

STATE OF MICHIGAN



HIGHWAY SAFETY PLAN Fiscal Year 2017

Prepared for:

U.S. Department of Transportation
National Highway Traffic Safety Administration

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OHSP 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.

Fiscal Year 2017 Overview

Effective management of Michigan's traffic safety program starts with accurate, timely, and complete data. Michigan's data-driven problem identification process keeps highway safety planners focused on the most significant hazards and trends affecting Michigan roadway users.

Michigan's statewide analysis focuses on safety performance compared to goals for the most recent five-year history. For the most recent period of complete Michigan traffic crash data, 2011 through 2015, there is a five percent increase in total crashes and slight increases of seven and eight percent respectively in annual fatal crashes and traffic fatalities. There also was a three percent increase in total numbers injured. However, the severity of crash-related injuries has decreased significantly as serious (A) injuries declined by more than 15 percent over the same five years.

The Michigan Office of Highway Safety Planning (OHSP) regularly coordinate and consults with national, state, and local traffic safety partners to concentrate its focus on model programs and other proven strategies to promote traffic safety and prevent crashes. This approach ensures the scientific allocation of program funding based on each initiative's potential for reducing crashes and severity, saving lives, and preventing injuries. The projected safety potential of countermeasures includes careful analysis of the scope and severity of each problem to be addressed, in addition to the proven effectiveness of proposed countermeasures, and the availability of competent, motivated, and effective implementation teams.

High-visibility traffic enforcement is a proven deterrent to crashes, especially those caused or exacerbated by impaired driving, distractions, or lack of seat belt use. High-visibility enforcement continues to be a key strategy for Michigan during FY2017. Impaired driving, for example, remains one of the most prevalent behavioral issues affecting Michigan traffic fatalities and crashes. The rising incidence of drug-impaired driving is being closely monitored with plans to include strategies to reduce impaired driving involving both alcohol and drugs. Enforcement efforts also concentrate on increasing and maintaining safety belt usage, which has dropped slightly in Michigan since 2011 (94.5 percent), but still shows an average of nearly 93 percent of front-seat passengers buckling up throughout the state.

These two key areas impaired driving and seat belt enforcement will form a primary focus point for the OHSP enforcement and traffic safety efforts in FY2017. This will be supported by effective public messaging strategies aimed at changing driving behaviors. Support for the effective and efficient prosecution, adjudication, and treatment of impaired drivers also remains essential to continued progress in reducing numbers and severity of crashes involving impaired drivers, especially repeat offenders.

Young drivers will continue to be encouraged to learn and practice safe driving behaviors, in part through the development of peer-to-peer teen traffic safety campaigns. Safe and proper methods of child passenger safety will continue to be promoted through public education, training and child-safety-seat distribution programs.

Additional information technology projects will aim at improved integration, accessibility, and accuracy of Michigan's traffic crash data, already counted among the nation's best traffic records data systems.

Public information and education programs will encourage unendorsed motorcyclists to be trained and endorsed.

Results of a comprehensive study of pedestrian and bicycle crashes done in FY2015 will be used as a springboard for future programming efforts in line with priority National Highway Traffic Safety Administration (NHTSA) leadership direction across the nation.

The OHSP also plans to increase and improve the use of social media to reach specific target audiences, especially younger drivers, with effective traffic safety messages.

Implementation will ramp up on the state's concurrent Strategic Highway Safety Plan (SHSP), following its FY2017-2018 update.

State Demographics

Michigan is located in the Great Lakes region of the midwestern United States. Michigan ranks in population, and encompasses the 11th largest geographical area in the nation. Michigan is the largest state by total area east of the Mississippi River.

Michigan has the longest freshwater coastline of any political subdivision in the world, being surrounded by four of the five Great Lakes in addition to Lake St. Clair. It is the only state to consist of two peninsulas. The land masses are separated by the Straits of Mackinac, which is a five-mile channel that joins Lake Huron to Lake Michigan. The peninsulas are connected by the Mackinac Bridge, which is the longest suspension bridge in the Western Hemisphere measuring at 26,372 feet.

The United States Census Bureau estimates that the population of Michigan at nearly ten million, with women representing 51 percent of the residents. About one in seven residents are 65 or older, and about one in four are under 18.

Michigan has 83 counties. It has about 9,700 miles of trunk line roads, nearly 90,000 miles of county roads, and nearly 21,000 miles of city municipal streets. Highway M-135 on Mackinac Island is the only state highway in the nation where motor vehicles are banned. More than 96 billion miles are driven on Michigan

roadways every year, the equivalent of more than 500 round trips from the Earth to the moon every day. There are nearly seven million licensed drivers in Michigan as well as more than eight million registered vehicles.

Michigan OHSP Background and Overview

The Michigan OHSP was established by the Governor's Office in 1967 to coordinate state highway safety programs and administer provisions of the National Highway Safety Act of 1966.

In 1969, by executive order, the OHSP was transferred to the Michigan Department of State Police. The OHSP is the State of Michigan's primary traffic safety agency with its director being the designated Governor's Highway Safety Representative. The OHSP administers state and federal highway safety-related grant programs including NHTSA's State and Community Grant Program, the Michigan Truck Safety Fund, and Michigan's Secondary Road Patrol and Accident Prevention Program.

OHSP also serves as the administrative host for the Governor's Traffic Safety Advisory Commission (GTSAC) and the Michigan Truck Safety Commission (MTSC). The office is organized into four sections grouped according to functional responsibilities. Within each section, specific units have been identified to reflect the OHSP's priorities and programs.

- **Communications Section**

The Communications Section plans, implements, and provides oversight for all of OHSP's communication strategies, including public information and education campaigns, paid advertising, earned media, graphics design and publications, and communications with state and local partners. The section also produces the Annual Evaluation Report and Safety Network newsletter. The OHSP section staffers are the primary contact for all news media and other media requests.

- **Financial Management Section**

The Financial Management Section monitors the use of state and federal traffic safety funding awarded by the OHSP and ensures the highest levels of integrity and accountability. Section staff members oversee accounting procedures, the overall office budget, financial reviews of all grants, and grantee payment processing.

- **Planning and Administration Section**

The Planning and Administration Section is responsible for data trend analysis, program evaluation, development of program budgets, production of the annual Highway Safety Plan (HSP), and providing procedural support for statewide traffic safety programming. Section activities include planning, traffic records, data analysis, project evaluation,

grant monitoring, and coordination of the Strategic Highway Safety Plan (SHSP), as well as oversight of the grant management system.

- **Program Management Section**

The Program Management Section implements grant projects identified in the HSP and coordinates local and regional outreach activities with stakeholders and partners at every level. Section staffing includes expertise in statewide traffic safety program areas. Staff members serve on a variety of state and local committees including the GTSAC Action Teams and regional Traffic Safety Networks.

MICHIGAN PERFORMANCE PLAN

Fiscal Year 2017

The Michigan Office of Highway Safety Planning (OHSP), with technical assistance from the University of Michigan Transportation Research Institute (UMTRI), uses all available traffic crash data to examine trends in recent years and to project trend lines, using a predictive model approach.

Underlying trends on crashes, fatalities, and injuries can be influenced by many variables, including factors such as the number of vehicle miles traveled on Michigan roadways, the number and weights of vehicles on roadways, the relative strength of state and regional economies, weather conditions, and various safety aspects involving vehicles, roadway infrastructure, and emergency medical services.

Because short-term statistical results tend to reflect longer-term norms, and following a period of steady, long-term reduction in severe crashes, fatalities, and injuries through the early 2000s, single-year fluctuations in crashes and fatalities are somewhat predictable and can be expected, even as the long-term trend continues downward.

Fatalities in Michigan have varied within a tight range over the most recent five-year period, ranging from 876 to 963 between 2011 and 2015. Michigan averages about 918 per year (not greatly differing from the rolling five-year average since Michigan first achieved fewer than 1,000 fatalities, in 2008). Meanwhile, serious injuries ranged from 4,865 to 5,706 for the same period, and averaged roughly 5,500 per year. Thus, while fatalities over the past five years are up by about five percent from the overall five-year average, serious injuries are down by some 12 percent from the five-year average. The number of serious injuries occurring in 2015 in Michigan (4,865) represents an all-time low for annual serious injuries in Michigan.

Based on these expected statistical fluctuations within an all-time low range of fatalities and injuries since 2011, it is not surprising that projections for the next few years indicate an upward short-term trend in traffic crashes and fatalities through 2019. A projected five-year trend model is the measure used by the OHSP to determine the most effective countermeasures to implement, in efforts to halt or reverse any upward trend.

Emphasizing the prevention of impaired driving crashes and consistent use of proper restraints for vehicle occupants are historically proven strategies. Observed daytime safety belt usage was 92.8 percent in 2015, down less than a half-point from the most recent five-year average of 93.2 percent.

Preliminary statistics for 2015 show that serious crashes involving alcohol and drugs numbered about the same as the most recent five-year average, but crashes involving young drivers, older drivers, bicycles, and motorcycles all were down in 2015 from the

most recent five-year average. Crashes involving pedestrians increased from the five-year average.

Preventing deaths and serious injuries, and reducing crash severity, are priority goals for the state that call on Michigan's traffic safety partners to implement the most effective countermeasures available.

The goal of reducing fatalities and injuries on Michigan's roads drives the planning process for the state's annual Highway Safety Plan (HSP). The plan that follows is Michigan's strategy for saving lives and decreasing injuries.

The planning blueprint for FY2017 begins with a brief look at Michigan's demographics. This provides context for how traffic safety solutions are identified, implemented, evaluated, and improved. The HSP details Michigan's most significant traffic crash issues and problems, identifies the most effective countermeasures to address them, and reports on progress of the partners selected to implement the countermeasures.

PROCESS DESCRIPTION

PROGRAM PURPOSE: REDUCE TRAFFIC CRASHES, FATALITIES, AND INJURIES

Each year, the Michigan OHSP and safety partners focus on the state's primary safety goals, to reduce traffic crashes, fatalities, and injuries. Staff analysts utilize a comprehensive body of traffic crash data and research in combination with the experience and advice of traffic safety professionals from a variety of disciplines to identify root causes of traffic problems, and to select the most effective countermeasures for implementation.

The focus is on what actions will save the most lives, prevent the most crashes, and prevent or lessen the most injuries. Limited resources call for strategies to be implemented where they will be most effective, with attention to geographical circumstances, and monitored for results and impact. Success is measured against goals and benchmarks for fatality and injury reduction.

OHSP staff pursues these programs with the participation and cooperation of highway safety partners at the national, state, and local levels. This team-oriented approach helps ensure that Michigan's efforts are understood and coordinated among enforcement, engineering, education, and emergency medical services teams to ensure more comprehensive and interdependent traffic safety programs that save lives and reduce injuries.

Pre-planning Steps

Implementation of the current HSP occurs in conjunction with planning for the next year's HSP. Planning begins in November each year with an "after action review" of the previous year's HSP, identifying areas of success, along with areas in need of improvement, including changes planned to yield greater success in the year ahead.

The pre-planning process also involves brainstorming among staff members on new and innovative strategies that could show promise in the next year, along with a review of effective countermeasures from the past. The OHSP then revises the planning process and calendar (Exhibit 1). Effective pre-planning ensures that OHSP's program development remains dynamic and responsive to even short-term changes in the traffic safety environment.

Exhibit 1: FY2017 Highway Safety Plan Calendar

Timeline	Tasks
July 1-30	FY2016 HSP After Action Review
August 1-30	Finalize grant development plan (GDP) template
Nov 1-30	Finalize planning calendar
January-February 1	Schedule program area discussions and review GDPs for HSP FY2017.
February 1-April 22	Research and prepare grant development plans: <ul style="list-style-type: none"> • conduct network meetings • review SHSP Action Plans • review other states and NHTSA programs
March 8	Collective planning meeting with UMTRI
March 22-24	Traffic Safety Summit
April 1	Send UMTRI crash data to Governor's Highway Safety Association (GHSA) consultant
April 25-May 6	Individual program area discussions
May	Draft Performance Plan due
May 11-12	Management completes review of GDPs and budgets
May 13	Deadline to notify program coordinators of final changes to GDPs
May 18	Final edits to GDPs completed
May 24	GDPs are approved and moved into GDP approved folder
May 25	Final GDPs and budgets sent to GHSA consultant
May 25	Final revision of budget spreadsheet
June 3	Draft Appendix D data due
June 13	Draft HSP due for program areas
June 20	Draft HSP review
June 20	Draft Ad Board forms due for non-state agency grants/programs over \$250,000
June 22	Final draft of HSP and Performance Plan changes completed. All changes after this date are revisions to be made after October 1.
June 23	Final review of HSP
July 1	HSP to NHTSA and program staff
July 1-30	In-house grant budgets developed
July 7	After Action Review and Survey
August 19	All OHSP in-house grants ready for OHSP Director review.
Aug 22-26	OHSP in-house grant reviews
Sept 1	HSP distribution
Sept 2	All grants with Oct 1 start-up date ready for Authorizing Official submission.
October 1	Begin work on grants for FY2017.

Plan Organization

Development of the performance plan follows the steps of the OHSP's planning process. Crash data analysis, research, and consultation with program partners and stakeholders are continual within each step. Program and financial staff meet monthly to exchange information about HSP program activities. Grant and revision activity is monitored to ensure programs remain on track for successful completion.

OHSP staff members incorporate crash data and other safety information into program development and implementation whenever possible and continue to monitor for additional emerging ideas and opportunities.

Each step of the planning process is identified as follows:

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

1. PROBLEM IDENTIFICATION

The annual highway safety planning process begins in November with comprehensive crash data analysis. The OHSP safety planning depends upon a full understanding of current crash data and what problems exist. The OHSP looks at many variables to determine emerging and current issues, including crash locations, time of day, driver characteristics, road conditions, environmental elements, and various other mitigating factors.

The initial data review highlights factors that contribute to the highest percentages of fatalities and serious injuries. These key variables cannot be ignored, and help determine which problem-solving goals are established. Additional factors may be considered, such as severe but non-life-threatening injuries, along with trends that could potentially increase fatalities and serious injuries, or situations for which strong countermeasures exist, may be improved most quickly using proven strategies.

Data analysis continues year-round, with intensified efforts early in the HSP and grant development plan process. The timeliness, accuracy, and accessibility of Michigan traffic crash data allows current information to be incorporated into program development and implementation. Examples of important current information include aspects such as times of the year or month that see the most alcohol-involved crashes, the correlation of driver age with fatal crash rates, areas that see the most nighttime crashes, or the demographics involved in fatal and serious injury motorcycle crashes.

OHSP staff, working with various traffic safety partners, has many tools to improve problem identification. Authorized safety partners and agencies can access the state

crash database directly through a variety of interfaces, including websites and query tools.

For the general public, the UMTRI hosts the OHSP-sponsored Michigan Traffic Crash Facts (MTCF) website at www.michigantrafficcrashfacts.org. This website features dozens of data tables addressing the most common crash data facts and comparative figures, including an archive dating back to 1992.

The website also includes fact sheets for state and county data, and a query tool allowing users to build their own data searches, mapping tools, charts, tables and GIS capability. MCTF site users also have access to traffic crash reporting forms (UD-10s) submitted by law enforcement officials to the Michigan State Police (MSP) Criminal Justice Information Center (CJIC) Traffic Crash Reporting Unit (TCRU).

The OHSP problem identification process is based on trend data reported from the most recent five-year period for which data is complete and available. Data analysis is conducted for the OHSP by an independent outside source to ensure that no bias is attached to the results. For FY2017 planning, the OHSP's problem identification was conducted by research statisticians from the UMTRI.

In addition, the Wayne State University Transportation Research Group provided assistance researching and formulating Michigan's 2013-2016 Strategic Highway Safety Plan (SHSP), available at www.michigan.gov/msp.

The collaboration and sequencing of the HSP and the SHSP ensures uniformity among the top safety goals in Michigan, encourages a team effort in implementing various safety programs, and ensures a unique diversity of working groups among Michigan's traffic safety stakeholders focusing on the SHSP vision of "Toward Zero Deaths on Michigan Roadways."¹

This collaboration of plans, implementation, and the OHSP's continuing safety partnership with the Michigan Department of Transportation assures that the mandated goals remain identical within both plans to reduce fatalities, serious injuries, and the statewide fatality rate per 100 million vehicle miles traveled (100M VMT).

¹ State of Michigan Strategic Highway Safety Plan 2013-2016

2. GOAL DETERMINATION AND ANALYSIS

Goals are statements of program intent or purpose, consistent with the mission of the organization. The Michigan statewide performance plan for FY2017 includes goals for 2017 and beyond, based on trend data analysis from the previous five-year period (the period 2011-2015 for the FY2017 HSP).

Quantitative targets to reduce fatalities and serious injuries are set through crash projections based on five-year crash trends using a regression predictive statistical model. The UMTRI also assisted with the development of the goals to provide objective analyses throughout the planning process for FY2017.

Goal determination for FY2017 begins with an overview summary of Michigan traffic crash statistics which includes the most current complete five-year data available, as in the table below.

Crash Data Comparison (2011-2015)

	2011	2012	2013	2014	2015	Percent Change 11-15
Total Crashes	284,049	273,891	289,061	298,699	297,203	.05
Fatal Crashes	834	870	881	806	893	.07
People Injured	71,796	70,519	71,031	71,378	74,157	.03
People Killed	889	936	951	876	963	.08
Fatality Rate (100M VMT)	.9	1.0	1.03	.93	1.04	.16
Fatal Crash Rate (100M VMT)	.9	.9	.95	.86	.96	.07
VMT (Billions)	94.8	94.3	95.1	94.1	92.6	-.02
Registered Vehicles (Millions)	8.13	8.10	8.17	8.21	8.8	.08
Population (Millions)	9.88	9.82	9.90	9.91	9.92	.01

Crash numbers in 2015 were up from previous years and were higher than the five-year average in most categories. Analysis is centered on any consistent causes for such changes, and any potential for effective countermeasures to help reduce crashes, fatalities and injuries in future years.

In each of the following tables, a predictive model analysis was applied to each crash category based on the identified trends.² In some cases, trends are expected to increase based on the most recent five-year experience. Michigan adopted a goal of a one percent decrease for each category in each subsequent year, to try to stop or slow any upward trend, and future-year goals were applied from these calculations. Reduction percentage goals for fatalities and serious injuries remain the same in order to remain consistent with the goals set in the Michigan SHSP. The OHSP's revised long-term goals through FY2019 follow in Exhibit 2, including annual benchmarks through 2015.

² University of Michigan Transportation Research Institute

Exhibit 2: OHSP FY2017 Goals	2011	2012	2013	2014	2015	2016	2017	2018	2019
*Fatalities	889	940	947	901	963	750 ³	742	735	728
*Fatalities per 100M VMT	0.94	.99	1.00	0.93	1.03	.86 ⁴	.85	.84	.83
*Injuries A, B, C	71,796	70,518	71,031	71,378	74,157	73,415	72,681	71,955	71,235
KA	6,595	6,612	6,234	5,785	5,828	5,503	5,266	5,030	4,794
KA involving alcohol	1,253	1,320	1,214	1,016	1,199	1,077	1,036	994	953
*KA involving drugs	404	410	437	378	473	468	464	459	454
Fatalities to unrestrained vehicle occupants	193	224	183	196	195	188	185	181	178
Daytime safety belt use--front seat occupants	94.5%	93.6%	93%	93.3%	92.8%	98%	98%	98%	98%
KA to vehicle occupants ages 0 to 8	105	124	84	73	86	68	59	50	41
KA at intersections	2,158	2,187	2,005	1,861	1,881	1,754	1,666	1,578	1,490
KA involving lane departure	2,688	2,612	2,535	2,254	2,271	2,114	1,995	1,876	1,757
KA on local roads	3,877	3,914	3,525	3,291	3,427	3,150	2,998	2,845	2,693
KA involving motorcycles	695	794	712	634	670	638	617	596	575
*KA involving pedestrians	554	482	529	513	560	554	549	543	538
KA involving bicyclists	174	191	194	156	175	168	165	162	158
KA to men	3,730	3,815	3,618	3,301	3,494	3,296	3,197	3,099	3,000
KA - drivers ages 15-20	1,506	1,382	1,186	1,036	1,095	891	774	657	540
KA - drivers ages 21-24	978	1009	991	883	850	828	789	751	713
*KA - drivers ages 65+	1,050	1,135	1,094	1,104	1,017	1,007	997	987	977
KA - 3 to 6 pm	1,405	1,396	1,275	1,188	1,209	1,115	1,055	995	935
KA - 12 to 3 am	618	608	523	524	504	462	431	399	368
KA - noon Fri to noon Sun	2,234	2,258	2,161	1,973	2,031	1,924	1,855	1,786	1,717
KA - Jul to Sept	2,004	1,992	1,952	1,799	1,797	1,727	1,666	1,605	1,545

³ The data matches the Michigan State Highway Safety Plan 2013-2016.

⁴ The data matches the Michigan State Highway Safety Plan 2013-2016.

*Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2017-2019. In order to stop the trend, a one percent decrease was applied to each year.

Traffic Fatalities

The most important traffic safety goal is to reduce traffic fatalities. Other factors may be considered, but the critical measure of success for Michigan focuses on human life. According to Michigan researchers, the purely economic, comprehensive cost of a single traffic fatality in Michigan amounts to more than \$3.6 million. This cost alone justifies using significant resources in efforts to prevent the more than 900 fatalities that occur on average annually.

This economic calculation does not take into account the personal aspects of a precious life lost or family and loved ones left behind. In 2015, fatalities totaled 963, about 100 higher than the historic low fatality totals last seen consistently in the 1920s when far fewer cars were on the road. Michigan’s goal is to lower fatalities to the 1920s levels, reduce numbers, and continue downward on the path toward zero deaths.

Fatalities and serious Injuries (KAs)

Fatal and serious injuries are the most consistent measure of severe crashes available for traffic safety planning. Fatal and serious injuries include crashes with the greatest harm and happen in sufficient numbers to perform meaningful analysis. Michigan classifies injuries according to the KABCO scale: K=fatal; A= serious; B=non-serious; C=possible; and 0=none (property damage only).

Traffic Fatalities (K's) ⁵				
Year	Actual		Year	Goal
2011	889		2016	750 ⁶
2012	940		2017	742 ⁷
2013	947		2018	735
2014	901		2019	728
2015	*Pending			

⁵ This data is from the FARS database located at http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nrsa/STSI/26_MI/2013/26_MI_2013.htm. The data matches the Michigan State Highway Safety Plans for 2013-2016 and 2017-2018.

⁶ The data matches the Michigan State Highway Safety Plan 2013-2016.

⁷ Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2017-2019. In order to stop the trend, a one percent decrease was applied to each year.

*Pending release of 2015 FARS data.

Serious Injuries (A's) ⁸				
Year	Actual		Year	Goal
2011	5,706		2016	4,800 ⁹
2012	5,676		2017	4,308
2013	5,283		2018	4,063
2014	4,909		2019	3,818
2015	4,865			

Vehicle Mileage Fatality Rate

The vehicle miles traveled (VMT) fatality rate adjusts the worst outcome of a crash (fatalities) by a common exposure variable (vehicle miles traveled). This measure is defined as how many people have died in vehicle-related crashes compared to the total number of miles driven on Michigan roads.

The VMT fatality rate has been used nationally for many years, and provides a reliable means of tracking or comparing safety progress over a long period. If fatalities decrease while miles driven increase, the state is getting safer faster than the simple fatality count suggests. If both decrease, then some of the improvement is just a factor of people driving less. If miles driven decrease while fatalities increase, then a closer examination of the data is warranted for possible problem identification.

VMT Fatality Rate ¹⁰				
Year	Actual		Year	Goal
2011	.94		2016	.86 ¹¹
2012	.99		2017	.85
2013	1.00		2018	.84
2014	.93		2019	.83
2015	*Pending			

⁸ This data is from the state database.

⁹ The data matches the Michigan State Highway Safety Plan 2013-2016.

¹⁰ This number is the number of fatalities (people) per 100 million vehicle miles traveled. This data is from the FARS database located at http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/26_MI/2013/26_MI_2013.htm. The data matches the Michigan State Highway Safety Plans 2013-2016 and 2017-2018.

*Pending FARS data release for 2015

¹¹ The data matches the Michigan State Highway Safety Plan 2013-2016.

Traffic Injuries

While Michigan strives to eliminate traffic fatalities, it also wants to decrease the severity of crash-related injuries. Crash avoidance seeks to reduce fatalities and injuries. Crash mitigation aims to decrease the severity of crashes in relation to fatality and injury reduction.

Traffic Injuries (A's,B's,C's)				
Year	Actual		Year	Goal
2011	71,796		2016	73,415 ¹²
2012	70,518		2017	72,681
2013	71,031		2018	71,955
2014	71,378		2019	71,235
2015	74,157			

Alcohol-Impaired and Drug-Impaired Driving

Crashes involving impaired-driving (alcohol and/or drugs) are disproportionately more severe than other crashes, constituting more than 40 percent of fatal crashes from 2011 to 2015. Despite decades of education and enforcement efforts, impaired driving remains a devastating traffic safety and public health problem.

Impaired driving is usually thought of as a drunk-driving problem. Since drug-use testing began in 2008, analysts have seen increased levels of blood samples from drivers suspected to be under the influence of drugs. Results prior to 2008 may not provide a consistent basis for comparison. Recorded incidences of drug-involved crashes are more likely to increase due to updated training for law enforcement officers, including Advanced Roadside Impaired Driving Enforcement and Drug Recognition Expert programs.

KAs involving alcohol ¹³				
Year	Actual		Year	Goal
2011	1,253		2016	1,077
2012	1,320		2017	1,036
2013	1,214		2018	994
2014	1,016		2019	953
2015	1,199			

¹² Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2017-2019. In order to stop the trend, a one percent decrease was applied to each year.

¹³ Alcohol or drug impaired involved crashes are coded from the UD-10 Michigan Crash Report as crashes where at least one person involved has been drinking or taking drugs; the person drinking or taking drugs could have been a driver, a passenger, a pedestrian, or a bicyclist.

KAs involving drugs ¹⁴				
Year	Goal		Year	Goal
2011	404		2016	468 ¹⁵
2012	410		2017	464
2013	437		2018	459
2014	378		2019	454
2015	473			

Seat Belt Use

Seat belts are the most effective means available to reduce injury severity and prevent deaths in a traffic crash. Increasing motorists' use of seat belts in every seat location substantially improves crash survivability and reduces societal costs of crash-involved injuries.

In compliance with federal guidelines, Michigan annually observes and records seat belt usage among daytime front-seat occupants in areas representing at least 85 percent of the state's population.

Michigan recorded the highest seat belt use rate in the nation in 2009 at 97.9 percent. The OHSP set a benchmark goal of 98 percent. Current usage has dropped from this high level, but the current rate (92.8 percent) still qualifies Michigan as a high usage state nationally.

Fatalities to unrestrained vehicle occupants ¹⁶				
Year	Actual		Year	Goal
2011	193		2016	188
2012	224		2017	185
2013	183		2018	181
2014	196		2019	178
2015	195			

¹⁴ Alcohol or drug impaired involved crashes are coded from the UD-10 Michigan Crash Report as crashes where at least one person involved has been drinking or taking drugs; the person drinking or taking drugs could have been a driver, a passenger, a pedestrian, or a bicyclist.

¹⁵ Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2017-2019. In order to stop the trend, a one percent decrease was applied to each year.

¹⁶ Unrestrained fatalities are coded from the UD-10 Michigan Crash Report as crashes including all occupant fatalities in all motor vehicles and excludes pedestrians and bicyclists. Unknowns or unavailable are not included.

Seat belt use ¹⁷				
Year	Actual		Year	Goal
2011	94.5%		2016	98.0%
2012	93.6%		2017	98.0%
2013	93.0%		2018	98.0%
2014	93.3%		2019	98.0%
2015	92.8%			

Child Passenger Safety

Seat belts are designed for adults. Children (under 8 years old or shorter than 4'9" tall) require a booster seat for the seat belt to fit and operate properly. Children under 4 years old need a certified child restraint (child safety seat).

Some parents are not sure what seat to use, how to install it properly, or why it is necessary. Police officers may not have extensive training in child safety seat usage, making it sometimes difficult to detect violations of child safety seat laws. As a result, children are often under-protected in a crash. The effects of child passenger safety show up more in crash-injury than crash-fatality data.

A seat belt alone often can prevent a death, but proper child restraint helps prevent serious internal injuries to children in a crash, particularly to the neck, spine, and internal organs.

KA injuries, passenger vehicle occupants ages 0-8 ¹⁸				
Year	Actual		Year	Goal
2011	105		2016	68
2012	124		2017	59
2013	84		2018	50
2014	73		2019	41
2015	86			

Intersection Crashes

Many crashes, especially those involving left turns, occur when vehicles meet at intersections. The severity of intersection crashes is worsened by the risk of angle (T-bone) collisions during turns. About one-third of all crashes happen in or near intersections. Of this one-third in 2015, nearly half occurred at signalized intersections, about one-fourth at sign-controlled intersections, and the rest occurred at intersections with no traffic control.

¹⁷ Daytime front seat observed occupants of motor vehicles as reported in the Michigan Direct Observation Safety Belt Survey.

¹⁸ Includes passenger vehicles, vans, pick-up trucks and small trucks less than 10,000 pounds.

Intersection crash problems can be related to roadway engineering, driver behavior, or exposure. Any program to improve safety, especially in urban areas, must address the incidence of intersection crashes.

KAs at intersections ¹⁹				
Year	Actual		Year	Goal
2011	2,158		2016	1,754
2012	2,187		2017	1,666
2013	2,005		2018	1,578
2014	1,861		2019	1,490
2015	1,881			

Lane Departure

Most fatal crashes happen when a car leaves its roadway lane. The driver might steer into a ditch, miss a turn, cross the centerline, or put the car into the path of another vehicle or roadside object. “Lane departure” includes roadway departure, but also includes incidents such as sideswipes and highly dangerous head-on crashes. Lane departure often is connected to alcohol and/or drug impaired, drowsy, and distracted driving. Any impairment makes someone more likely to drift or miss a turn. Focused and attentive driving are keys to avoiding a vehicle crash.

KAs involving lane departure ²⁰				
Year	Actual		Year	Goal
2011	2,688		2016	2,114
2012	2,612		2017	1,995
2013	2,535		2018	1,876
2014	2,254		2019	1,757
2015	2,271			

City-County Roads

Most vehicle miles are driven on state roads overall, but the majority of serious crashes happen on local roads. Efforts directed to prevent or mitigate crashes directly affect safety on local as well as state roads. City, county, and other local roads include the majority of intersections and miles of pavement statewide, and can present unique challenges for all aspects of traffic safety. Countermeasures targeting high-crash locations are almost certain to take place on local roads.

¹⁹ Intersections are coded on the UD-10 Michigan Traffic Crash Report as within an intersection, intersection driveway related or within 150 feet of nearest edge of an intersection or intersection related-other.

²⁰ Lane departure crashes are coded from the UD-10 Michigan Crash Report as crashes involving single or multiple or parked motor vehicle that leaves its lane.

KAs on local roads ²¹				
Year	Actual		Year	Goal
2011	3,877		2016	3,150
2012	3,914		2017	2,998
2013	3,525		2018	2,845
2014	3,291		2019	2,693
2015	3,427			

Motorcycles

Fatalities and injuries involved with motorcycle crashes tend to fluctuate, sometimes based on factors like unseasonably nice weather, and are difficult to predict or mitigate. Motorcycle fatalities often involve just the single vehicle for many reasons. Motorcycle ridership is increasing at a steady rate in Michigan and nationally. Young motorcyclists are not seeking proper training and licensure. Many older riders have less experience and control when using today's more powerful motorcycles.

The largest increase in motorcycle use is among older riders, which also can negatively affect crash survivability. Older bodies are more likely to suffer injury and have diminished ability to recover.

The Michigan Legislature enacted Public Act 98 of 2012 on April 13, 2012, which modified the requirements for motorcycle helmet usage:

- Riders 21 and older with more than two years of experience riding a motorcycle that have attended a motorcycle safety course, have a choice on whether or not to use a helmet. Riders must carry at least \$20,000 in first-party medical insurance benefits.
- Riders under 21 are required to use government-approved helmets.

KAs involving motorcycles ²²				
Year	Actual		Year	Goal
2011	695		2016	638 ²³
2012	794		2017	617
2013	712		2018	596
2014	634		2019	575
2015	670			

²¹ Local road crashes are coded from the UD-10 Michigan Crash Report as crashes including all crashes involving crashes on county roads, city streets, or unknown.

²² Motorcycle involved crashes are coded from the UD-10 Michigan Crash Report as crashes where at least one motorcycle was present; other users could have been another motorcyclist, passenger vehicle, truck, van, pedestrian, or a bicyclist.

²³ Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2017-2019. In order to stop the trend, a one percent decrease was applied to each year.

Pedestrians

Pedestrians represent nearly one in every seven traffic fatalities (15 percent) each year, and pedestrian fatalities present a unique challenge to safety planners. Behavioral interventions for improving pedestrian safety can help drivers avoid pedestrians, while others strive to keep pedestrians out of harm's way. Due to relatively high exposure and lack of experience, those most likely to be hit are younger pedestrians during daytime hours.

Due to increased body frailty of seniors, along with alcohol and/or drug use by drivers (or pedestrians) during the evening hours, older pedestrians are more likely to be hit and killed at night.

KAs to pedestrians ²⁴				
Year	Actual		Year	Goal
2011	554		2016	554 ²⁵
2012	482		2017	549
2013	529		2018	543
2014	513		2019	538
2015	560			

Bicyclists

Bicyclists represent about three percent of traffic fatalities and incapacitating injuries each year. Bicycle riders are exposed to the elements and vehicles on the roadways with no physical protection other than riding gear such as helmets or body pads.

Successful countermeasures include instruction about use of high-visibility clothing and equipment, adherence to bicycle laws, and proper use of bicycle lanes. Education of the motoring public and law enforcement officers about safety for bicyclists are proven countermeasures to help prevent crashes.

KAs to bicyclists ²⁶				
Year	Actual		Year	Goal
2011	174		2016	168
2012	191		2017	165
2013	194		2018	162
2014	156		2019	158
2015	175			

²⁴ Pedestrians are coded from the UD-10 Michigan Crash Report as crashes where at least one pedestrian was present; the pedestrian could also be a driver who exited a vehicle, motorcycle, bicycle, etc., a person on horseback or in a horse drawn buggy or a person who was in a wheelchair.

²⁵ Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2017-2019. In order to stop the trend, a one percent decrease was applied to each year.

²⁶ Bicyclists are coded from the UD-10 Michigan Crash Report as crashes where at least one bicyclist was present.

Men

Most of the risky behaviors that result in a fatal or serious injury are more common in males. Men tend to buckle up less, drink and drive more, drive faster, and drive motorcycles more frequently. These behaviors are even more prevalent in young men. Federal surveys of travel trips estimate that men do about 61 percent of the nation's driving, so it is expected that male drivers are involved in more crashes.

Men are consistently two-thirds or more of all traffic fatalities. Fatal and serious injuries are significantly less among women, and tend to drop faster statistically, even when exposed to the same traffic variables.

KAs to men ²⁷				
Year	Actual		Year	Goal
2011	3,730		2016	3,296
2012	3,815		2017	3,197
2013	3,618		2018	3,099
2014	3,301		2019	3,000
2015	3,494			

Young Drivers²⁸

Younger drivers crash more often due to inexperience and a tendency for greater risk taking, especially among young male drivers.

Crash survivability is higher among young drivers because young bodies are less vulnerable to damage than older passengers. Typically, the lack of experience among younger drivers, including poor judgment and driver errors of greater severity or at higher speeds, can offset survivability.

Of those killed in crashes involving young drivers, about one in three are the drivers, one-third are passengers with a young driver, and one-third are other drivers, passengers, and pedestrians. Drivers under 18 may participate in Graduated Driver Licensing, which allows gradual exposure to greater driving demands under structure and supervision.

Crash involvement per driver peaks at age 18, with no supervision, more exposure, and incomplete driving skills. Persons under 21 may not legally drink, which limits impaired crashes involving underage drivers. Alcohol-involved crashes tend to peak at 21, the age of legal access to alcohol. As a sense of responsibility and driving experience increase, and brain development becomes complete by the mid-20s, crash involvement drops significantly. By age 25, the most dangerous years are past, and after 35 the risk of crash injury tends to follow the average.

²⁷ Men are coded from the UD-10 Michigan Crash Report as any male killed or incapacitated in a crash; he could be a driver, passenger, pedestrian, or bicyclist.

²⁸ Young drivers ages 15-20 and 21-24 are coded from the UD-10 Michigan Crash Report as any crash involving at least one driver age 15-20 or 21-24; the driver of the other car may also fall in the any age categories.

KAs involving drivers ages 15 to 20				
Year	Actual		Year	Goal
2011	1,506		2016	891
2012	1,382		2017	774
2013	1,186		2018	657
2014	1,036		2019	540
2015	1,095			

KAs involving drivers ages 21 to 24				
Year	Actual		Year	Goal
2011	978		2016	828
2012	1,009		2017	789
2013	991		2018	751
2014	883		2019	713
2015	850			

Senior Drivers²⁹

Michigan ranks eighth in the nation for the number of drivers age 65 or older per 1.1 million licensed drivers. For each mile traveled, fatal crash rates increase noticeably starting at age 70 and are highest among drivers 85 and older. Senior drivers typically have slower reaction times among other age-related challenges as they continue to drive in their later years.

KAs involving drivers age 65 and older				
Year	Actual		Year	Goal
2011	1,050		2016	1,007 ³⁰
2012	1,135		2017	997
2013	1,094		2018	987
2014	1,104		2019	977
2015	1,017			

Afternoon Rush Hour

High exposure leads to high crash numbers. At the end of the work and school day, more cars are on the road, drivers are more tired or perhaps in a hurry, and more crashes and fatalities tend to occur. Late afternoon is not disproportionately negative, but it is the time when most traffic fatalities occur in Michigan.

²⁹Drivers 65 and older are coded from the UD-10 Michigan Crash Report as any male killed or incapacitated in a crash; he could be a driver, passenger, pedestrian, or bicyclist.

³⁰ Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2017-2019. In order to stop the trend, a one percent decrease was applied to each year.

The morning rush hour does not peak as much, perhaps because drivers are fresher. Late-day drivers are more likely to be tired or preoccupied. This effect worsens during the week as fatigue builds, tempers flare, and attention spans drift. Friday is the worst day for late afternoon crashes and fatalities. Dinner and “happy hour” times are the peak times of alcohol-involvement for drivers over 21. Seat belt usage also tends to be lower in the evening than in the morning.

KAs from 3 p.m. to 6 p.m.				
Year	Actual		Year	Goal
2011	1,405		2016	1,115
2012	1,396		2017	1,055
2013	1,275		2018	995
2014	1,188		2019	935
2015	1,209			

Nighttime Driving

Late-night traffic is lighter, but crashes tend to be disproportionately more severe and more likely to involve alcohol. The period from midnight to 3 a.m. includes bar closing time, and is the peak time for alcohol impaired driving. Late night also is when seat belt usage is usually the lowest. Alcohol exacerbates drowsiness, making late-night drivers even less alert and competent after even a small amount of alcohol.

Alcohol involvement in crashes starts rising around 9 p.m., but does not spike until midnight. Alcohol-involved crashes peak between 2 to 3 a.m., when bars close. After 4 a.m., severe crashes diminish.

KAs from midnight to 3 a.m.				
Year	Actual		Year	Goal
2011	618		2016	462
2012	608		2017	431
2013	523		2018	399
2014	524		2019	368
2015	504			

Weekend Driving

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

Noon Friday to noon Sunday represents a peak crash time, which includes both Friday after-work and Saturday night traffic. The Saturday night crash peak actually takes place early Sunday morning (after midnight), while the weekend peak begins early Friday afternoon as people leave work or school.

KAs from noon Friday to noon Sunday				
Year	Actual		Year	Goal
2011	2,234		2016	1,924
2012	2,258		2017	1,855
2013	2,161		2018	1,786
2014	1,973		2019	1,717
2015	2,031			

Summer Travel

Summer months see more miles traveled on Michigan roadways as well as heavier travel to destinations in the state as tourism flourishes during the warmer months. From 2011 to 2015, August emerged as Michigan’s worst month for total fatalities and alcohol-involved fatalities, with July to September as the worst three-month period of the year. Serious crashes are most common from June to November and significantly less common from January to March.

KAs from July to September				
Year	Actual		Year	Goal
2011	2,004		2016	1,727
2012	1,992		2017	1,666
2013	1,952		2018	1,605
2014	1,799		2019	1,545
2015	1,797			

3. PERFORMANCE MEASURES

The OHSP tracks numerous metrics to analyze results, set program goals, and monitor progress on identified crash problems. Crash data are key elements in performance review, as discussed in Section 2. Each project implemented and tracked has established goals and metrics applied by program staff in partnership with grantees and safety experts. Monitoring and evaluation is an ongoing process that leads to results assessment and improved future plans.

Publications available for improved performance measurement include the Annual Evaluation Report and Michigan Traffic Crash Facts.

The NHTSA and Governors Highway Safety Association (GHSA) have agreed on a minimum set of performance measures to be used by state and federal agencies in the development and implementation of behavioral highway safety plans and programs. Those measures are detailed in Exhibits 3 and 4 that follows.

All fatality numbers are from the Fatal Analysis Reporting System (FARS), with the rest coming from state databases and surveys. Goals are copied from Section 2 or set by the same procedure, from the normalized trend values to reduce the effects of annual variation. That is, if last year was unusually good for a program area, next year's goal should realistically assume some regression to the five-year rolling average.

FARS data for 2015 was not available before the FY2017 Performance Plan was finalized. The relevant boxes have been noted as "Pending" for later completion.

Exhibit 3: Traffic Safety Performance Measures for States and Federal Agencies Crash Data and Goals ³¹

	Actual						Goal			
	2011	2012	2013	2014	2015	5 year Average	2016	2017	2018	2019
Traffic fatalities	889	940	947	901	Pending	Pending	750*	742	735	728
Serious ("A") Injuries in traffic crashes ³²	5,706	5,676	5,283	4,909	4,865	5,288	4,800	4,308	4,063	3,818
Fatalities per 100 million VMT	.94	.99	1.0	.93	Pending	Pending	.86*	.85	.84	.83
Rural fatalities per 100 million VMT	1.32	1.41	1.53	1.33	Pending	Pending	Pending	Pending	Pending	Pending
Urban fatalities per 100million VMT	.76	.79	.77	.76	Pending	Pending	Pending	Pending	Pending	Pending
Unrestrained passenger vehicle occupant fatalities, all seat positions	193	224	183	196	Pending	Pending	188	185	181	178
Fatalities in crashes involving a driver or motorcycle operator with a BAC .08+	256	261	249	215	Pending	Pending	198	185	171	158
Speed-related fatalities	238	251	255	235	Pending	Pending	233*	230	228	226
Motorcyclist fatalities	118	138	138	112	Pending	Pending	111*	110	109	108
Unhelmeted motorcyclist fatalities	10	64	67	52	Pending	Pending	51*	50	49	48
Drivers age 20 or younger in fatal crashes	152	137	130	119	Pending	Pending	97	87	76	66
Pedestrian fatalities	138	130	148	148	Pending	Pending	147*	145	144	142
Bicycle Fatalities	24	19	27	22	Pending	Pending	21*	20	19	18
Safety belt use (daytime, observed) ³³	94.5%	93.6%	93.0%	93.3%	Pending	Pending	98.0%	98.0%	98.0%	98.0%
Safety belt citations issued during grant-funded enforcement activities (FY) ³⁴	12,662	17,701	15,772	16,496	18,843	16,295	No Goals	No Goals	No Goals	No Goals
Impaired driving arrests made during grant-funded enforcement activities (FY) ³⁵	1,379	1,926	2,196	1,196	2,109	1,761	No Goals	No Goals	No Goals	No Goals
Speeding citations issued during grant-funded enforcement activities (FY) ³⁶	4,246	4,451	4,175	5,061	8,317	5,250	No Goals	No Goals	No Goals	No Goals

*Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2016-2019. In order to stop the trend, a one percent decrease was applied to each year. This will be updated and may change upon release of 2015 FARS data.

³¹ FARS Data Used Unless Otherwise Indicated

³² State Data Used

³³ State Direct Observational Seat Belt Study by Michigan State University

³⁴ State Data Used

³⁵ State Data Used

³⁶ State Data Used

**Exhibit 4: Traffic Safety Performance Measures for States and Federal Agencies
 GHSA/NHTSA Recommended Standardized Goal Statements
 Michigan Highway Safety Planning Goals 2015-2017**

Performance Measure Identifier	Goal Statement³⁷
C-1	To decrease traffic fatalities 18 percent from the 2014 value of 901 to 742 by December 31, 2017.
C-2	To decrease serious ("A") traffic injuries 12 percent from the 2014 value of 4,909 to 4,308 by December 31, 2017.
C-3	To decrease fatalities/VMT 9 percent from the 2014 value of .93 percent to .85 percent by December 31, 2017.
C-4	To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 6 percent from the 2014 value of 196 to 185 by December 31, 2017.
C-5	To decrease alcohol impaired driving fatalities in which a driver has at least a .08 BAC 14 percent from the 2014 value of 215 to 185 by December 31, 2017.
C-6	To reduce speeding-related fatalities 2 percent from the 2014 value of 235 to 230 by December 31, 2017.
C-7	To reduce motorcyclist fatalities 2 percent at the 2014 value of 112 to 110 by December 31, 2017.
C-8	To reduce un-helmeted motorcyclist fatalities 4 percent at the 2014 value of 52 to 50 by December 31, 2017.
C-9	To reduce drivers age 20 or younger involved in fatal crashes 3 percent at the 2014 value of 119 to 87 by December 31, 2017.
C-10	To reduce pedestrian fatalities 2 percent from the 2014 value of 148 to 145 by December 31, 2017.
C-11	To reduce bicyclist fatalities 9 percent from the 2014 value of 22 to 20 by December 31, 2017.
B-1	To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 98 percent through December 31, 2017.

³⁷ The goals were established using a trend line-based analysis based on 2011-2015 data. A specific percent reduction was applied to each crash category based on the identified trends.

4. TRAFFIC SAFETY PARTNER INPUT

Input from traffic safety partners is critical to the development of the HSP and for selecting projects. The OHSP constantly solicits feedback on programs effectiveness, new directions to pursue, and promising new programs.

The importance of external input cannot be overstated. Meetings, conferences, progress reports from grantees, and discussions in person, by telephone, and by email provide valuable information that works its way into OHSP programs. Routine conversations have led to significant improvements in programs that save lives, reduce costs, or improve efficiencies.

Governor's Traffic Safety Advisory Commission

Michigan is the only state to have a state-level traffic safety commission in place since the early 1940s. In 2002, the State Safety Commission and the Safety Management System were merged to create the Governor's Traffic Safety Advisory Commission (GTSAC).

The membership of the commission was expanded to include representatives from local units of government. The GTSAC consists of:

- the Michigan Governor (or a designee);
- State directors (or designees) of the Departments of Health and Human Services, 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 levels.

The GTSAC meets quarterly. Traffic safety advocates within the state can help develop the agenda, available through OHSP's website www.michigan.gov/ohsp-gtsac.

Communication among GTSAC members and traffic safety advocates throughout Michigan can be accomplished through the website along with an electronic state information delivery system that has more than 200 members. Website members receive news from the GTSAC along with general traffic safety news and information.

Strategic Highway Safety Plan

In December 2012, the GTSAC approved a statewide SHSP, which was signed by the Governor in February 2013. The SHSP identifies priority areas for the GTSAC member agencies to address traffic safety efforts in the state. Each priority area includes an action team created to facilitate open communication, coordinate individual agency efforts, and keep moving toward achieving the SHSP goals and objectives.

The OHSP staff participates in these action teams and incorporates information and recommendations from the SHSP into the annual Michigan HSP. Action plans are updated frequently to reflect emerging issues or completed action items. The next SHSP update will occur in fall 2016 for 2017-2018.

Program Area Network Meetings

In addition to the GTSAC Action Teams, OHSP program staff members serve as subject matter experts for specific traffic safety program areas. These staff members work with a network of partners across the state and nation to help generate ideas, highlight problems, and work together to identify appropriate strategies to resolve them. This network of partners gives OHSP program staff the ability to determine how and where to leverage available resources, and to determine whether model programs are working as planned and why, along with a ready list of partners having needed skills, knowledge or unique expertise throughout Michigan.

Traffic Safety Summit

The Michigan Traffic Safety Summit is an annual conference for traffic safety practitioners who meet over three days to discuss traffic safety issues. The summit is the state's central event for traffic safety information sharing. It allows the OHSP and other partners to share promising ideas, solicit input and feedback from partners, and highlight best practice programs from local, state, and national levels.

Additional Planning Resources

The OHSP consults a wide variety of resources for problem identification, priority setting, program selection, and grant awards. These ensure that Michigan is utilizing best practices and using the most effective means of reducing deaths and injuries.

These resources include:

- 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 the NHTSA.
- The NHTSA publication "Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices."
- NCHRP Report 622, "Effectiveness of Behavioral Highway Safety Countermeasures."
- The NHTSA publication "Traffic Safety Performance Measures for States and Federal Agencies." (DOT 811 025)
- The GHSA publication "Guidelines for Developing Highway Safety Performance Plans."
- The NHTSA publication "The Art of Appropriate Evaluation: A Guide for Highway Safety Program Managers. " (DOT HS 811 061)
- The UMTRI publication "Evaluating Traffic Safety Programs: A Manual for Assessing Program Effectiveness."

- The NHTSA publication “HSP Review Content Guide” updated in 2016.
- American Association of State Highway and Transportation Officials, the Transportation Research Board and the Association of Transportation Safety Information Professionals publications and conferences.
- Michigan Strategic Highway Safety Plan 2013-2016
- Academic publications and research reports.
- Staff participation on committees and associations, including: GTSAC Action Teams, Michigan Association of Chiefs of Police, Prevention Network, Michigan Coalition to Reduce Underage Drinking, the Michigan Deer Crash Coalition, regional Traffic Safety Networks, Michigan Sheriff’s Association, the Michigan Driver and Traffic Safety Education Association, and other state-level and federal associations.
- 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, countermeasures, and programs.

5. BUDGET DEVELOPMENT

A projected budget for the annual HSP is prepared as staff members begin drafting program area plans and funding requests. The budgeting process takes into account prior year funding and carry-forward amounts for each funding source along with new and existing funding sources. This budget serves as the basis for allocating funding requests among the various traffic safety programs.

Before approving budgets for individual program areas, the HSP management team considers the merits of individual program funding requests along with:

- Program funding levels and liquidation rates from previous years.
- Related program funding.
- Special funding sources.
- Statewide long-range goals.

Strategies are reviewed to determine which should be fully funded, which can proceed with amendments, and which are not currently feasible. This process can shift the initial budget requests among program areas to accommodate essential or promising projects that warrant special support. Exhibits 3, 4, and 5 illustrate the projected sources of funding, program level budgets, and the distribution of funding by type.

EXHIBIT 5: Unrestricted Program Funding Sources, FY2017

State General Fund	Section 402	Section 402 Carry Forward
\$593,100	\$4,276,000	\$446,000

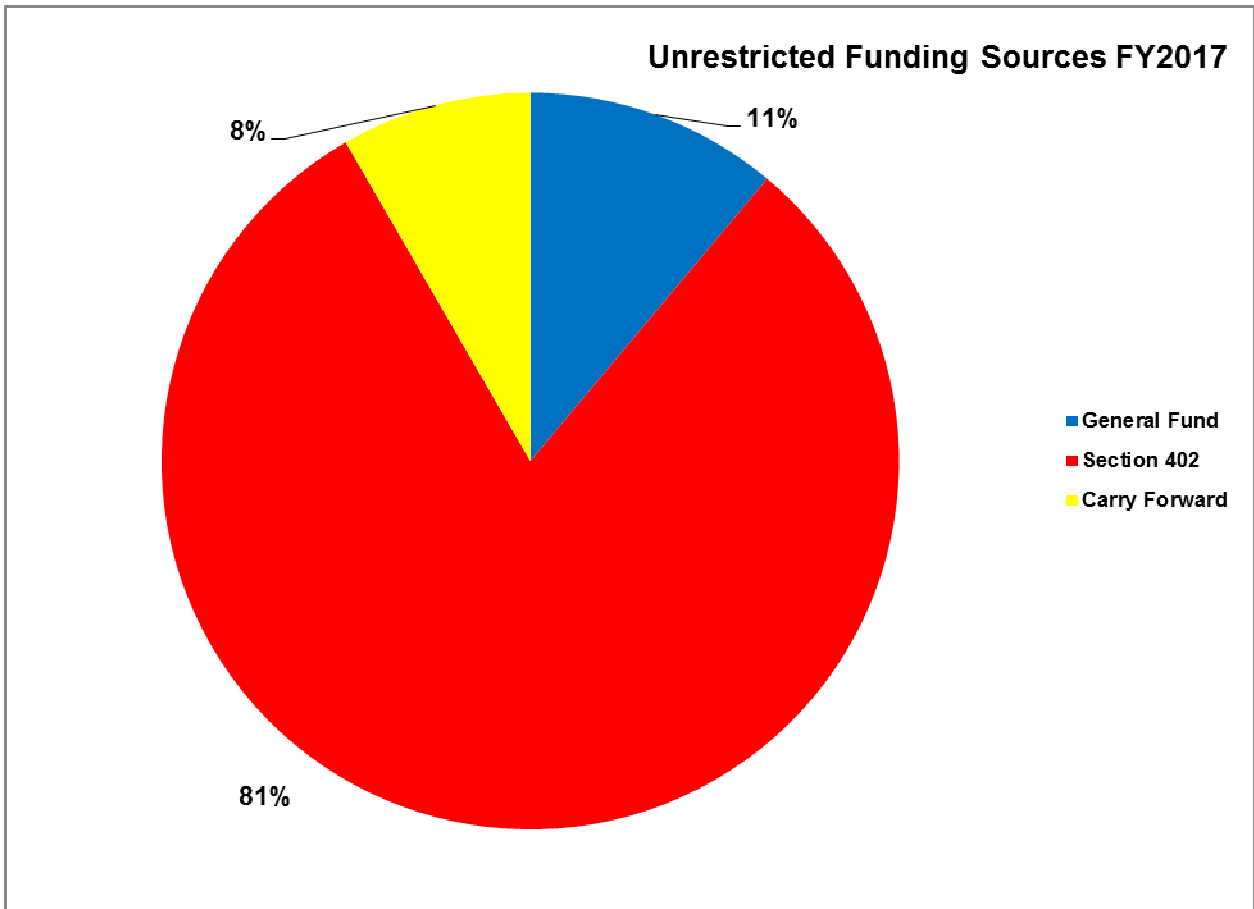


EXHIBIT 6: Restricted Program Funding Sources, FY2017

405(b) Occupant Protection	405(c) Traffic Records	405(d) Impaired Driving Prevention	405(f) Motorcycle Safety
\$1,700,000	\$4,700,000	\$6,750,000	\$150,000

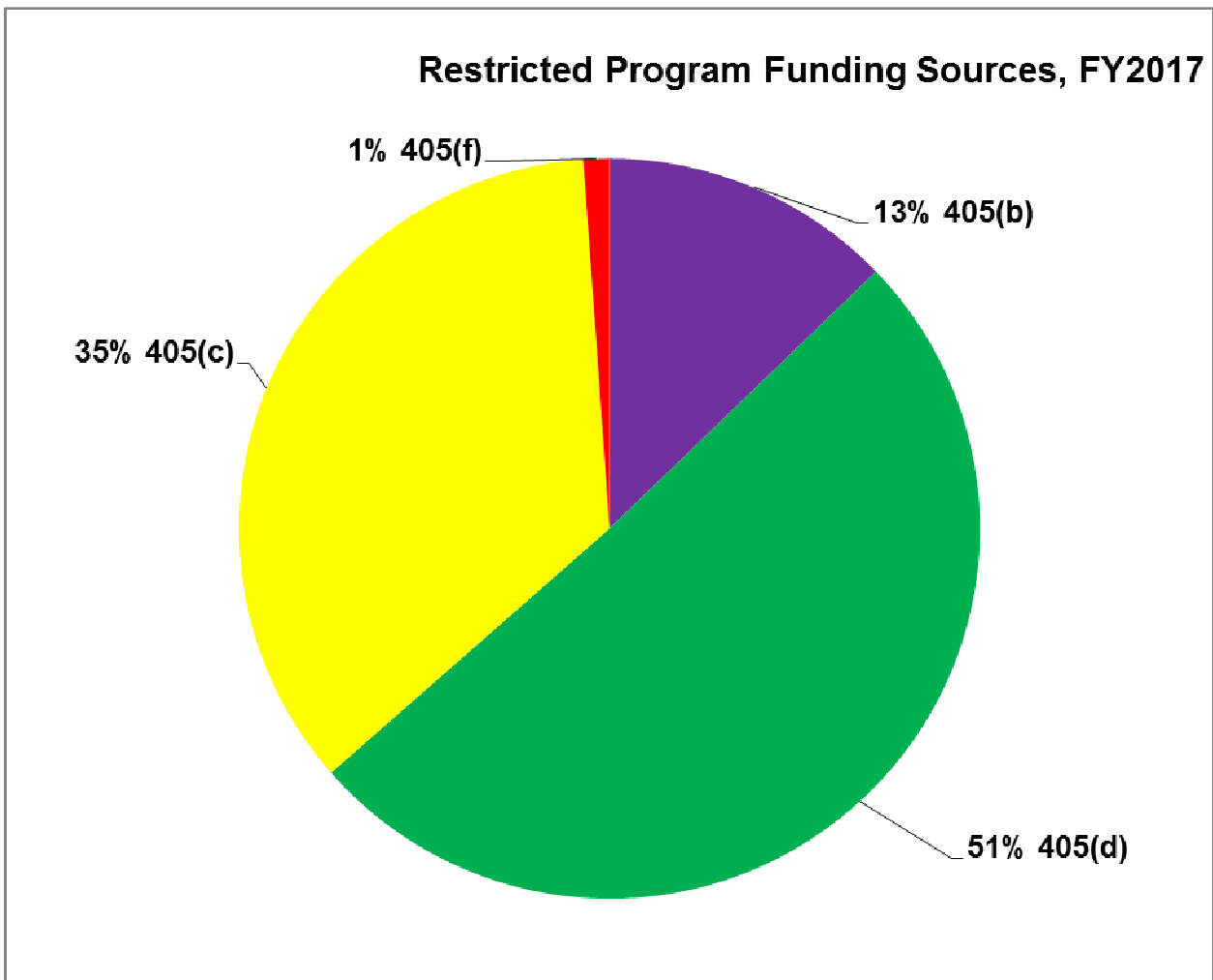


EXHIBIT 7: Program Budgets, FY2017

Impaired Driving Prevention	Occupant Protection	Police Traffic Services	Planning and Administration
\$3,752,000	\$950,000	\$1,884,000	\$1,185,300

Traffic Records	Motorcycle Safety	*Other Programs
\$3,974,000	\$381,000	\$792,000

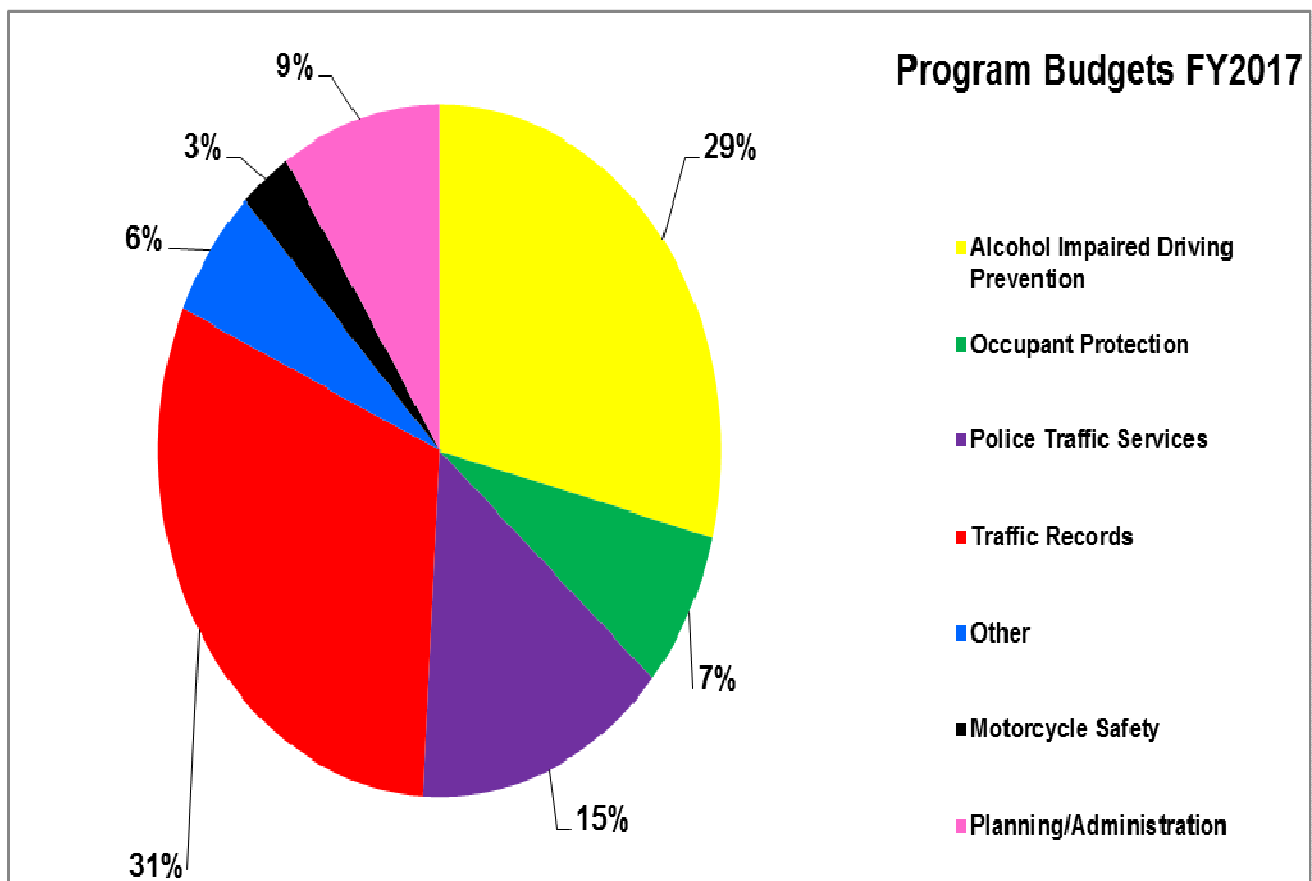
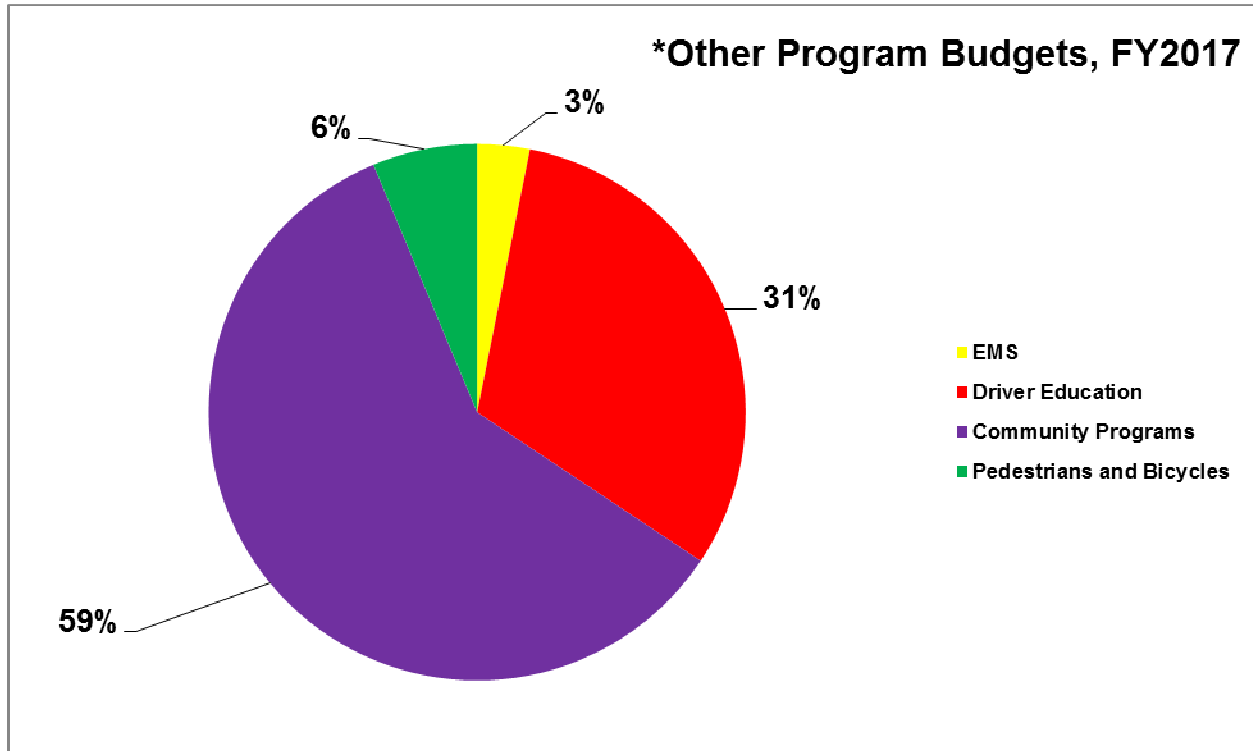


EXHIBIT 8: *Other Program Budgets, Fiscal Year 2017

Pedestrians and Bicycles	Community Programs	Driver Education	Emergency Medical Services
\$50,000	\$470,000	\$247,000	\$25,000



*Note: Due to rounding, the percentages do not equal 100 percent.

6. PROJECT SELECTION

Projects are selected based on the potential for impacting traffic safety problems and moving Michigan toward achieving statewide traffic safety goals.

Problem identification yields projects to pursue, which leads to budget development and grant solicitation. The problems to address, including target areas and countermeasures, are selected in advance. This process includes potential grantees, but is not dependent on volunteers or proposals from the field.

For research-based projects, the OHSP sends out requests for proposals, which are distributed to an approved list of university and not-for-profit research agencies. Until selected, the grantee is denoted in the HSP as “To Be Determined” or TBD. Once a grantee is selected, the HSP is revised to reflect the name of the agency awarded the project. The OHSP actively seeks out grantees with particular expertise in problem areas under consideration.

When recommending programs, OHSP program staff considers:

- Population to be reached
- Extent of problem in the target population
- Supporting data
- Where and when implementation must take place
- Expected effectiveness of the proposed project
- Available competent partners to implement projects
- Most efficient and effective means of implementing the program
- Available funding sources

In some instances, programs such as training, public information, and mobilization campaigns are most effectively coordinated at the state level. The OHSP oversees these programs in Michigan. Some projects can be handled more effectively at the local level where the community experiencing the problem may need a unique ability to address its causes and react more quickly with countermeasures. The OHSP remains available for consultation and technical assistance on these projects.

Grant Development Plans

Following project selection and dialogue with OHSP leadership about traffic safety priorities, OHSP staff prepares the grant development plans (GDPs). The GDP assists in ensuring sufficient preparations are made before grant development and project implementation begin, and it also serves as documentation for the program area. OHSP staff members develop GDPs as a team effort to best address projects that overlap network areas, and these GDPs serve as valuable internal planning tools.

Each GDP contains:

- Specific information about the strategy the project will pursue
- Potential grantees
- Funding levels and sources

- Project goals and objectives
- Project schedules

Exhibit 9 is an example of the GDP form.

EXHIBIT 9: FY2017 Grant Development Plan Form

Grant Development Plan

due April 15, 2016

Strategy Name

Background/Problem Statement

Program Goal(s) (HSP)

Project Goal(s) (AER)

Project Description(s) (AER)

Impact Statement (*What will happen if we do not have this program?*)

Funding Recommendation

Information sources and partners consulted

How will this strategy be achieved? Why was this strategy selected? How will the program be evaluated for effectiveness?

Year of funding?		Will the strategy continue next year?	Y N
Expected grantee		Estimated budget	
October 1 start-up required?	Y N	Split-funded from FY2015?	Y N
Seed-funding grant needing post-OHSP continuation plan?	Y N	If so, does it have one?	Y N
Funds for Program Management Section in-house grant?	Y N	Funds for Communication Section in-house grant?	Y N
For the benefit of locals?	Y N	PI&E materials being made?	Y N
Contractual costs?			Y N
Personnel costs?			Y N
Indirect costs?	Y N	If so, indirect rate	
Program income?	Y N	If so, how much?	
Any equipment?	Y N	If so, matching funds	
Equipment over \$5,000 per item?	Y N	If so, matching funds	

Out-of-state travel?	Y N	If so, purpose of travel?	
SHSP Strategy?	Y N	Ad board approval	Y N

Additional Notes

Prior Liquidation Issues?		First year
Liquidation History (as applicable; use n/a for non-grant years)		
Fiscal Year	Liquidation Amount	Liquidation Percentage
FY2013		
FY2014		
FY2015		
Three year overall average		
Funding Level Justification (how did you determine the requested funding amount?)		
Funding Source		Amount
Author:	Date:	
Approval:	Date:	

Funding Source	Amount	Funding Source	Amount
	\$		\$

Author
Approval

Date
Date

Following development of GDPs, OHSP program staff members meet with the HSP management team to discuss plans for the next fiscal year, using their GDPs as the basis for discussion.

Discussions begin with an overview of the traffic crash data and problem identification followed by an overview of the GDPs selected to address the identified problems. This presents an opportunity for questioning and discussion, bringing out detail and emphasis that might be lost in pages of text.

Management Team Review

The HSP management team reviews the material presented for final selection of the grant projects that will receive funding. This review includes a summary of factors staff members consider in developing programs and recommendations, which provides an office-wide rather than program area-specific perspective.

In this way, greater attention can be placed on budget limitations and on balancing demands and opportunities in various program areas. Grant development begins with final GDP approval. In addition, OHSP staff share their list of projects with one another to become more aware of plans and partnership opportunities in other program areas.

Exhibit 10: Telephone Survey Results

May 11	Jun 11	July 11	Aug 11	May 12	Jun 12	July 12	Sep 12	Apr 13	Jun 13	July 13	Sep 13	Feb 14	Apr 14	Mar 15	Apr 15	July 15	Mar 16	May 16	
9	6	8	10	N/A	N/A	27	8	N/A	N/A	16	33	41	N/A	55	90	133	60	N/A	
"In the past 30 days, have you seen or heard of any special effort by police to arrest drivers in your community for drunk driving?": "Yes"																			
25	16	30	32	N/A	N/A	31	33	N/A	N/A	70	70	61	N/A	266	267	166	180	N/A	
"If you drove after having too much to drink and be able to drive safely, how likely are you to be stopped by a police officer?": "Almost certain", "Very likely," or "Somewhat likely"																			
64	62	61	59	N/A	N/A	72	74	N/A	N/A	70	72	384	374	378	389	393	395	387	
"When driving this vehicle, how often do you wear your safety belt?" : "All the time" & "When was the last time you did NOT wear your safety belt while driving?": "I always buckle my seat belt" or "More than one year ago" (always buckles up)																			
94	97	96	94	90	89	88	87	97	97	98	98	388	391	392	389	393	395	387	
"When driving this vehicle, how often do you wear your safety belt?": "Most of the time" or "All the time" (almost always buckles up)																			
94	97	96	94	97	97	97	98	99	99	99	99	41	54	48	72	133	80	111	
"In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for safety belt violations?": "Yes"																			
12	38	38	31	9	22	31	33	11	12	31	31	231	234	236	276	239	237	257	
"Assume for a moment that you do not use your safety belt AT ALL while driving over the next six months. What are the chances you will receive a ticket for NOT wearing a safety belt?": "Very" or "Somewhat likely"																			
75	74	60	66	67	34	66	47	63	63	69	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53	
"When you drive on a local road that has a speed limit of 20 mph, how often would you say you drive faster than 35 miles per hour?": "Most of the time" or "half the time"																			
7	58	15	N/A	N/A	14	14	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	129	
"When you drive on a freeway with a speed limit of 70 mph, how often do you drive faster than 75 miles per hour?" : "Most of the time" or "half the time"																			
18	36	36	N/A	N/A	33	33	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
"If you drove 10 miles per hour over the speed limit on a freeway, would you say your chances of getting a ticket would be very likely, somewhat likely, somewhat unlikely or very unlikely?": "very likely, somewhat likely"																			
33	68	68	N/A	N/A	65	65	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
"In the past 60 days, have you read, seen, or heard anything about speed enforcement by the police?": "Yes"																			
50	26	26	N/A	N/A	20	20	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	116	

Surveys were of 400 Michigan drivers. The four Traffic Safety Performance Measures survey questions on speed were not asked before being added to a 500-driver survey in 2009. Note that the safety belt use question appears twice. The first line is "always," the second is "usually." "Always" is double-filtered: drivers were first asked how often they wear their belts, and if they report "always," they were asked when they last failed to wear it; if that was any time in the past year; they were counted as "usually" rather than "always."

N/A means the question was not asked on the telephone survey.

Occupant Protection FY2017

Occupant protection in a vehicle includes the proper use of seat belts, car seats, and air bags. These are all factors that keep a vehicle occupant safe in the event of a crash, thus preventing fatalities and injuries and reducing injury severity. Every occupant should utilize the proper restraints and safety devices.

Goals:

Increase car seat use from 95.7 percent in 2015 to 96.5 percent by December 31, 2018.*

Increase booster seat use from 49.7 percent in 2015 to 50.5 percent by December 31, 2018.*

Decrease fatalities and incapacitating injuries for children ages 0-to-8 by 31 percent from 86 in 2015 to 59 by December 31, 2018.

Decrease fatalities by 18 percent from 901 in 2014 to 742 by December 31, 2018.

Decrease serious injuries by 12 percent from 4,909 in 2014 to 4,308 by December 31, 2018.

Decrease the vehicle mileage fatality rate by 9 percent from .93 in 2014 to .85 by December 31, 2018.

Task 1: Child Passenger Safety	\$520,000
Section 405(b) funds	\$520,000

Statewide Child Passenger Safety (CPS) Car Seat Distribution

Project Number	CP-17-01	
Benefit to Locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$162,000	405(b) High
Project Number	OP-17-01	
Benefit to Locals	Yes	
Grantee	City of St. Ignace	
Grant Amount, Funding Source	\$ 178,000	405(b) Training & High
Grant Start-up	October 1	
SHSP Strategy	Implement Michigan's current Child Passenger Safety Strategic Plan. Support public information and education campaigns.	
Project Objective	Educate and provide car seats up to 3,000 low-income families by September 30, 2017.	

* Child Seat Restraint Use/Misuse Studies are conducted every other year. The last study was in 2015 conducted by Michigan State University.

Occupant Protection FY2017

Nearly one million children in Michigan live in low-income families. Current state assistance does not include programs to support car seats to be made available at low costs for those children. The OHSP car seat program is the largest source of car seats for low-income children in the state.

Funding will support fitting stations, car seat clinics, and car seat purchase.

CPS Safety Training and Technician of the Year

Project Number	CP-17-01	
Benefit to Locals	Yes	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$100,000	405(b) Training
Grant Start-up	October 1	
SHSP Strategy	Implement Michigan's current Child Passenger Safety Strategic Plan. Support public information and education campaigns.	
Project Objective	<p>Fund up to 20 CPS technician courses by September 30, 2017.</p> <p>Fund up to 6 continuing education courses for CPS technicians by September 30, 2017.</p> <p>Retain 63.2 percent of current CPS technicians by September 30, 2017.</p> <p>Maintain at least one trained CPS technician available for services in all 83 counties by September 30, 2017.</p>	

The OHSP will fund a series of courses to train, re-certify, and provide special needs training for technicians. The plan for training is to provide certification and CEU courses in regional locations, based on the outcomes of CPS technician and resource coverage study. An additional CEU course will be held in conjunction with the annual Traffic Safety Summit, as well as, renewal courses, minority-focused trainings and regional courses for EMS providers to learn the basics of safe transport in ambulances.

Funding will support training, education, outreach materials, instructor stipends, travel costs, and equipment.

Occupant Protection FY2017

Michigan Department of Health and Human Services (MDHHS) Training

Project Number	OP-17-04	
Benefit to Locals	No	
Grantee	TBD	
Grant Amount, Funding Source	\$ 80,000	405(b) Training
Grant Start-up	October 1	
SHSP Strategy	Implement Michigan's current Child Passenger Safety Strategic Plan. Support public information and education campaigns.	
Project Objective	Hire a program coordinator by December 1, 2016. Begin training MDHHS county staff by March 1, 2017.	

The MDHHS training program will be overseen by a program coordinator to schedule training with MDHHS county offices, establish teaching teams, coordinate training, and handle all fiscal responsibilities associated with the program.

This strategy was selected to fill a void in the training of MDHHS staff as they do not currently receive education about car seats or properly transporting children, despite their responsibility for transporting children.

Funding will support this position, instructor stipends, training costs, equipment and travel.

Task 2: Evaluation	\$290,000
Section 405(b) funds	\$290,000

Direct Observation Surveys: Seat Belt Use

Project Number	OP-17-02	
Benefit to Locals	No	
Grantee	Michigan State University	
Grant Amount, Funding Source	\$150,000	405(b) High
Grant Start-up	October 1	
SHSP Strategy	Evaluate the effectiveness of occupant protection programs.	
Project Objective	Determine the safety belt use rate by September 30, 2017. Determine hand-held device use rate by September 30, 2017.	

Occupant Protection FY2017

The annual post-Memorial Day and post-Labor Day surveys have tracked seat belt use since 1983. The survey results assist the OHSP with developing seat belt enforcement plans and identifying the focus of media campaigns to support the mobilization. This year's observation study will also examine the use of hand-held devices.

For FY2017 only, the grantee will collect safety belt use data from an additional 200 sites in 53 counties in the summer to determine an unofficial statewide seat belt use rate. The unofficial rate calculated in FY2017 will be used as internal information for the OHSP sample validation, usage comparisons and planning background.

Funding will support observation and analysis costs.

Combined Data Research Program

Project Number	OP-17-03	
Benefit to Locals	No	
Grantee	Michigan State University and Western Michigan University	
Grant Amount, Funding Source	\$140,000	405(b) High
Grant Start-up	October 1	
SHSP Strategy	Evaluate the effectiveness of occupant protection programs.	
Project Objective	Compile a combined research report by September 30, 2017.	

The combined data research program helps form a comprehensive view of safety belt use and non-use with results that overlay findings with other data sources that help analysts more effectively target safety compliance, including enforcement information, traffic volumes and pattern data, crash information and other available studies. This combined approach to analysis helps the OHSP staff gain insight to better direct enforcement and outreach efforts to increase safety belt use.

The research teams will review all available data for the past three years and compile a report based on findings to help direct enforcement and public information efforts most effectively.

Funding will support observation and analysis costs.

Occupant Protection FY2017

Task 3: Education and Outreach		\$150,000
Section 405(b) PM funds		\$100,000
Section 402 funds		\$50,000

Tween Seat Belt Education Pilot

Project Number	CP-17-03	
Benefit to Locals	Yes	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$100,000	405(b) PM PI&E
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns	
Project Objective	Develop and distribute web site advertising by September 30, 2017.	

Statewide data show that children ages 8-15 are less likely to be properly restrained with seat belts than other vehicle occupants. To increase belt use, digital advertising and messaging, earned media, and partnerships will be used to more effectively reach parents of children in this age group and encourage belt use through tween, teen, and adult years.

A pilot program will be funded to purchase paid web advertising and other media, using the existing NHTSA ads to reach parents of tweens as well as the children themselves to encourage seat belt use. Earned media and partnerships will be sought to help spread this message and bolster the impact of this campaign.

Migrant Law Guide

Project Number	CP-17-03	
Benefit to Locals	Yes	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$50,000	402
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns	
Project Objective	Develop and distribute a migrant law guide by September 30, 2017.	

More than 6,000 migrant and seasonal farm workers reside in Michigan each year. These workers are largely young men with families, most of which include children. Significant state resources are available to these workers through the MDHHS Office of Migrant Services.

Working in conjunction with the Office of Migrant Services, a guide on Michigan traffic laws, written in Spanish and suitable for Spanish speakers of various dialects,

Occupant Protection FY2017

will be created to assist families to comply with the laws, especially those requiring seat belt and car seat compliance.

Funding will support the cost of development and distribution.

Task 4: Program Management	\$150,000
Section 402 funds	\$150,000

Program Management

Project Number	CP-17-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$150,000	402
Grant Start-up	October 1	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

FY2017- HSP Budget
 Occupant Protection - PAP #1

Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	General	Local	TOTAL
OP-1	Child Passenger Safety (CPS)		\$520,000							\$520,000
OP-2	Evaluation		\$290,000							\$290,000
OP-3	Education and Outreach	\$50,000	\$100,000						\$50,000	\$150,000
OP-4	Program Management	\$150,000								\$150,000
	TOTALS	\$200,000	\$910,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$1,110,000

Impaired Driving Prevention FY2017

There were more than 49,000 alcohol-impaired crashes and 9,700 drug-impaired crashes from 2011-2015. Each year there are approximately 11,000 impaired crashes where fatalities, injuries, or property damages could have potentially been avoided. Impaired driving crashes have remained a steady percentage of fatal crashes since the mid 1990s, both in Michigan and nationwide. The Office of Highway Safety Planning (OHSP) seeks to decrease the number of impaired drivers on the road in part by increasing the perceived risk of arrest and conviction.

****Please see the Police Traffic Services section for overtime enforcement.****

Goals:

Decrease fatalities by 18 percent from 901 in 2014 to 742 by December 31, 2018.

Decrease serious injuries by 12 percent from 4,909 in 2014 to 4,308 by December 31, 2018.

Decrease the vehicle mileage fatality rate by 9 percent from .93 in 2014 to .85 by December 31, 2018.

Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 98 percent through December 31, 2018.

Decrease fatalities and incapacitating injuries for alcohol-involved crashes by 14 percent from 1,199 in 2015 to 1,036 by December 31, 2018.

Decrease fatalities and incapacitating injuries for drug-impaired crashes by 2 percent from 473 in 2015 to 464 by December 31, 2018.

Task 1: Enforcement Support	\$806,500
Section 405(d) funds	\$791,500
Section 402 funds	\$15,000

Impaired Driving Detection Training

Project Number	AL-17-01	
Benefit to Locals	Yes	
Grantee	Michigan State Police-Training Division	
Grant Amount, Funding Source	\$284,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving.	
Project Objective	To increase the quantity and quality of impaired driving arrests by supporting and funding Standardized Field Sobriety Training (SFST) and Advanced Roadside Impaired Driving Enforcement (ARIDE), by conducting at least 50 classes by September 30, 2017.	

Impaired Driving Prevention FY2017

This SFST and ARIDE strategy will use federal funds to support a full-time SFST/ARIDE project director to coordinate the programs and provide training and materials to law enforcement agencies.

The project director will develop a training schedule for approximately 30 or more basic SFST classes, an undetermined number of SFST refresher classes, one SFST instructor school, SFST instructor refresher classes as needed, and 18 ARIDE classes.

The project director will work with existing Drug Recognition Expert (DRE) instructors to coordinate ARIDE training, and provide needed centralized program oversight. Centralized program oversight is essential to ensure that NHTSA standards are upheld in both the SFST and ARIDE training programs. A lack of oversight leads to substandard teaching, use of outdated materials, poor recordkeeping, minimal or inaccurate data collection, distribution of inaccurate or misleading information, and a breakdown of the training program.

Funding will support a training coordinator and expenses to administer SFST and ARIDE classes, including instructor costs, scheduling, facilities, and programmatic/financial oversight.

Drug Recognition Expert Training (DRE)

Project Number	CP-17-01	
Benefit to Locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$ 220,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving.	
Project Objective	<p>Conduct at least one DRE class to increase the number of DRE trained officers by 23 percent from 99 in 2016 to 118 by September 30, 2017.</p> <p>To increase the number of certified DRE instructors by 20 percent from 15 instructors in 2015 to 18 instructors by September 30, 2017.</p>	

Since June 1, 2011, when Michigan's first class of certified DRE students hit the streets, DREs have conducted more than 1,722 enforcement evaluations. These enforcement evaluations are conducted by DREs only when a driver is exhibiting impairment inconsistent with the level of alcohol in their system or when zero alcohol is indicated on the breath test. In many instances, these are situations where drivers would have been released had it not been for the intervention of a DRE.

Since 2008, with the start of the Medical Marijuana Act provisions, 839 DRE evaluations have been conducted. In 2015, more than 40 percent of DRE opinions relating to the category of drugs causing impairment were cannabis.

Impaired Driving Prevention FY2017

The DRE State Coordinator will schedule at least one DRE School for FY2017 for 20 police officers and an undetermined number of prosecutors. This will increase the number of DREs in the state to 118.

To fulfill DRE recertification requirements, one minimum eight-hour continuing education class for all Michigan DREs will be conducted. In addition, at least one eight-hour training session for all 2017 DRE graduates on courtroom testimony will be conducted within six months of graduation.

Michigan also will train at least three additional DREs as instructors. Increasing the number of DRE instructors will allow Michigan to expand the number of ARIDE training classes and better coordinate the DRE School.

Funding will support instructor costs, scheduling, facilities, materials, and programmatic/financial oversight.

MADD (Mothers Against Drunk Driving) Law Enforcement and Prosecutor Recognition

Project Number	AL-17-03	
Benefit to Locals	Yes	
Grantee	Prosecuting Attorneys Association of Michigan (PAAM)	
Grant Amount, Funding Source	\$5,000	405(d)
Project Number	CP-17-01	
Benefit to Locals	Yes	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$2,500	405(d)
Grant Start-up	October 1	
SHSP Strategy	Explore innovative countermeasures for impaired driving.	
Project Objective	Provide at least 25 summit scholarships to law enforcement award winners to further their traffic safety education by September 30, 2017.	

MADD provides impaired driving recognition awards to law enforcement and prosecutors. For more than a decade, MADD has recognized law enforcement officers and for the past seven years, they have also recognized prosecutors.

Funding will support recognition awards and provide Traffic Safety Summit scholarships for winners to receive additional impaired driving enforcement training.

“Michigan Traffic Stop” Cellular Phone App

Project Number	AL-17-03	
Benefit to Locals	Yes	
Grantee	PAAM	
Grant Amount, Funding Source	\$15,000	402
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the	

Impaired Driving Prevention FY2017

	criminal justice community. Explore innovative countermeasures for impaired driving.
Project Objective	To develop and distribute one mobile phone app to assist law enforcement officers with questions and issues that arise during traffic stops related to impaired driving by September 30, 2017.

Police officers need up-to-date, relevant information when they are on a traffic stop. While legal updates are helpful, police officers face very intricate issues during a traffic stop and typically do not have specific reference information needed out in the field.

A free mobile phone app for both Android and Apple devices will provide the relevant information for incidents that arise during a traffic stop. Development of this app began in 2015 and will be completed in 2016.

Funding will support the continued development and distribution of the traffic stop app.

MADD Victim Impact Panel Video Project

Project Number	AL-17-03	
Benefit to Locals	Yes	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$30,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Explore innovative countermeasures for impaired driving.	
Project Objective	Develop and distribute a victim impact video by September 30, 2017.	

MADD coordinates nearly 30 victim impact panels across the state. These panels are staffed by unpaid volunteers, and their success relies upon the availability and willingness of victims to speak about what became the most horrific event in their lives. The speakers are sometimes not available and cancel at the last minute.

MADD seeks the OHSP's assistance in the development of a video, featuring vignettes of current Michigan-based impaired driving stories, as told by and through the victims. This video can be shown at victim impact panels around the state in the event of last-minute cancellations.

The OHSP will partner with MADD to develop and produce the victim impact panel video project.

Funding will support the development and distribution of the video.

Impaired Driving Prevention FY2017

Ignition Interlock Violation Management System

Project Number	AL-17-02	
Benefit to Locals	No	
Grantee	Michigan Department of State (MDOS)	
Grant Amount, Funding Source	\$250,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Support efforts to increase sobriety courts and the use of ignition interlocks. Explore innovative countermeasures for impaired driving.	
Project Objective	Complete implementation of an automated violation management system by September 30, 2017.	

Knowledge and use of alcohol interlocks as a tool for supervision programs expanded rapidly in the past decade. Governments and criminal justice agencies have embraced alcohol interlocks as an essential component of a comprehensive drunk driving strategy. Usage rates in Michigan for these devices have grown from less than 500 devices in 2010 to 8,539 devices in 2014.

The current 22-step process for violations is handled by two MDOS analysts, beginning when the violation reports are received from vendors to mailing an official order of action from MDOS. This is not the ideal setup because it relies on the ignition interlock vendors to report the violations.

An automated violation system would reduce the 22-step process to eight steps for the analysts. Violations would be sent directly from the ignition interlock devices to MDOS, thereby ensuring the integrity and security of the information transferred to MDOS. Development of this system began in 2015 and will be completed in 2017.

Funding will support the continued development and implementation of the automated violation management system.

Task 2: Adjudication	\$2,380,000
Section 405(d) funds	\$2,380,000

Traffic Safety Resource Prosecutor (TSRP)

Project Number	AL-17-03	
Benefit to Locals	Yes	
Grantee	PAAM	
Grant Amount, Funding Source	\$550,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving. Provide recommendations related to impaired driving legislation.	
Project Objective	Maintain two TSRPs and an administrative	

Impaired Driving Prevention FY2017

	<p>assistant by September 30, 2017.</p> <p>Provide at least 10 professional education opportunities for law enforcement and prosecutors by September 30, 2017.</p> <p>Provide legal reference materials and technical assistance to the traffic safety community by September 30, 2017.</p>
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Effective prosecution is an essential component for deterring impaired driving. If prosecutors do not have specialized training in the prosecution of impaired drivers, they will be unprepared for the complexities of impaired driving case law and court practices. The OHSP has supported a traffic safety resource prosecutor since 2000, which is now a national best practice.

As new legislation is introduced involving such quickly evolving issues as medical marijuana, texting, and ignition interlocks. It is critically important to educate prosecutors and law enforcement while supporting their efforts to prosecute impaired drivers in order to reduce impaired driving fatalities and injuries.

The TSRPs provide training on impaired driving, court testimony, crash reconstruction, presentation skills, and other topics of value to prosecuting attorneys and other law enforcement agencies.

Funding will support two full-time TSRPs and an administrative assistant, as well as related expenses for training prosecutors and law enforcement.

Judicial Outreach Liaison (JOL)

Project Number	AL-17-04	
Benefit to Locals	Yes	
Grantee	Michigan Judicial Institute (MJl)	
Grant Amount, Funding Source	\$50,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving. Provide recommendations related to impaired driving legislation. Promote efforts to increase sobriety courts and the use of ignition interlocks.	
Project Objective	Maintain the JOL position through September 30, 2017.	

Judges, particularly those who work in limited jurisdiction courts like Michigan's district courts which cover the majority of traffic-related offenses, are often overlooked in education and communication opportunities. Judges often lack the ability to gain and share the knowledge needed to resolve the legal and evidentiary issues that challenge them daily in adjudicating impaired driving and other motor

Impaired Driving Prevention FY2017

vehicle-related cases.

The judicial outreach liaison works to unite the outreach efforts of the National Highway Transportation Safety Administration (NHTSA) and the American Bar Association Judicial Division, targeting different regions of the country to educate and mobilize support for traffic safety activities.

The JOL will work to improve community outreach, provide quality education, and promote confidence and trust in the judiciary. This national template is used to support the JOL program in Michigan, which runs in a similar fashion to the TSRP program. Michigan's JOL program will be coordinated through the MJJ, a training division of the State Court Administrative Office (SCAO) of the Michigan Supreme Court.

Funding will support one part-time position.

Adjudication Training

Project Number	AL-17-04	
Benefit to Locals	Yes	
Grantee	MJJ	
Grant Amount, Funding Source	\$20,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving. Promote efforts to increase sobriety courts and the use of ignition interlocks.	
Project Objective	Train up to 1,000 district court judges, magistrates, drug treatment court staff, and probation officers by September 30, 2017.	

MJJ will contract with speakers to provide training and educational materials to the judicial community on pertinent impaired driving issues such as ignition interlocks and medical marijuana. Judicial training is the key to consistent understanding of impaired driving issues, procedures, and needed areas of improvement that offer knowledge crucial to effective sentencing in impaired driving cases.

This strategy was selected because the MJJ is recognized as the entity within Michigan, with a capacity and expertise, to provide training for judges, magistrates, probation officers and judicial personnel. Evaluation will be provided through surveys of training programs to determine if the participation resulted in any procedural changes in their courts.

Funding will support MJJ's training efforts for criminal justice officials.

Sobriety Court Enhancement

Project Number	AL-17-05	
Benefit to Locals	Yes	
Grantee	SCAO	

Impaired Driving Prevention FY2017

Grant Amount, Funding Source	\$1,710,000	405(d)
Project Number	CP-17-01	
Benefit to Locals	Yes	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$50,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Promote efforts to increase sobriety courts and use of ignition interlocks. Explore innovative countermeasures for impaired driving.	
Project Objective	<p>Add up to five new drug court programs accepting offenders by September 30, 2017.</p> <p>Expand up to three regional drug courts by September 30, 2017.</p> <p>Send staff from up to two courts to the National Alcohol Court Training workshop by September 30, 2017.</p>	

One of the most dramatic developments in the last 20 years in the movement to reduce substance abuse among the U.S. criminal justice population has been the implementation of specialty courts. This includes alcohol and drug courts that address the underlying behavior of the offense that brought an offender to the criminal justice system.

Alcohol/drug courts seek to guide addicted offenders into a treatment program that reduces their substance use dependence and improves their quality of life. In the typical alcohol court program, participants are closely supervised by a judge and supported by a team of agency representatives that operate outside of their traditional adversarial roles. Addiction treatment providers, prosecuting attorneys, public defenders, law enforcement officers, and parole and probation officers work together to provide needed services to drug court participants.

Funding will provide for up to five additional specialty courts to initiate sobriety court operations in FY2017. Support will include funding for probation officers, overtime, drug testing, and transportation. It will also provide funding to send up to two staff from two courts to the national court training.

Task 3: Reducing Underage Drinking	\$565,000
Section 405(d)funds	\$565,000

Enforcement of Underage Drinking Laws (EUDL)

Project Number	AL-17-06+	
Benefit to Locals	Yes	
Grantee	State, county, and local law enforcement	
Grant Amount, Funding Source	\$500,000	405(d)
Grant Start-up	October 1	

Impaired Driving Prevention FY2017

SHSP Strategy	Explore innovative countermeasures for impaired driving. Continue high visibility enforcement.
Project Objective	Conduct overtime enforcement in up to 15 counties by September 30, 2017.

Teens that begin drinking before age 15 are six times as likely to have alcohol dependency as adults. Drivers under age 21 cannot legally drink, but they are the second highest age category for impaired driving crashes.

Underage drinking is associated with a host of problems, ranging from academic issues (dropouts and expulsions) to crime (as victim or perpetrator) to alcohol poisoning and suicide.

One of the most serious unintentional outcomes of underage drinking is fatalities and injuries from traffic crashes. While reviewing the trends in traffic crash data leads one to believe the numbers are moving in the right direction, efforts to sustain the positive outcomes must be maintained.

Enforcement can reduce underage drinking by limiting availability and intervening in its actual use. Officers work with retailers to prevent sales to minors. Compliance checks confirm that retailers are following the law. Party Patrol details address underage drinking in private residences and open areas. Controlled dispersal training prevents further problems that can arise from breaking up the parties.

Funding will support overtime enforcement efforts.

Underage Drinking (UAD) Enforcement Training

Project Number	CP-17-01	
Benefit to Locals:	No	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source	\$65,000	405(d)
Grant Start-up:	October 1	
SHSP Strategy:	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving. Continue high visibility enforcement. Support public information and education campaigns.	
Project Objective:	Conduct at least 10 UAD enforcement trainings as needed by September 30, 2017.	

With the recent reinvigoration of underage drinking enforcement grants, law enforcement agencies need specialized training in controlled dispersal, compliance checks, and legal updates.

The OHSP will contract with a vendor to provide training to law enforcement agencies to teach them about monitoring for underage drinking activities in their communities. The OHSP will contract with two to four police officers who are

Impaired Driving Prevention FY2017

content experts on UAD enforcement. Trainers would be paid only for specific, OHSP-approved trainings.

Funding will support training costs such as conference room rentals and contractual costs.

Task 4: Program Management	\$550,000
Section 402 funds	\$550,000

Program Management

Project Number	CP-17-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$550,000	402
Grant Start-up	October 1	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

FY2017 - HSP Budget
 Impaired Driving - PAP #2

Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	Local	TOTAL
AL-1	Enforcement Support	\$15,000			\$791,500			\$15,000	\$806,500
AL-2	Adjudication				\$2,390,000				\$2,390,000
AL-3	Reduce Underage Drinking				\$565,000				\$565,000
AL-4	Program Management	\$550,000							\$550,000
	TOTALS	\$565,000	\$0	\$0	\$3,746,500	\$0	\$0	\$15,000	\$4,311,500

Police Traffic Services FY2017

The Office of Highway Safety Planning (OHSP) implements activities in support of national and state highway safety goals to reduce motor vehicle-related fatalities and injuries. The activities include participation in national law enforcement mobilizations as well as sustained enforcement of statutes addressing impaired driving and occupant protection.

Goals:

Decrease fatalities by 18 percent from 901 in 2014 to 742 by December 31, 2018.

Decrease serious injuries by 12 percent from 4,909 in 2014 to 4,308 by December 31, 2018.

Decrease the vehicle mileage fatality rate by 9 percent from .93 in 2014 to .85 by December 31, 2018.

Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 98 percent through December 31, 2018.

Decrease fatalities and incapacitating injuries for alcohol-involved crashes by 14 percent from 1,199 in 2015 to 1,036 by December 31, 2018.

Decrease fatalities and incapacitating injuries for drug-impaired crashes by 2 percent from 473 in 2015 to 464 by December 31, 2018.

Task 1: Traffic Enforcement	\$4,600,000
Section 402 funds	\$4,600,000

Mandatory and Elective Overtime Enforcement

Project Number	PT-17-02+	
Benefit to Locals	Yes	
Grantee	State, county, and local law enforcement	
Grant Amount, Funding Source	\$4,400,000	402
Grant Start-up	October 1	
SHSP Strategy	High visibility enforcement. Explore innovative countermeasures for impaired driving.	
Project Objective	<p>Conduct up to 35,000 hours of seat belt enforcement by September 30, 2017.</p> <p>Conduct up to 52,000 hours of impaired driving enforcement by September 30, 2017.</p> <p>Average .72 equivalent stops per billed hour of impaired driving enforcement in the Upper Peninsula by September 30, 2017.</p> <p>Average 1.29 equivalent stops per billed hour of impaired driving enforcement in the Lower</p>	

Police Traffic Services FY2017

	<p>Peninsula by September 30, 2017.</p> <p>Average 1.09 equivalent stops per billed hour of seat belt patrol in the Lower Peninsula by September 30, 2017.</p>
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High-visibility enforcement increases compliance with traffic laws. The credible threat of a citation or arrest reduces traffic violations, crashes, fatalities, and injuries. The OHSP will fund cooperative overtime enforcement statewide focusing on year-round impaired driving and seat belt compliance, particularly during statewide mobilizations and crackdowns. Enforcement will focus on peak crash times.

Agencies will be eligible to schedule overtime for distracted driving enforcement, disregard of traffic control devices, speed, and unsecure loads on non-commercial vehicles, where supported by local crash data.

Please see the attached *Evidence-Based Traffic Safety Enforcement Program* for further enforcement details.

Funding will support the costs related to overtime enforcement efforts.

Operation Combined Accident Reduction Efforts (C.A.R.E) Enforcement

Project Number	PT-17-02+	
Benefit to Locals	Yes	
Grantee	Michigan State Police Districts	
Grant Amount, Funding Source	\$200,000	402
Grant Start-up	October 1	
SHSP Strategy	High visibility enforcement. Explore innovative countermeasures for impaired driving.	
Project Objective	Reduce fatalities and serious injuries by ten percent from 55 in 2015 to 50 by November 31, 2016.	

Operation C.A.R.E began in 1977 through the efforts of the Michigan State Police (MSP) and Indiana State Police. This project was designed to reduce traffic crashes, fatalities, and injuries through public information, education, and strict consistent interstate enforcement. It is now a nationwide effort.

Earned media will be generated, including district news events. Thanksgiving holiday period will focus on speeding, aggressive driving, seat belts, texting, and impaired driving.

Funding will support overtime enforcement efforts.

Police Traffic Services FY2017

Task 2: Education and Communication	\$2,235,000
Section 405(b) funds-Paid Media	\$900,000
Section 405(d) funds-Paid Media	\$1,650,000
Section 405(b) funds	\$25,000
Section 402 funds	\$20,000

Mobilization Message Development

Project Number	CP-17-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$25,000	405(b) PI&E
Grant Amount, Funding Source	\$40,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns. Explore innovative countermeasures for seat belts and impaired driving.	
Project Objective	Develop four earned media plans to support December, March, May, and August enforcement to maximize local media interest by September 30, 2017.	

Targeted paid advertising messages have helped the OHSP achieve one of the highest belt use rates in the nation. Such efforts have helped reduce unrestrained fatalities and serious injuries. This has involved periodically updating and refreshing the advertising message so it remains memorable and promotes a call to action for young men.

Funding will support the development of new creative themes for enforcement mobilizations, including advertising, earned media, and outreach.

Mobilization Paid Advertising

Project Number	CP-17-03	
Benefit to Locals	Yes	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$900,000	405(b) Paid Media-PI&E
Grant Amount, Funding Source	\$1,250,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns. Explore innovative countermeasures for seat belts and impaired driving.	
Project Objective	Conduct three media campaigns geared at	

Police Traffic Services FY2017

	<p>special traffic enforcement mobilizations by September 30, 2017.</p> <p>Build awareness for the <i>Drive Sober or Get Pulled Over</i> campaign message among young men to at least 75 percent by September 30, 2017.</p> <p>Continue high awareness for the <i>Click It or Ticket</i> campaign among young men so that at least 85 percent recall the campaign by September 30, 2017.</p>
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Targeted paid advertising messages have helped the OHSP achieve one of the highest belt use rates in the nation. Such efforts have helped reduce unrestrained fatalities and serious injuries. This has involved periodically updating and refreshing the advertising message so it remains memorable, and promotes a call to action for young men.

The OHSP follows the traffic enforcement mobilization model established by NHTSA. This model calls for paid advertising starting a week prior to enforcement and continuing through the first week of enforcement action. The timing allows motorists a warning period before enforcement action begins. Young male drivers remain the focus of messaging efforts for both seat belt and impaired driving enforcement.

Funding will cover paid advertising costs during the specified mobilization.

Elective Enforcement Materials Development

Project Number	CP-17-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$20,000	402
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns. Conduct effective communication and outreach activities.	
Project Objective	Develop public information materials for elective enforcement periods by September 30, 2017.	

The OHSP will support and enhance enforcement in the areas of distracted driving, speed, disregard of traffic control devices, and unsecured loads on non-commercial vehicles with the development and distribution of topic-related materials to help improve public awareness and understanding basic traffic safety guidelines and laws.

Funding will support the development and distribution of materials.

Police Traffic Services FY2017

Task 3: Law Enforcement Training	\$160,000
405(c) funds	\$160,000

Regional Law Enforcement Training

Project Number	PT-17-14	
Benefit to Locals	Yes	
Grantee	Traffic Improvement Association of Michigan (TIA)	
Grant Amount, Funding Source	\$40,000	405(c)
Grant Start-up	October 1	
Project Number	PT-17-15	
Benefit to Locals	Yes	
Grantee	TBD	
Grant Amount, Funding Source	\$120,000	405(c)
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Conduct effective communication and outreach activities. Explore innovative countermeasures for impaired driving.	
Project Objective	Conduct up to eight law enforcement trainings by September 30, 2017.	

Training enables law enforcement officers to be aware of and understand current issues to successfully address traffic safety priorities. The information provided can increase the knowledge and skills of officers who use traffic enforcement as a means to reduce crime, traffic fatalities, and injuries.

With traffic safety laws changing and technology becoming more sophisticated, it is important for law enforcement officers to stay current with techniques that enhance their effectiveness as well as protect their safety. Bringing instructional opportunities to regional areas of the state will provide exposure to valuable information to law enforcement agencies.

Funding will support the costs of the law enforcement training courses.

Task 4: Evaluation	\$230,000
Section 402 funds	\$230,000

Telephone Surveys

Project Number	CP-17-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$100,000	402
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns.	

Police Traffic Services FY2017

Project Objective	Determine public perception of safety belt and impaired driving enforcement efforts and advertising messages for campaigns by conducting at least six telephone surveys by September 30, 2017.
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The immediacy of telephone surveys gives the OHSP almost immediate feedback on how drivers perceive and react to programs, giving officials a window into trends based on driver thinking and their likely reactions to enforcement program decisions and approaches.

Surveys of driver attitudes and beliefs can illuminate areas for improvement, identify program enhancements, and determine effectiveness. Surveys allow the OHSP to make adjustments mid-stream during implementation, if necessary, and help develop plans based on current-year data and potential future trends. Ongoing evaluation supports the effectiveness of enforcement mobilizations.

Funding will support the costs of the surveys.

Grant Performance and Data Analysis Support

Project Number	PT-17-01	
Benefit to Locals	Yes	
Grantee	Western Michigan University	
Grant Amount, Funding Source	\$130,000	402
Grant Start-up	October 1	
SHSP Strategy	Increase coordination, effective communication, and cooperation among various public and private organizations. Improve timeliness and accuracy of data collections, analysis processes, accessibility, and distribution and systems.	
Project Objective	<p>Recommend locations, strategies, and periods for funding in FY2018 based on the county crash data analysis by April 30, 2017.</p> <p>Collect and analyze enforcement reports quarterly for performance by September 30, 2017.</p> <p>Research performance standards for distracted driving, disregard of traffic control devices, and speed enforcement and recommend performance metrics for implementation in FY2018 by September 30, 2017.</p> <p>Review 2011-2015 crash files and provide an in-depth county analysis for performance and</p>	

Police Traffic Services FY2017

	crashes by September 30, 2017.
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Michigan's traffic crash data is used to identify and analyze problems, implement countermeasures, and evaluate impact. Law enforcement agencies receiving grant funding from the OHSP for overtime traffic enforcement are determined by countywide crash data and available funding.

This project will determine the impact overtime enforcement has had on reducing fatalities and serious injuries to unrestrained occupants and/or alcohol-involved crashes. It will also analyze and report each agency's ability to meet the recommended performance measures for grant-funded enforcement and recommend detailed enforcement strategies for each county/participating agency.

Funding will support the evaluation of effectiveness of the overtime enforcement efforts.

Task 5: Program Management	\$1,424,000
Section 402 funds	\$1,424,000

Program Management

Project Number	CP-17-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$1,424,000	402
Grant Start-up	October 1	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

FY2017 - HSP Budget
Police Traffic Services - PAP #3

Task Number	Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	408	410	2010	2011	General	Local	TOTAL
PT-1	PT-1	Traffic Enforcement	\$4,600,000											\$4,600,000	\$4,600,000
PT-2	PT-2	Education and Communication	\$20,000	\$25,000		\$1,290,000								\$20,000	\$1,335,000
PT-2	PT-3	Education and Communication-Paid Media		\$900,000											\$900,000
PT-3	PT-4	Law Enforcement Training			\$160,000									\$160,000	\$160,000
PT-4	PT-5	Evaluation	\$230,000											\$130,000	\$230,000
PT-4	PT-6	Program Management	\$1,424,000												\$1,424,000
		TOTALS	\$6,274,000	\$925,000	\$160,000	\$1,290,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,910,000	\$8,649,000

Pedestrian and Bicycle Safety – FY2017

In 2015, pedestrian fatalities in Michigan increased 15 percent from 2014, and bicyclist fatalities increased nearly 60 percent for the same period. Total pedestrian-involved crashes were up by 3 percent, and bicyclist crashes were up by nearly 7 percent from the previous year, indicating a significant underlying problem affecting and involving pedestrians and bicycle riders.

A recent study by Western Michigan University found that nearly 40 percent of all pedestrian and bicyclist involved crashes that included another vehicle over the last five years, were the result of “failure to yield” on the part of the pedestrian or bicyclist. This evidence led to the OHSP’s Pedestrian/Bicycle Safety program strategy for Fiscal Year 2017.

Goals:

Decrease fatalities and incapacitating injuries involving pedestrians by 2 percent from 560 in 2015 to 549 by December 31, 2018.

Decrease fatalities and incapacitating injuries involving bicyclists by 6 percent from 175 in 2015 to 165 by December 31, 2018.

Task 1: Evaluation	\$50,000
Section 405(h) Funds	\$50,000

Pedestrian and Bicycle Safety Program Assessment Recommendation Implementation

Project Number	PS-17-01	
Benefit to Locals	Yes	
Grantee	TBD	
Grant Amount, Funding Source	\$50,000	405(h)
Grant Start-up	October 1	
SHSP Strategy	Raise awareness of pedestrian and bicycle safety. Recognize successful pedestrian and bicycle safety initiatives. Determine focus communities, cities, and agencies for priority assistance.	
Project Objective	The OHSP will work with the Ped/Bike Safety Action Team network and other traffic safety partners to identify and implement additional strategies identified to address pedestrian and bicyclist crashes by September 30, 2017.	

The OHSP will work with GTSAC Pedestrian and Bicycle Safety Action Team network and other traffic safety partners to identify and implement additional strategies identified to address pedestrian and bicyclist crashes.

Pedestrian and Bicycle Safety – FY2017

A project will be developed for more law enforcement training, law enforcement mobilizations, and periodic campaigns and public education.

Funding will support the costs related to implementing the assessment recommendations.

Task 2: Program Management	\$5,000
Section 402 funds	\$5,000

Program Management

Project Number	CP-17-02	
Benefit to Locals:	No	
Grantee:	OHSP-Program Management Section	
Grant Amount, Funding Source:	\$5,000	402
Grant Start-up:	October 1	
SHSP Strategy:	N/A	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

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FY2017 - HSP Budget
Pedestrians and Bicycles - PAP #4

Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	405(h)	Local	TOTAL
PS-1	Evaluation							\$50,000		\$50,000
PS-2	Program Management	\$5,000								\$5,000
	TOTALS	\$5,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$55,000

Traffic Records FY2017

It is essential for stakeholders to submit data on all traffic crash events in order to analyze problem areas and construct solutions to reduce crashes and prevent fatalities and injuries. This data must be complete, timely, and accurate for efficient traffic safety planning in all program areas.

Goals:

Decrease fatalities by 18 percent from 901 in 2014 to 742 by December 31, 2018.

Decrease serious injuries by 12 percent from 4,909 in 2014 to 4,308 by December 31, 2018.

Decrease the vehicle mileage fatality rate by 9 percent from .93 in 2014 to .85 by December 31, 2018.

Task 1: Traffic Crash Data Support and Training	\$3,202,000
Section 405(c) funds	\$3,202,000

Data Integration for the Reduction of Traffic Fatalities

Project Number	CP-17-01	
Benefit to Locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$150,000	405(c)
Grant Start-up	October 1	
SHSP Strategy	Develop a road map to provide the state with a technical plan to link various traffic records databases together.	
Project Objective	Begin implementation of data integration project facilitated by the Governor's Enterprise Information Management (EIM) staff by September 30, 2017.	

Based on NHTSA Traffic Records Assessment recommendations in 2009 and in 2015, the Traffic Records Coordinating Council (TRCC) recognized data integration as a priority.

The TRCC team and the Governor's EIM staff will continue planning, development, and implementation of traffic records data integration of traffic crash, citation, vehicle, driver, roadway, and injury surveillance database systems. This project, when successfully completed, may become a model project which can be highlighted as a template for overall state agency data integration.

Funding will support software development, along with testing and implementation of data integration between the appropriate traffic records databases.

Traffic Records FY2017

Traffic Crash Reporting Form (UD-10) Training Support

Project Number	TR-17-02	
Benefit to Locals	No	
Grantee	MSP-CJIC	
Grant Amount, Funding Source	\$50,000	405(c)
Grant Start-up	October 1	
SHSP Strategy	Provide highway safety training, technical assistance, funding, and other resources to state and local agencies.	
Project Objective	Improve accuracy of crash data by educating at least 100 law enforcement and traffic safety partners throughout Michigan on proper completion of traffic crash reports by September 30, 2017.	

This project would be a continuation of the Fiscal Year 2016 crash report training project which provided training to law enforcement recruit schools, motor carrier in-service schools, officer and supervisor training, as well as to civilian employees of law enforcement and transportation agencies.

The instructor will provide training to law enforcement agencies on the current Traffic Crash Reporting Form (UD-10), as well as on the revisions that became effective January 1, 2016.

Funding will support the costs of training supplies and equipment.

Crash Locating Improvement Project (CLIP) Vendor Implementation

Project Number	TR-17-02	
Benefit to Locals	No	
Grantee	MSP-CJIC	
Grant Amount, Funding Source	\$300,000	405(c)
Grant Start-up	October 1	
SHSP Strategy	Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems.	
Project Objective	Provide funding to support remaining vendors' incorporation of the CLIP location interface by September 30, 2017.	

Currently, the Michigan Traffic Crash Reporting System (TCRS) attempts to locate crashes based on the reporting officer's description. If the system cannot locate a crash based on that information, the MSP Traffic Crash Reporting Unit technicians must locate the crashes manually, leaving room for inaccurate or missing data caused by human error. This is a FY2016 project.

Funding will support incorporation of a crash location interface for the remaining vendors' electronic crash reporting systems.

Traffic Records FY2017

Roadsoft Upgrades for Model Inventory of Roadway Elements (MIRE) Data Fields

Project Number	TR-17-03	
Benefit to Locals	No	
Grantee	Michigan Department of Transportation (MDOT)	
Grant Amount, Funding Source	\$90,000	405(c)
Grant Start-up	October 1	
SHSP Strategy	Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems.	
Project Objective	To upgrade the statewide roadway data system by September 30, 2017.	

The MIRE federal data elements (FDE) are required by the Map-21/FAST Act transportation legislation and will aid in crash analysis. Michigan does not have a method for collecting all MIRE FDEs from the 616 local transportation agencies. MDOT will upgrade the statewide Roadsoft software system to include the FDEs.

Funding will support State of Michigan and Department of Technology, Management, and Budget (DTMB) contractors to develop the necessary Roadsoft software upgrades to collect the required data fields.

Traffic Records Program Assessment Recommendation Implementation

Project Number	TR-17-04	
Benefit to Locals	No	
Grantee	TBD	
Grant Amount, Funding Source	\$2,612,000	405(c)
SHSP Strategy	Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems.	
Project Objective	Implement at least 40 percent of the recommendations from the Traffic Records Program assessment by September 30, 2017.	

Accurate, timely, complete, and accessible crash data is a critical component in helping to make roadways safer for all residents and modes of transportation. Michigan conducted a Traffic Records Program assessment during Fiscal Year 2015, as well as developed a five-year strategic plan.

The OHSP will work with traffic records partners on implementation of projects to address assessment recommendations.

Funding will support the implementations of the assessment recommendations.

Traffic Records FY2017

Task 2: Education and Communication	\$772,000
Section 405(c) funds	\$700,000
Section 402 funds	\$72,000

Michigan Traffic Crash Facts (MTCF)

Project Number	TR-17-01	
Benefit to Locals	Yes	
Grantee	University of Michigan Transportation Research Institute (UMTRI)	
Grant Amount, Funding Source	\$700,000	405(c)
Grant Start-up	October 1	
SHSP Strategy	Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems. Provide highway safety training, technical assistance, funding, and other resources to state and local agencies.	
Project Objective	Produce the 2016 traffic crash data on the Michigan Traffic Crash Facts website including reports, profiles, and new data query capabilities by September 30, 2017.	

MTCF will be provided to any user who can access internet services. The 2016 MTCF will be produced and posted at: www.michigantrafficcrashfacts.org. Enhancements and improvements to the data query tool will continue to be implemented along with an annual survey to gauge the effectiveness of the website.

The OHSP will continue to work with UMTRI staff to provide technical assistance on various requests for crash data analysis and presentations.

Funding will support data analysis technical assistance and completion of the road segment component of the website enhancement plan.

Societal Costs of Crime and Crashes in Michigan: 2016 Update

Project Number	TR-17-05	
Benefit to Locals	No	
Grantee	UMTRI	
Grant Amount, Funding Source	\$72,000	402
Grant Start-up	October 1	
SHSP Strategy	None	
Project Objective	Complete the analysis and report by September 30, 2017.	

Traffic crashes and crime impose significant economic and social burdens on Michigan through injury, loss of life, and property damage. Comparable and up-to-

Traffic Records FY2017

date cost data on state crashes and crime can help policymakers and law enforcement leaders make informed decisions and prioritize resource expenditures relative to reducing these burdens.

UMTRI has conducted five previous studies for the OHSP on the costs of crashes and crime in Michigan. The purpose of the study is to update the earlier work in order to provide a timely basis for comparing the societal costs of traffic crashes and crime in Michigan.

Funding will support research and analysis.

Task 3: Program Management	\$331,000
Section 402 funds	\$331,000

Program Management

Project Number	CP-17-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$331,000	402
Grant Start-up	October 1	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

FY2017 - HSP Budget
 Traffic Records - PAP #5

Task Number	Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	General	Local	TOTAL
TR-1	TR-1	Data Support and Training			\$3,202,000						\$3,202,000
TR-2	TR-2	Education and Research	\$72,000		\$700,000						\$772,000
TR-3	TR-3	Program Management	\$331,000								\$331,000
		TOTALS	\$403,000	\$0	\$3,902,000	\$0	\$0	\$0	\$0	\$0	\$4,305,000

Community Programs FY2017

The Michigan OHSP engages partners at the state and local levels to supplement engagement, messaging, and safety enforcement efforts. Local coalitions closest to problems advance safety at the community level with a precision that statewide efforts cannot match, while larger campaigns provide tools that localities can employ to address their needs. This combination of top-level state and federal expertise with local experience is critical to the ongoing effectiveness of traffic safety programs, viewed from the local perspective.

The OHSP is involved in a variety of public information campaigns and activities designed to promote traffic safety, seat belt use, and sober driving. As a result, a variety of public information needs arise throughout the year to support communication efforts, campaigns, and media activities. This can include a variety of services such as acquisition of additional public information materials, development of new materials to fill voids, replacement of outdated items, response to questions, or communications through newsletters, and other means.

Goals:

Decrease fatalities by 18 percent from 901 in 2014 to 742 by December 31, 2018.

Decrease serious injuries by 12 percent from 4,909 in 2014 to 4,308 by December 31, 2018.

Decrease the vehicle mileage fatality rate by 9 percent from .93 in 2014 to .85 by December 31, 2018.

Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 98 percent through December 31, 2018.

Task 1: Education and Communication	\$470,000
Section 402 funds	\$345,000
Section 402 funds-Paid Media	\$125,000

In-House Public Information and Education

Project Number	CP-17-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$115,000	402
Grant Start-up	October 1	
SHSP Strategy	Conduct effective communications and outreach activities. Support public information and education campaigns.	
Project Objective	Publish up to six bimonthly e-newsletters by September 30, 2017. Issue up to 12 news releases by September 30, 2017.	

Community Programs FY2017

	Conduct up to seven news events by September 30, 2017.
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To promote seat belt use, sober driving, child passenger safety, motorcycle safety, and other traffic safety issues, the OHSP carries out public information and earned media activities. This includes publishing an online traffic safety newsletter, developing brochures, flyers, posters, and other materials to promote traffic safety campaigns, conferences, and media events.

Funding supports the creation and production of materials such as banners, posters, stickers, and other items for the annual May safety belt mobilization and impaired driving crackdown.

Funding will also support tracking news media coverage—determining the amount of news coverage the agency is receiving on various initiatives— which is requested during NHTSA-required safety belt and impaired driving enforcement periods such as *Click It or Ticket* and *Drive Sober or Get Pulled Over*.

Materials Storage and Distribution

Project Number	CP-17-04	
Benefit to Locals	No	
Grantee	Michigan State Police	
Grant Amount, Funding Source	\$180,000	402
Grant Start-up	October 1	
SHSP Strategy	Conduct effective communications and outreach activities. Support public information and education campaigns.	
Project Objective	Provide free traffic safety materials to law enforcement, schools, medical organizations, and the general public by September 30, 2017.	

The OHSP will support a statewide materials storage and shipment facility. This facility houses a variety of traffic safety-related public information materials and publications, along with mobilization equipment, including enforcement zone signs, for law enforcement. The public will be able to order information about traffic safety through this storage facility.

Providing information about Michigan traffic laws, including the impact of changes in safety laws, has proven to be an effective way to get this information out to the public.

Funding will support the storage and distribution of materials to the public, law enforcement agencies, and other traffic safety organizations.

Community Programs FY2017

Communications Strategic Counsel

Project Number	CP-17-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$50,000	402
Grant Start-up	October 1	
SHSP Strategy	Conduct effective communications and outreach activities. Support public information and education campaigns.	
Project Objective	Provide expertise related to new situations, opportunities, and challenges through September 30, 2017.	

For several years, the OHSP has used strategic counsel for communications many times throughout each fiscal year. Reviewing projects from year to year will either confirm the need to continue this or indicate when it may no longer be needed.

Funding will allow the OHSP to access this service quickly and efficiently on a special need basis.

Winter Driving

Project Number	CP-17-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$125,000	402-Paid Media
Grant Start-up	October 1	
SHSP Strategy	Conduct effective communications and outreach activities. Support public information and education campaigns.	
Project Objective	Promote the winter driving campaign by September 30, 2017.	

Snowfall in Michigan results in motor vehicle crashes Promoting an easily recognizable message and delivering it statewide will provide timely information to the public about winter driving skills. This seasonal reminder to be mindful of safe driving behaviors encourages the media to accurately report causation of crashes as it encourages law enforcement officers to cite motorists under the motor vehicle law when appropriate. Such awareness will help change belief of the myth among the motoring public that crashes in winter are unavoidable, or “business as usual.”

Funding will support the winter driving campaign “Drive Slow on Ice and Snow”.

Community Programs FY2017

Task 2: Program Management	\$95,000
Section 402 funds	\$95,000

Program Management

Project Number	CP-17-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$95,000	402
Grant Start-up	October 1	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

The detailed budget for the Fiscal Year 2017 grant follows:

Program Management – Budget

- Salaries (\$1,177,706)
- Fringes (\$862,711)
- E-Grants (\$100,000)
- Supplies (\$45,000)
- Vehicle Operations (\$21,000)
- Team Travel (\$31,000)
- Staff Training (\$28,000)
- Membership Dues (\$2,000)
- Indirect Costs (\$270,056)
- Traffic Safety Network Meeting Costs (\$4,000)
- Postage (\$2,000)
- Office Equipment Leasing (\$4,000)
- Non-OHSP Travel (\$5,000)
- Office Equipment (\$8,000)
- Orientation Meeting Costs (\$2,000)
- Support of Traffic Safety Summit (\$100,000)
- Audit Costs (\$40,000)

FY2017 - HSP Budget
Community Programs - PAP #6

Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	408	410	2010	2011	General	Local	TOTAL
CP-1	Education and Communication	\$290,000												\$290,000
CP-1 PM	Education and Communication-Paid Media	\$125,000												\$125,000
CP-2	Program Management	\$95,000												\$95,000
	TOTALS	\$510,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$510,000

Driver Education FY2017

Driver education involves improving driver behavior directly by teaching better driving skills, improving safety awareness, and motivating individuals to drive safely.

Young drivers are learning the needed skills for the very first time. Senior drivers are often at greater risk due to increased susceptibility to injuries and medical complications in crashes.

As the popularity of communication devices and in-vehicle technology increases among all ages, distracted driving has become an important traffic safety topic. Nationally, ten percent of all fatal crashes were reported as distraction-related crashes. Distracted driving involves anything that takes your eyes off the road, your hands off the wheel, or your mind off your primary task, which is driving. Public education should address these concerns.

Goals:

Decrease fatalities and incapacitating injuries involving drivers ages 15 to 20 by 29 percent from 1,095 in 2015 to 774 by December 31, 2018.

Decrease fatalities and incapacitating injuries involving drivers ages 65 and older by 2 percent from 1,017 in 2015 to 997 by December 31, 2018.

Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 98 percent through December 31, 2018.

Task 1: Education & Communication	\$240,500
Section 402 funds	\$240,500

Teen Defensive Driving School

Project Number	DE-17-01	
Benefit to Locals	No	
Grantee	Michigan State Police (MSP)-Training Division	
Grant Amount, Funding Source	\$13,500	402
Grant Start-up	October 1	
SHSP Strategy	Improve young driver training. Assist parents in managing their teens' driving.	
Project Objective	Conduct up to 4 teen defensive driving classes to reduce the current waiting list by September 30, 2017.	

Inexperience, risk-taking behavior, immaturity, and greater risk exposure are all factors that increase crash risk for young drivers. Motor vehicle crashes remain the leading cause of death for teens and account for almost one third of all deaths among people age 16-19 (according to the Insurance Institute for Highway Safety).

In 2015, pre- and post-tests were administered and teens showed a 20 percent increase in knowledge after taking the teen defensive driving course.

Driver Education FY2017

The MSP Precision Driving Unit conducts 10 one-day teenage defensive driving classes each year with 18 students each for a total of 180 students per year.

Positive course evaluations from both the participating teens and their parents demonstrate its value. Parents routinely contact the instructors after their teens have participated in the course and used defensive driving skills when involved in a subsequent traffic crash. The parents credit the course with contributing to their teens' survival. Increasing course offerings would help to train more teens, reduce the waiting list to attend, and save lives.

Funding will cover overtime costs of instructors to conduct additional classes.

Strive For a Safer Drive (S4SD) Partnership with Ford Motor Company

Project Number	DE-17-02	
Benefit to Locals	Yes	
Grantee	Traffic Improvement Association (TIA)	
Grant Amount, Funding Source	\$100,000	402
Grant Start-up	October 1	
SHSP Strategy	Employ school-based strategies. Improve young driver training. Assist parents in managing their teens' driving.	
Project Objective	Solicit up to 50 applications from high schools statewide for participation in the S4SD program by September 30, 2017. Conduct one hands-on driving event for all participating schools in the S4SD program by September 30, 2017.	

The OHSP will partner with the Ford Motor Fund to continue the school-based teen traffic safety program aimed at reducing teen traffic crashes and fatalities. Every high school in Michigan will be notified about the program and will have the opportunity to apply for funding to develop a teen, peer-to-peer traffic safety campaign.

Schools will conduct a variety of activities including school assemblies, safety competitions, awareness videos, spirit days, and pre and post evaluations. Schools will submit a final report summarizing activities along with a 5-7 minute video or PowerPoint outlining the campaign. Participating schools will have the opportunity to send students to a Ford Motor Company funded Driving Skills for Life, Ride and Drive event. This event will give 200 teens the opportunity to get behind the wheel of a car with a professional instructor providing advanced instruction at a hands-on driving event at the Ford Development Center in Dearborn.

Funding will be used for program management and to provide transportation for S4SD schools to attend the Ride and Drive event.

Driver Education FY2017

ThinkFast: Interactive School Program for Young Drivers

Project Number	CP-17-01	
Benefit to Locals	Yes	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$20,000	402
Grant Start-up	October 1	
SHSP Strategy	Employ school-based strategies. Improve young driver training. Assist parents in managing their teens' driving.	
Project Objective	<p>Provide a teen driver safety interactive program for up to five high schools by September 30, 2017.</p> <p>Provide a teen driver safety interactive program for up to three colleges or universities by September 30, 2017.</p>	

This will be promoted through communication with high school principals, club advisors, teachers, and teens about the program. Schools with limited resources, such as having no school clubs and advisor participation, or schools that cannot travel to attend other teen safe driving events will be chosen to participate in the program.

Teens and adults have consistently reported high levels of satisfaction with the ThinkFast Interactive program. Thinkfast administrators regularly receive anecdotal evidence from participants and program sponsors, including thank you letters praising the program and the valuable prevention efforts.

Funding will support production of the onsite programs.

CarFit Equipment

Project Number	CP-17-01	
Benefit to Locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$2,000	402
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Plan for an aging mobility and transportation dependent population. Develop and enhance programs to identify older drivers at increased risk of crashing and take appropriate action. Encourage senior-friendly transportation options.	
Project Objective	Distribute up to eight CarFit event kits throughout the state by September 30, 2017.	

Driver Education FY2017

CarFit is designed to assist senior drivers in adapting themselves and their vehicles in a way that maximizes their control of the vehicle as well as offering the most protection in the event of a crash.

Eight CarFit kits will be placed with injury prevention coordinators in the following locations: upper peninsula (2), northern lower Michigan (1), west Michigan (1), SE Michigan (2), and central Michigan (2).

Funding will support printed educational materials, signs, banners, and CarFit kits.

Driver Orientation Screen for Cognitive Impairment Tool (DOSCI) for Law Enforcement

Project Number	CP-17-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$0	402
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Plan for an aging mobility and transportation dependent population. Develop and enhance programs to identify older drivers at increased risk of crashing and take appropriate action. Encourage senior-friendly transportation options.	
Project Objective	Develop, print, and distribute an older driver assessment tool/tip card for law enforcement by September 30, 2017.	

The DOSCI, as developed in California, will be slightly edited by adding Michigan information, resources, and referral services. The card will be sent to law enforcement agencies throughout the state with a letter explaining its use.

Funding will support the development and distribution of the DOSCI tip card.

Driver Education FY2017

Distracted Driving Educational Video Assets and Printed Materials

Project Number	CP-17-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$100,000	402
Grant Start-up	October 1	
SHSP Strategy	Conduct effective communication and outreach activities. Encourage enforcement of the state's texting law.	
Project Objective	Develop video and printed materials by September 30, 2017.	

This project will provide for the creation of educational impact video assets and will feature a distracted driving crash survivor or family members. The video can be used on social media sites and in PowerPoint presentations.

This project will support creation of printed distracted driving education and information materials with plans to distribute to law enforcement agencies, high schools, and possibly large corporations.

Videos and promotional materials will be distributed during distracted driving awareness month in April 2017. Maximizing the distracted driving awareness campaign with the video, PSAs, printed materials, enforcement efforts, and news events will help keep this issue in the forefront in Michigan.

Funding will support video production and printed materials.

Task 2: Program Management	\$13,000
Section 402 funds	\$13,000

Program Management

Project Number	CP-17-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$13,000	402
Grant Start-up	October 1	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

FY2017 - HSP Budget
 Driver Education - PAP #8

Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	General	Local	TOTAL
DE-1	Education and Communication	\$240,500							\$0	\$240,500
DE-2	Program Management	\$13,000								\$13,000
	TOTALS	\$253,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$253,500

Motorcycle Safety FY2017

Motorcycle fatalities have steadily grown over the past decade, largely a result of the increased number of motorcycle riders. Motorcyclists in Michigan constitute 15 percent of all fatalities. Nearly 50 percent of those fatalities occur in Wayne (Metro Detroit), Oakland, Macomb, and Washtenaw counties Genesee County, and Muskegon, Ottawa, and Kent counties (West Michigan).

Goals:

Decrease fatalities and incapacitating injuries involving motorcycles by 8 percent from 670 in 2015 to 617 by December 31, 2018.

Task 1: Training and Education	\$255,000
Section 405(f) funds	\$150,000
Section 402 funds	\$55,000
Section 405(d) funds	\$50,000

Motorcycle Public Education and Outreach

Project Number	CP-17-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$10,000	402
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns. Encourage motorcyclist safety through training, protective and high-visibility gear.	
Project Objective	Educate motorcyclists on crash prevention by exhibiting at up to three major motorcycle events by September 30, 2017.	

The education and outreach campaign will strive to increase the likelihood of motorcyclists obtaining their motorcycle endorsement, seeking training, preventing crashes, and wearing high-visibility gear.

Funding will also support exhibiting at motorcycle events to assist in promoting the safety campaign to thousands of motorcyclists. These events are Muskegon's Rebel Road, Baldwin Blessing of the Bikes, and Flint's Bikes on the Bricks.

Returning Rider Basic Rider Training and Advance Rider Training

Project Number	MC-17-01	
Benefit to Locals	No	
Grantee	Michigan Department of State (MDOS)	
Grant Amount, Funding Source	\$150,000	405(f)
Grant Start-up	October 1	
SHSP Strategy	Encourage motorcyclist safety through training, protective and high-visibility gear.	
Project Objective	Increase the number of motorcyclists trained in	

Motorcycle Safety FY2017

	<p>returning rider basic riders and advanced riders from 9,400 in 2014 to 9,450 by September 30, 2017.</p> <p>Provide up to eight professional development sessions for current Motorcycle Rider Coaches by September 30, 2017.</p>
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A proven way to improve rider safety is through training and endorsement of riders. Formal motorcyclist training and licensing are critical components necessary to operate a motorcycle safely. The Michigan Motorcycle Training Program administered by MDOS offers returning rider and advanced rider courses through public and private sponsors. These programs train nearly 10,000 motorcyclists annually at nearly 50 training sites.

MDOS will coordinate the transitional Rider Coach preparatory sessions for existing Motorcycle Safety Foundation (MSF) certified RiderCoaches and will also recruit and coordinate additional new RiderCoach sessions.

Funding will support training costs and materials as well as additional training motorcycles to maintain the fleet.

Operation Shadow Rider

Project Number	CP-17-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$45,000	402
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns. Encourage motorcyclist safety through training, protective and high-visibility gear.	
Project Objective	Conduct at least one mailing to unendorsed motorcycle riders by September 30, 2017.	

The OHSP will collaborate with MDOS and the University of Michigan Transportation Research Institute (UMTRI) to locate unendorsed riders based on the addresses on file with motorcycle registrations. In conjunction with motorcycle traffic safety partners, the OHSP will contact each unendorsed rider by mail to inform the rider about the availability of the Returning Rider Training classes and the Basic Rider Training classes offered in hopes they will obtain their motorcycle endorsements.

Funding will support the printing and mailing to the unendorsed riders in Michigan.

Motorcycle Safety FY2017

Motorcyclist Impaired Prevention Campaign

Project Number	CP-17-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$50,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns.	
Project Objective	Develop and distribute education and outreach materials by September 30, 2017.	

The OHSP will collaborate with the Michigan Licensed Beverage Association (MLBA) to distribute education and messaging to motorcyclist demographic groups that tend to ride after drinking, through drinking establishments and licensed beverage providers across Michigan. It takes far more skills to operate a motorcycle while sober than the skills needed to operate a motor vehicle, and riding after drinking is a risky behavior for the rider and other motorists.

MLBA presents a unified voice in Michigan's alcohol beverage industry with more than 1,800 members. Many small businesses are more likely to implement a program from their association than from the government agency that regulates alcohol.

Funding will support the development and distribution of the education and outreach.

Task 2: Evaluation	\$126,000
Section 405(d) funds	\$50,000
Section 402 funds	\$76,000

Motorcyclist Focus Groups

Project Number	CP-17-03	
Grantee	OHSP-PI&E	
Benefit to Locals	No	
Grant Amount, Funding Source	\$50,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns. Encourage motorcyclist safety through training, protective and high-visibility gear.	
Project Objective	Conduct up to two motorcycle focus groups by September 30, 2017.	

Motorcycle Safety FY2017

Crash data shows that nearly a third of all motorcycle crashes and fatalities involve a motorcyclist riding while impaired. Motorcyclists are over-represented in impaired crashes as compared to any other road user in Michigan and across the nation. It is not yet understood why this behavior is acceptable among this demographic, especially when impaired driving of motor vehicles has declined.

A focus group of motorcyclists who have acknowledged using alcohol and riding in the past will engage with the OHSP to help design and create effective public awareness messages to this target audience in hopes of changing this risky behavior.

Funding will support costs related to the focus groups.

Motorcycle Helmet and High Visibility Observation Study

Project Number	MC-17-02	
Benefit to Locals	No	
Grantee	Michigan State University	
Grant Amount, Funding Source	\$76,000	402
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns	
Project Objective	Determine motorcycle helmet and high visibility gear use rates by September 30, 2017.	

Michigan became the 31st state to enact a modified motorcycle helmet use law on April 12, 2012. Riders age 20 and under are still required to wear an approved helmet. Riders age 21 and over may now choose to wear or not wear a helmet if certain training and insurance conditions are met.

The survey's sampling size would increase by 20 percent from the previously conducted Fiscal Year 2013 survey in order to ensure more accurate data. Motorcycle helmet use/misuse will be measured as well as if the rider is wearing high visibility clothing or gear.

Funding will support observation and analysis costs.

Motorcycle Safety FY2017

Task 3: Program Management	\$129,000
Section 402 funds	\$129,000

Program Management

Project Number	CP-17-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$129,000	402
Grant Start-up	October 1	
SHSP Strategy	N/A	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

FY2017 - HSP Budget
 Motorcycle Safety - PAP #9

Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	General	Local	TOTAL
MC-1	Training and Education	\$55,000			\$50,000		\$150,000			\$255,000
MC-2	Evaluation	\$76,000			\$50,000					\$126,000
MC-3	Program Management	\$129,000								\$129,000
	TOTALS	\$260,000	\$0	\$0	\$100,000	\$0	\$150,000	\$0	\$0	\$510,000

Emergency Medical Services FY2017

Emergency medical care provided in the first 60 minutes after a crash is a critical factor in whether victims survive the crash. Adequately trained emergency medical service providers are essential in preventing fatalities and reducing injury severity. Detection of crashes, timely response, and complete trauma care are key priorities for keeping crash victims alive.

Goals:

Decrease fatalities by 18 percent from 901 in 2014 to 742 by December 31, 2018.

Decrease serious injuries by 12 percent from 4,909 in 2014 to 4,308 by December 31, 2018.

Decrease the vehicle mileage fatality rate by 9 percent from .93 in 2014 to .85 by December 31, 2018.

Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 98 percent through December 31, 2018.

Task 1: Evaluation	\$25,000
Section 402	\$25,000

Emergency Medical Services (EMS) Assessment

Project Number	CP-17-01	
Benefit to locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$25,000	402
Grant Start-up	October 1	
SHSP Strategy	Monitor the development of new countermeasures and identify those that could be implemented in Michigan.	
Project Objective	Conduct an emergency medical services assessment by bringing in a national team of experts to recommend new strategies by September 30, 2017.	

Michigan's last EMS assessment was conducted in 2007. An EMS assessment will provide a chance to review and improve upon the strategic plan developed following the 2007 assessment, recognize achievements, identify deficiencies, and determine a new plan of action.

A national assessment team will be contracted to review, identify, and recommend strategies for EMS development and enhancement. Experts from throughout Michigan will be requested to participate in the review process. The Michigan Department of Health and Human Services - EMS Division, will be involved in the development of the review process.

Emergency Medical Services FY2017

The funding will support stipends and travel expenses for the EMS assessment panel members, as well as support facility and administrative costs associated with coordinating the assessment.

Task 2: Program Management	\$5,000
Section 402	\$5,000

Program Management

Project Number	CP-16-02	
Benefit to locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$5,000	402
Grant Start-up	October 1	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

FY2017 - HSP Budget
Emergency Medical Services - PAP #10

Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	Local	TOTAL
EM-1	EMS Support	\$25,000						0	\$25,000
EM-2	Program Management	\$5,000							\$5,000
	TOTALS	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000

Planning and Administration – FY2017

Task 1: Planning and Administration	\$1,185,300
Section 402 funds	\$592,200
State General funds	\$593,100

Planning and Administration

Project Number	PA-17-01	
Benefit to Locals:	No	
Grantee:	OHSP	
Grant Amount, Funding Source:	\$592,200	402
Grant Amount, Funding Source:	\$593,100	State general funds
Grant Start-up:	October 1	

The following positions are supported with Planning and Administration funds (including percentage of salary supported):

- *Division Director (95%)*
- *Executive Secretary (for Division Director) (95.5%)*
- *Planning and Administration Section Manager (52%)*
- *Analysis and Evaluation Coordinator (60%)*
- *Fiscal Section Manager (82.6%)*
- *Accounting Technician (97.5%)*
- *Federal Financial Coordinator (94%)*
- *Financial Specialist (10%)*
- *Secretary (80%)*
- *Departmental Technician (for Program Management Section) (4%)*

FY2017 - HSP Budget
 Planning and Administration - PAP #11

Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	General	Local	TOTAL
PA-1	Planning and Administration	\$592,200						593,100		\$1,185,300
	TOTALS	\$592,200	\$0	\$0	\$0	\$0	\$0	\$593,100	\$0	\$1,185,300

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



Secondary 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 134 deputies in Fiscal Year 2016 as reported through semi-annual reports submitted to the OHSP by participating counties. Eighty-three counties in the state currently participate in the program. For Fiscal Year 2016, a total of \$9,300,000 was allocated to these counties for use in patrolling secondary roads.

The OHSP's administrative responsibilities include monitoring the SRP program. Monitoring may take place through either random sampling or through a monitoring review. Monitoring reviews may be performed either (1) during an on-site visit to the sheriff's office, or; (2) through an in-office desk review. The on-site monitoring process involves a personal visit by the OHSP staff to the agency. The OHSP representative reviews the previous year's officer's 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 (MTSC) 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 at least quarterly. 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 OHSP. 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 2016, grant funds were provided to the MSP Commercial Vehicle Enforcement Division (CVED) for Special Traffic Enforcement Team (STETs) and to the Michigan Center for Truck Safety (MCTS) for education of commercial motor vehicle drivers and trucking companies. A total of \$3,351,762 was made available to the two grantees for FY2016. In addition, \$140,918 was approved to be used to update the commercial motor vehicle strategic plan for the Michigan Strategic Highway Safety Plan and to research the education and training needs in Michigan for commercial motor vehicle drivers.

Funds for the MSP CVED are used to conduct STET enforcement efforts, for publication of the 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 MCTS is used to fund public information and education efforts, safety reviews, videos, hands-on training through a decision driving course, operation of a truck simulator, and various other training programs.

The MTSC strategic plan incorporates truck crash statistics and related research. It defines goals and objectives, guiding the grants awarded by the Commission during the year. The Commission reviews progress towards these goals at each meeting. The Commission also participates on the Governor's Traffic Safety Advisory Commission as the action team for the Michigan Strategic Highway Safety Plan.

Office of Highway Safety Planning 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.
AER	Annual Evaluation Report. A detailed document published by highway safety offices summarizing and evaluating the previous fiscal year's program areas and projects.
ARIDE	Advanced Roadside Impaired Driving Enforcement. A class offered to law enforcement officers to detect impaired driving.
CarFit	A program designed to assist senior drivers in adapting to their vehicles for maximum control and safety.
CEU	Continuing Education Unit. Courses offered in various fields of study after graduation to enhance training; often required to maintain a certification.
CIOT	"Click It or Ticket" National safety belt enforcement campaign around Memorial Day. CLIP Crash Relocating Improvement Project. Traffic records project that will allow law enforcement to electronically locate the site of crashes instead of using estimation.
CJIC	Criminal Justice Information Center. Division within Michigan State Police responsible for processing data, some of which is from the Michigan Traffic Crash Report (<i>UD-10</i>).
CLIP	Crash Relocating Improvement Project. Traffic records project that will allow law enforcement to electronically locate the site of crashes instead of using estimation.
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. Often used to refer to vehicle restraints for children too small for seat belts such as child safety seats and booster seats.
CVED	Commercial Motor Vehicle Enforcement Division. A uniformed division of the Michigan State Police focused on commercial motor vehicle enforcement.
Don't Veer for Deer	OHSP message for deer collision safety.
DOSCI	Driver Orientation Screen for Cognitive Impairment Tool for Law Enforcement. A program developed in California to assist officers identify Driving safety issues for senior drivers.
DRE	Drug Recognition Expert. A class offered to law enforcement officers to identify drug-impaired drivers.

Drive Slow on Ice and Snow	Michigan OHSP message for winter driving safety.
Driving Skills for Life, Ride and Drive	Teen driving event for participants of S4SD. Also known as Ride and Drive. See <i>S4SD</i> .
DTMB	Department of Technology, Management, and Budget. A Michigan state agency responsible for overall technology infrastructure and direction for state government.
EIM	Enterprise Information Management. Provides operational efficiency, promotes transparency, and enables customer-centric service delivery; improved way of managing vast and valuable state information assets.
EMS	Emergency Medical Services. Incorporated within Michigan Department of Health and Human Services, and facilitates administration of licensing, pre-hospital patient care examinations, ambulance inspections, communication, training, and related activities.
EUDL	Enforcement of Underage Drinking Laws. Refers to the programs established and managed by many agencies which focus on underage drinking issues.
FARS	Fatality Analysis Reporting System. Nationwide census providing National Highway Traffic Safety Administration (<i>NHTSA</i>), Congress and the American public, yearly data regarding fatal injuries suffered in motor vehicle traffic crashes.
FAST ACT	Fixing America's Surface Transportation Act. Signed into law by President Barak Obama on December 4, 2015; latest transportation bill enacted to fund public roadways.
FDE	Federal Data Elements. See <i>MIRE</i> .
FHWA	Federal Highway Administration. Provides expertise, resources, and information to continually improve the quality of the nation's highway system and its safety programs.
FY	Fiscal Year. October 1-September 30. Used by federal, state, and local government entities as well as businesses.
GAO	Government Accountability Office. Investigative arm of Congress charged with examining matters related to the receipt and payment of public funds.
GDL	Graduated Drivers Licensing. A step-by-step process for issuing licenses to young drivers. As the young driver gains experience behind the wheel, driving privileges are increased.
GDP	Grant Development Plan. A template used by program staff to identify strategies and projects for the next fiscal year.
Get Sober or Get	NHTSA impaired driving campaign slogan.

Pulled Over.

GHSA	Governors Highway Safety Association. Represents the state and territorial highway safety offices that implement programs to address behavioral highway safety issues.
Give Thanks, Drive Safely.	Operation C.A.R.E. message for Thanksgiving holiday enforcement. See <i>Operation C.A.R.E.</i>
GTSAC	Governor’s Traffic Safety Advisory Commission. Works to identify traffic safety challenges and develops, promotes, and implements strategies to address those challenges.
HSP	Highway Safety Plan. A component of the state’s application submitted to the US DOT/NHTSA each year to obtain federal funds for traffic safety. Must describe the projects and activities the state plans to implement to reach the goals identified in the performance plan.
IPTM	Institute of Police Technology and Management. Provides cost effective training to law enforcement agencies across the United States.
JOL	Judicial Outreach Liaison. Works as the outreach person between the judges and traffic safety program partners to improve community outreach, provide education, and promote confidence and trust in the judiciary.
KA	Fatal and serious injuries. Subset of “KABCO” scale.
KABCO	Injury severity scale for traffic crash-related injuries. <i>K-level</i> injuries refer to injuries caused by a crash that result in death within 90 days of the incident. <i>A-level</i> injuries refer to incapacitating or serious injuries that prevent injured persons from continuing activities they were capable of performing prior to the injury. <i>B-level</i> injuries refer to non-incapacitating injuries that are evident to observers at the scene of the crash in which the injury occurred. <i>C-level</i> injuries are non-evident but might be referenced. Crashes with only property damage are noted as “O” severity (no injury or property damage only: PDO).
MADD	Mothers Against Drunk Driving. Mission is to stop drunk driving, support victims, and prevent underage drinking.
MAP-21	Moving Ahead for Progress in the 21st Century Act. The transportation reauthorization law signed on July 6, 2012 which provides funding for Fiscal Year 2013 through Fiscal Year 2016.
MCTS	Michigan Center for Truck Safety. State grant funded organization responsible for the education of the Michigan trucking industry after graduation from a truck driving school.
MDHHS	Michigan Department of Health and Human Services. 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.

MDOS	Michigan Department of State. Operates services and programs in four major areas including traffic safety and motor vehicle-related activities (<i>e.g., driver licensing, vehicle registration, administration of driver-point system</i>), election-related activities, activities related to presenting and preserving Michigan history, and receiving and maintaining important records of state and local governmental units. Sometimes abbreviated SOS (<i>Secretary of State</i>).
MDOT	Michigan Department of Transportation. Department of state government whose primary functions include construction, improvement, and maintenance of state highway system, and administration of all other state transportation programs.
MIRE	Model Inventory of Roadway Elements. The FHWA developed it as a recommended listing and data dictionary of roadway and traffic data elements critical to supporting highway safety management programs and tools. It consists of 202 roadway and traffic federal data elements grouped under three major categories: 1) roadway segments, 2) roadway alignments, and 3) roadway junctions. <i>See FHWA.</i>
MJI	Michigan Judicial Institute. Primary services include providing a comprehensive continuing education program for judicial branch employees; assisting judicial associations and external organizations to plan and conduct training events; providing complete and up-to-date legal reference materials for judges, quasi-judicial hearing officers, and others; maintaining a reference library for use by judicial branch employees; and conducting tours of and other public outreach activities for the Michigan Supreme Court Learning Center.
MLBA	Michigan Licensed Beverage Association. Business organization in Michigan that represents the restaurant and bar owners.
MMUCC	Model Minimum Uniform Crash Criteria. Represents a voluntary and collaborative effort to generate uniform crash data that are accurate, reliable, and credible for data-driven highway safety decisions within a state, between states, and at a national level.
MSF	Motorcycle Safety Foundation. One of several approved organizations that provides motorcycle training materials to the states.
MSP	Michigan State Police. Michigan law enforcement agency with statewide jurisdiction in all safety and criminal matters.
MTCF	Michigan Traffic Crash Facts. Annual report and data query tool maintained by the University of Michigan Transportation Research Institute (<i>UMTRI</i>) that summarizes the annual crash statistics for Michigan, now online at http://www.michigantrafficcrashfacts.org . This document and tool helps determine the areas in which programs should be targeted to reduce fatalities and injuries caused by crashes.

MTSC	Michigan Truck Safety Commission. Improves truck safety by providing Michigan's trucking industry and the citizens with effective educational programs, and by addressing significant truck safety issues.
N/A	Not Applicable.
NCHRP	National Cooperative Highway Research Program. Conducts research in problem areas that affect highway safety and planning for all levels of government and the private sector.
NHTSA	National Highway Traffic Safety Administration. Established by the Highway Safety Act of 1970 to carry out safety programs previously administered by the National Highway Safety Bureau. Directs the highway safety and consumer programs established by the National Traffic and Motor Vehicle Safety Act of 1966, the Highway Safety Act of 1966, the 1972 Motor Vehicle Information and Cost Savings Act, and succeeding amendments to these laws.
OHSP	Office of Highway Safety Planning. Division within the Department of Michigan State Police that serves as the coordinating agency for traffic safety within the state and distributes federal funds for development, implementation, and evaluation of traffic safety programs.
Operation C.A.R.E.	Operation Combined Accident Reduction Efforts. Operation C.A.R.E. began in 1977 through the efforts of the Michigan State Police (MSP) and Indiana State Police. This project was designed to reduce traffic crashes, fatalities, and injuries through public information, education, and strict consistent interstate enforcement. It is now a nationwide effort.
P&A	Planning and Administration. One of program area plans included in the Highway Safety Plan. The focus is on administrative side of planning and implementing traffic safety programs.
PAAM	Prosecuting Attorneys Association of Michigan. Keeps the prosecuting attorneys informed of all changes in legislation, law, and matters pertaining to their office, to the end that a uniform system of conduct, duty and procedure be established in each county of the state.
PAP	Program Area Plan. The Highway Safety Plan includes the following program area plans: occupant protection, alcohol-impaired driving prevention, police traffic services, pedestrian/bicycle safety, traffic records, community traffic safety, driver education, motorcycle safety, emergency medical services, and planning and administration.
Performance Plan	A component of the state's application submitted to the federal government each year to obtain federal funds for traffic safety. 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.

PM	Paid Media. Traditional advertising through print, television, radio, display, direct mail, etc. that is purchased.
PSA	Public Service Announcement. A training tool for any program to expose a message to the public; a component of public information and education campaigns.
PTS	Police Traffic Services. A program area of the Highway Safety Plan.
SCAO	State Court Administrative Office. Administrative agency of the Michigan Supreme Court.
SFST	Standardized Field Sobriety Testing. A battery of three tests administered and evaluated in a standardized manner to obtain validated indicators of impairment and establish probable cause for arrest.
SHSP	Strategic Highway Safety Plan. A statewide-coordinated plan that Provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads.
SRP	A secondary road patrol and traffic accident prevention program. Provides state grant funding to local county sheriff's offices to patrol county and local roads outside the corporate limits of cities and villages.
STEP	Selective Traffic Enforcement Program. The use of targeted long- or short-term enforcement for areas with specific traffic problems.
STET	Special Traffic Enforcement Team. State grant that provides funding for the enforcement of commercial motor vehicle codes.
S4SD	Strive for a Safer Drive. Teen driving initiative aimed at reducing crashes, injuries, and fatalities among young drivers.
TBD	To Be Determined.
TCRS	Traffic Crash Reporting System. State database of crash reports. (UD-10s)
TCRU	Traffic Crash Reporting Unit. A unit of the Michigan State Police which processes traffic crash.
ThinkFast	University or high school based program that interacts with the students, advisors, teachers, and teens about traffic safety.
TIA	Traffic Improvement Association of Michigan. Facilitates engineering, education, and enforcement programs that reduce human and economic losses caused by traffic crashes, and improve mobility in Michigan.
TRCC	Traffic Records Coordinating Committee. A GTSAC Action Team charged with maximizing the quality of traffic safety data and analysis.
TSN	Traffic Safety Network. A regional committee formed to assist in traffic safety issues.

TSRP	Traffic Safety Resource Prosecutor. Provides training to law enforcement agencies and county prosecutors' offices on impaired driving, court testimony, crash reconstruction, presentation skills, and other topics of value to traffic prosecutors.
UAD	Underage Drinking. The practice of drinking alcohol by people under the age of 21.
UD-10	The Michigan traffic crash report form. Available electronic and paper.
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.
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.
VMT	Vehicle Miles Traveled. Number of miles residential vehicles are driven collected. This is collected by the Residential Transportation Energy Consumption Survey.