	4.16		2005	2.88	
2001	3.68		2006	2.69	
2002	3.61		2007	2.51	
2003	3.37		2008	2.34	

(# KA crashes involving men 16-34/1000 licensed male drivers 16-34)

Older Drivers

Older drivers are becoming increasingly present in crash data. Demographics are leading to substantial increases in the elderly population, which faces declining driving faculties combined with bodily frailty. While older drivers are less likely to be involved in crashes, those crashes are more likely to be injurious to the driver. As such, they are disproportionately represented in serious crashes.

The goals below extend the 5.24% annual impact on older driver KA crash involvement seen in 1999-2003.

KA crashes per 1000 age 65+					
Year	Actual		Year	Goal	Actual
1999	1.55		2004	1.14	1.14
2000	1.41		2005	1.08	
2001	1.24		2006	1.03	
2002	1.33		2007	0.97	
2003	1.23		2008	0.92	

(# KA crashes involving drivers 65+/1000 licensed drivers 65+)

EXHIBIT 2: OHSP FY2006 Goals at a Glance

	1999	2003	annual impact	2004	2005	2006	2007	2008
Overall Goals								
traffic fatalities	1386	1283	2.30%	1241	1212	1184	1157	1131
VMT death rate	1.49	1.28	4.70%	1.21	1.15	1.10	1.04	1.00
percent of crashes that are KA	2.70%	2.29%	3.61%	2.17%	2.10%	2.02%	1.95%	1.88%
percent of crash-involved vehicle occupants receiving KA injuries	1.72%	1.50%	3.24%	1.42%	1.37%	1.33%	1.28%	1.24%
Issue Areas								
safety belt non-use	16.50%	9.50%	11.06%	10.5%	9.3%	8.3%	7.4%	6.5%
percent of KA crashes coded HBD	21.10%	19.25%	1.60%	18.9%	18.6%	18.3%	18.0%	17.7%
percent of KA crashes with "excessive speed" coded as hazardous action	18.38%	18.20%	1.00%	17.1%	16.9%	16.7%	16.6%	16.4%
number of KA injuries to pedestrians in traffic crashes	969	763	5.87%	629	592	557	524	494
number of KA crashes "related to or within 150 feet of intersection"	4,181	2,946	4.31%	2,739	2,621	2,508	2,400	2,296
number of KA crashes on city/county roads	6,249	4,239	4.83%	3,806	3,622	3,447	3,281	3,123
number of KA crashes involving trucks and buses	750	508	4.91%	450	428	407	387	368
number of KA crashes involving motorcycles	663	731	0.00%	723	723	723	723	723
number of KA crashes on Friday and Saturday	3836	2825	7.26%	2609	2420	2244	2081	1930
number of KA crashes from Memorial Day through Labor Day	3640	2812	5.20%	2667	2528	2396	2272	2153
number of KA crashes from October through December	2711	2147	5.90%	1979	1863	1753	1649	1552
number of KA injuries to crash-involved vehicle occupants ages 0-8	311	241	7.42%	217	201	186	172	160
rate of KA crash involvement per 1000 licensed drivers, males ages 16-34	4.423	3.368	6.74%	3.092	2.884	2.689	2.508	2.339
rate of KA crash involvement per 1000 licensed drivers, ages 65+	1.547	1.227	5.24%	1.144	1.084	1.027	0.973	0.922

3. TRAFFIC SAFETY PARTNER INPUT

OHSP solicits and receives input from traffic safety partners both directly and indirectly throughout the year. OHSP applies this wealth of knowledge to HSP development.

The importance of input from traffic safety partners cannot be overstated. Meetings and conferences, progress reports from grantees, feedback on the grant development system, and discussions on the phone or over e-mail all provide valuable information that works its way into OHSP programs. Simple conversations have led to significant improvements in programs that save lives.

Governor's Traffic Safety Advisory Commission

The Governor's Traffic Safety Advisory Commission (GTSAC) consists of the Governor (or a designee), the Directors (or their designees) of the Departments of Community Health, Education, State, State Police, and Transportation, the Office of Highway Safety Planning, the Office of Services to the Aging, and three local representatives from the county, city, and township level.

In 2004, the GTSAC developed a statewide Strategic Highway Safety Plan, identifying priority areas for all GTSAC member agencies to address as they are able and to set an agenda for traffic safety efforts in the state. OHSP's FY2006 Highway Safety Plan includes these statewide priorities.

Currently, the GTSAC meets on a bi-monthly basis. Agenda development is a process open to all traffic safety advocates within the state and is available through OHSP's web site (www.michigan.gov/ohsp). Communication between GTSAC members and among traffic safety advocates throughout Michigan is accomplished through a web site and LISTSERV[®] which has approximately 200 members. Listserv members receive notice of GTSAC meetings and news, as well as any traffic safety issues that arise. Periodic surveys measure the effectiveness of GTSAC communications.

Program Area Network Meetings

OHSP program staff conduct network meetings to help identify appropriate strategies for reaching OHSP's goals. The structure of such meetings varies due to the nature of the program areas and networks, such as a single central meeting or a series of smaller discussions across the state. Feedback on broad goals and specific strategies help to shape priorities and the programs selected to address them.

Traffic Safety Summit

The annual Michigan Traffic Safety Summit, held in March, provides another opportunity to solicit input for the HSP from traffic safety partners. Sessions and

workshops provide a chance for information sharing from private and public partners at the local, state, and national level.

Additional Planning Resources

OHSP consults a wide variety of resources for problem identification, priority setting, program selection, and grant awarding. Some of these resources include:

- Michigan's statewide Strategic Highway Safety Plan
- The Michigan Department of State Police Strategic Plan and other state and local plans.
- National plans, priorities, and programs, including those from the United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), and National Highway Traffic Safety Administration (NHTSA).
- Academic publications and research organization reports
- USDOT, American Association of State Highway and Transportation Officials (AASHTO), Transportation Research Board (TRB), and Association of Transportation Safety Information Professionals (ATSIP) publications and conferences.
- Staff participation on various committees and associations, including: The Michigan Model for Comprehensive School Health Education Steering Committee, Michigan Section of the Institute of Transportation Engineers, Michigan Association of Chiefs of Police, Michigan Sheriffs' Association, Michigan Pupil Transportation Advisory Committee, the Elderly Mobility Task Force, Michigan Coalition to Reduce Underage Drinking, Intersection Safety Advisory Team, the Michigan Deer Crash Coalition, Michigan Transportation Research Board, and local Traffic Safety Committees.
- Feedback from grantees during the implementation, monitoring, and evaluation of traffic safety projects.
- Input provided by the general public.
- OHSP staff attendance at state, regional, and national conferences and seminars to network and learn about developing tools, trends, and issues.

4. STRATEGY DEVELOPMENT PROCESS

With problems identified, goals set, and information gathered, the next step in the process is strategy development. The OHSP leadership team reviews all strategies to ensure that they are in line with the overall vision, goals, budget, and direction of the office.

Long-Term Strategies

OHSP leadership asked staff to conceptualize what the programs should look like in several years, where the office should be headed to best save lives. While this exercise in high-level thinking was informed by past experience, it did not restrict planning to simply extending current activities. This better allowed staff to

incorporate ideas generated in discussions but which did not fit into any current organizational category.

FY2006 LONG-TERM STRATEGIES

Enforcement

1. Increase the public's perceived threat of ticketing, arrest, or conviction. Support overtime enforcement of safety belts, alcohol-impaired driving, and speeding. Utilize the STEP's statewide mobilization model of waves of highly visible enforcement, paid advertising, and intensive earned media campaigns.
2. Maintain awareness of enforcement. Support sustained enforcement between mobilization periods.
3. Support the law enforcement liaison program to improve program coordination with grantees and other law enforcement agencies.
4. Support and improve traffic safety training.
5. Continue to evaluate enforcement programs through observation and driver awareness surveys.
6. Direct enforcement to the times and places with the most deaths and injuries (weekends, summer, intersections, city and county roads).
7. Address motorcycle crashes (alcohol, drivers without endorsements, helmet use).
8. Encourage support for traffic safety and enforcement beyond grant-funded activity.

Messaging

1. Target messages to demographics with the highest incidence of dangerous behaviors, such as men, young drivers, and pickup occupants.
2. Increase publicity of enforcement and education activities outside of mobilization periods.
3. Develop new materials to promote program activities and update existing materials.
4. Support corporate outreach campaigns to improve traffic safety message delivery in the workplace. Address commercial vehicle drivers.
5. Promote "sharing the road safely" messages for motorcycles, passenger vehicles, and commercial trucks.
6. Begin to promote air bag awareness.
7. Develop partner awareness of traffic safety issues, priorities, and strategies, such as occupant protection, impaired driving, young and elderly drivers, intersection safety, and aggressive driving.

Community Engagement

1. Expand program activities with multi-cultural populations, especially in metro Detroit.
2. Increase proper use of child restraint devices through child passenger safety education and training for technicians, health care professionals, law enforcement, childcare professionals, and families in rural or low-income areas.
3. Expand efforts to work with prosecutor and adjudicator partners, particularly on alcohol issues.

4. Increase efforts to recruit corporate partners and bolster their support for traffic safety.
5. Strengthen the Safe Communities program as a venue for delivering traffic safety messages and soliciting community involvement in and support for traffic safety.
6. Continue to work with schools and youth groups to promote safety belt programs and non-use of alcohol.
7. Promulgate resources for enhancing elderly mobility.
8. Increase general availability and use of traffic crash records and engineering solutions.
9. Seek new partners to evangelize program messages in diverse, unexpected, and innovative venues.
10. Strengthen ties to hospitals, emergency medical systems, and injury prevention and treatment, including the linkage of crash and medical records.

Administration

1. Continue to perform trend analysis studies to assist in identifying successes and improvement areas within the Highway Safety Plan.
2. Assess the long-term effectiveness of program activities.
3. Maximize the use of electronic resources for communication, training, and publicity.
4. Improve the efficiency, accuracy, integration, and user-friendliness of traffic crash records.
5. Evaluate activities to identify areas for continued improvement and assess OHSP performance through customer surveys and input.

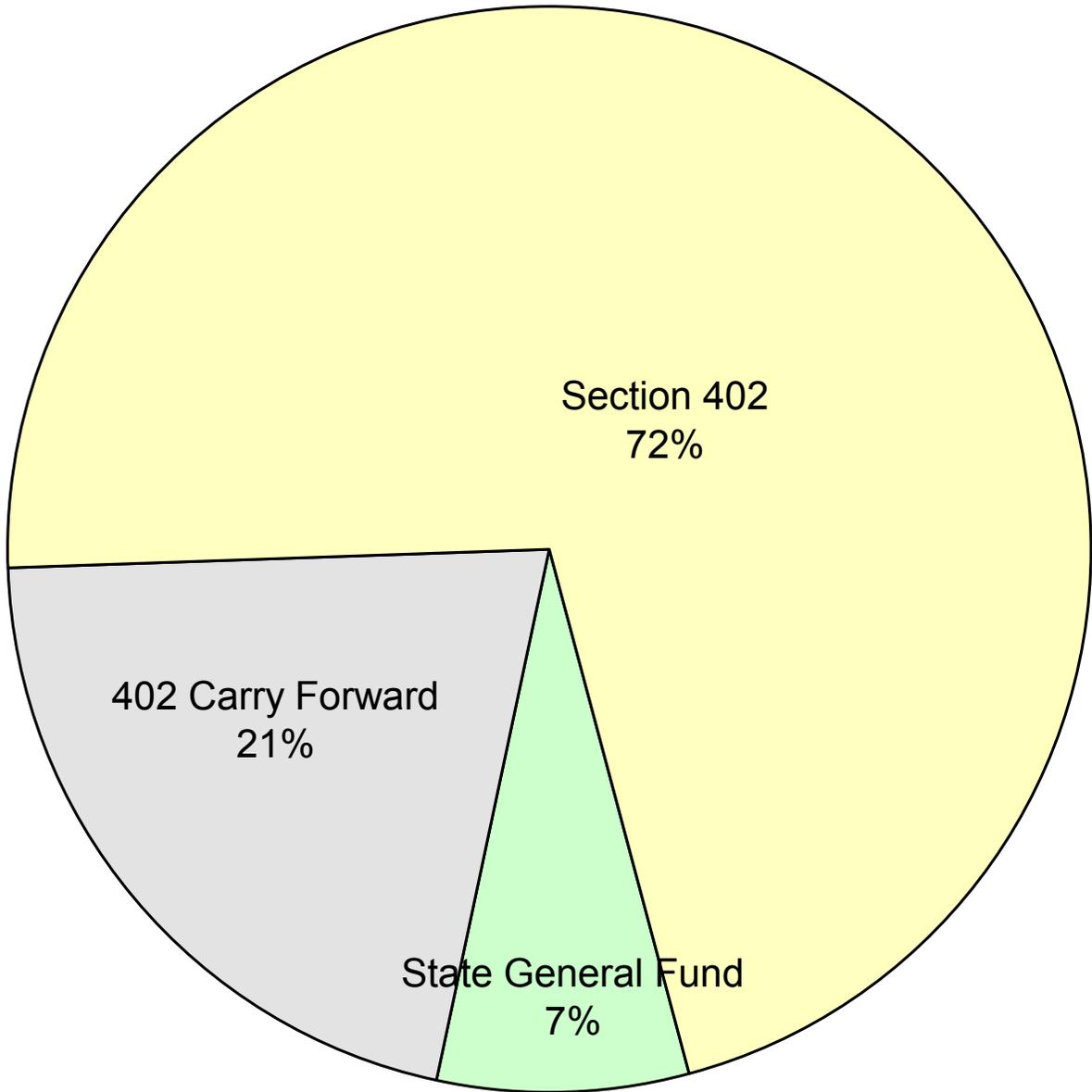
5. BUDGET DEVELOPMENT PROCESS

An estimated Highway Safety Planning budget including projected new and carry-forward funds was developed as staff began drafting their short-term strategies. Staff worked from a principle of zero-base budgeting, determining what resources would be needed to solve problems rather than assuming the previous year's budget.

The HSP management team considered the merits of funding requests along with the level of program funding from previous years, funding of other related programs, special funding sources, and long-range goals for the overall program before approving budgets for each program area. FY2006 budget development was a dynamic process due to the ongoing federal reauthorization process and a variety of innovative program proposals from staff. Program managers shared responsibility in reviewing strategies to determine which should be fully funded, which partially, and which were not feasible in the current fiscal picture. This process influenced some reapportionment of budget funds to accommodate essential and/or promising projects that warranted support.

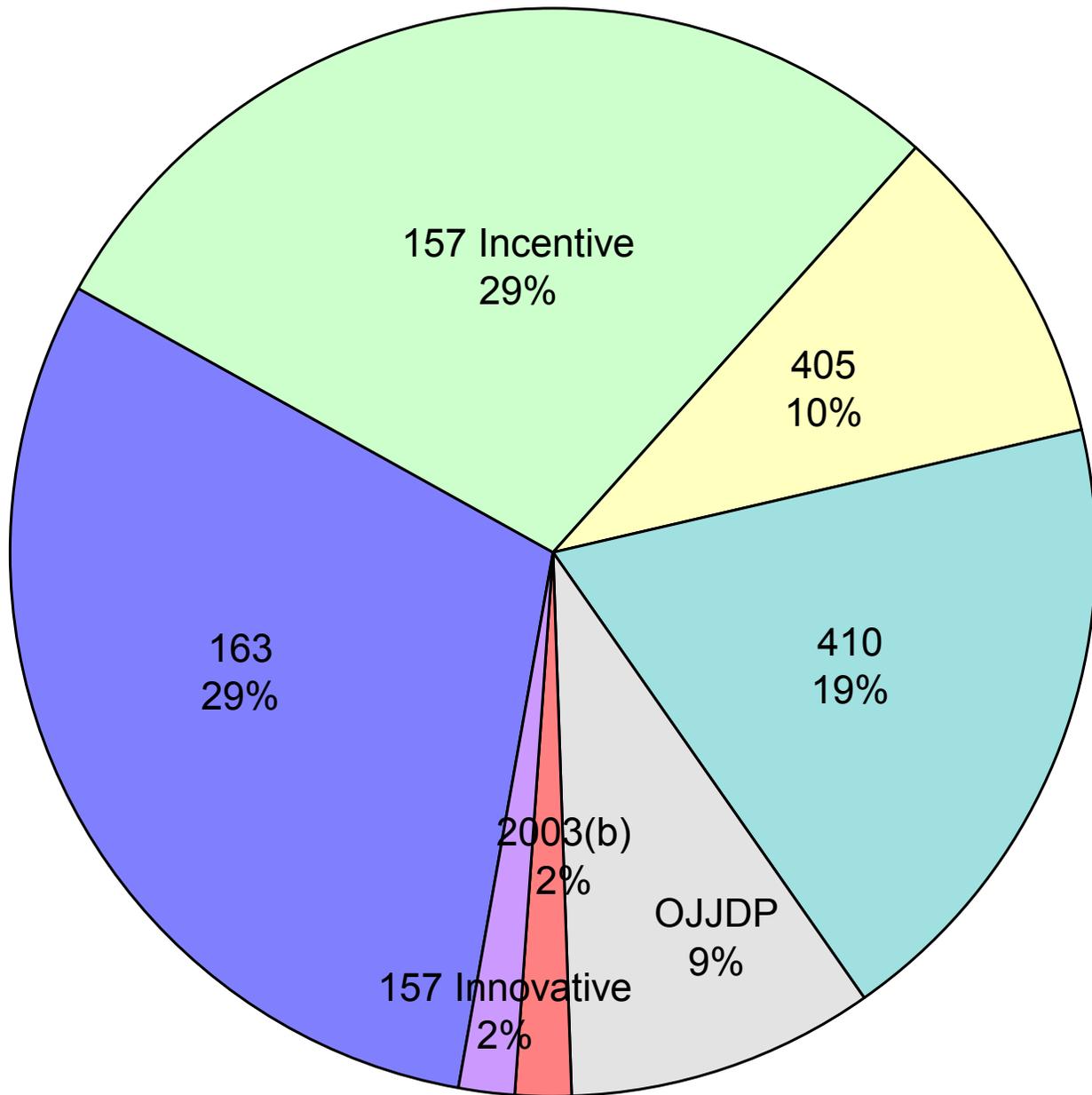
Exhibits 3, 4, 5, and 6, illustrate the projected sources of funding, program level budgets, and the distribution of funding by type.

EXHIBIT 3: Unrestricted Program Funding Sources, FY2006 - \$7,114,000



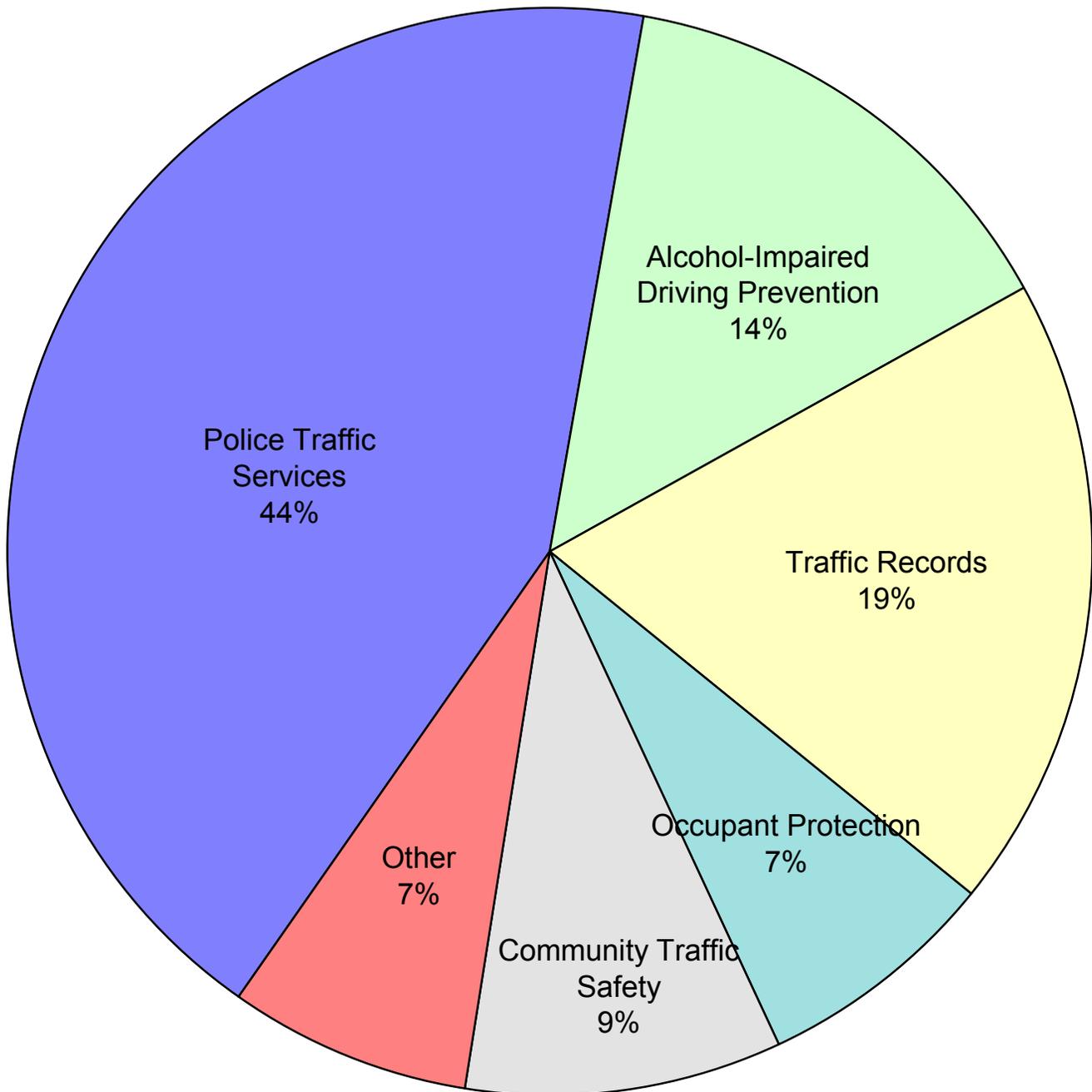
State General Fund	Section 402	402 Carry Forward
\$528,000	\$5,086,000	\$1,500,000

EXHIBIT 4: Restricted Program Funding Sources, FY2006 - \$8,759,000



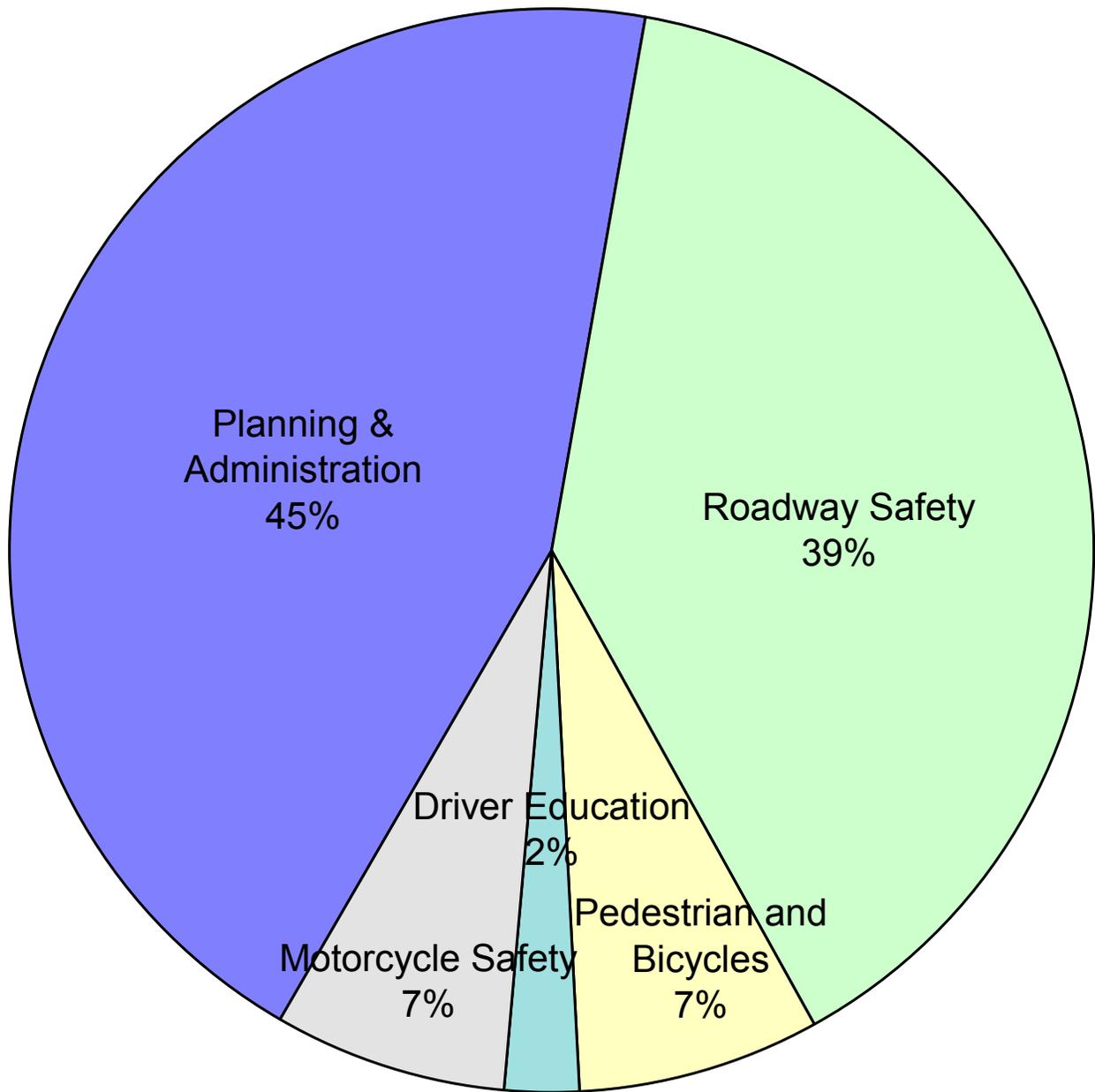
157 Incentive	157 Innovative	163	405	410	2003(b)	OJJDP
\$2,500,000	\$153,000	\$2,655,000	\$850,000	\$1,653,000	\$160,000	\$806,000

EXHIBIT 5: Program Budgets, FY2006 - \$15,873,000



Alcohol-Impaired Driving Prevention	Community Traffic Safety	Occupant Protection	Police Traffic Services	Traffic Records	Other
\$2,282,000	\$1,507,000	\$1,145,000	\$6,816,000	\$2,981,000	\$1,142,000

EXHIBIT 6: "Other" Program Budgets, FY2006 - \$1,142,000



Driver Education	Motorcycle Safety	Pedestrian and Bicycles	Planning & Administration	Roadway Safety
\$26,000	\$78,000	\$84,000	\$509,000	\$445,000

6. PROJECT SELECTION PROCESS

The guiding principle for project selection is to assess each project's potential for impacting the problem and moving Michigan towards the overall statewide traffic safety goals. OHSP program staff consider:

- the most efficient and effective means of implementing program strategies to address specific traffic safety problems;
- which partners may be available to implement projects;
- the target group(s) involved;
- where and when implementation must take place;
- available funding sources.

In some instances, coordination of programs such as training, public information campaigns, and law enforcement overtime initiatives must take place at the state level in order to be most effective. OHSP oversees these programs. Some projects must take place at the local level, where the community experiencing the problem will have unique competence in addressing its causes.

Grant Development Plans

Once strategies and program budgets are final and approved, program staff begin preparing their grant development plans (GDPs). The GDP assists in ensuring sufficient preparations are made before program implementation, and it also serves as documentation for that program area. OHSP develops GDPs as a team effort where programs cross network areas, and they serve as valuable internal planning tools. Each GDP contains:

- specific information about the strategy the project will address;
- potential grantees;
- funding levels and sources;
- project schedules.

Exhibit 7 is an example of the GDP form.

EXHIBIT 7: FY2006 Grant Development Form

Grant title:			
Strategy name/number:			
Agency Name:			
Grant Due @ OHSP:		Final approval date (by 1/1/06)	
Is this an in-house PI&E grant?		For the Benefit of Locals?	
Contractual costs in the grant?		Multi-agency grant?	
October 1 start-up required?		Personnel costs?	
Is grant split-funded from FY2005?		Is grant split-funded into FY2007?	
Indirect cost?		Approved rate & base	
Does rate/base match W:\Grant Dev Unit\GD Guidelines\Indirect Costs.doc?			
Program income anticipated?		If yes, enter estimated income:	
Equipment below \$5,000 per item?		If yes, enter matching funds:	
Equipment over \$5,000 per item?		If yes, enter matching funds:	
Out-of-state travel?		If yes, enter purpose of travel:	

Special forms (custom pages/surveys/etc.) and due dates, if any

Narrative (Problem Statement, Background Information, Objectives, Activities)

Links to supporting documentation

GDP (double-click to edit)			
FUNDING SOURCE	AMOUNT	FUNDING SOURCE	AMOUNT
157 Incentive		405	
157 Incentive - Paid Media		410	
157 Innovative - Year 4		411	
157 Innovative - Year 5		2003(b)	
157 Innovative - Year 6		OJJDP - FY03	
157 Innovative - Paid Media		OJJDP - FY04	
163		OJJDP - FY05	
402		OJJDP - FY06	
402 - Paid Media		Other	
403			
TOTAL			\$0

Author: _____ **Date:** _____

Approval: _____ **Date:** _____

7. PERFORMANCE MEASURES

The ability to measure programmatic success is critical to planning and establishing performance goals and strategies. As explained under Section 2, Goal Determination and Analysis, OHSP analyzed the various statewide and program-specific performance measures for their continued feasibility and established new goals as appropriate. Evaluation is an ongoing process throughout the year, supporting trend analysis to determine the long-term effect of programs and activities.

Statewide Performance Measures

- Traffic fatalities and serious injuries, both absolute and as rates
- The percentage of outboard front seat occupants in all vehicle types using safety belts
- The percent of fatal crashes in which alcohol/drugs were a contributing factor
- Compliance with the 10% restriction on P & A program funding
- Progress and results of traffic safety legislation

References and resources used:

- Crash data as reported in the Michigan Traffic Crash Facts
- Public requests for OHSP and traffic safety materials
- Periodic observation surveys of safety belt use
- Evaluation of the annual Traffic Safety Summit
- Annual Evaluation Report
- Results of state and national research

Program Specific Performance Measures

- Long-term goals specific to each program area (Section 2), along with any intermediate variables that program staff consider important to reaching them
- Contingent on program goals, various grants from each program are targeted for review by program staff to determine both how the grant is being implemented and if the activity is showing the desired results.
- Grantees are required to submit quarterly progress and financial reports on every grant administered by OHSP.

References and resources used:

- Crash data as reported in the Michigan Traffic Crash Facts
- Public requests for OHSP and traffic safety materials
- Review of quarterly progress and financial reports
- Annual Evaluation Report
- Results of state and national research

Occupant Protection – FY2006

Messaging

Task 1: Public Information and Education	\$375,000
Section 405 funds	\$175,000
Section 405 funds – Paid Media	\$200,000

Safety belts are the most effective method of preventing deaths in the event of a traffic crash. With Michigan safety belt use at record levels, reaching unrestrained populations will require continued effort with what currently works and new efforts to reach drivers in innovative ways. Belt use is lowest among the young, men, and pickup drivers. Booster seats are needed to make safety belts fit properly on small children, but booster seat use is very low and not required by law (as of this writing).

Teen Belt Use Campaign

Grant Development Plan form:	OP 8-9	
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$ 95,000	405
	\$200,000 Paid Media	405
Grant Start-up:	October 1	
Long-Term Strategies Used:	Messaging-1,3, Enforcement-1, Community Engagement-9	

OHSP will research, develop, and distribute teen-targeted public service announcements for radio, television, and in-school television announcement systems. These will customize the proven *Click It or Ticket* message for a teen audience.

Booster Seat Law Publicity

Grant Development Plan form:	OP 18-19	
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$50,000	405
Grant Start-up:	October 1	
Long-Term Strategies Used:	Messaging-2,3, Community Engagement-2	

Legislation requiring booster seat use has a significant chance of passing during FY2006. In that event, OHSP will need to develop an educational and marketing campaign to make the public aware of the new requirement. Funding will support development, production, and distribution of materials.

Occupant Protection – FY2006

Child Passenger Safety (CPS) Video

Grant Development Plan form:		
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$30,000	405
Grant Start-up:	October 1	
Long-Term Strategies Used:	Messaging-2,3, Community Engagement-2	

OHSP will develop and distribute a child passenger safety video for a general public audience. The video will provide basic information on the appropriate child safety seat based on a child's age and weight, as well as correct positioning of the seat. The video will be eight to ten minutes in length and will be distributed to various agencies and groups in the child passenger safety network.

Community Engagement

Task 2: Rural Teen Belt Use	\$50,000
Section 405 funds	\$50,000

Rural areas are disproportionately represented in traffic crashes, and they have not been improving as quickly as the urban areas that are the focus of enforcement activities. Safety belt use is not improving as quickly either, leaving drivers and passengers at risk in the event of a crash. Increasing belt use in rural areas, especially among teens and young adults, will decrease the number of traffic fatalities annually.

Michigan State University (MSU) 4-H Safety Belt Program

Grant Development Plan form:	OP 15-17	
Benefit to Locals:	Yes	
Grantee:	Michigan State University (MSU)	
Grant Amount, Funding Source:	\$50,000	405
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-1,2,6,9, Messaging-1	

This is the second year of a pilot program, lasting up to three years, to test whether a safety belt message can be incorporated into the ongoing 4-H program. Safety belt education and activities will be added to 4-H and Future Farmers of America programs. Community teen teams in four counties will teach ages eight to twelve, as well as other teens, about the importance of safety belts.

Task 3: Child Passenger Safety (CPS) Education	\$520,000
Section 405 funds	\$360,000
Section 2003(b) funds	\$160,000

Proper use of child restraints can substantially increase survival rates in the event of a crash. Most young children are improperly secured in their child seats, if they have them, and very few older children are using booster seats. This leaves children at increased risk in the event of a crash.

Deleted: 12/13/2005

Deleted: 9/7/2005

FY2006 - HSP Budget Occupant Protection - PAP #1

Task #	Task Titles	402	402 to Locals	157 Innovative	405	2003(b)	157 Incentive	State/Local Share	FMCSA	TOTAL
1	Public Information and Education				\$175,000					\$175,000
1-PM	Public Information and Education				\$200,000					\$200,000
2	Rural Teen Belt Use				\$50,000					\$50,000
3	Child Passenger Safety Education				\$360,000	\$160,000				\$520,000
4	Evaluation Revised 12/12/05			\$135,000	\$65,000				\$63,000	\$263,000
5	Grant Development & Community Outreach									\$0
	TOTALS	\$0	\$0	\$135,000	\$850,000	\$160,000	\$0	\$0	\$63,000	\$1,208,000

Occupant Protection – FY2006

Child Passenger Safety (CPS) Education and Training

Grant Development Plan form:	OP 2-3	
Benefit to Locals:	No	
Grantee:	Michigan Department of Community Health (MDCH)	
Grant Amount, Funding Source:	\$25,000	405
Grant Amount, Funding Source:	\$160,000	2003(b)
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-2	

MDCH will work with hospitals to develop and implement discharge policies for new babies, as well as training new CPS technicians and supporting training updates for existing techs. MDCH and OHSP will work together to implement the recommendations of the 2005 CPS assessment, to develop public information materials, and to provide program support for CPS activities.

C. S. Mott Children's Hospital Car Seat Program

Grant Development Plan form:	OP 22-24	
Benefit to Locals:	Yes	
Grantee:	Regents of the University of Michigan	
Grant Amount, Funding Source:	\$45,000	405
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-2	

Continuing from FY2005, this grant provides seed funding for a sustainable car seat program in the University of Michigan Health System. Funding covers training CPS technicians and teachers for car seat classes, educating new parents, and maintaining an inventory of rentable car seats.

Upper Peninsula (UP) Child Passenger Safety (CPS) Coordination

Grant Development Plan form:	OP 25-26	
Benefit to Locals:	Yes	
Grantee:	Marquette County Sheriff's Office	
Grant Amount, Funding Source:	\$100,000	405
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-1,2	

This ongoing project provides technical assistance and training for UP CPS technicians, coordinates the CPS activities of 100% of UP hospitals, and provides a mechanism for communication and networking. Staff supported in part by this grant conduct a variety of CPS activities around the Upper Peninsula, including CPS inspection clinics and participation in the regional CPS week.

Deleted: 12/13/2005

Deleted: 9/7/2005

Occupant Protection – FY2006

Child Passenger Safety (CPS) Assessment Recommendation Action Plan

Grant Development Plan form:	OP 10-11	
Benefit to Locals:	Yes	
Grantee:	TBD	
Grant Amount, Funding Source:	\$50,000	405
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-2,6	

OHSP will work with grantees within Michigan's CPS network to develop and implement programs to address the CPS Assessment recommendations. This will include a biennial status report on progress on the recommended action plan.

Michigan Model for Comprehensive School Health Education

Grant Development Plan form:	OP 4-5	
Benefit to Locals:	Yes	
Grantee:	Central Michigan University (CMU)	
Grant Amount, Funding Source:	\$15,000	405
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-2,6, Messaging-3,7	

Completing a project from FY2005, CMU will complete the revision process for kindergarten through sixth grade booster seat and safety belt school health curricula. Following approval by the Michigan Model Committee, the new information will be integrated into lesson plans along with new manuals and materials. See also: Alcohol-Impaired Driving, Task #9.

Buckle Up Club

Grant Development Plan form:	OP 6-7	
Benefit to Locals:	Yes	
Grantee:	TBD	
Grant Amount, Funding Source:	\$50,000	405
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-2,6,9, Messaging-3,7	

OHSP will work with the Michigan Dental Association to develop a "Buckle Up Club" with dentists. This will include developing and distributing materials and evaluating the program's effectiveness, and the project will continue for up to three years.

'Buckle Bear' Passenger Restraint Awareness and Education

Grant Development Plan form:	OP 12-14	
Benefit to Locals:	Yes	
Grantee:	Capital Area Community Services (CACCS)	
Grant Amount, Funding Source:	\$25,000	405
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-2,6,9, Messaging-1,3	

The "Buckle Bear" program brings the booster seat message to children ages four through eight and their families, focusing on elementary schools and Head Start. This is the second year of a three-year program, starting with Capital Area Head Start, with a goal of implementing Buckle Bear through Michigan Head Start.

Occupant Protection – FY2006

Task 5: Grant Development & Community Outreach	\$0
---	------------

Section 402 funds	\$0
-------------------	-----

Grant Development & Community Outreach

Benefit to Locals:	Yes
Grantee:	Office of Highway Safety Planning (OHSP)
Grant Amount, Funding Source:	\$0 402
Grant Start-up:	October 1
Long-Term Strategies Used:	All

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to reach OHSP statewide impact and program goals.

Deleted: 12/13/2005

Deleted: 9/7/2005

FY2006 - HSP Budget Occupant Protection - PAP #1

Task #	Task Titles	402	402 to Locals	157 Innovative	405	2003(b)	157 Incentive	State/Local Share	FMCSA	TOTAL
1	Public Information and Education				\$175,000					\$175,000
1-PM	Public Information and Education				\$200,000					\$200,000
2	Rural Teen Belt Use				\$50,000					\$50,000
3	Child Passenger Safety Education				\$360,000	\$160,000				\$520,000
4	Evaluation Revised 12/12/05			\$135,000	\$65,000				\$63,000	\$263,000
5	Grant Development & Community Outreach									\$0
	TOTALS	\$0	\$0	\$135,000	\$850,000	\$160,000	\$0	\$0	\$63,000	\$1,208,000

Alcohol-Impaired Driving Prevention – FY2006

Enforcement

Task 1: Enforcement of Underage Drinking Laws (EUDL)	\$703,000
OJJDP-FY2003 funds	\$130,000
OJJDP-FY2004 funds	\$136,000
OJJDP-FY2005 funds	\$237,000
Section 410 funds	\$200,000

Drivers 16-20 are severely over-represented in crashes, particularly alcohol-involved crashes. Habits formed at these ages strongly affect behavior in the early 20s, when drunk driving fatalities peak. Underage drinking can also lead to a variety of social ills including addiction, sexual assault, and alcohol poisoning.

Enforcement of Underage Drinking Laws (EUDL) Overtime

Grant Development Plan form:	YA 1-2	
Benefit to Locals:	Yes	
Grantee:	Local and county police agencies, MSP	
Grant Amount, Funding Source:	\$200,000	410
Grant Amount, Funding Source:	\$130,000	OJJDP-FY2003
Grant Amount, Funding Source:	\$121,000	OJJDP-FY2004
Grant Amount, Funding Source:	\$182,000	OJJDP-FY2005
Grant Start-up:	October 1	
Long-Term Strategies Used:	Enforcement-1,2, Messaging-1	

Grantees will conduct overtime enforcement of underage drinking laws, using a multi-tiered approach of targeting private parties, hotels, liquor establishments, and special events. This project is not exclusive to traffic enforcement and will fund small equipment purchases to facilitate enforcement efforts.

Youth Alcohol Law Enforcement Liaisons (LELs)

Grant Development Plan form:	YA 3-4	
Benefit to Locals:	Yes	
Grantee:	Michigan Public Health Institute (MPHI)	
Grant Amount, Funding Source:	\$15,000	OJJDP-FY2004
Grant Amount, Funding Source:	\$55,000	OJJDP-FY2005
Grant Start-up:	October 1	
Long-Term Strategies Used:	Enforcement-2,3,8	

Liaisons work with OHSP law enforcement grantees to assist in planning and coordinating grant-funded activity, promote OHSP youth alcohol initiatives, and provide training. Each liaison covers one region of the state.

Deleted: 10/7/2005

Deleted: 9/7/2005

Alcohol-Impaired Driving Prevention – FY2006

Task 2: Identifying False Identification	\$6,000
---	----------------

Section 410 funds	\$6,000
-------------------	---------

False identification allows criminals to escape detection and youth to purchase alcohol. Technological improvements make the creation of false identification easier than ever, and improved technological countermeasures are needed to address this.

Black Lights

Grant Development Plan form:	YA 11-12	
Benefit to Locals:	No	
Grantee:	Michigan State Police (MSP)	
Grant Amount, Funding Source:	\$6,000	410
Grant Start-up:	October 1	
Long-Term Strategies Used:	Enforcement-1,2,8	

MSP will purchase 2,000 keychain black lights for use in identifying counterfeit licenses and credit cards. These will be distributed during training and used at least 5,000 times within the first year.

Task 3: Toxicology Lab	\$400,000
-------------------------------	------------------

Section 163 funds	\$400,000
-------------------	-----------

A large backlog of blood screenings for drugs and alcohol is delaying or preventing prosecution of impaired drivers. Prosecution of *per se* impaired drivers became easier under 2003 laws, but taking advantage of them requires blood screening to prove impairment.

Toxicology Lab Staffing

Grant Development Plan form:	AL 9-10	
Benefit to Locals:	<u>Yes 10/7/05</u>	
Grantee:	Michigan State Police (MSP)	
Grant Amount, Funding Source:	\$400,000	163
Grant Start-up:	October 1	
Long-Term Strategies Used:	Enforcement-1	

Deleted: No

This grant will conclude a two-year seed-funding project for increased staffing in the MSP toxicology unit. Three additional toxicologists will use expanded equipment to reduce the up-to-twelve-week backlog of blood screenings. MSP will also develop a continuation plan to maintain short turn around times after OHSP's funding ends.

Task 4: Standardized Field Sobriety Testing	\$150,000
--	------------------

Section 410 funds	\$150,000
-------------------	-----------

SFST training assists in the detection, apprehension, and prosecution of impaired drivers. All officers conducting grant-funded impaired driving enforcement must take this training, and it is helpful to anyone on traffic patrol. Not all officers have undergone SFST training, some need refresher training, and existing training levels are inadequate to meet law enforcement needs fully.

Deleted: 10/7/2005

Deleted: 9/7/2005

Alcohol-Impaired Driving Prevention – FY2006

Standardized Field Sobriety Test (SFST) Training Coordination

Grant Development Plan form:	AL 11-12	
Benefit to Locals:	Yes	
Grantee:	Michigan Public Health Institute (MPHI)	
Grant Amount, Funding Source:	\$150,000	410
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-3, Enforcement-4	

A training coordinator will administer Michigan's SFST training program. This will include developing training schedules, coordinating trainers, securing and maintaining training resources, marketing the course, and providing oversight.

Messaging

Task 5: Underage Drinking Public Information & Education (PI&E)	\$25,000
--	-----------------

Section 402 funds	\$25,000
-------------------	----------

Education is a fundamental aspect of all public health programs. Drivers cannot positively change their behavior unless they understand the risks they take and how to improve. Also, publicity is a key component of every program that seeks to directly impact the public. It is not enough simply to have programs and hope that someone notices, and media coverage greatly extends OHSP's publicity efforts.

Underage Drinking Public Information & Education (PI&E)

Benefit to Locals:	No	
Grantee:	OHSP	
Grant Amount, Funding Source:	\$25,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Messaging-1,3	

Current research will be used to explore the causes of and countermeasures to underage drinking in Michigan and to aid in developing a PI&E campaign and materials in support of youth alcohol programs.

Community Engagement

Task 6: Fatal Alcohol Crash Team	\$150,000
---	------------------

Section 410 funds	\$150,000
-------------------	-----------

Improper handling of evidence, irregularities in investigation, or poor communication between police and prosecutors can lead to failure to convict impaired drivers. The less certain a conviction is, the lower the threat of an arrest is. The successful prosecution of impaired drivers, particularly in the high-profile case of a fatal crash, is a vital component of deterring impaired driving.

Deleted: 10/7/2005

Deleted: 9/7/2005

Alcohol-Impaired Driving Prevention – FY2006

Fatal Alcohol Crash Team

Grant Development Plan form:	AL 7-8	
Benefit to Locals:	Yes	
Grantee:	TBD	
Grant Amount, Funding Source:	\$150,000	410
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-3, Enforcement-1	

Modeling an Indiana program with a 100% conviction rate, up to two Michigan counties will pilot Fatal Alcohol Crash Teams to enhance the resources a county can utilize at the scene of a fatal alcohol-involved crash, moving toward prosecution. Law enforcement and the prosecutor's office will cooperate on this project, which builds upon FY2005's exploratory group grant.

Task 7: Training	\$310,000
Section 410 funds	\$310,000

Current levels of education and training on traffic safety, impaired driving, and underage drinking are insufficient to meet the needs and demands of the adjudication, prosecutorial, and law enforcement communities. As laws and precedents change, training is key to ensuring the proper and effective treatment of alcohol-involved offenders in the legal system.

Adjudication Training

Grant Development Plan form:	AL 1-2	
Benefit to Locals:	Yes	
Grantee:	Michigan Judicial Institute (MJl)	
Grant Amount, Funding Source:	\$30,000	410
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-3, Enforcement-4	

MJI will contract with speakers to provide training and educational materials to the judicial community on pertinent drunk driving issues, in accordance with identified needs. Training will provide the judicial community with the knowledge essential to provide the most effective sentencing for impaired driving cases. Funding will also support magistrates' and judges' attendance at the Michigan Traffic Safety Summit.

Deleted: 10/7/2005

Deleted: 9/7/2005

Alcohol-Impaired Driving Prevention – FY2006

Prosecutor Training

Grant Development Plan form:	AL 3-4	
Benefit to Locals:	Yes	
Grantee:	Prosecuting Attorneys Association of Michigan (PAAM)	
Grant Amount, Funding Source:	\$280,000	410
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-3, Enforcement-4	

PAAM will continue to provide updated drunk driving training to prosecutors and law enforcement officers, covering current legislation, best practices for prosecution, improved prosecutor-law enforcement communication, and resource needs for successful prosecution. PAAM will also assist in developing pilot Fatal Alcohol Crash Teams in Michigan.

Task 8: Local Youth Alcohol Prevention	\$345,000
Section 410 funds	\$255,000
OJJDP-FY2004 funds	\$90,000

Peers have a greater influence on youth than government educational materials do. Local groups also have a better capacity for applying larger initiatives to the specific problems in their areas than a one-size-fits-all statewide program can, and OHSP does not have enough staff to give every community individual attention. Reaching youth before they form negative drinking habits can prevent lifelong problems as well as immediate harms.

Michigan Coalition to Reduce Underage Drinking (MCRUD)

Grant Development Plan form:	YA 5-6	
Benefit to Locals:	Yes	
Grantee:	Michigan Department of Community Health (MDCH)	
Grant Amount, Funding Source:	\$255,000	410
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-6,9, Messaging-1	

MCRUD provides assistance to regional and local coalitions to reduce youth demand for and access to alcohol. This includes technical assistance, student leadership training, information on model youth prevention programs, and funding for community coalitions. MCRUD will pursue program improvements as outlined by a 2004 UMTRI evaluation.

Deleted: 10/7/2005

Deleted: 9/7/2005

Alcohol-Impaired Driving Prevention – FY2006

Courageous Persuaders

Grant Development Plan form:	YA 9-10	
Benefit to Locals:	Yes	
Grantee:	Courage First	
Grant Amount, Funding Source:	\$75,000	OJJDP-FY2004
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-6,9, Messaging-7	

Courageous Persuaders is a competition for high school students to make anti-drunk driving commercials for a middle school audience. Winners are selected by middle school students based on what they think was most effective in reaching them, rather than on what adults think should appeal to teens. The program affects both high school students making the videos and the middle school students viewing them. Since 2001, this program has expanded from a local pilot to a statewide competition.

Protecting You/Protecting Me

Grant Development Plan form:	YA 7-8	
Benefit to Locals:	Yes	
Grantee:	Mothers Against Drunk Driving (MADD)	
Grant Amount, Funding Source:	\$15,000	OJJDP-FY2004
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-6,9	

Protecting You/Protecting Me is a classroom-based alcohol-prevention curriculum for grades one through five. MADD will train school staff, prevention specialists, and teen leaders in how to implement the program in their communities. This is a pilot program for OHSP that will be evaluated before proceeding further.

Task 9: Michigan Model	\$50,000
OJJDP-FY2004 funds	\$50,000

Reaching youth before they form negative drinking habits can prevent lifelong problems as well as immediate harms. Preventing today's youth from becoming tomorrow's teen drinkers keeps them from becoming next year's alcohol-involved fatality.

Michigan Model for Comprehensive School Health Education

Grant Development Plan form:	YA 13-14	
Benefit to Locals:	Yes	
Grantee:	Central Michigan University (CMU)	
Grant Amount, Funding Source:	\$50,000	OJJDP-FY2004
Grant Start-up:	October 1	
Long-Term Strategies Used:	Messaging-1,3,7, Community Engagement-6	

Completing a project from FY2005, CMU will complete the revision process for kindergarten through sixth grade underage drinking school health curricula. Following approval by the Michigan Model Committee, the new information will be integrated into lesson plans along with new manuals and materials.

Deleted: 10/7/2005

Deleted: 9/7/2005

Alcohol-Impaired Driving Prevention – FY2006

Administration

Task 10: DUI/Drug Courts	\$47,000
Section 410 funds	\$47,000

DUI/Drug courts are a promising cost-effective alternative to normal prosecution of impaired drivers, but there has been no thorough evaluation of their effects in Michigan. The evaluation tool and statewide drug court case management system are only partially complete

DUI Court Data Collection and Evaluation

Grant Development Plan form:	AL 5-6	
Benefit to Locals:	No	
Grantee:	State Court Administrative Office (SCAO)	
Grant Amount, Funding Source:	\$47,000	410
Grant Start-up:	October 1	
Long-Term Strategies Used:	Administrative-1,2,3,5; Community Engagement-3	

This grant will conclude a two-year project in data collection and longitudinal study, evaluating the effectiveness of DUI/Drug courts in preventing recidivism. Funding will also support the completion of an efficient, standardized system of data collection, coding, and analysis for DUI/Drug courts statewide. This project will allow OHSP a greater presence in the DUI/Drug court system and help foster the creation of new courts, pending evaluation results.

Task 11: Grant Development & Community Outreach	\$26,000
Section 402 funds	\$8,000
OJJDP funds	\$18,000

Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$8,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	All	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to reach OHSP statewide impact and program goals.

OJJDP Administration

Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$18,000	OJJDP
Grant Start-up:	October 1	
Long-Term Strategies Used:	All	

Funding will provide for the administration of the OJJDP Enforcement of Underage Drinking Laws programs.

Deleted: 10/7/2005

Deleted: 9/7/2005

**FY2006 - HSP Budget
Alcohol Impaired Driving Prevention - PAP #2**

Task #	Task Titles	402	402 to Locals	410	OJJDP	2003(b)	163	State/Local Share	TOTAL
1	Enforcement of Underage Drinking Laws			\$200,000	\$573,000				\$773,000
2	Identifying False Identification			\$6,000					\$6,000
3	Toxicology Lab						\$400,000		\$400,000
4	Standardized Field Sobriety Testing			\$150,000					\$150,000
5	Underage Drinking Public Information & Education	\$25,000							\$25,000
6	Fatal Alcohol Crash Team			\$150,000					\$150,000
7	Training			\$310,000					\$310,000
8	Local Youth Alcohol Prevention			\$255,000	\$90,000				\$345,000
9	Michigan Model				\$50,000				\$50,000
10	DUI/Drug Courts			\$47,000					\$47,000
11	Grant Development & Community Outreach	\$8,000			\$18,000				\$26,000
	TOTALS	\$33,000	\$0	\$1,118,000	\$731,000	\$0	\$400,000	\$0	\$2,282,000

Police Traffic Services – FY2006

Enforcement

Task 1: Overtime Enforcement	\$3,912,000
	3,892,000
Section 157 Incentive funds	\$1,000,000
Section 402 funds	<u>\$1,692,000</u>
	<u>Revised 12/15/05</u>
Section 163 funds	\$1,000,000
Section 410 funds	\$125,000
OJJDP-FY2005 funds	\$75,000
<u>Section 405 funds</u>	<u>\$20,000</u>
	<u>Revised 9/21/05</u>

Formatted: Font: Not Bold, Strikethrough

Deleted: 3,872,000

Formatted: Font: Not Bold

Formatted: Right

Deleted: 1,672,000

Violations of traffic laws place drivers at risk of crashing or having more severe crashes. An indispensable part of any effort to increase compliance is police enforcement. Highly visible enforcement is a proven countermeasure to dangerous behavior and the crashes it causes.

Drive Michigan Safety Task Force (DMSTF)

Grant Development Plan form:	PTS 2-3	
Benefit to Locals:	Yes	
Grantee:	Local and county law enforcement	
Grant Amount, Funding Source:	\$1,550,000	402
	\$1,000,000	163
Grant Start-up:	October 1	
Long-Term Strategies Used:	Enforcement-1,2,4,6	

Law enforcement in 55 counties covering 94% of Michigan's population will conduct overtime enforcement of safety belts and impaired driving, with other priorities possible based on demonstrated local needs. Expanding to 55 counties has brought in many rural areas of the state. Grantees will participate in national safety belt mobilizations, drunk driving crackdowns, and Child Passenger Safety Week, as well as ongoing enforcement throughout the year with a focus on the summer. Each grant allows a small portion of funds to be used for equipment.

Deleted: 1/4/2006

Police Traffic Services – FY2006

Michigan Comprehensive Traffic Safety Initiative (MCTSI)

Grant Development Plan form:	PTS 7-8	
Benefit to Locals:	Yes	
Grantee:	Michigan Department of State Police (MSP), Traffic Services Section	
Grant Amount, Funding Source:	\$1,000,000	157 Incentive
Grant Amount, Funding Source:	\$97,000 <u>12/15/05</u>	402
Grant Amount, Funding Source:	\$125,000	410
Grant Amount, Funding Source:	\$75,000	OJJDP-FY2005
Grant Start-up:	October 1	
Long-Term Strategies Used:	Enforcement-1,2,3,4,6,8	

Deleted: 77,000

The Michigan State Police participates in almost all OHSP activities, playing a key role in enforcement efforts. MSP participation in FY2006 will include enforcement of safety belts, impaired driving, and youth alcohol; Operation Sabre; intersection enforcement; participation in the Law Enforcement Challenge and MACP awards; and a law enforcement liaison to manage activities. MSP coordinates activity with county and local law enforcement to ensure the most effective efforts.

Deleted: 1/4/2006

Police Traffic Services – FY2006

Safety Belt Enforcement Zones Signs

Revised 9/21/05

Grant Development Plan form:	PTS: Zone signs	
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning	
Grant Amount, Funding Source:	\$20,000	405
Grant Start-up:	October 1	

OHSP will purchase safety belt enforcement zone signs for agencies that are receiving traffic enforcement overtime grants.

Task 2: Recognition and Incentive Programs	<u>\$302,000</u>
Section 402 funds	\$292,000
Section 410 funds	\$10,000

Deleted: 322,000

Formatted: Font: Not Bold

Deleted: 312,000

Traffic enforcement is difficult, dangerous, but life-saving work. It can be difficult to maintain enthusiasm for traffic enforcement when officers rarely see the results of their work. Maintaining agency commitment is also essential to keeping traffic safety a priority for law enforcement across Michigan.

Law Enforcement Challenge

Grant Development Plan form:	PTS 11-12	
Benefit to Locals:	Yes	
Grantee:	Local and county law enforcement	
Grant Amount, Funding Source:	<u>\$225,000</u> <u>12/15/05</u>	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Enforcement-1,6,8	

Deleted: 245,000

OHSP solicits participation in the national mobilizations from all Michigan law enforcement agencies. After each, eight random reporting agencies receive \$5,000 grants for traffic safety equipment, training, or overtime, with larger awards for regional winners. These encourage hundreds of agencies to report their participation in each mobilization. Funding includes four additional winners for Memorial Day 2005 and four additional winners for Labor Day 2005 that will receive grants in FY2006.

Deleted: 1/4/2006

Police Traffic Services – FY2006

Law Enforcement Challenge Recognition Ceremony

Grant Development Plan form:	PTS 13	
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$25,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Enforcement-1,8	

A Challenge Awards Recognition program in October 2005 will conclude the previous fiscal year's Law Enforcement Challenge program and present the regional awards. Each participating agency will receive a certificate and an invitation for two representatives to the awards ceremony. Funding will support an event location and other logistical costs including some travel expenses for distant agencies.

Michigan Association of Chiefs of Police (MACP) Awards

Grant Development Plan form:	PTS 20-21	
Benefit to Locals:	Yes	
Grantee:	Local and county law enforcement	
Grant Amount, Funding Source:	\$42,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Enforcement-2,4,6,8	

The MACP Awards recognize outstanding traffic safety efforts conducted by police and public safety departments across Michigan. Awards are determined by merit from MSP, county sheriffs, and six size categories of local police agencies. Funding will support traffic safety equipment for recognized agencies.

Mothers Against Drunk Driving Officer Recognition

Grant Development Plan form:	AL 13-14	
Benefit to Locals:	Yes	
Grantee:	Mothers Against Drunk Driving (MADD)	
Grant Amount, Funding Source:	\$10,000	410
Grant Start-up:	October 1	
Long-Term Strategies Used:	Enforcement-1,8	

MADD will recognize individuals in law enforcement and criminal justice for their dedication in arresting, convicting, sentencing, and treating drunk drivers in their communities. MADD will continue the lifesaver awards and a new pin program for individual achievement in arresting drunk drivers. Funding will also support Lifesavers conference attendance for recognized officers.

Task 3: Law Enforcement Coordination	\$292,000
Section 402 funds	\$292,000

Effective coordination of law enforcement efforts requires experience with and knowledge of law enforcement, significant hands-on time with a large number of grantees and sub-grantees, and a skill set not necessarily shared with effective grant management. Law enforcement liaisons serve as a bridge between OHSP and law enforcement, better able to train and garner the support of their peers.

Police Traffic Services – FY2006

Law Enforcement Liaisons (LELs)

Grant Development Plan form:	PTS 9-10	
Benefit to Locals:	Yes	
Grantee:	Michigan Public Health Institute (MPHI)	
Grant Amount, Funding Source:	\$220,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Enforcement-1,2,3,4,6,8	

LELs will assist grantees with planning and media work, promote Law Enforcement Challenge participation, and attend meetings to learn about traffic safety information and initiatives and to promote them with local law enforcement.

Traffic Enforcement Association of Michigan (TEAM)

Grant Development Plan form:	PTS 15-16	
Benefit to Locals:	Yes	
Grantee:	Midland Police Department	
Grant Amount, Funding Source:	\$40,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Enforcement-2,4,6,8, Community Engagement-9, Administrative-3	

TEAM will increase the knowledge and skills of law enforcement professionals by using traffic enforcement as a means to reduce crime and traffic deaths and injuries in Michigan. TEAM brings together police working on traffic enforcement to provide networking, recognition, and training opportunities, including electronic communication and an annual conference.

Traffic Enforcement Association of Michigan (TEAM) Conference

Grant Development Plan form:	PTS 17	
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$30,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Enforcement-4,8	

OHSP will arrange the logistical details of the first TEAM annual conference in October 2005. The conference will provide a variety of training opportunities for traffic enforcement professionals. Funding will also support travel for agencies from northern Michigan to attend the conference.

Police Traffic Services – FY2006

Upper Peninsula (UP) Conducting Complete Traffic Stops Train-the-Trainer

Grant Development Plan form:	PTS 23	
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$2,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Enforcement-4,8	

In order to serve the thirty-four UP law enforcement departments with fewer than nine officers, the Northern Michigan Training Consortium will provide Conducting Complete Traffic Stops training around the UP. OHSP will support travel and expenses for four trainers to attend the train-the-trainer course for Conducting Complete Traffic Stops.

Messaging

Task 4: Public Information and Education (PI&E)	<u>\$1,575,000</u>
--	---------------------------

Section 402 funds	\$925,000
Section 410 funds	<u>\$650,000</u>

Revised 11/30/05

Deleted: 1,325,000

Formatted: Font: Not Bold

Formatted: Right

Deleted: 400,000

It is not enough simply to conduct enforcement and hope that someone notices. Earned and paid media provide support that extends the visibility and effectiveness of enforcement activity. A media campaign brings the enforcement message to millions of drivers who may not have otherwise noticed increased activity.

Mobilization Paid Advertising

Grant Development Plan form:	PTS 18-19	
Benefit to Locals:	Yes	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$800,000	402
Grant Amount, Funding Source:	<u>\$650,000</u> <u>11/30/05</u>	410
Grant Start-up:	October 1	
Long-Term Strategies Used:	Messaging-1	

Deleted: 400,000

Paid advertising supports mobilization campaigns by providing reach and repetition to the campaign message. Drivers must hear the message several times before noticing or reacting to it, and they will hear and see commercials much more often than they notice police cars.

Deleted: 1/4/2006

Police Traffic Services – FY2006

Mobilization Advertising Development

Grant Development Plan form:	PTS 18-19	
Benefit to Locals:	Yes	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$125,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Messaging-1	

Funding will also support the development of new ads to keep the message fresh, to maintain effectiveness.

Community Engagement

Task 5: Upper Peninsula (UP) Representation	\$7,000
Section 402 funds	\$7,000

Most Michigan conferences and training events happen in the southern portion of the Lower Peninsula. This makes it difficult for Upper Peninsula agencies to receive comparable training or integrate into the state's core traffic safety network, due to scarce travel time and budgets.

Upper Peninsula (UP) Conference Attendance

Grant Development Plan form:	PTS 22	
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$7,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-1,2,9, Enforcement-8	

Funding will support ten UP traffic safety partners to attend the Michigan Traffic Safety Summit and two to attend the National Lifesavers Conference.

Administration

Task 6: Evaluation	<u>\$80,000</u>
Section 402 funds	\$55,000
<u>Section 410 funds</u>	<u>Revised 11/30/05</u> <u>\$25,000</u>

Programs must include evaluation to determine whether they are working as intended, which aspects are successful, and which aspects need improvement. A formative analysis can demonstrate why programs are or are not working and where adjustments may be needed to achieve program goals.

Deleted: 55,000

Formatted: Font: Not Bold

Formatted Table

Deleted: 1/4/2006

Police Traffic Services – FY2006

Telephone Surveys of Driver Beliefs and Attitudes

Grant Development Plan form:	PTS 1	
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$55,000	402
Grant Amount, Funding Source:	\$25,000 11/30/05	410
Grant Start-up:	October 1	
Long-Term Strategies Used:	Administrative-2,5, Enforcement 5	

Surveys of the general public allow OHSP to determine the extent to which enforcement and media have impacted the public consciousness. Responses indicate campaign effectiveness in reaching the target population and changes in behavior. Such evaluation is required for the use of federal advertising funding.

Task 7: Grant Development & Community Outreach	\$943,000
Section 402 funds	\$943,000

Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$943,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	All	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to reach OHSP statewide impact and program goals.

FY2006 - HSP Budget Police Traffic Safety - PAP #3

Task #	Task Titles	402	402 to Locals	405	410	157 Incentive	157 Innovative	OJJP	163	State/Local Share	TOTAL
1	Overtime Enforcemen Revised 12/15/05 Revised 9/21/05	\$1,692,000 \$1,672,000	\$1,692,000	\$20,000 \$0	\$125,000	\$1,000,000		\$75,000	\$1,000,000		\$3,912,000
2	Recognition and Incentive Program: Revised 12/15/05	\$292,000 \$312,000	\$287,000		\$10,000						\$302,000
3	Law Enforcement Coordination	\$292,000	\$260,000								\$292,000
4	Public Information and Education	\$125,000									\$125,000
4 - PM	Public Information and Education (Paid Media) Revised 11/30/05	\$800,000	\$800,000		\$650,000 \$400,000						\$1,450,000
5	Upper Peninsula Representation	\$7,000									\$7,000
6	Evaluation Revised 11/30/05	\$55,000			\$25,000						\$80,000
7	Grant Development & Community Outreach	\$943,000									\$943,000
	TOTALS	\$4,206,000	\$3,039,000	\$20,000	\$810,000	\$1,000,000	\$0	\$75,000	\$1,000,000	\$0	\$7,111,000

Pedestrians/Bicycle Safety – FY2006

Community Engagement

Task 1: Bicycle Helmets	\$65,000
Section 402 funds	\$65,000

Michigan has twenty to thirty bicyclist traffic deaths per year, many of which could be prevented through the proper use of helmets by all riders.

Bicycle Kits and Helmets

Grant Development Plan form:	PB 1	
Benefit to Locals:	Yes	
Grantee:	Michigan Department of Community Health (MDCH)	
Grant Amount, Funding Source:	\$65,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-2, Messaging-3,7	

MDCH and OHSP will develop a bicycle safety kit to loan to organizations for bicycle-related events, explaining how events can include and set up bicycle safety courses. Funding will also support the purchase and distribution of bicycle helmets to low-income bicyclists.

Task 2: Pedestrian Safety	\$0
Section 402 funds	\$0

The Federal Highway Administration has identified the city of Detroit and the state of Michigan as focus areas for pedestrian safety. These mark the city and state as areas with the greatest potential for saving lives by reducing pedestrian fatalities.

Detroit Pedestrian Safety Action Plan

Grant Development Plan form:		
Benefit to Locals:	Yes	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$0	
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-1,5,9	

OHSP will work cooperatively with metro Detroit community groups to study the pedestrian fatality problem in Detroit, develop a task force to counteract this problem, and develop programs specific to the pedestrian problem in Detroit. This project will remain unfunded until problem identification and planning develop specific activities. This project will dovetail with federal efforts at developing a model for pedestrian safety plans and will help with developing a statewide action plan.

Pedestrians/Bicycle Safety – FY2006

Administration

Task 3: Grant Development & Community Outreach	\$19,000
Section 402 funds	\$19,000

Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$19,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	All	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to reach OHSP statewide impact and program goals.

FY2006 - HSP Budget
Pedestrian/Bicycle Safety - PAP #4

Task #	Task Titles	402	402 to Locals	410	OJJDP	2003(b)	157 Incentive	State/Local Share	TOTAL
1	Bicycle Helmets	\$65,000	\$65,000						\$65,000
2	Pedestrian Safety								\$0
3	Grant Development & Community Outreach	\$19,000							\$19,000
	TOTALS	\$84,000	\$65,000	\$0	\$0	\$0	\$0	\$0	\$84,000

Traffic Records – FY2006

Administration

Task 1: Michigan Traffic Crash Facts	\$175,000
Section 402 funds	\$175,000

Traffic safety professionals at the federal, state, and local level need access to Michigan's traffic crash data to identify and analyze traffic crash problems, implement countermeasures, and evaluate impact. The annual Traffic Crash Facts has been the single sole source of comprehensive traffic crash data accessible to the public.

Michigan Traffic Crash Facts 2005

Grant Development Plan form:	TR 1-2	
Benefit to Locals:	No	
Grantee:	Regents of the University of Michigan	
Grant Amount, Funding Source:	\$175,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Administrative-3,4, Community Engagement-8	

Michigan Traffic Crash Facts has fully transitioned from paper to the internet, with no further apparent need for printing and non-electronic distribution. The award-winning site, <http://www.michigantrafficcrashfacts.org>, provides Michigan's crash statistics, presented in a variety of formats and comparisons. In addition to updating Crash Facts for another year, the University of Michigan will explore the creation of a basic data analysis tool, to allow users to create their own queries of crash data.

Task 2: Traffic Crash Data Systems	\$1,500,000
Section 157 Incentive funds	\$1,500,000

The Criminal Justice Information Center (CJIC) is developing a comprehensive law enforcement agency management system, known as LEAMS. Using the latest technology, LEAMS will offer the opportunity to integrate with other records management systems so information can be readily shared. LEAMS includes six modules: incident, intelligence, crash, citation, enhancements, and interfaces.

Law Enforcement Agency Management Systems (LEAMS)

Grant Development Plan form:	TR 8-9	
Benefit to Locals:	No	
Grantee:	Michigan Department of State Police (MSP)	
Grant Amount, Funding Source:	\$1,500,000	157 Incentive
Grant Start-up:	October 1	
Long-Term Strategies Used:	Administrative-3,4	

Funding will support the continued development of the crash module for LEAMS.

Deleted: 9/7/2005

Traffic Records – FY2006

Task 3: Crash Reporting Training	\$405,000
Section 163 funds	\$405,000

The Criminal Justice Information Center (CJIC) does not have the capability to train thousands of officers in a short time frame after forms, regulations, or laws change. Traditional instructor-led, classroom-based training is standard, and training materials and contents are quickly made obsolete by changing technology and processes. For OHSP's concerns, CJIC has no mechanism to train or retrain large numbers of officers on reporting crashes completely and correctly, either when crash forms change or just to correct common mistakes.

Learning Management System (LMS) Training

Grant Development Plan form:	TR 5-7	
Benefit to Locals:	No	
Grantee:	Michigan Department of State Police (MSP), Project Management Office	
Grant Amount, Funding Source:	\$405,000	163
Grant Start-up:	October 1	
Long-Term Strategies Used:	Administrative-3,4, Enforcement-4	

This project will deploy a commercial off-the-shelf LMS and develop, deploy, and track web-based distance learning. Funding will support development of user requirements and an RFP, vendor selection, LMS installation and integration, administrator and technical training, training course development, and LMS training publicity to end users.

Task 4: Driver Record Processing	\$850,000
Section 163 funds	\$850,000

Posting citations to drivers' records within ten days of conviction is not only helpful for traffic safety data, but also required by law. By 2005, the Michigan Department of State must complete changes to front-end data collection and back-end data processing to reduce the time frame from twenty-four days.

Crash and Citation Record Processing

Grant Development Plan form:	TR 11-12	
Benefit to Locals:	No	
Grantee:	Michigan Department of State (DOS)	
Grant Amount, Funding Source:	\$850,000	163
Grant Start-up:	October 1	
Long-Term Strategies Used:	Administrative-3,4	

Completing a project from FY2005, DOS will improve computer systems and processes to be able to post citations to drivers' records within ten days of conviction.

Deleted: 9/7/2005

Traffic Records – FY2006

Task 5: Grant Development & Community Outreach	\$51,000
Section 402 funds	\$51,000

Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$51,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	All	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to reach OHSP statewide impact and program goals.

FY2006 - HSP Budget Traffic Records - PAP #5

Task #	Task Titles	402	402 to Locals	411	OJJDP	2003(b)	157 Incentive	163	State/Local Share	TOTAL
1	Michigan Traffic Crash Facts	\$175,000								\$175,000
2	Traffic Crash Data Systems						\$1,500,000			\$1,500,000
3	Crash Reporting Training							\$405,000		\$405,000
4	Driver Record Processing							\$850,000		\$850,000
5	Grant Development & Community Outreach	\$51,000								\$51,000
	TOTALS	\$226,000	\$0	\$0	\$0	\$0	\$1,500,000	\$1,255,000	\$0	\$2,981,000

Community Traffic Safety – FY2006

Messaging

Task 1: Public Information and Education (PI&E)	<u>\$803,000</u>
Section 402 funds	\$773,000
<u>Section 410 funds</u>	<u>\$30,000</u>

- Deleted: 773,000
- Formatted: Font: Not Bold
- Formatted Table

Education is a fundamental aspect of all public health programs. Drivers cannot positively change their behavior unless they understand the risks they take and how to improve. Also, publicity is a key component of every program that seeks to directly impact the public. It is not enough simply to have programs and hope that someone notices, and media coverage greatly extends OHSP's publicity efforts.

Office of Highway Safety Planning (OHSP) In-House Public Information Materials

Grant Development Plan form:	CTS 12	
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$578,000	402
<u>Grant Amount, Funding Source</u>	<u>\$30,000 11/30/05</u>	<u>410</u>
Grant Start-up:	October 1	
Long-Term Strategies Used:	Messaging-1,2,3,4,5,6,7, Community Engagement-1	

OHSP develops, produces, and distributes a variety of materials in support of campaigns, such as newsletters, posters, brochures, banners, reports, and public service announcements. Funding will support new and existing materials for traffic safety initiatives.

Materials Storage and Distribution

Grant Development Plan form:	CTS 15	
Benefit to Locals:	No	
Grantee:	Michigan State Police (MSP) Management Services Division	
Grant Amount, Funding Source:	\$175,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Messaging-3, Administrative-3	

A statewide materials storage and shipment facility will serve as the clearinghouse for all OHSP traffic safety-related public information materials, publications, and law enforcement equipment. Partners and the public will be able to order information directly from the storage facility.

- Deleted: 12/8/2005
- Deleted: 9/7/2005

Community Traffic Safety – FY2006

Upper Peninsula (UP) Public Information and Education (PI&E)

Grant Development Plan form:	CTS 5	
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$20,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Messaging-2,3,5, Community Engagement-2	

Through the Upper Peninsula office, OHSP will support a UP Resource Center with materials and a Rollover Convincer as well as produce and distribute the quarterly "Above the Bridge" newsletter. Funding for this task is located in the OHSP In-house Public Information Materials GDP above.

Task 2: Partner Activities	\$100,000
-----------------------------------	------------------

With scarce and sometimes uncertain resources at all levels of government, success depends on building and maintaining flexible and effective partnerships. OHSP cannot excel without the partners whose teamwork and commitment continue to advance shared traffic safety goals.

Partnership Activities

Grant Development Plan form:	CTS 14	
Benefit to Locals:	Yes	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$100,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Messaging-1,2,3, Community Engagement-9	

Cultivating partnerships with relevant organizations allows OHSP to promote traffic safety messages to target audiences in innovative ways. Partner messages will focus on increasing the reach and frequency of existing safety belt and drunk driving messages, and in working locally with established national partners such as NASCAR, the Michigan State Fair, TEAM, etc..

Community Engagement

Task 3: Corporate Outreach	\$25,000
-----------------------------------	-----------------

Section 402 funds	\$25,000
-------------------	----------

Motor vehicle crashes cost employers more than \$50 billion annually, and the workplace is the most reliable place to engage many hard-to-reach demographics with traffic safety messages. Safe driving habits at work translate into safer driving everywhere.

Deleted: 12/8/2005

Deleted: 9/7/2005

Community Traffic Safety – FY2006

Michigan Network of Employers for Traffic Safety (NETS)

Grant Development Plan form:	CTS 1-2	
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$15,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-4,9, Messaging-3,4,7	

NETS distributes useful and relevant traffic safety information to a broad cross-section of Michigan employers. NETS activities include periodic updates, materials distribution, model traffic safety programs, and the annual Drive Safely Work Week campaign. OHSP expects broad support for the tenth annual Drive Safely Work Week, October 2 to 6, 2006.

Network of Employers for Traffic Safety (NETS) Training

Grant Development Plan form:	CTS 3-4	
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$10,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-4,9, Enforcement-4, Messaging-4,7	

The NETS Traffic Safety Symposium will offer traffic safety training opportunities to Michigan businesses and organizations. Ongoing training covers distracted and fatigued driving, aggressive driving, occupant protection, and impaired driving. Special attention will be given to reaching rural and Upper Peninsula businesses.

Task 4: Safe Communities	\$209,000
Section 402 funds	\$209,000

Efforts directed at reducing fatal and serious injury crashes are often most effective when implemented at the local level. Safe Community coalitions direct efforts at communities' most pressing traffic safety and public health needs. Strengthening them is an effective way to reach community members with traffic safety messages and education information.

Deleted: 12/8/2005

Deleted: 9/7/2005

Community Traffic Safety – FY2006

Safe Communities Resource Consultants

Grant Development Plan form:	CTS 6-7	
Benefit to Locals:	Yes	
Grantee:	Michigan Resource Center for Health and Safety (MRCHS) and Michigan Public Health Institute (MPHI)	
Grant Amount, Funding Source:	\$110,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-1,5,9	

As identified in a recent evaluation, paid staff consultants are instrumental in developing Safe Community programs. They serve as informational resources and aid local coalitions in finding sustainable support. Funding will support four part-time resource consultants: three in metro Detroit and one assisting other Safe Communities.

Safe Communities Projects

Grant Development Plan form:	CTS 10-11	
Benefit to Locals:	Yes	
Grantee:	Local agencies	
Grant Amount, Funding Source:	\$80,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-5, Messaging-7	

Safe Communities coalitions use a problem-identification tool to help develop awareness of specific problems within their communities and develop countermeasures. Funding will support coalition projects consistent with identified problems.

Safe Communities Conference

Grant Development Plan form:	CTS 8-9	
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$10,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-5, Messaging-7	

A state conference will bring together Safe Communities coalition members and provide opportunities for training, networking, and coalition building. This will increase their abilities to have a positive impact on traffic safety programs and contribute to the long-term independent viability of Safe Communities coalitions.

Deleted: 12/8/2005

Deleted: 9/7/2005

Community Traffic Safety – FY2006

Safe Communities Tool Redesign

Benefit to Locals:	No	
Grantee:	University of Michigan Transportation Research Institute (UMTRI)	
Grant Amount, Funding Source:	\$9,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-5, Messaging-7, Administrative-3	

UMTRI will convert the Tool for Injury Prevention and Safety (TIPS) from a MS Access to a web-based system. This concludes a two-year project.

Task 5: Exhibiting	\$15,000
Section 402 funds	\$15,000

Exhibiting

Grant Development Plan form:	CTS 16	
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$15,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-1,9, Messaging-1,2,4,7	

By exhibiting at regional and statewide meetings, OHSP can increase its visibility with partners and come into contact with new organizations with which OHSP may not have existing relationships. This will include a presence at the Michigan Traffic Safety Summit, and annual conferences for the Michigan Association of Chiefs of Police, the Michigan Sheriffs Association, and the Michigan Driver and Traffic Safety Education Association.

Administration

Task 6: Crime/Crash Cost Book Update	\$50,000
Section 402 funds	\$50,000

Crime/Crash Cost Book Update

Grant Development Plan form:	CTS 20	
Benefit to Locals:	Yes	
Grantee:	University of Michigan Transportation Research Institute (UMTRI)	
Grant Amount, Funding Source:	\$50,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Administrative-3,4, Messaging-7	

Cost estimates of the burdens of traffic crashes and serious crimes are useful to policy makers and practitioners for understanding the significance of public health and safety issues. Comparisons of the impacts of various problems can help in setting priorities consistent with the actual incidence problems, rather than popular perceptions.

Michigan State Police
Office of Highway Safety Planning

Page 5 of 6
1/26/2006

Deleted: 12/8/2005

Deleted: 9/7/2005

Community Traffic Safety – FY2006

Task 7: Grant Development & Community Outreach	\$335,000
Section 402 funds	\$335,000

Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$335,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	All	

Funds in this grant include those costs for program activities required to reach the OHSP statewide and program area goals. Expenditures incurred carrying out program activity often overlap program areas making it difficult to allocate those costs to individual program areas. As a result, total funding for this grant is allocated to all program areas based upon each program's share of the total programmed amount. Each program area includes a task entitled "Grant Development and Community Outreach Team" indicating the amount that has been allocated for this grant.

The detailed budget for the FY2006 grant follows:

FY2006 Network Operations – Budget

- Salaries (817,078)
- Fringes (414,551)
- E-Grants (10,000)
- Postage (6,000)
- Supplies (10,000)
- Office Equipment Leasing (6,000)
- Vehicle Operations (9,000)
- Non-OHSP Travel (8,000)
- Team Travel – Out State (16,000)
- Team Travel – In State (15,000)
- Office Automation Maintenance/Supplies (4,000)
- Training (9,000)
- Orientation Meeting Costs (7,000)
- Membership Dues (3,500)
- Technology Assessment (17,900)
- Law Enforcement Conference Attendees (10,000)
- Support of Traffic Safety Summit (20,000)
- Office Equipment (15,000)
- Indirect Costs (60,390)
- Traffic Safety Committee Meeting Support (15,000)
- Security Guard for Collins Road (3,000)

Deleted: 12/8/2005

Deleted: 9/7/2005

FY2006 - HSP Budget Community Traffic Safety - PAP #6

Task #	Task Titles	402	402 to Locals	410	OJJDP	2003(b)	157 Incentive	State/Local Share	TOTAL
1	Public Information and Education Revised 11/30/05	\$773,000		\$30,000					\$803,000
2	Partner Activities	\$100,000	\$100,000						\$100,000
3	Corporate Outreach	\$25,000							\$25,000
4	Safe Communities	\$209,000	\$190,000						\$209,000
5	Exhibiting	\$15,000							\$15,000
6	Crime/Crash Cost Book Update	\$50,000							\$50,000
7	Grant Development & Community Outreach	\$335,000							\$335,000
	TOTALS	\$1,507,000	\$290,000	\$30,000	\$0	\$0	\$0	\$0	\$1,537,000

Roadway Safety – FY2006

Enforcement

Task 1: Intersection Enforcement	\$165,000
---	------------------

Section 402 funds	\$165,000
-------------------	-----------

About 30% of Michigan traffic crashes, injuries, and fatalities happen at intersections. The GTSAC has developed an Intersection Safety Action Plan and an Intersection Enforcement Action Plan to counteract these crashes.

Red-Light Running Enforcement

Grant Development Plan form:	RS 1-2	
Benefit to Locals:	Yes	
Grantee:	Local and county law enforcement	
Grant Amount, Funding Source:	\$165,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Enforcement-2,6,8, Messaging-1,2	

In the second year of this pilot program, six grantee law enforcement agencies will continue to conduct overtime enforcement at intersections to reduce red-light running and other illegal driving behaviors. Funding will also support light diode 'rat boxes' that assist officers in observing red-light running safely from downstream of an intersection, where acceptable to local courts and transportation agencies.

Community Engagement

Task 2: Roadway Design Safety and Education	\$180,000
--	------------------

Section 402 funds	\$180,000
-------------------	-----------

Metropolitan Planning Organizations (MPOs) provide a variety of services to their communities, including transportation safety. To support and further prioritize transportation safety and its role in an MPO region, a traffic safety analysis has been identified as an essential component in this endeavor. Many MPOs do not have the resources to conduct this type of in-depth study.

Metropolitan Planning Organization (MPO) Safety Analysis

Grant Development Plan form:	RS 3-4	
Benefit to Locals:	Yes	
Grantee:	Wayne State University (WSU)	
Grant Amount, Funding Source:	\$150,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-8	

WSU will work with MPOs to identify roadways in need of detailed safety analysis, and then provide that analysis. Reports will include the current state of the roadway system, crash analyses, problems and potential solutions, and an implementation and evaluation plan for addressing any problems.

Roadway Safety – FY2006

Intersection Safety Training

Grant Development Plan form:	RS 5-6	
Benefit to Locals:	Yes	
Grantee:	Michigan Technological University (MTU)	
Grant Amount, Funding Source:	\$30,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-8	

Continuing a project developed cooperatively between OHSP, MTU, and FHWA, "Common Sense Solutions to Intersection Safety Problems" is a one-day course providing intersection safety information for non-engineers. It provides insight from a design perspective on what problems arise from certain intersection configurations, what non-engineering countermeasures exist, and when physical changes to the intersection are the best way to secure increased safety. Funding will support classes throughout FY2006 and an evaluation of what changes the program might need for future years.

Administration

Task 3: Grant Development & Community Outreach	\$100,000
Section 402 funds	\$100,000

Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$100,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	All	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to reach OHSP statewide impact and program goals.

FY2006 - HSP Budget Roadway Safety - PAP #7

Task #	Task Titles	402	402 to Locals	410	OJJDP	2003(b)	157 Incentive	State/Local Share	TOTAL
1	Intersection Enforcement	\$165,000	\$165,000						\$165,000
2	Road Design Safety and Education	\$180,000	\$180,000						\$180,000
3	Grant Development & Community Outreach	\$100,000							\$100,000
	TOTALS	\$445,000	\$345,000	\$0	\$0	\$0	\$0	\$0	\$445,000

Driver Education – FY2006

Messaging

Task 1: Winter Driving Community Program	\$20,000
Section 402 funds	\$20,000

Upper Peninsula crashes are overrepresented in the first month of snowfall, usually November. Research suggests that drivers forget or forget to use winter driving techniques when there are long gaps between snowfalls, with summer being the longest gap each year.

Winter Driving

Grant Development Plan form:	DE 1-2	
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$20,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Messaging-1,2,3	

This continues a project from FY2005, under which development of a winter driving instruction manual began. Funding will support finalization of the manual as well as development of a video focusing on winter driving strategies.

Community Engagement

Task 2: Elderly Mobility	\$0
Section 402 funds	\$0

Older drivers have decreased driving abilities and increased frailty. These combine to cause unusual high severity in seniors' crashes, even if they crash less often than average.

Senior Mobility Workgroup

Benefit to Locals:	Yes	
Grantee:	TBD	
Grant Amount, Funding Source:	\$0	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-1,7,9	

Michigan has been a national leader on elderly mobility through innovative efforts to make driving safer for older drivers, largely through education and engineering solutions. The Senior Mobility Workgroup will identify further opportunities for continuous improvement in Michigan's elderly mobility programs.

Driver Education – FY2006

Task 3: Young Drivers	\$0
Section 402 funds	\$0

Young drivers are severely over-represented in almost every category of crash data. With excessive risk-taking and inadequate driving experience, young drivers place themselves and others around them at risk.

Young Driver Subcommittee

Benefit to Locals:	Yes	
Grantee:	TBD	
Grant Amount, Funding Source:	\$0	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Community Engagement-1,6,9	

The GTSAC has formed a Young Driver Subcommittee that will assess young driver issues, identify solutions, and cooperate to alleviate harms.

Administration

Task 4: Grant Development & Community Outreach	\$6,000
Section 402 funds	\$6,000

Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$6,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	All	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to reach OHSP statewide impact and program goals.

FY2006 - HSP Budget Driver Issues and Education - PAP #8

Task #	Task Titles	402	402 to Locals	410	OJJDP	2003(b)	157 Incentive	State/Local Share	TOTAL
1	Winter Driving Community Program	\$20,000							\$20,000
2	Elderly Mobility	\$0							\$0
3	Young Drivers	\$0							\$0
4	Grant Development & Community Outreach	\$6,000							\$6,000
	TOTALS	\$26,000	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000

Motorcycle Safety – FY2006

Messaging

Task 1: Motorcycle Public Information and Education (PI&E)	\$30,000
---	-----------------

Section 402 funds	\$30,000
-------------------	----------

Many drivers of passenger cars are not fully aware of other vehicles on the road, such as motorcycles and large trucks. This leads to considerable risk to motorcyclists, who are much more vulnerable than drivers in the event of a crash. The Michigan Motorcycle Safety Program Assessment recommended increasing motorist awareness of motorcycle riders.

Motorist Awareness Strategies and Materials

Grant Development Plan form:	MC 2-3	
Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$30,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Messaging-3,5,7, Enforcement-7	

OHSP will develop strategies and produce materials to promote motorcycle awareness to passenger car drivers and will find appropriate venues for dissemination. The materials also have synergy potential for addressing the need for motorcyclist training and licensing.

Administration

Task 2: Evaluation	\$30,000
---------------------------	-----------------

Section 402 funds	\$30,000
-------------------	----------

Most sources believe that motorcycle helmet use is high in Michigan, but it has not been measured in any formal way in recent years, and no measurements have ever been done of non-standard helmet use. This presents a potential barrier to developing countermeasures and will make it difficult to evaluate the effects of changes to motorcycle helmet laws. The Michigan Motorcycle Safety Program Assessment recommended an observation survey.

Helmet Use Observation Study

Grant Development Plan form:	MC 1	
Benefit to Locals:	No	
Grantee:	Wayne State University (WSU)	
Grant Amount, Funding Source:	\$30,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	Administrative-1,2,5, Enforcement-7	

Evaluators will observe the rate of helmet use among motorcyclists and estimate the proportion of motorcyclists that are wearing non-standard helmets.

Motorcycle Safety – FY2006

Task 3: Grant Development & Community Outreach	\$18,000
Section 402 funds	\$18,000

Grant Development & Community Outreach

Benefit to Locals:	No
Grantee:	Office of Highway Safety Planning (OHSP)
Grant Amount, Funding Source:	\$18,000 402
Grant Start-up:	October 1
Long-Term Strategies Used:	All

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to reach OHSP statewide impact and program goals.

FY2006 - HSP Budget Motorcycle Safety - PAP #9

Task #	Task Titles	402	402 to Locals	410	OJJDP	2003(b)	157 Incentive	State/Local Share	TOTAL
1	Public Informaton and Education	\$30,000							\$30,000
2	Evaluation	\$30,000							\$30,000
3	Grant Development & Community Outreach	\$18,000							\$18,000
	TOTALS	\$78,000	\$0	\$0	\$0	\$0	\$0	\$0	\$78,000

Planning and Administration – FY2006

Administration

Task 1: Planning and Administration	\$509,000
Section 402 funds	\$509,000

Planning and Administration

Benefit to Locals:	No	
Grantee:	Office of Highway Safety Planning (OHSP)	
Grant Amount, Funding Source:	\$509,000	402
Grant Start-up:	October 1	
Long-Term Strategies Used:	All	

OHSP will continue to fund the staff and facility resources required to meet the OHSP statewide impact goals and problem area goals. Funding will support administrative and support staff, facility costs, and operating costs required to efficiently and effectively administer planning and administrative functions.

FY2006 - HSP Budget Planning and Administrative - PAP #10

Task #	Task Titles	402	402 to Locals	410	OJJDP	2003(b)	157 Incentive	State/Local Share	TOTAL
1	Planning and Administration	\$509,000							\$509,000
	TOTALS	\$509,000	\$0	\$0	\$0	\$0	\$0	\$0	\$509,000

OFFICE OF HIGHWAY SAFETY PLANNING												
FY 05 IN-HOUSE PUBLIC INFORMATION FUNDS												
As of August 8, 2005												
	Prog	Task #	Fund	PCA	Amount	402	405	410	157 INC	157 INN	OJJDP	
Enforcement ad campaigns, focus groups Vendor - Pace	PT	4	402	52730	\$100,000	100,000	0	0	0	0	0	
Local public service announcements Vendor - video	PT	4	402	52740	\$25,000	25,000	0	0	0	0	0	
Total Contractual services- without Paid Media					\$460,000	\$265,000	\$195,000	\$0	\$0	\$0	\$0	

OHSP State Programs Section

Two program areas administered by the Michigan Office of Highway Safety Planning are not supported by Federal funds but are supported by State Restricted funds.

Secondary Road Patrol & Traffic Accident Prevention Program

The Secondary Road Patrol & Traffic Accident Prevention program was created by Public Act 416 of 1978. The program is often referred to as the "SRP" or "416" program. This state grant program provides county Sheriff departments with funding for patrol of county and local roads outside the corporate limits of villages and cities. The program has the legislated primary responsibility of traffic enforcement and traffic accident prevention.

The SRP program supported the full-time equivalent of 182 deputies in FY 2004 (the most recent completed period), as reported through semi-annual reports submitted to OHSP by participating counties. A total of 82 counties currently participate, out of 83 counties in the state. For FY 2005, a total of \$13,872,000 was allocated to these counties for use in patrolling secondary roads.

Each year OHSP sponsors training for SRP deputies. In 2005, in lieu of a central conference, a Complete Traffic Stops Training course was offered in eight different locations and times throughout the state. The one-day program, open to all SRP deputies, focused on traffic stop skills, such as effective interviewing, detection of illegal activities, hidden compartments in vehicles, professionalism, legal issues, and officer safety. For the FY 2006 conference, OHSP will be merging the SRP conference with a statewide traffic officers training conference which will reach a broader audience. State funds will pay for the participation of the SRP officers.

OHSP's administrative responsibilities include monitoring the SRP program. Counties are judgmentally selected with a goal of monitoring a minimum of 25 percent of participating counties each year. The monitoring process involves a personal visit by OHSP staff to each participating agency. The OHSP representative reviews the previous years officers' dailies for all SRP deputies, reconciles expenditures reported during the program year, reviews the county's accounting procedures and reviews the duty roster or schedule for Maintenance of Effort compliance, which is a requirement of the Act. The results of the monitoring are written in a report, which is sent to the sheriff, along with a letter indicating compliance with the act or requesting a plan of correction if not in compliance.

Michigan Truck Safety Commission

The Michigan Truck Safety Commission is a unique organization, the only one of its kind in the nation supported not by tax dollars but entirely by the trucking industry. The Commission is comprised of 11 members who meet bimonthly. Their mission is to improve truck safety by providing Michigan's trucking industry and the citizens of Michigan with effective educational programs, and by addressing significant truck safety issues.

Funding for Commission activities is provided by a Truck Safety Fund, established by Public Act 348 of 1988, and administered by the Office of Highway Safety Planning. This state fund provides grants to various non-profit agencies, for truck driver education and training, heightening of all drivers' awareness of the operational characteristics and limitations of trucks, initiating data collection and research and supporting enforcement of motor carrier safety laws.

In 2005, grant funds were provided to the Michigan State Police Motor Carrier Division for enforcement and to Michigan Center for Truck Safety for education. A total of \$ 2,407,939 was made available to the two grantees for the 2005 fiscal year.

Motor Carrier grant funds are being used to conduct STET enforcement efforts, for publication of a Commercial Vehicle Enforcement Information bulletin, to collaborate with the Michigan Association of Chiefs of Police in award programs to promote highway safety and to provide Federal Motor Carrier Regulations to officers, judges, prosecutors and magistrates around the state.

The grant to the Michigan Center for Truck Safety is used to fund a hotline for truck information, public information and education efforts, safety reviews, videos, hands-on training through two Decision Driving Courses and various other training programs.

A planning meeting was held in September 2004 to review and update the strategic plan which was originally prepared in 2000 and previously updated in 2001 and 2002. Strategic planning has continued throughout 2005 through discussion at Commission meetings. The goals previously established in the plan, to be accomplished through grants for education, research, and enforcement, and through subcommittees of the Commission, are:

- Improve truck safety through effective educational programs and safety planning.
- Improve truck safety through enforcement of motor carrier safety laws and training criminal justice personnel on commercial vehicle laws and enforcement.
- Insure the fiscal stability of the MTSC.
- Strengthen Commission information and decision-making.

Each of these goals also identifies several activities that will help to achieve it. The progress achieved towards meeting the goals is reviewed at Commission meetings, as well as at the planning meeting each year, and is used to update the plan for the next year. The plan is then used to establish the goals and objectives for the grants awarded by the Commission during the year.

Glossary

AAA Michigan	American Automobile Association. Federation of automobile clubs providing domestic and foreign travel services, emergency road services, and insurance. Sponsors public services to increase the safety and efficiency of road travel.
AAMVA	American Association of Motor Vehicle Administrators.
AASHTO	American Association of State Highway and Transportation Officials.
Accident	This term is often used to describe a collision between a motor vehicle and one or more other motor vehicles, bicycles, pedestrians, or objects. It implies an unpreventable, random event. The term “crash” is preferred as a more accurate description of such an event.
ACRS	Automated Crash Reporting System. A computer based crash reporting system designed to reduce the amount of duplicate paperwork an officer filling out a UD-10 needs to do.
ACTS Survey	Assessing Community Traffic Safety. An assessment tool which consists of twenty-one surveys that coalition leaders and their members distribute to specific individuals within their communities to identify the community’s assets and deficits. Once the surveys are completed the responses are entered into the ACTS computer program software to create a one-page profile of the community’s traffic safety assets and deficits. the profile can then be used to create a Safe Community Asset Development Plan for building key community traffic safety assets.
Alcohol-impaired Driving	Term used throughout Highway Safety Plan to describe drinking and driving behavior resulting in impairment of driving ability. Preferred to “drunk driving” because driving ability has been shown to be affected at blood alcohol levels far below levels at which someone would generally be considered “drunk”. As more research is conducted in the area of driving impairment by drugs other than alcohol, effective countermeasures can be developed.
Assets	Traffic safety assets identify a community’s resources that can be used to address key injury problems in the community. Examples: Standard Alcohol Enforcement, Sentencing Uniformity, EMS Training, Parent Education Networks, and Alcohol Server Training.
BAC/BAL	Blood Alcohol Concentration/Blood Alcohol Level. Determination of percent by weight of ethyl alcohol in blood. Usually measured as mg/dl.

CIPO	Community Injury Prevention Officers.
CP	Community Traffic Safety Program. Community-level program intended to coordinate traffic safety activities, maximize use of available resources, and better respond to unique needs of community.
CPS	Child Passenger Safety.
CJIC	Criminal Justice Information Center. Center within Michigan State Police responsible for processing data from the Michigan Traffic Crash Report.
CRAM	County Road Association of Michigan
Crash	Term used to describe collision between motor vehicle and one or more other motor vehicles, bicycles, pedestrians, or objects. Results from combination of driver, vehicle, and road factors-is not random, unpreventable occurrence. Preferred to term “accident” which implies unpreventable random occurrence.
DLN	Drivers License Number.
DMSTF	Drive Michigan Safety Task Force.
DSAQP	Division of Substance Abuse Quality Planning.
DUI/DUIL	Driving Under the Influence / Driving Under the Influence of Liquor
EMD	Emergency Management Division.
EMS	Emergency Medical Services. Incorporated within Michigan Department of Community Health. Facilitates administration of licensing, pre-hospital patient care examinations, ambulance inspections, communication, training, and related activities.
FARS	Fatal Accident Reporting System.
FHWA	Federal Highway Administration.
FMCSA	Federal Motor Carrier Safety Administration.
FTE	Full Time Employee.

GDL	Graduated Drivers Licensing. A step-by-step process for issuing drivers licenses to young people. As the young driver gains experience behind the wheel, driving privileges are increased.
GHSA	Governors Highway Safety Association.
GIS	Geographic Information System.
GTSAC	Governors Traffic Safety Advisory Commission
HBD	Had-Been-Drinking.
HSP	Highway Safety Plan. A component of the State's application submitted to the Federal Government each year to obtain federal funds for traffic safety. The Plan must describe the projects and activities the State plans to implement to reach the goals identified in the Performance Plan.
ICIP	International Center for Injury Prevention.
ITE	Institute of Transportation Engineers.
KAB	Injury severity scale for traffic crash-related injuries. K-level injuries refer to injuries caused by a crash that result in death within 90 days of the incident. A-level injuries refer to incapacitating injuries that prevent injured persons from continuing activities they were capable of performing prior to the injury. B-level injuries refer to non-incapacitating injuries that are evident to observers at the scene of the crash in which the injury occurred. Subset of KABCO scale.
LEL	Law Enforcement Liaison.
M	Million.
MACP	Michigan Association of Chief's of Police.
MADD	Mothers Against Drunk Driving.
MALI	Michigan Accident Location Index. Current system used to locate traffic crashes in Michigan. In need of modification and updating.
MCRUD	Michigan Coalition to Reduce Underage Drinking
MCTSI	Michigan Comprehensive Traffic Safety Initiative.

MDCC	Michigan Deer Crash Coalition.
MDCH	Michigan Department of Community Health (formerly Michigan Department of Public Health). Department of Michigan state government. Objectives include preventing disease, prolonging life, promoting health through organized community programs for sanitation, protection of the environment, and control of communicable and chronic disease, health education and promotion, and development of comprehensive medical services and facilities for effective diagnosis and treatment.
MDIT	Michigan Department of Information Technology. Department of Michigan State Government responsible for overall technology infrastructure and direction.
MDOS	Michigan Department of State. Department of Michigan state government. Operates services and programs in four major areas including traffic safety and motor vehicle-related activities (e.g., driver licensing, vehicle registration, administration of driver-point system), election-related activities, activities related to presenting and preserving Michigan history, and receiving and maintaining important records of state and local governmental units.
MDOT	Michigan Department of Transportation. Department of Michigan state government. Primary functions include construction, improvement, and maintenance of state highway system, and administration of all other state transportation programs.
MDTSEA	Michigan Driver and Traffic Safety Education Association.
MJI	Michigan Judicial Institute.
Michigan Model	Comprehensive school health curriculum which includes traffic safety - grades K-8.
Michigan Traffic Crash Facts	Annual report published by OHSP that summarizes the yearly crash statistics for Michigan. This document is used by OHSP to determine the areas in which programs should be targeted to reduce the Deaths and Injuries in Michigan caused by crashes.
MIP	Minor in Possession.
MMUTCD	Michigan Manual of Uniform Traffic Control Devices.
MPHI	Michigan Public Health Institute.
MPO	Metropolitan Planning Organization.
MRC	Michigan Resource Center.

MSA	Michigan Sheriff's Association.
MSP	Michigan State Police.
MSSC	Michigan State Safety Commission.
MSU	Michigan State University.
MTSC	Michigan Truck Safety Commission.
MTSMS	Michigan Traffic Safety Management System.
MTU	Michigan Technological University.
NETS	Network of Employers for Traffic Safety. Non-profit, public/private partnership working to help employers develop and implement comprehensive workplace traffic safety programs.
NHTSA	National Highway Traffic Safety Administration.
NMU	Northern Michigan University.
NSC	National Safety Council.
OHSP	Office of Highway Safety Planning. Division within the Department of State Police in Michigan. Serves as coordinating agency for traffic safety within the state and distributes federal funds for development, implementation, and evaluation of traffic safety programs.
OUIL	Operating Under the Influence of Liquor. More serious of the drinking and driving violations in Michigan. Refers to driving with blood alcohol concentration level at or above 0.10 percent.
OWI	Operating While Impaired. Less serious of the drinking and driving violations in Michigan. Refers to driving with blood alcohol concentration levels of 0.08 or 0.09 percent.
P&A	Planning and Administration. One of 10 program area plans included in the 2001 Highway Safety Plan.
P&P	Policy and Procedures.
PAAM	Prosecuting Attorneys Association of Michigan.
PAP	Program Area Plan. The 2002 Highway Safety Plan includes the following ten program area plans: occupant protection, alcohol-impaired driving prevention, police traffic services, pedestrian/bicycle safety, traffic records, community traffic safety, roadway safety, driver education/issues, motorcycle safety, and planning and administration.
PBT	Preliminary Breath Testing.

Performance Plan	A component of the state's application submitted to the Federal Government each year to obtain federal funds for traffic safety. The plan must contain a description of the process used by the state to identify its highway safety problems, a list of measurable highway safety goals developed through the problem identification process, and a description of how projects are selected for funding.
PI&E	Public Information and Education. Important for supporting traffic safety programs and creating a supportive environment for policy changes. Not effective as a stand-alone strategy for behavior change.
PIO	Public Information Officer.
PN	Prevention Network.
PSA	Public Service Announcement. One component of public information and education campaigns.
PTS	Police Traffic Services.
SADD	Students Against Drunk Driving / Student Against Destructive Decisions.
Safe Communities	The Safe Communities initiative is a dedicated fund program designed designed to provide resources to communities to develop local highway safety coalitions involving non-traditional partners, in partnership with our traditional partners. The focus of the coalitions is prevention of traffic crash injuries and fatalities.
SALTS	Safe and Legal Traffic Stops.
SCAO	State Court Administrative Office.
SCRC	Safe Community Resource Consultants.
SEMCOG	Southeastern Michigan Council of Governments.
SFST	Standardized Field Sobriety Testing.
SMS	Safety Management System.
Spotlight	An enforcement campaign that targets minors who attempt to buy alcohol by having a police officer pose as a store employee.

Standard Enforcement	Enforcement provision of safety belt laws that allows police to stop motorists solely for failure to use safety belts. On March 10, 2000 Michigan's safety belt law changed to allow for standard enforcement.
STEP	Selective Traffic Enforcement Program. The use of targeted long- or short-term enforcement for areas with specific traffic problems.
STORM	Sobriety Trained Officers Representing Michigan.
SWM	Southwest Michigan Systems, Inc. Public nonprofit organization serving as the resource and coordinating agency for EMS activities in the Lower Peninsula.
TEA-21	Transportation Equity Act for the 21st Century. The federal funding source for OHSP.
TEECC	Traffic Engineering/Enforcement Coordinating Committee.
TIA	Traffic Improvement Association.
TSA	Traffic Safety Association.
TSAM	Traffic Safety Association of Michigan.
TSC	Traffic Safety Committee.
UD-8	Form used by law enforcement in Michigan to record traffic citations.
UD-10	The Michigan Traffic Crash Report form.
UMTRI	University of Michigan Transportation Research Institute. Established to address the problem of motor vehicle injury. Primary focus of research is road transportation, with some efforts directed at marine and air transport.
UP-EMS	Upper Peninsula Emergency Medical Services Corporation. Public nonprofit organization serving as the resource and coordinating agency for provision of emergency medical services in the Upper Peninsula.
USDOT	United States Department of Transportation. Federal department responsible for establishing the nation's overall transportation policy. Contains nine administrations whose jurisdictions include highway planning, development, and construction; urban mass transit; railroads; aviation; and the safety of waterways, ports, highways, and oil and gas pipelines.

VIN	Vehicle Identification Number.
VMT	Vehicle Miles Traveled.
Walk Alert Program	National program developed to promote safe walking and to reduce the number of pedestrian traffic crashes.
WSU	Wayne State University.
YDYDYL	You Drink You Drive You Lose.
Zero Tolerance	The State of Michigan policy of no acceptance of any level of BAC above .02 in drivers under the age of 21.
ZIP, ZERO, ZILCH. (ZZZ)	Statewide Public Information Campaign to broaden the reach of the zero tolerance message on alcohol.