



HSP2016

Michigan Highway Safety Plan



SAFETY
BELT
ENFORCEMENT
ZONE



STATE OF MICHIGAN



FY2016 HIGHWAY SAFETY PLAN

Prepared for:

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

Submitted by:

Michigan Office of Highway Safety Planning
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Prepared under the direction of:

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Planning and Administration Section

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.

STATE OF MICHIGAN



FY2016 HIGHWAY SAFETY PLAN

Table of Contents

Overview

Certifications and Assurances
(Appendix A)

Performance Plan

Occupant Protection Program

Impaired Driving Countermeasures Program

Police Traffic Services Program

A. Evidence-Based Traffic Safety Enforcement Program

Pedestrian and Bicycle Safety Program

State Traffic Safety Information System Improvements Program

Community Programs

Driver Education Program

Motorcycle Safety Program

Planning and Administration

State Programs

Glossary



Michigan
Overview
FY2016

FY 2016 OVERVIEW

Efficient management of Michigan's traffic safety program starts with accurate, timely, and complete data. Having a data-driven problem identification process keeps us continually focused on the greatest hazards to Michigan roadway users. Each year brings new challenges to the forefront, while the static traffic safety issues still remain. For the Michigan Office of Highway Safety Planning (OHSP), Fiscal Year 2016 will be no different.

During 2014, Michigan experienced an 8 percent decrease in traffic fatalities and a 7 percent decrease in incapacitating injuries. Alcohol-involved fatalities fell 17 percent and drug-involved fatalities dropped 9 percent. Michigan also saw decreases in fatalities involving bicycles, motorcycles, and young drivers ages 16-20. Despite all these successes, commercial motor vehicle-involved fatalities and construction zone-involved fatalities increased along with intersection-involved crashes.

In coordination and consultation with national, state, and local partners, OHSP will concentrate its focus on model programs and promising strategies to meet these threats and allocate program funding based on each initiative's potential for reducing crashes, saving lives, and preventing injuries. This potential includes the scope and severity of the problem to be addressed, the effectiveness of the proposed countermeasures, and the availability of a competent, motivated implementation team.

High-visibility traffic enforcement continues to be a key strategy in Fiscal Year 2016. Impaired driving remains one of the greatest documented behavioral issues in Michigan traffic fatalities. The incidence of drug-impaired driving is being closely monitored and strategies to reduced impaired driving will include both alcohol and drugs. Enforcement efforts to increase seat belt use back to 98 percent when Michigan led the nation continue. With recent national incidents creating negative attitudes toward law enforcement, OHSP is moving away from strong enforcement messaging strategy to one that is less threatening to the public.

These two areas will be the primary focus of OHSP enforcement, supported by effective public messaging strategies aimed at changing driving behavior. Support for the effective and efficient prosecution, adjudication, and treatment of impaired drivers is essential to making continued progress in this challenging problem area.

Young drivers will be encouraged to practice safe driving behavior through the development of peer-to-peer teen traffic safety campaigns. The safe and proper methods of child passenger safety will continue to be promoted through public education, training, and car seat distribution programs. Projects are scheduled to further improve the integration, accessibility, and accuracy of Michigan's traffic crash data, already among the nation's best. A public information and education campaign will promote the use of high-visibility riding gear to motorcyclists and encourage unendorsed motorcyclists to be trained and endorsed. A comprehensive study of

pedestrian and bicycle crashes is being conducted in Fiscal Year 2015. Results from this study will be used as a springboard for future programming efforts in line with priority National Highway Traffic Safety Administration (NHTSA) leadership at the national level.

With a digital media strategist now on staff, OHSP plans to increase the use of social media to reach its target audience with traffic safety messages. Finally, the fourth update to the Strategic Highway Safety Plan is scheduled to take place during Fiscal Year 2016.

Organization Overview

In 1967, the OHSP was established within the Governor's Office to coordinate state highway safety programs and administer provisions of the National Highway Safety Act of 1966. In 1969, by executive order, OHSP was transferred to the Michigan Department of State Police.

The Office is the State of Michigan's primary traffic safety agency, and its Director is the designated Governor's Highway Safety Representative. The Office administers state and federal highway safety-related grant programs including the National Highway Traffic Safety Administration's State and Community Grant Program, the Office of Juvenile Justice and Delinquency Prevention Enforcement of Underage Drinking Laws Program, the Michigan Truck Safety Fund, and Michigan's Secondary Road Patrol and Accident Prevention Program. The Office also serves as the administrative host for the Governor's Traffic Safety Advisory Commission and the Michigan Truck Safety Commission.

The Office is organized into four sections grouped according to functional responsibilities. Within each section, specific units have been identified to reflect 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 regional communications with state and local partners. The section also produces the Annual Evaluation Report and the OHSP Safety Network Newsletter and is the primary contact for all news media and informational requests.

Financial Management Section

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

Planning and Administration Section

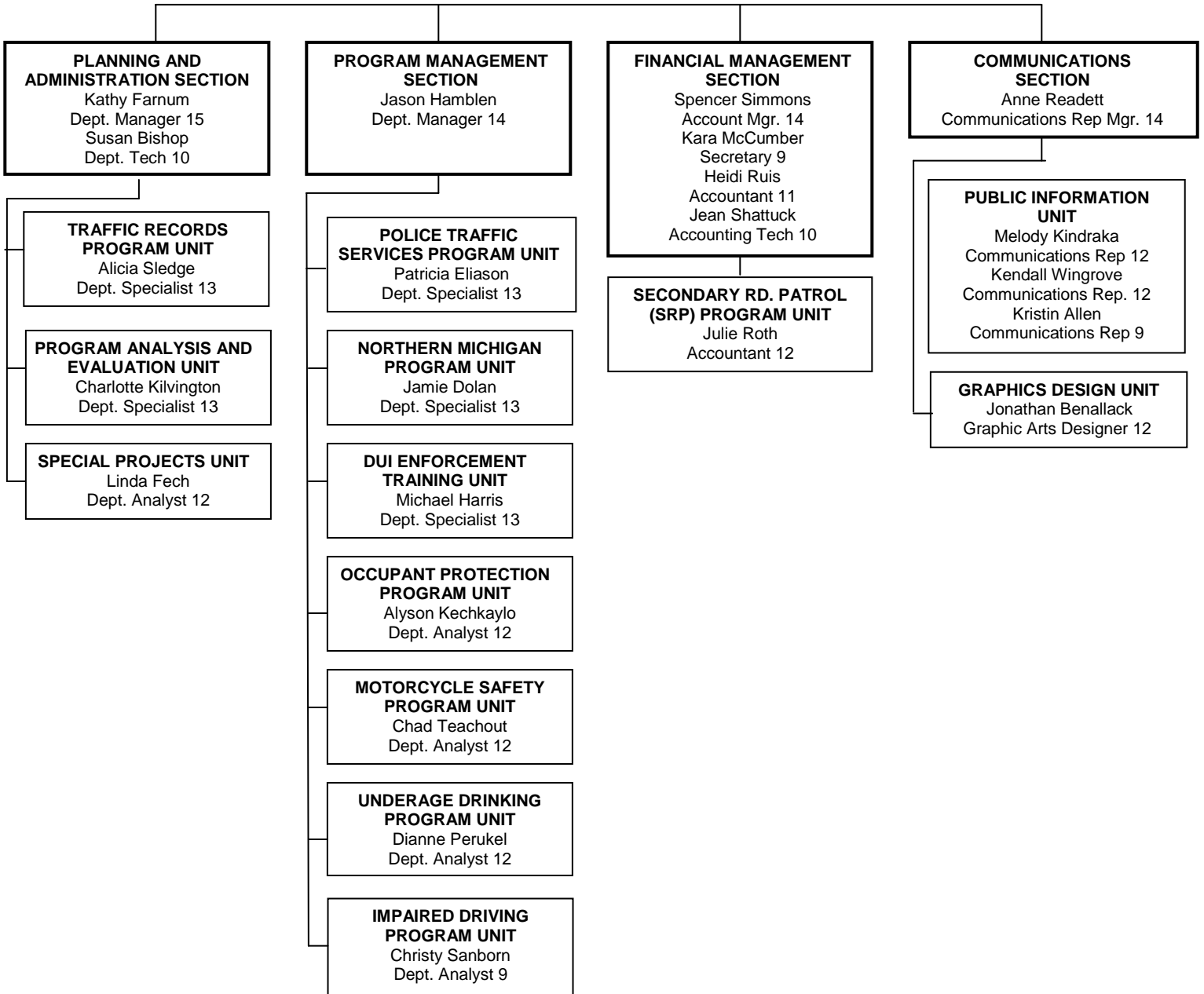
The Planning and Administration Section is responsible for developing program budgets, the annual HSP, and providing procedural support for statewide traffic safety programming. Section activities include planning, traffic records, data analysis, project evaluation, grant monitoring, and coordination of the State Strategic Highway Safety Plan, and 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. Section staffing includes those with expertise in statewide traffic safety program areas who also serve on a variety of state and local committees including the Governor's Traffic Safety Advisory Commission Action Teams and regional Traffic Safety Committees.

OFFICE OF HIGHWAY SAFETY PLANNING

Michael L. Prince
State Office Administrator 17
Janet Hengesbach
Executive Secretary 10



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

State: Michigan

Highway Safety Plan Cost Summary

2016-HSP-1

For Approval

Page: 1

Report Date: 06/26/2015

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2016-00-00-00		\$.00	\$593,000.00	\$.00	\$668,000.00	\$668,000.00	\$.00
	Planning and Administration Total		\$.00	\$593,000.00	\$.00	\$668,000.00	\$668,000.00	\$.00
Alcohol								
	AL-2016-00-00-00		\$.00	\$.00	\$.00	\$565,000.00	\$565,000.00	\$15,000.00
	Alcohol Total		\$.00	\$.00	\$.00	\$565,000.00	\$565,000.00	\$15,000.00
Motorcycle Safety								
	MC-2016-00-00-00		\$.00	\$.00	\$.00	\$709,000.00	\$709,000.00	\$.00
	Motorcycle Safety Total		\$.00	\$.00	\$.00	\$709,000.00	\$709,000.00	\$.00
Occupant Protection								
	OP-2016-00-00-00		\$.00	\$.00	\$.00	\$652,000.00	\$652,000.00	\$276,000.00
	Occupant Protection Total		\$.00	\$.00	\$.00	\$652,000.00	\$652,000.00	\$276,000.00
Pedestrian/Bicycle Safety								
	PS-2016-00-00-00		\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$25,000.00
	Pedestrian/Bicycle Safety Total		\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$25,000.00
Police Traffic Services								
	PT-2016-00-00-00		\$.00	\$.00	\$.00	\$4,564,000.00	\$4,564,000.00	\$2,880,000.00
	Police Traffic Services Total		\$.00	\$.00	\$.00	\$4,564,000.00	\$4,564,000.00	\$2,880,000.00
Traffic Records								
	TR-2016-00-00-00		\$.00	\$.00	\$.00	\$811,000.00	\$811,000.00	\$480,000.00
	Traffic Records Total		\$.00	\$.00	\$.00	\$811,000.00	\$811,000.00	\$480,000.00
Community Traffic Safety Project								
	CP-2016-00-00-00		\$.00	\$.00	\$.00	\$605,000.00	\$605,000.00	\$.00

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

State: Michigan

Highway Safety Plan Cost Summary

Page: 2

2016-HSP-1

Report Date: 06/26/2015

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/ (Decre)	Current Balance	Share to Local
	Community Traffic Safety Project Total		\$.00	\$.00	\$.00	\$605,000.00	\$605,000.00	\$.00
	Driver Education							
		DE-2016-00-00-00	\$.00	\$.00	\$.00	\$86,000.00	\$86,000.00	\$.00
	Driver Education Total		\$.00	\$.00	\$.00	\$86,000.00	\$86,000.00	\$.00
	NHTSA 402 Total		\$.00	\$593,000.00	\$.00	\$8,690,000.00	\$8,690,000.00	\$3,676,000.00
	MAP 21 405b OP High							
	405b High HVE							
		M1HVE-2016-00-00-00	\$.00	\$.00	\$.00	\$1,800,000.00	\$1,800,000.00	\$.00
	405b High HVE Total		\$.00	\$.00	\$.00	\$1,800,000.00	\$1,800,000.00	\$.00
	405b High Training							
		M1TR-2016-00-00-00	\$.00	\$.00	\$.00	\$360,000.00	\$360,000.00	\$.00
	405b High Training Total		\$.00	\$.00	\$.00	\$360,000.00	\$360,000.00	\$.00
	405b High Public Education							
		M1PE-2016-00-00-00	\$.00	\$.00	\$.00	\$1,005,000.00	\$1,005,000.00	\$.00
	405b High Public Education Total		\$.00	\$.00	\$.00	\$1,005,000.00	\$1,005,000.00	\$.00
	405b OP High							
		M1X-2016-00-00-00	\$.00	\$.00	\$.00	\$75,000.00	\$75,000.00	\$.00
	405b OP High Total		\$.00	\$.00	\$.00	\$75,000.00	\$75,000.00	\$.00
	MAP 21 405b OP High Total		\$.00	\$.00	\$.00	\$3,240,000.00	\$3,240,000.00	\$.00
	MAP 21 405c Data Program							
	405c Data Program							
		M3DA-2016-00-00-00	\$.00	\$.00	\$.00	\$1,974,000.00	\$1,974,000.00	\$.00
	405c Data Program Total		\$.00	\$.00	\$.00	\$1,974,000.00	\$1,974,000.00	\$.00
	MAP 21 405c Data Program Total		\$.00	\$.00	\$.00	\$1,974,000.00	\$1,974,000.00	\$.00

**U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary**

State: Michigan

2016-HSP-1

Page: 3

For Approval

Report Date: 06/26/2015

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
MAP 21 405d Impaired Driving Low								
405d Impaired Driving Low								
	M6X-2016-00-00-00		\$.00	\$.00	\$.00	\$5,774,000.00	\$5,774,000.00	\$.00
	405d Impaired Driving Low Total		\$.00	\$.00	\$.00	\$5,774,000.00	\$5,774,000.00	\$.00
	MAP 21 405d Impaired Driving Low Total		\$.00	\$.00	\$.00	\$5,774,000.00	\$5,774,000.00	\$.00
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Training								
	M9MT-2016-00-00-00		\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$.00
	405f Motorcyclist Training Total		\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$.00
405f Motorcyclist Awareness								
	M9MA-2016-00-00-00		\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$.00
	405f Motorcyclist Awareness Total		\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$.00
	MAP 21 405f Motorcycle Programs Total		\$.00	\$.00	\$.00	\$180,000.00	\$180,000.00	\$.00
	NHTSA Total		\$.00	\$593,000.00	\$.00	\$19,858,000.00	\$19,858,000.00	\$3,676,000.00
	Total		\$.00	\$593,000.00	\$.00	\$19,858,000.00	\$19,858,000.00	\$3,676,000.00

**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: Michigan

Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

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

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

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

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

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

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

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

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).


(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

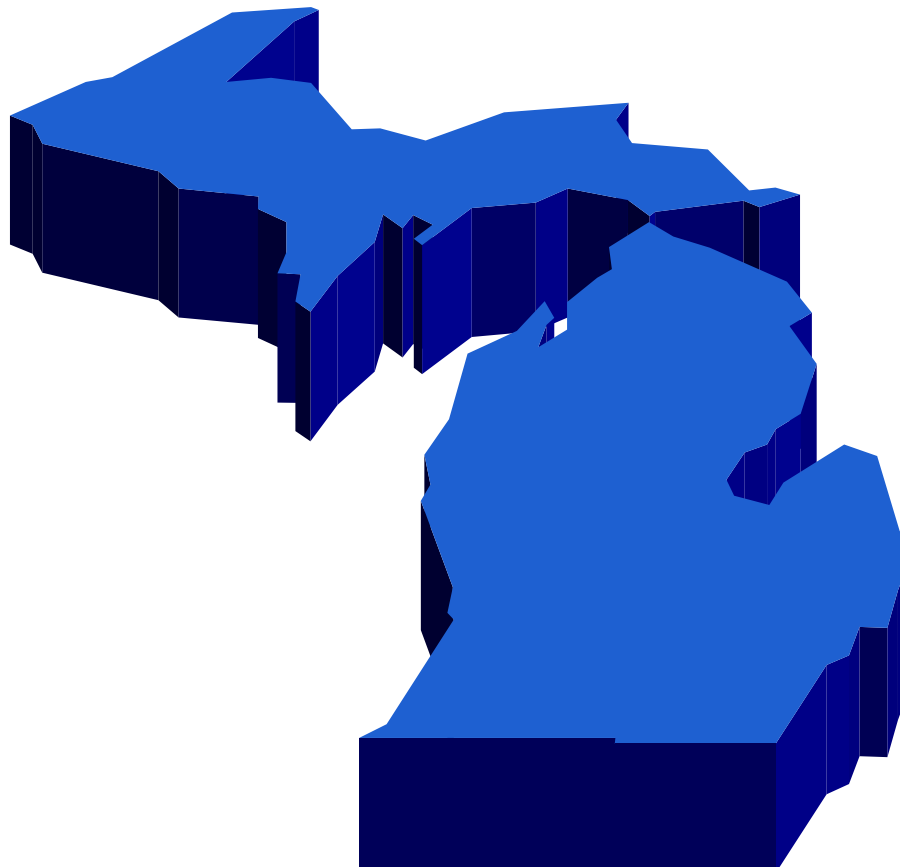
I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.


Signature Governor's Representative for Highway Safety

6-29-15
Date

Michael L. Prince

Printed name of Governor's Representative for Highway Safety



Michigan Performance Plan FY2016

FY2016

MICHIGAN PERFORMANCE PLAN

As Michigan's traffic safety partners move forward with efforts to decrease traffic fatalities and serious injuries, we reflect on the past performance of goals over the past five years. Underlying trends are influenced by many variables, including but not limited to, the amount of miles traveled on the roadways, the economy, weather, and safety improvements in vehicles, infrastructure, and emergency medicine.

The Office of Highway Safety Planning (OHSP), with technical assistance from the University of Michigan Transportation Research Institute (UMTRI), uses the latest traffic crash data to examine past trends in order to estimate future performance using a predictive model approach. Based on an analysis of the 2010-2014 traffic crash data, 2013 was an unusually low year in some categories. This results in predictions, which actually indicate an upward trend in traffic crashes in some areas. If aggressive and innovative countermeasures are not implemented, the upward predicted trend could come to fruition.

Saving lives through improvements in key traffic safety areas such as impaired driving crashes and restraint use is a constant goal. Seat belt use is 93.3 percent. Crashes involving alcohol and drugs have decreased, as well as crashes involving young drivers, bicycles, motorcycles, and pedestrians.

Despite these improvements, people continue to die and sustain serious injuries on Michigan's roads. Preventing these deaths and serious injuries is the challenge that calls Michigan's traffic safety partners into action to implement cutting-edge countermeasures for traffic safety.

The goal of reducing, and eventually eliminating, fatalities and injuries on Michigan's roads drives the annual planning process that culminates in the creation of the annual Highway Safety Plan (HSP). The plan that follows is the blueprint for saving lives and reducing injuries. This year's blueprint begins with a brief look at Michigan's demographics, which provides the background within which traffic safety solutions are identified, implemented, and evaluated. As in the past, the HSP details the major traffic crash problems, identifies the most effective countermeasures to address them, and reports on the partners selected to implement the countermeasures.

State Demographics

Michigan is geographically located in the Great Lakes region of the midwestern United States. It is the ninth most populous state in the nation with the 11th most extensive total area. It 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 landmasses 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 in 2014 was 9,909,877; 51 percent are female and 49 percent are male. Fifteen percent are over age 65 and 23 percent are under 18 years of age.

Michigan has 83 counties. It has 9,716 miles of trunk line roads, 89,775 miles of county roads, and 20,785 miles of city and village 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 over eight million registered vehicles.

PROCESS DESCRIPTION

PROGRAM PURPOSE: REDUCE FATALITIES, INJURIES, AND CRASHES

With each new year of planning comes a renewed commitment by the OHSP staff to reduce traffic fatalities and injuries. Staff utilize the vast body of traffic crash data and research in combination with the experience of traffic safety professionals from a variety of disciplines to select the most effective countermeasures.

The key to continued progress is maintaining a focus on what will save the most lives and prevent 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 impact. Success is measured against goals and benchmarks for fatality and injury reduction.

OHSP staff cannot pursue these programs without the participation of partners at the national, state, and local levels. This cooperative approach helps ensure that in Michigan efforts are coordinated among enforcement, engineering, education, and emergency medical services into comprehensive traffic safety programs that save lives.

Pre-planning Steps

Implementation of one year's HSP occurs in conjunction with planning for the next. Planning begins with an "after action review" of the previous year, identifying successful areas, those in need of improvement, and those changes that will yield greater success. It also involves brainstorming among staff members on what new strategies might show promise in the new year, along with a review of effective countermeasures. OHSP then makes any necessary revisions to the planning process and calendar (Exhibit 1). This pre-planning ensures that OHSP's program development remains dynamic and responsive to changes in the traffic safety environment.





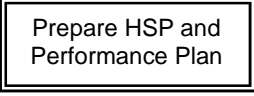


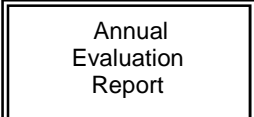
Each step of the planning process is identified as follows:

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

Plan Organization

The performance plan development follows the steps of OHSP's planning process. Crash data analysis, research, and consultation with program partners and stakeholders continue throughout each step. Program and financial staff meet monthly at HSP planning meetings and exchange information about program activities. Grant and revision activity is monitored to ensure programs remain on-track for successful completion. OHSP staff members incorporate emerging information into program development and implementation whenever possible and continue to look to the future for emerging ideas and opportunities.

EXHIBIT 1 – HSP Planning Outline

FY2016 HSP PLANNING CALENDAR		
ACTION	DATES	DETAILS
	NOVEMBER DECEMBER	<ul style="list-style-type: none"> ❖ Review past year's activity ❖ Review current year's activity ❖ Review crash data ❖ Review state and national priorities ❖ Update problem identification ❖ Quantify goals
	JANUARY FEBRUARY	<ul style="list-style-type: none"> ❖ Meet with program partners, obtain input ❖ Review planning session output ❖ Review data specific to the program ❖ Review quantitative goals ❖ Outline grant opportunities ❖ Identify long-term strategies (>three years)
	MARCH APRIL	<ul style="list-style-type: none"> ❖ Consult with current and prospective grantees ❖ Program area presentations ❖ Create draft Grant Development Plans ❖ Establish draft budget ❖ HSP management team reviews programs and budgets
	MAY JUNE	<ul style="list-style-type: none"> ❖ GDPs finalized ❖ HSP budget finalized ❖ Notify grantees of grant timelines ❖ Create draft HSP ❖ Create draft performance plan
	JUNE	<ul style="list-style-type: none"> ❖ Administrative review of performance plan ❖ Administrative review of HSP ❖ Approve FY2016 performance plan and HSP ❖ Distribute to NHTSA
	JULY AUGUST	<ul style="list-style-type: none"> ❖ Monitor grant development process ❖ Send grantees grant templates ❖ Create in-house grants ❖ Begin grant entry in e-grants ❖ Begin annual evaluation report
	SEPTEMBER OCTOBER	<ul style="list-style-type: none"> ❖ Approve and start implementation of FY2016 grants. ❖ Conduct grant orientation meetings
	NOVEMBER	<ul style="list-style-type: none"> ❖ Annual evaluation report prepared for FY2015 HSP

1. PROBLEM IDENTIFICATION

The annual highway safety planning process begins in November with comprehensive crash data analysis. OHSP cannot approach the programming process and address traffic safety problems unless there is a full understanding of the crash data and what problems exist. OHSP looks at many variables such as the location and time of the crash, driver, environmental elements, and various mitigating factors to determine emerging and current issues.

An initial review of the data highlights those factors that contribute to a high percent of fatalities and incapacitating injuries. These are key variables that cannot be ignored. Goals established to address them are listed in the next section. Additional factors may be considered such as severe but non-life-threatening injuries, increasing trends that could potentially increase fatalities and incapacitating injuries, or “low-hanging fruit” for which strong countermeasures exist and which may have relatively large room for improvement.

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 include times of the year that have the most alcohol-involved crashes, how driver age affects fatal crash rates, which areas of a given county have the most nighttime crashes, or the demographics involved in fatal and serious injury motorcycle crashes.

OHSP staff, working with various traffic safety partners, have access to a variety of tools during problem identification. Authorized agencies can access the crash database directly through a variety of interfaces, including Websites and query tools. For the general public, the University of Michigan Transportation Research Institute (UMTRI) Transportation Data Center hosts the OHSP-sponsored Michigan Traffic Crash Facts (MTCF) Website: www.michigantrafficcrashfacts.org. This Website includes more than 100 tables addressing the most common crash data needs 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 queries, mapping tools, charts, tables, and GIS capability. MTCF users also have access to sanitized traffic crash reporting UD-10 forms submitted to the Michigan State Police Criminal Justice Information Center (CJIC) Crash Section by law enforcement officials.

The OHSP problem identification process is based on trend data reported from the previous five years. Data analysis is conducted for OHSP by an independent outside source to ensure that no bias is attached to the results. For Fiscal Year 2016 planning, OHSP’s problem identification was conducted by research statisticians from UMTRI.

In addition, the Wayne State University Transportation Research Group provides assistance researching and formulating Michigan’s State Strategic Highway Safety Plan (SHSP) located at www.michigan.gov/msp. The collaboration of the HSP and the

SHSP ensures not only uniformity of the top goals in Michigan, but also includes a unique diversity of working groups among Michigan’s traffic safety stakeholders working toward the SHSP vision of “Toward Zero Deaths on Michigan Roadways.”¹

In addition, in partnership with the Michigan Department of Transportation (MDOT), there is an assurance that the mandated goals of fatalities, incapacitating injuries, and the fatality vehicle miles traveled (VMT) rate are identical.

2. GOAL DETERMINATION AND ANALYSIS

Goals are statements of program intent or purpose, consistent with the mission of the organization. The 2016 performance plan introduces new goals for 2015-2017 based on trend data analysis from the previous five years 2010-2014. Target areas are the top factors involved in fatal and incapacitating injury crashes, along with emerging issues. Quantitative targets are set through crash projections based on five-year crash trends using a regression predictive statistical model. UMTRI also assisted with the development of the goals in order to provide objective analyses throughout the planning process.

This section begins with a summary of Michigan traffic crash statistics from 2010 through 2014 (the most current data available). OHSP’s revised long-term goals through 2017 follow, along with annual benchmarks.

Crash Data Comparison (2010-2014)

	2010	2011	2012	2013	2014	Percent Change 10-14
Total Crashes	282,075	284,049	273,891	289,061	298,699	+6%
Fatal Crashes	868	834	870	881	806	-7%
People Injured	70,501	71,796	70,519	71,031	71,378	+1%
People Killed	937	889	936	951	876	-7%
Fatality Rate (100M VMT)	1.0	.9	1.0	1.03	.93	-7%
Fatal Crash Rate (100M VMT)	.9	.9	.9	.95	.86	-4%
VMT (Billions)	97.6	94.8	94.3	95.1	94.1	-4%
Registered Vehicles (Millions)	8.10	8.13	8.10	8.17	8.21	+1%
Population (Millions)	9.88	9.88	9.82	9.90	9.91	0%

¹ State of Michigan Strategic Highway Safety Plan 2013-2016

The 2014 crash numbers were down in several categories and up in others showing a low performance year based on comparisons from 2010-2014.

In each of the following tables, a predictive model analysis was applied to each crash category based on the identified trends.² Due to some low performances in 2014, smaller decreasing increments (one percent) were used in the table as goals in order to deflect the actual increases that were predicted.

For example, fatalities and serious injuries for drug-involved crashes were 378 in 2014. The trend analysis indicated that in 2015 it would increase to 382.

A goal of 1 percent decrease was selected in order to stop the upward trend. The new goals for 2015-2017 would be 374, 370, and 366, respectively.

Fatalities and serious injury goals remain the same in order to reflect the goals set in the Michigan State Highway Safety Plan.

² University of Michigan Transportation Research Institute

EXHIBIT 2: OHSP FY2016 Goals at a Glance

Data Types	2010 actual	2011 actual	2012 actual	2013 actual	2014 actual	2015 goal	2016 goal	2017 goal
Fatalities	942	889	940	947	876	781	750	726
*Fatalities per 100 million vehicle miles traveled	.97	.94	.99	1.00	Pending	.87	.86	.83
*Injuries (A,B,C)	70,501	71,796	70,518	71,031	71,378	71,342	70,629	69,923
Fatalities and incapacitating injuries (KAs)	6,917	6,595	6,612	6,234	5,785	5,641	5,379	5,116
*KAs involving alcohol	1,326	1,253	1,320	1,214	1,016	1,009	999	989
*KAs involving drugs	451	404	410	437	378	374	370	366
Fatalities to unrestrained vehicle occupants	206	194	229	187	191	190	187	183
Observed daytime safety belt use (front seat occupants)	95.2%	94.5%	93.6%	93%	93.3%	98%	98%	98%
KAs to vehicle occupants ages 0 to 8	108	105	124	84	73	72	62	53
KAs at intersections	2,351	2,158	2,187	2,005	1,861	1,773	1,659	1,546
KAs involving lane departure	2,750	2,688	2,612	2,535	2,254	2,224	2,110	1,995
KAs on local roads	4,165	3,877	3,914	3,525	3,291	3,124	2,914	2,704
*KAs involving motorcycles	778	695	794	712	634	628	622	616
KAs to pedestrians	534	554	482	529	513	502	496	489
*KAs to bicyclists	192	174	191	194	156	154	153	152
KAs to men	4,005	3,730	3,815	3,618	3,301	3,238	3,086	2,934
KAs involving drivers ages 15 to 20	1,567	1,506	1,382	1,186	1,036	921	783	644
*KAs involving drivers ages 21 to 24	991	978	1,009	991	883	874	865	856
*KAs involving drivers ages 65+	1,102	1,050	1,135	1,094	1,104	1,093	1,082	1,071
KAs from 3 p.m. to 6 p.m.	1,363	1,405	1,396	1,275	1,188	1,181	1,133	1,085
KAs from midnight to 3 a.m.	677	618	608	523	524	470	430	390
*KAs from noon Friday to noon Sunday	2,263	2,234	2,258	2,161	1,973	1,953	1,934	1,915
KAs from July to September	2,124	2,004	1,992	1,952	1,799	1,764	1,693	1,623

*Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2017. In order to stop the trend, a 1 percent decrease was applied to each year.

Traffic Fatalities

The most important traffic safety goal is to reduce, and eventually eliminate, traffic fatalities. Other factors may be considered, but the final measure of success must always be the lives of people. According to UMTRI³, the comprehensive cost of one traffic fatality in Michigan is more than \$3.6 million. This does not take into account the precious life lost and the loved ones left behind.

In 2014, fatalities decreased 8 percent to 876. The Statistical Abstract of the United States lists 1924 as the last year with fewer than 871 Michigan traffic fatalities. There were 863 in 1924, so Michigan's goal is to get below the 1924 fatality count, downward on the path towards zero deaths.

Fatalities and Incapacitating Injuries (KAs)

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

Traffic Fatalities (K) ⁴					
Year	Actual		Year	Goal	Actual
2010	942		2014	806	*Pending
2011	889		2015	781	
2012	940		2016	750	
2013	947		2017	726	

Incapacitating Injuries (A) ⁵					
Year	Actual		Year	Goal	Actual
2010	5,980		2014	5,077	4,909
2011	5,706		2015	4,914	
2012	5,676		2016	4,800	
2013	5,283		2017	4,646	

³ UMTRI -2011-21 "Societal Costs of Crime and Crashes in Michigan: 2011 Update (Kostyniuk, LP, Molnar, LJ, St. Louis, RM, Zanier, N and Eby, DW)

⁴ This data is from the FARS database located at http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncaa/STSI/26_MI/2013/26_MI_2013.htm. The data matches the Michigan State Highway Safety Plan 2012-2016.

⁵ This data is from the state database.

*Pending FARS data release for 2014

Vehicle Mileage Fatality Rate

The Vehicle Miles Traveled (VMT) fatality rate adjusts the worst outcome of a crash by a common exposure variable. This is defined as how many people have died in a vehicle related crash compared to the total number of miles driven on Michigan roads by motorists. The VMT fatality rate has been a consistent measure used nationally for many years, and provides a reliable means of tracking progress over a long period of time.

If fatalities are decreasing while miles driven are increasing, the state is getting safer faster than the simple fatality count suggests. If both are decreasing, then some of the improvement is just a factor of people driving less. If miles driven are decreasing while fatalities are increasing, then a closer examination of the data is warranted for problem identification.

The VMT rate is estimated each year because the rate is not available until July. The Michigan Department of Transportation revised the VMT calculation process for 2007, suggesting that previous years may have underestimated VMT. The final effects of this change may bear future consideration.

VMT Fatality Rate ⁶					
Year	Actual		Year	Goal	Actual
2010	.97		2014	.89	*Pending
2011	.94		2015	.87	
2012	.99		2016	.86	
2013	1.00		2017	.83	

Traffic Injuries

While Michigan strives to achieve zero traffic fatalities, it also seeks to decrease the severity of traffic-related injuries. Crash avoidance seeks to reduce crashes entirely with no crashes, fatalities, or injuries as the goal. Crash mitigation seeks to reduce the severity of crashes in relation to injuries.

Traffic Injuries (A,B,C)					
Year	Actual		Year	Goal	Actual
2010	70,501		2014	70,321	71,378
2011	71,796		2015	71,342	
2012	70,518		2016	70,629	
2013	71,031		2017	69,923	

⁶ 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/nca/STSI/26_MI/2013/26_MI_2013.htm. The data matches the Michigan State Highway Safety Plan 2012-2016.

*Pending FARS data release for 2014

Alcohol-Impaired and Drug-Impaired Driving⁷

Impaired-driving involved crashes are disproportionately more severe than other crashes, constituting 46 percent of fatal crashes from 2010 to 2014. Despite decades of education and enforcement efforts, impaired driving remains a devastating traffic safety and public health problem. While some drivers are alcohol-impaired or drug-impaired, some drivers are both.

KAs involving alcohol					
Year	Actual		Year	Goal	Actual
2010	1,326		2014	1,191	1,016
2011	1,253		2015	1,009	
2012	1,320		2016	999	
2013	1,214		2017	989	

KAs involving drugs					
Year	Actual		Year	Goal	Actual
2010	451		2014	433	378
2011	404		2015	374	
2012	410		2016	370	
2013	437		2017	366	

Increased levels of scientific analysis of blood samples of drivers suspected to be under the influence of drugs began in 2008, so previous years' results may not provide a consistent basis for comparison. Recorded drug-involved crashes are more likely to increase due to updated training for law enforcement officers such as the Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) programs.

Safety Belt Use

Safety belts are the most effective means of reducing injury severity and preventing death in the event of a crash. Increasing use of safety belts substantially improves crash survivability and reduces societal costs of crash-involved injuries.

Unrestrained fatalities follow changes in the observed safety belt use rate, but note the percentage of restrained people killed is much higher than the percentage of unrestrained people. This is partly due to the life-saving effect of belts, partly to lower risk-aversion among people who do not use safety belts, and partly to differences in observed use and actual use. In compliance with federal guidelines, Michigan observes daytime front-seat occupants in areas covering at least 85 percent of the state's population.

⁷ 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.

Michigan had the highest safety belt use rate in the nation in 2009 at 97.9 percent. OHSP set a benchmark goal of 98 percent.

Fatalities to unrestrained vehicle occupants⁸					
Year	Actual		Year	Goal	Actual
2010	206		2014	185	191
2011	194		2015	190	
2012	229		2016	187	
2013	187		2017	183	

Safety belt use⁹					
Year	Actual		Year	Goal	Actual
2010	95.2%		2014	98.0%	93.3%
2011	94.5%		2015	98.0%	
2012	93.6%		2016	98.0%	
2013	93.0%		2017	98.0%	

Child Passenger Safety

Safety belts are designed for adults. Children less than eight years of age, or less than 4'9", need a booster seat for the belt to fit properly. Children under four years of age need a child restraint (child safety seat). Parents sometimes do not know the right seat to use, how to install it properly, or why it is necessary. Officers may not have much more training than the parents, making it sometimes difficult to observe 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. The belt alone is often enough to prevent a death, but the proper child restraint is what keeps the crash from causing massive internal injuries, particularly to the neck, spine, and intestines.

KA injuries, passenger vehicle occupants ages 0-8¹⁰					
Year	Actual		Year	Goal	Actual
2010	108		2014	84	73
2011	105		2015	72	
2012	124		2016	62	
2013	84		2017	53	

⁸ 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.

⁹ Daytime front seat observed occupants of motor vehicles as reported in the Michigan Direct Observation Safety Belt Survey.

¹⁰ Includes passenger vehicles, vans, pick-up trucks and small trucks under 10,000 pounds.

Intersection Crashes

While most drivers can keep a car going in a straight line, problems occur when vehicles interact with each other at intersections. The severity of intersection crashes is exacerbated 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 2014, 49 percent occurred at signalized intersections, 26 percent at sign-controlled intersections, and 25 percent occurred at intersections with no traffic control.

Intersection crash problems can be related to engineering, driver behavior, or exposure. Any program working to improve safety in urban areas will necessarily affect intersection crashes.

KAs at intersections ¹¹					
Year	Actual		Year	Goal	Actual
2010	2,351		2014	1,894	1,861
2011	2,158		2015	1,773	
2012	2,187		2016	1,659	
2013	2,005		2017	1,546	

Lane Departure

Most fatal crashes happen when a car leaves its lane. The driver steers into a ditch, misses a turn, crosses the centerline, or otherwise puts the car into conflict with another vehicle or roadside object. “Lane departure” includes not just roadway departure, but also sideswipes and highly dangerous head-on crashes.

Lane departure is connected to drunk, drowsy, and distracted driving. Any sort of 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 ¹²					
Year	Actual		Year	Goal	Actual
2010	2,750		2014	2,428	2,254
2011	2,688		2015	2,224	
2012	2,612		2016	2,110	
2013	2,535		2017	1,995	

¹¹ 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.

¹² 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.

City-County Roads

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

With most serious crashes taking place on local roads, any efforts directed to prevent or mitigate crashes will affect safety on local roads. Countermeasures targeting a high-crash location is almost certain to take place on local roads.

KAs on local roads ¹³					
Year	Actual		Year	Goal	Actual
2010	4,165		2014	3,378	3,291
2011	3,877		2015	3,124	
2012	3,914		2016	2,914	
2013	3,525		2017	2,704	

Motorcycles

The fatalities and injuries involving motorcycle crashes consistently fluctuate. Motorcycle ridership is increasing at a steady rate both in Michigan and nationally. Rider information suggests young motorcyclists are not seeking proper training and licensure, while older riders are using more powerful motorcycles on which they may have less experience. The largest increase in motorcycle use is among older riders, which also increases the effect of lower crash survivability. Older bodies are even more likely to sustain damage and have diminished ability to recover.

The Michigan Legislature enacted Public Act 98 of 2012 on April 13, 2012, which modified the requirements for helmet usage. Riders 21 years and older, who have more than two years of experience riding a motorcycle and have attended a motorcycle safety course have the option of whether or not to use a helmet. Riders must carry at least \$20,000 in first-party medical benefits. Riders under the age of 21 are still required to use government-approved helmets.

KAs involving motorcycles ¹⁴					
Year	Actual		Year	Goal	Actual
2010	778		2014	682	634
2011	695		2015	628	
2012	794		2016	622	
2013	712		2017	616	

¹³ 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.

¹⁴ 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.

Pedestrians

Pedestrians are approximately 15 percent of traffic fatalities each year. There are relatively few effective behavioral interventions for improving pedestrian safety. Some relate to helping drivers avoid pedestrians, while others strive to keep pedestrians out of harm's way. Due to relatively high exposure, those most likely to be hit are young non-drivers during the day. Due to increased body frailty of seniors and alcohol and drug use by drivers during the evening hours, older pedestrians at night are more likely to be hit and killed.

KAs to pedestrians ¹⁵					
Year	Actual		Year	Goal	Actual
2010	535		2014	501	513
2011	554		2015	502	
2012	482		2016	496	
2013	529		2017	489	

Bicyclists

Bicyclists are approximately 3 percent of traffic fatalities and incapacitating injuries each year. They are over exposed to the elements and to vehicles on the roadways. Successful countermeasures include education about high-visibility clothing and equipment, bicycle laws, and use of bicycle lanes. Educating the motoring public and law enforcement about safety around bicyclists has also proven to help prevent crashes.

KAs to bicyclists ¹⁶					
Year	Actual		Year	Goal	Actual
2010	192		2014	178	156
2011	174		2015	154	
2012	191		2016	153	
2013	194		2017	152	

Men

Most of the risky behaviors that can result in a fatal or serious injury are more common in men. Men 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 men are in more crashes.

¹⁵ 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.

¹⁶ Bicyclists are coded from the UD-10 Michigan Crash Report as crashes where at least one bicyclist was present.

Traffic fatalities are consistently two-thirds or more men. Women, exposed to the same traffic variables, are still seeing the number of serious and fatal injuries fall faster than that of men.

KAs to men ¹⁷					
Year	Actual		Year	Goal	Actual
2010	4,005		2014	3,464	3,301
2011	3,730		2015	3,238	
2012	3,815		2016	3,086	
2013	3,618		2017	2,934	

Young Drivers¹⁸

Younger drivers crash more often due to inexperience and a tendency for greater risk taking. Crash survivability is better in youth because young bodies are not as vulnerable to damage as older vehicle passengers, but poor judgment and making driver errors of greater severity can offset this. Of those killed in crashes with young drivers, about one-third are the drivers themselves, one-third are passengers with a young driver, and one-third are other drivers, passengers, and pedestrians.

Drivers under age 18 participate in Graduated Driver Licensing (GDL), 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 still incomplete driving skills. Persons under age 21 may not legally drink, which is not to say that all abstain. Alcohol-involved crashes peak at age 21 with increased opportunity for access to alcohol. As responsibilities increase and brain development subsides in the mid-twenties, crash involvement drops precipitously. By age 25, the most dangerous years are past, and after age 35 risk of crash injury is average.

KAs involving drivers ages 15 to 20					
Year	Actual		Year	Goal	Actual
2010	1,567		2014	1,121	1,036
2011	1,506		2015	921	
2012	1,382		2016	783	
2013	1,186		2017	644	

KAs involving drivers ages 21 to 24					
Year	Actual		Year	Goal	Actual
2010	991		2014	981	883
2011	978		2015	874	
2012	1,009		2016	865	
2013	991		2017	856	

¹⁷ Males 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.

¹⁸ 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.

Senior Drivers

Michigan is the eighth largest state 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 face slower reaction times and a multitude of other aging-related challenges as they continue to drive in their twilight years.

KAs involving drivers age 65 and older					
Year	Actual		Year	Goal	Actual
2010	1,102		2014	1,072	1,104
2011	1,050		2015	1,093	
2012	1,135		2016	1,082	
2013	1,094		2017	1,071	

Afternoon Rush Hour

High exposure leads to high crash numbers. At the end of the work and school day, there are more cars on the road, with more crashes and fatalities. It is not disproportionately negative, but it is the time when Michigan experiences the most fatalities. The morning rush hour does not show as much of a peak. Late-day drivers are more likely to be tired. This worsens over the week as sleep deprivation builds up, with Friday being the worst at this time slot. Drivers have shorter tempers and attention spans drift after a long day. Dinnertime and “happy hour” are the peak times for alcohol-involvement for drivers over age 21. Restraint use is also lower in the evening than the morning.

KAs from 3 p.m. to 6 p.m.					
Year	Actual		Year	Goal	Actual
2010	1,363		2014	1,242	1,188
2011	1,405		2015	1,181	
2012	1,396		2016	1,133	
2013	1,275		2017	1,085	

Nighttime Driving

Late-night traffic is light, but the crashes are disproportionately severe and likely to involve alcohol. Midnight to 3 a.m. includes bar closing time. It is the peak time for alcohol impaired driving. Alcohol behaves synergistically with drowsiness, making late-night drivers even less alert and competent.

Alcohol involvement starts rising around 9 p.m., but does not begin to spike until midnight. Alcohol-involved crashes peak in the 2 a.m. to 3 a.m. hour, when bars close. After 4 a.m., traffic is too light to have large numbers of crashes.

KAs from midnight to 3 a.m.					
Year	Actual		Year	Goal	Actual
2010	677		2014	499	524
2011	618		2015	470	
2012	608		2016	430	
2013	523		2017	390	

Weekend Driving

Serious crashes spike almost every weekend. Increased alcohol 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 was noted as the peak crash time, which includes both Friday after-work and Saturday night. The Saturday night crash peak actually takes place on Sunday morning (after midnight), while the weekend peak starts early Friday afternoon as people leave work or school.

KAs from noon Friday to noon Sunday					
Year	Actual		Year	Goal	Actual
2010	2,263		2014	2,036	1,973
2011	2,234		2015	1,953	
2012	2,256		2016	1,934	
2013	2,161		2017	1,915	

Summer Travel

Summer months see more miles traveled on Michigan roadways as well as travel to unfamiliar destinations in the state as tourism flourishes during the warmer months. From 2010-2014, August was Michigan's worst month for total fatalities and alcohol-involved fatalities, with July to September as the worst three-month period.

Serious crashes are more common from June to November and significantly less common from January to March.

KAs from July to September					
Year	Actual		Year	Goal	Actual
2010	2,124		2014	1,883	1,799
2011	2,004		2015	1,764	
2012	1,992		2016	1,693	
2013	1,952		2017	1,623	

3. PERFORMANCE MEASURES

OHSP tracks many variables to monitor progress of crash problems and to set program goals. Crash data is key, as discussed in Section 2. Each project also has its own goals, established by program staff in partnership with grantees. Monitoring and evaluation is an ongoing process.

Other publications available for performance measurement include the Annual Evaluation Report (AER) and Michigan Traffic Crash Facts.

NHTSA and the 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 the table on the following page.

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. Goals are set 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 mean.

FARS data for 2014 was not available before the FY2016 Performance Plan was finalized. The relevant boxes have been left blank for later completion.

Traffic Safety Performance Measures for States and Federal Agencies Crash Data and Goals

	Actual						Goal	
	2010	2011	2012	2013	2014	5 year Average	2015	2016
**Traffic fatalities	942	889	940	947	Pending	<i>Pending</i>	781	750
*Serious ("A") Injuries in traffic crashes	5,980	5,706	5,676	5,283	4,909	5,511	4,914	4,800
**Fatalities per 100 million VMT	.97	.94	.99	1.0	Pending	<i>Pending</i>	.87	.86
Rural fatalities per 100 million VMT	1.33	1.32	1.41	1.53	Pending	<i>Pending</i>	Pending	Pending
Urban fatalities per 100million VMT	.79	.76	.79	.77	Pending	<i>Pending</i>	Pending	Pending
**Unrestrained passenger vehicle occupant fatalities, all seat positions	207	193	224	183	Pending	<i>Pending</i>	181	179
**Fatalities in crashes involving a driver or motorcycle operator with a BAC .08+	236	256	261	255	Pending	<i>Pending</i>	253	250
**Speed-related fatalities	231	238	251	255	Pending	<i>Pending</i>	253	250
**Motorcyclist fatalities	137	118	138	138	Pending	<i>Pending</i>	137	135
**Unhelmeted motorcyclist fatalities	10	10	64	67	Pending	<i>Pending</i>	66	65
Drivers age 20 or younger in fatal crashes	157	152	137	130	Pending	<i>Pending</i>	112	102
**Pedestrian fatalities	128	138	130	148	Pending	<i>Pending</i>	147	146
Bicycle Fatalities	29	24	19	27	Pending	<i>Pending</i>	21	20
Safety belt use (daytime, observed)	95.2%	94.5%	93.6%	93.0%	93.3%	93.92%	98.0%	98.0%
Safety belt citations issued during grant-funded enforcement activities (FY)	11,880	12,662	17,701	15,772	16,496	14,902	No Goals	No Goals
Impaired driving arrests made during grant-funded enforcement activities (FY)	1,638	1,379	1,926	2,196	1,196	1,667	No Goals	No Goals
Speeding citations issued during grant-funded enforcement activities (FY)	5,296	4,246	4,451	4,175	5,061	4,646	No Goals	No Goals

FARS data used for fatalities, *State data files

**Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2017. In order to stop the trend, a one percent decrease was applied to each year.

Goals for 2015-2017 may change based on 2014 data when received.

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

Performance Measure Identifier	*Goal Statement
C-1	To decrease traffic fatalities 21 percent from the 2013 value of 951 to 750 by December 31, 2016.
C-2	To decrease serious ("A") traffic injuries 8 percent from the 2013 value of 5,283 to 4,850 by December 31, 2016.
C-3	To decrease fatalities/VMT 14 percent from the 2013 value of 1.00 percent to .86 percent by December 31, 2016.
C-4	**To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 3 percent from the 2013 value of 192 to 186 by December 31, 2016.
C-5	**To decrease alcohol impaired driving fatalities in which a driver has at least a .08 BAC 3 percent from the 2013 value of 166 to 161 by December 31, 2016.
C-6	**To reduce speeding-related fatalities 3 percent from the 2013 value of 245 to 238 by December 31, 2016.
C-7	**To reduce motorcyclist fatalities 3 percent at the 2013 value of 128 to 124 by December 31, 2016.
C-8	**To reduce un-helmeted motorcyclist fatalities 5 percent at the 2013 value of 61 to 58 by December 31, 2016.
C-9	To reduce drivers age 20 or younger involved in fatal crashes 15 percent at the 2013 value of 131 to 111 by December 31, 2016.
C-10	**To reduce pedestrian fatalities 3 percent from the 2013 value of 149 to 145 by December 31, 2016.
C-11	**To reduce bicyclist fatalities 11 percent from the 2013 value of 27 to 24 by December 31, 2016.
B-1	To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 98 percent through December 31, 2016.

*The goals were established using a trend line-based analysis based on 2010-2014 data. A specific percent reduction was applied to each crash category based on the identified trends.

**Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2017. In order to stop the trend, a one percent decrease was applied to each year.

4. TRAFFIC SAFETY PARTNER INPUT

Input from traffic safety partners is critical to the development of the HSP and for selecting projects. OHSP constantly solicits feedback on how programs are working, which directions to pursue, and what new programs look promising.

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. Simple 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 in the nation to have had a state-level traffic safety commission in existence 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 also expanded to include representatives from local units of government.

The GTSAC consists of the Governor (or a designee); the 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 on a quarterly basis. Agenda development is a process open to traffic safety advocates within the state and is available through OHSP's Website (www.michigan.gov/ohsp-gtsac). Communication between GTSAC members and among traffic safety advocates throughout Michigan is also accomplished through the Website and an electronic state information delivery system that has more than 200 members. Members receive GTSAC and traffic safety news and information.

Strategic Highway Safety Plan

In December 2012 the GTSAC approved a statewide Strategic Highway Safety Plan (SHSP), which was signed by the Governor in February 2013. The SHSP identifies priority areas for 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 progress moving forward toward achieving SHSP goals and objectives. OHSP staff participates in these action teams and incorporates information and recommendations into the Michigan Highway Safety Plan. Action plans are updated frequently to reflect emerging issues or completed action items.

Program Area Network Meetings

In addition to the GTSAC Action Teams, OHSP program staff serve as experts in specific traffic safety program areas and work with a network of partners across the state and nation to help generate ideas, highlight problems, and identify appropriate strategies to resolve them. This network of partners gives OHSP program staff the ability to determine where resources are available to leverage, which partners have the necessary ability or unique expertise, and whether model programs are working or not (and why) in Michigan communities.

Traffic Safety Summit

The annual Michigan Traffic Safety Summit is a two and one half day conference for traffic safety practitioners. The Summit is the state's central event for traffic safety information sharing. It allows 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

OHSP consults a wide variety of resources for problem identification, priority setting, program selection, and grant awards. These ensure that Michigan is following best practices and using the most effective means of reducing deaths and injuries. Some of 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 National Highway Traffic Safety Administration (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 2015.
- American Association of State Highway and Transportation Officials (AASHTO), Transportation Research Board (TRB), and Association of Transportation Safety Information Professionals (ATSIP) 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 Committees, Michigan Sheriff’s Association, and state-level 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.
- Michigan Driver and Traffic Safety Education Association

5. BUDGET DEVELOPMENT

An estimated HSP budget is prepared as staff members begin drafting their 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. The HSP management team considers the merits of funding requests along with the level of program funding from previous years, funding of other related programs, special funding sources, and office wide long-range goals before approving budgets for each program area. Strategies are reviewed to determine which should be fully funded, which can proceed with amendments, and which are not feasible. This process can shift the initial budget requests between program areas to accommodate essential and/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 3: Unrestricted Program Funding Sources, FY 2016

State General Fund	Section 402	Section 402 Carry Forward
\$593,000	\$8,690,000	\$1,200,000

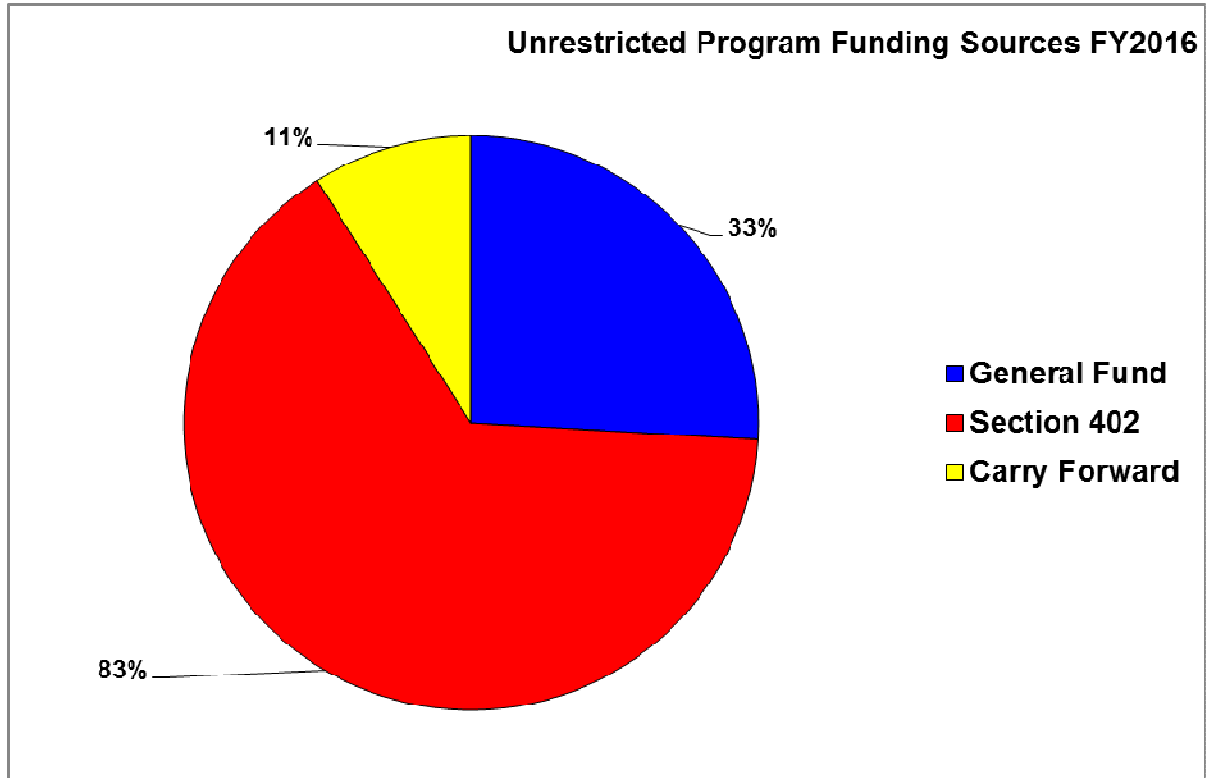


EXHIBIT 4: Restricted Program Funding Sources, FY 2016

405(b) Occupant Protection	405(c) Traffic Records	405(d) Impaired Driving Prevention	405(f) Motorcycle Safety
\$3,240,000	\$1,974,000	\$5,774,000	\$180,000

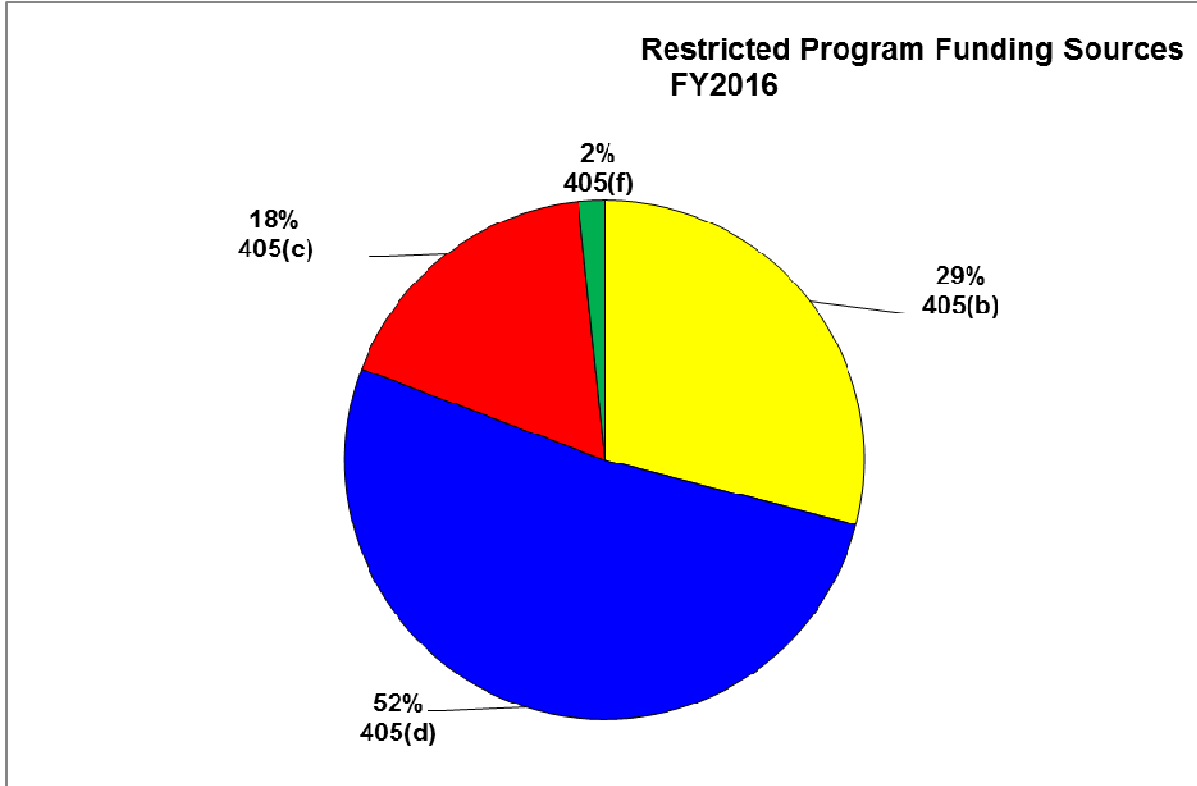


EXHIBIT 5: Program Budgets, FY 2016

Impaired Driving Prevention	Occupant Protection	Police Traffic Services	Planning and Administration
\$3,790,000	\$1,142,000	\$9,814,000	\$1,261,000

Traffic Records	Motorcycle Safety	*Other Programs
\$2,785,000	\$889,000	\$770,000

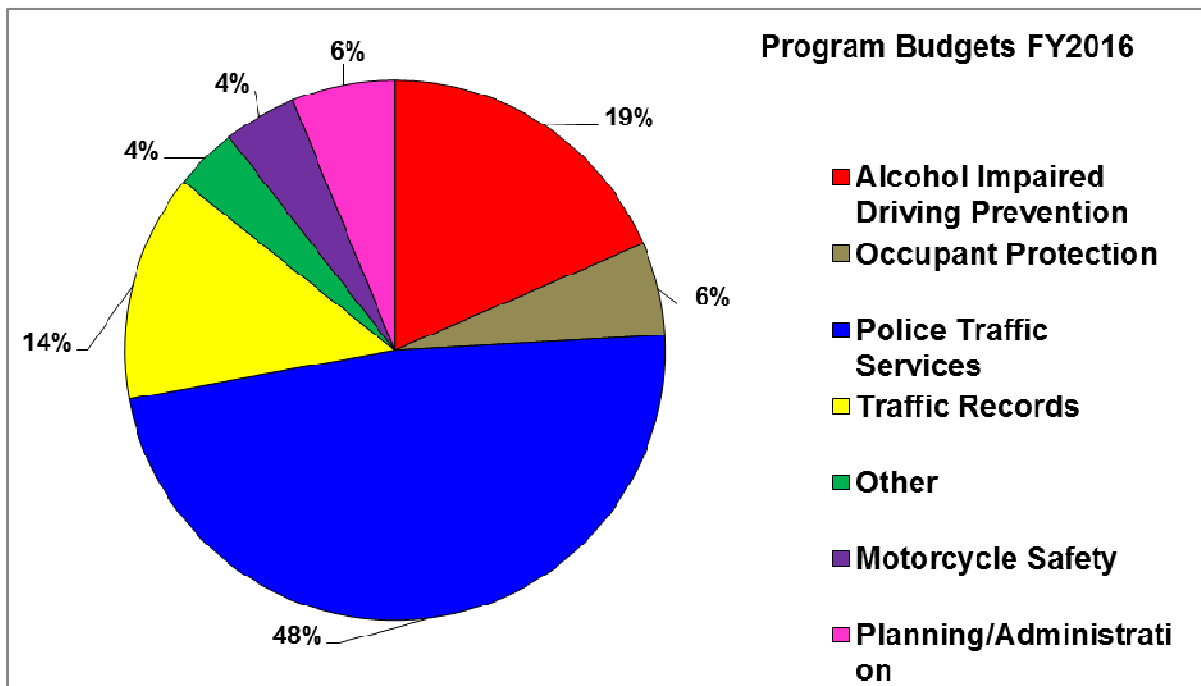
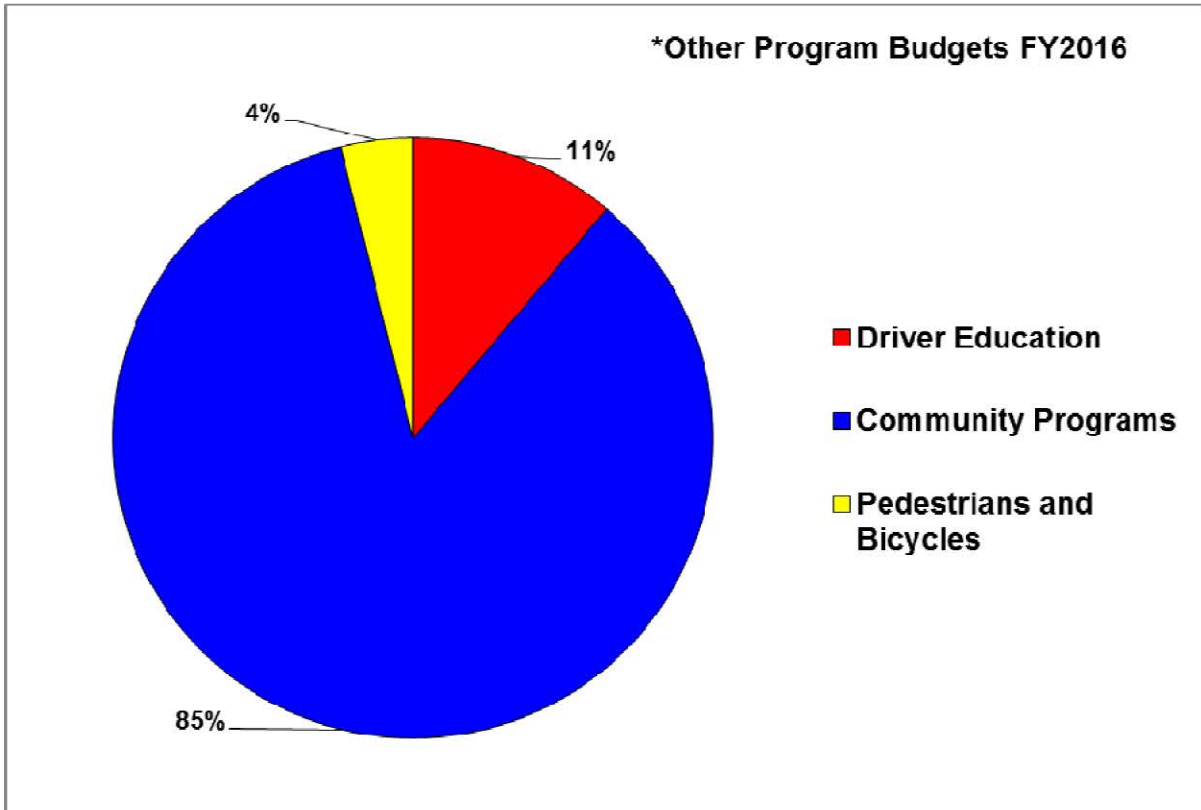


EXHIBIT 6: *Other Program Budgets, FY 2016

Pedestrians and Bicycles	Community Programs	Driver Education
\$30,000	\$654,000	\$86,000



6. PROJECT SELECTION

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

Determining which projects to pursue precedes grant solicitation, derived from problem identification. The problems to address, target areas, and appropriate countermeasures are selected in advance, usually in consultation with potential grantees, but not dependent on volunteers or proposals from the field.

For research-based projects OHSP sends out requests for proposals (RFP). RFP's 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" (TBD). Once a grantee is selected, the HSP is revised to reflect the name of the agency awarded the project.

OHSP actively seeks out grantees in problem areas with particular expertise.

When recommending programs, OHSP program staff considers:

- the population to be reached
- the extent of the problem in the target population
- supporting data
- where and when implementation must take place
- the expected effectiveness of the proposed project
- which partners are available and competent to implement projects
- the 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. OHSP oversees these programs. Some projects must take place at the local level where the community experiencing the problem will have unique competence in addressing its causes.

Grant Development Plans

Following project selection and dialogue with OHSP leadership about traffic safety priorities, 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 develop GDPs as a team effort where projects cross network areas, and serve as valuable internal planning tools.

Each GDP contains:

- specific information about the strategy the project will pursue
- potential grantees
- funding levels and sources
- goals and objectives
- project schedules

Exhibit 7 is an example of the GDP form.

EXHIBIT 7: FY2016 Grant Development Form

Grant Development Plan due April 11, 2015

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

Funding Source	Amount	Funding Source	Amount
	\$		\$

Author
Approval

Date
Date

Following development of the GDPs, OHSP program staff meet with the HSP management team to discuss their plans for the next fiscal year using their GDPs as the basis for this discussion. These 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 back-and-forth questioning and discussion, bringing out detail and emphasis that might be lost in the pages of text.

Management Team Review

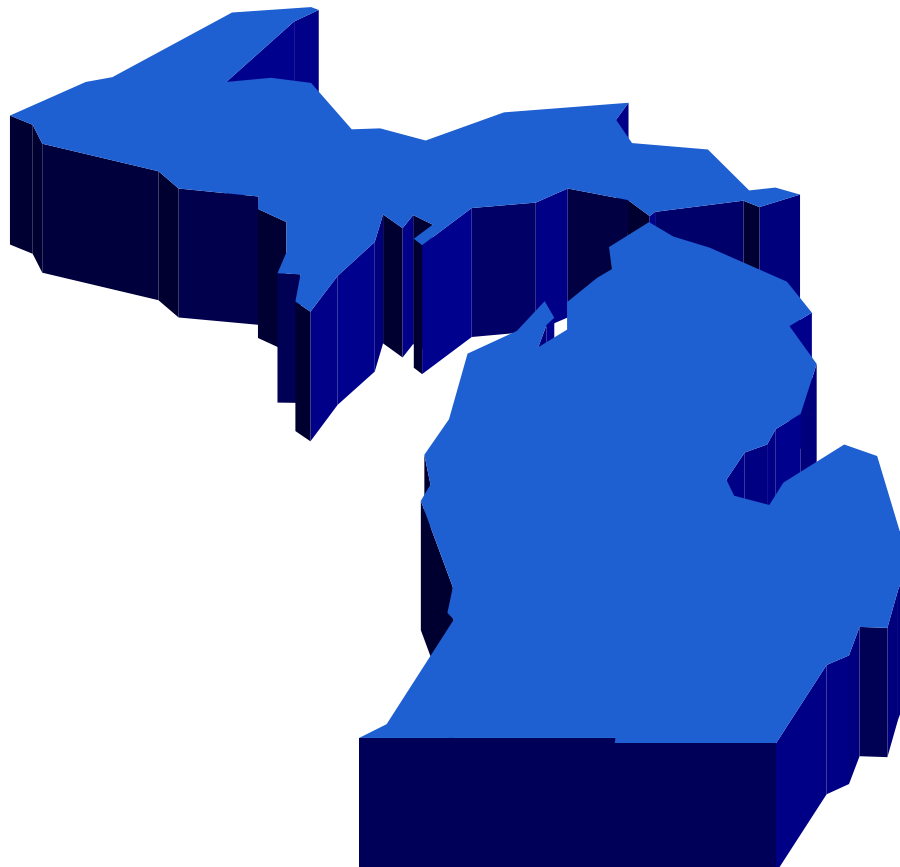
The HSP management team reviews the material presented for final selection of the grant projects that will receive funding. This summarizes the list of factors staff consider in the programs and recommendations, providing an office-wide rather than program area-specific perspective. In this way, greater 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.

Telephone Survey Results

May 10	Jun 10	Aug 10	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	
7	2	11	9	6	8	10			27	8			16	33	41		55	90	
"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"																			
23	27	31	25	16	30	32			31	33			70	70	61		266	267	
"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"																			
75	65	71	64	62	61	59			72	74			70	72	384	374	378	389	
"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)																			
92	94	94	94	97	96	94	90	89	88	87	97	97	98	98	388	391	392	389	
"When driving this vehicle, how often do you wear your safety belt?": "Most of the time" or "All the time" (almost always buckles up)																			
95	94	96	94	97	96	94	97	97	97	98	99	99	99	99	41	54	48	72	
"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"																			
30	31	31	12	38	38	31	9	22	31	33	11	12	31	31	231	234	236	276	
"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"																			
31	73	51	75	74	60	66	67	34	66	47	63	63	69						
"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"																			
20	20	15	7	58	15			14	14										
"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"																			
36	36	36	18	36	36			33	33										
"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"																			
68	69	68	33	68	68			65	65										
"In the past 60 days, have you read, seen, or heard anything about speed enforcement by the police?": "Yes"																			
27	28	26	50	26	26			20	20										

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."



Michigan Occupant Protection Program FY2016

Occupant Protection – FY 2016

Occupant protection in a vehicle includes the 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 93.6 percent in 2013 to 95 percent by December 31, 2017.

Increase booster seat use from 42.4 percent in 2013 to 44 percent by December 31, 2017.

Decrease fatalities and incapacitating injuries for children ages 0-to-8 by 27 percent from 73 in 2014 to 53 by December 31, 2017.

Increase observed seat belt use of front seat outboard occupants in passenger vehicles from 93.3 percent in 2014 to 98 percent by December 31, 2017.

Decrease fatalities and incapacitating injuries by 11.5 percent from 5,785 in 2014 to 5,116 by December 31, 2017.

Decrease the vehicle mileage fatality rate by 11 percent from .93 in 2014 to .83 by December 31, 2017.

Task 1: Child Passenger Safety	\$681,000
Section 405(b) funds	\$360,000
Section 402 funds	\$321,000

Statewide Child Passenger Safety (CPS) Program

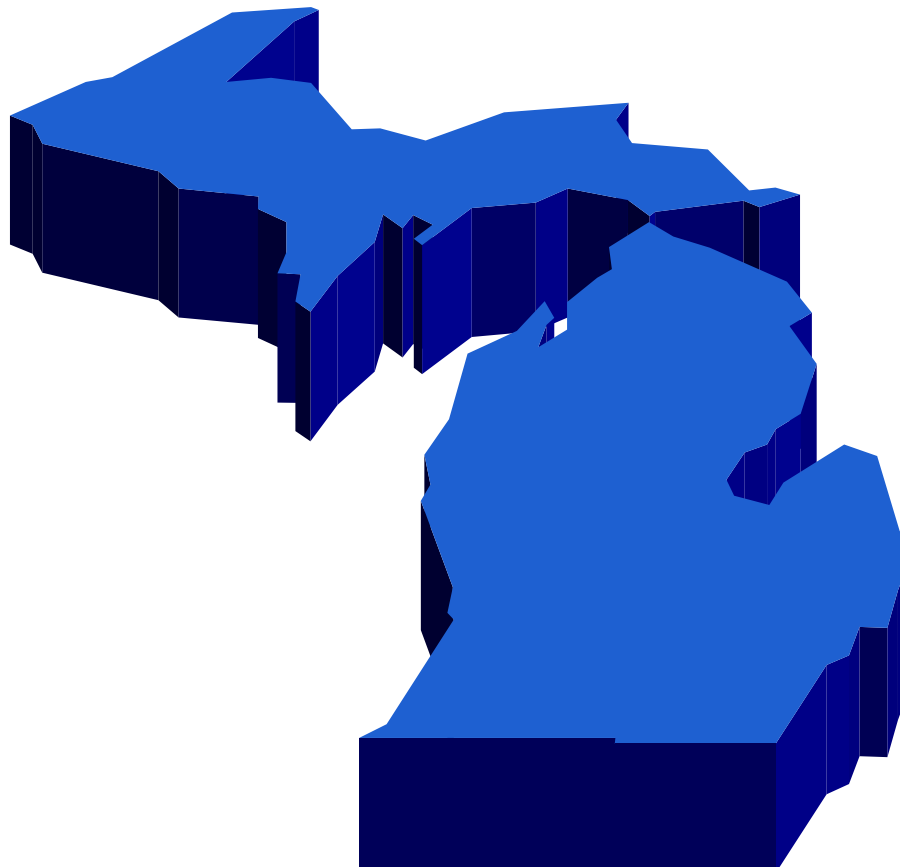
Project Number	CP-16-01	
Benefit to Locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$321,000	402
Project Number	OP-16-01	
Benefit to Locals	Yes	
Grantee	St. Ignace Police Department	
Grant Amount, Funding Source	\$ 250,000	405(b)
Grant Start-up	October 1	
SHSP Strategy	Implement Michigan's current Child Passenger Safety Strategic Plan. Support public information and education campaigns.	
Project Objective	Educate and provide car seats to 5,000 low-income families by September 30, 2016.	
	Fund four child passenger safety technician courses by September 30, 2016.	

FY2016 - HSP Budget
 Occupant Protection - PAP #1

Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	408	410	2010	2011	General	Local	TOTAL
OP-1	Child Passenger Safety (CPS)	\$250,000	\$360,000											\$610,000
OP-2	Evaluation	\$150,000	\$75,000											\$225,000
OP-3	Education and Outreach	\$25,000	\$55,000											\$80,000
OP-4	Program Management	\$156,000												\$156,000
	TOTALS	\$581,000	\$490,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,071,000

FY2016 - HSP Budget
Occupant Protection - PAP #1

Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	408	410	2010	2011	General	Local	TOTAL
OP-1	Child Passenger Safety (CPS)	\$250,000	\$360,000											\$610,000
OP-2	Evaluation	\$150,000	\$75,000											\$225,000
OP-3	Education and Outreach	\$25,000	\$55,000											\$80,000
OP-4	Program Management	\$156,000												\$156,000
	TOTALS	\$581,000	\$490,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,071,000



**Michigan
Impaired Driving Prevention Program
FY2016**

Impaired Driving Prevention – FY 2016

There were more than 49,000 alcohol-impaired crashes and 9,700 drug-impaired crashes from 2010-2014. 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:

Increase observed seat belt use of front seat outboard occupants in passenger vehicles from 93.3 percent in 2014 to 98 percent by December 31, 2017.

Decrease fatalities and incapacitating injuries by 11.5 percent from 5,785 in 2014 to 5,116 by December 31, 2017.

Decrease the vehicle mileage fatality rate by 11 percent from .93 in 2014 to .83 by December 31, 2017.

Decrease fatalities and incapacitating injuries for alcohol-involved crashes by 3 percent from 1,016 in 2014 to 989 by December 31, 2017.

Decrease fatalities and incapacitating injuries for drug-impaired crashes by 3 percent from 378 in 2014 to 366 by December 31, 2017.

Task 1: Enforcement Support	\$910,000
Section 405(d) funds	\$895,000
Section 402 funds	\$15,000

Impaired Driving Detection Training

Project Number	AL-16-01	
Benefit to Locals	Yes	
Grantee	Michigan State Police-Training Division	
Grant Amount, Funding Source	\$425,000	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 and Advanced Roadside Impaired Driving Enforcement, by conducting at least 40 classes for up to 800 officers by September 30, 2016.	

Impaired Driving Prevention – FY 2016

The OHSP requires Standardized Field Sobriety Testing (SFST) training for officers participating in grant-funded overtime patrols, which is essential for any officer working impaired driving enforcement. The training improves the successful apprehension and prosecution rate for officers who may not have had this training during the police academy. Refresher and advanced courses are also part of the continuing education program. At least 30 basic SFST classes will be conducted in addition to refresher SFST classes. One SFST instructor course and at least one SFST refresher instructor course will be offered as well as 15 Advanced Roadside Impaired Driving Enforcement (ARIDE) classes.

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

Drug Recognition Expert Training (DRE)

Project Number	CP-16-01	
Benefit to Locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$160,000	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 officers with DRE training by 23 percent from 87 in 2015 to 107 by September 30, 2016.</p> <p>To increase the number of certified DRE instructors by 20 percent from 15 instructors in 2015 to 18 instructors by September 30, 2016.</p>	

Recent trends indicate a greater number of drivers are impaired as a result of drugs and or drug/alcohol combinations as well as other substances. As the number of drug-impaired drivers increases, so does the need for additional trained law enforcement personnel on the roads and in the courtrooms. In October 2010, Michigan became the 47th Drug Evaluation and Classification Program state. Michigan now has 87 certified DRE officers and 22 DRE trained prosecutors. A DRE school will be conducted in Michigan in Fiscal Year 2016 along with one DRE instructor school and two DRE continuing education credit programs, which are required in order for the current graduates to maintain certification.

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

Impaired Driving Prevention – FY 2016

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

Project Number	AL-16-03	
Benefit to Locals	Yes	
Grantee	Prosecuting Attorneys Association of Michigan (PAAM)	
Grant Amount, Funding Source	\$5,000	405(d)
Project Number	CP-16-01	
Benefit to Locals	Yes	
Grantee	OHSP Special Projects	
Grant Amount, Funding Source	\$5,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Explore innovative countermeasures for impaired driving.	
Project Objective	Increase the number of law enforcement officers nominated for outstanding performance in impaired driving arrests by 10 percent from 350 in 2014 to 385 by September 30, 2016.	

MADD provides drunk 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-16-03	
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 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, 2016.	

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.

Impaired Driving Prevention – FY 2016

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.

Ignition Interlock Violation Management System

Project Number	AL-16-02	
Benefit to Locals	No	
Grantee	Michigan Department of State (MDOS)	
Grant Amount, Funding Source	\$300,000	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	Develop and begin implementation of an automated violation management system by September 30, 2016.	

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 Michigan Department of State (MDOS) analysts, beginning when the violation reports are received from the 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.

Development of this system began in 2015 and will be completed in 2016. MDOS has secured \$250,000 toward this project. Funding will support the continued development and implementation of the automated violation management system.

Impaired Driving Prevention – FY 2016

Task 2: Adjudication	\$1,880,000
Section 405(d) funds	\$1,880,000

Traffic Safety Resource Prosecutor (TSRP)

Project Number	AL-16-03	
Benefit to Locals	Yes	
Grantee	Prosecuting Attorneys Association of Michigan	
Grant Amount, Funding Source	\$500,000	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	<p>Maintain two traffic safety resource prosecutors (TSRP) and an administrative assistant by September 30, 2016.</p> <p>Provide 10 professional education opportunities for law enforcement and prosecutors by September 30, 2016.</p> <p>Provide legal reference materials and technical assistance to the traffic safety community by September 30, 2016.</p>	

Effective prosecution is an essential component for deterring impaired driving in Michigan. 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. OHSP has supported a traffic safety resource prosecutor since 2000, which is now a national best practice.

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.

Impaired Driving Prevention – FY 2016

Judicial Outreach Liaison (JOL)

Project Number	AL-16-04	
Benefit to Locals	Yes	
Grantee	Michigan Judicial Institute (MJJ)	
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 judicial outreach liaison (JOL) position through September 30, 2016.	

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 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 shall be used to support a JOL program in Michigan, which will run in a similar fashion to the TSRP program. Michigan's JOL program will be coordinated through the Michigan Judicial Institute, which is a training division of the State Court Administrative Office of the Michigan Supreme Court.

Funding will support one part-time position.

Impaired Driving Prevention – FY 2016

Adjudication Training

Project Number	AL-16-04	
Benefit to Locals	Yes	
Grantee	Michigan Judicial Institute (MJJ)	
Grant Amount, Funding Source	\$30,000	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, 2016.	

After an impaired driving arrest, the process for the offender's journey through the adjudication system begins. Judges, magistrates, judicial staff, probation officers, and other criminal justice officials come into contact with the impaired offender. Continuous updated training for these officials is imperative to ensure the comprehension of various impaired driving and underage drinking laws, court procedures, and knowledge of sentencing and treatment options.

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

Sobriety Court Enhancement

Project Number	AL-16-05	
Benefit to Locals	Yes	
Grantee	State Court Administrative Office	
Grant Amount, Funding Source	\$1,300,000	405(d)
Project Number	CP-16-01	
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	Add up to two new drug court programs accepting DUI offenders by September 30, 2016. Expand up to four regional drug courts by September 30, 2016.	

Impaired Driving Prevention – FY 2016

	Send staff from up to two courts to the National DUI Court Training workshop by September 30, 2016.
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Drug and alcohol-impaired driving courts consistently reduce recidivism among offenders who complete the specialty court program. Michigan’s sobriety courts are running at capacity and are unable to expand to meet the full demand for services. The recidivism rate for participants is 29 percent as compared to 48.5 percent for non-participants.

Court participants are offenders who would otherwise not be receiving treatment for alcohol and/or drug addictions. A significant percentage would continue to re-offend once the traditional jail sentence was complete. These offenders are saving the state funding and jail space by staying employed, paying taxes, or completing high school. Recent studies have shown that once they graduate from the court treatment program, offenders have a very high chance of becoming productive members of society at a cost significantly less than incarceration.

Funding will provide for two additional specialty courts to initiate sobriety court operations in FY 2016. 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 DUI Court Training.

Task 3: Reducing Underage Drinking	\$450,000
Section 405(d)funds	\$450,000

Enforcement of Underage Drinking Laws (EUDL)

Project Number	AL-16-06+	
Benefit to Locals	Yes	
Grantee	State, county, and local law enforcement	
Grant Amount, Funding Source	\$400,000	405(d)
Grant Start-up	October 1	
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, 2016.	

Teens that begin drinking before age 15 are four 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 drunk driving crashes. 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.

Impaired Driving Prevention – FY 2016

Funding will support overtime enforcement efforts.

Underage Drinking (UAD) Enforcement Training

Project Number	CP-16-01	
Benefit to Locals:	No	
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. Explore innovative countermeasures for impaired driving. Continue high visibility enforcement. Support public information and education campaigns.	
Project Objective:	Conduct at least one “Using Social Media as an Investigative Tool” training by September 30, 2016. Conduct UAD enforcement training as needed by September 30, 2016.	

As technology changes, so do the means of locating and dispersing underage drinking events, from underground “raves” to “field parties” where word of mouth spreads through text messages and social media invitations on Facebook and MySpace. Officers will be trained on modern social media and communication networks, accessing internet sites for intelligence gathering, and related legal issues.

With the recent reinvigoration of underage drinking enforcement grants, law enforcement agencies are in need of specialized training in controlled dispersal, compliance checks, and legal updates. Experienced law enforcement officers will provide trainings to officers on an as-needed basis

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

Impaired Driving Prevention – FY 2016

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

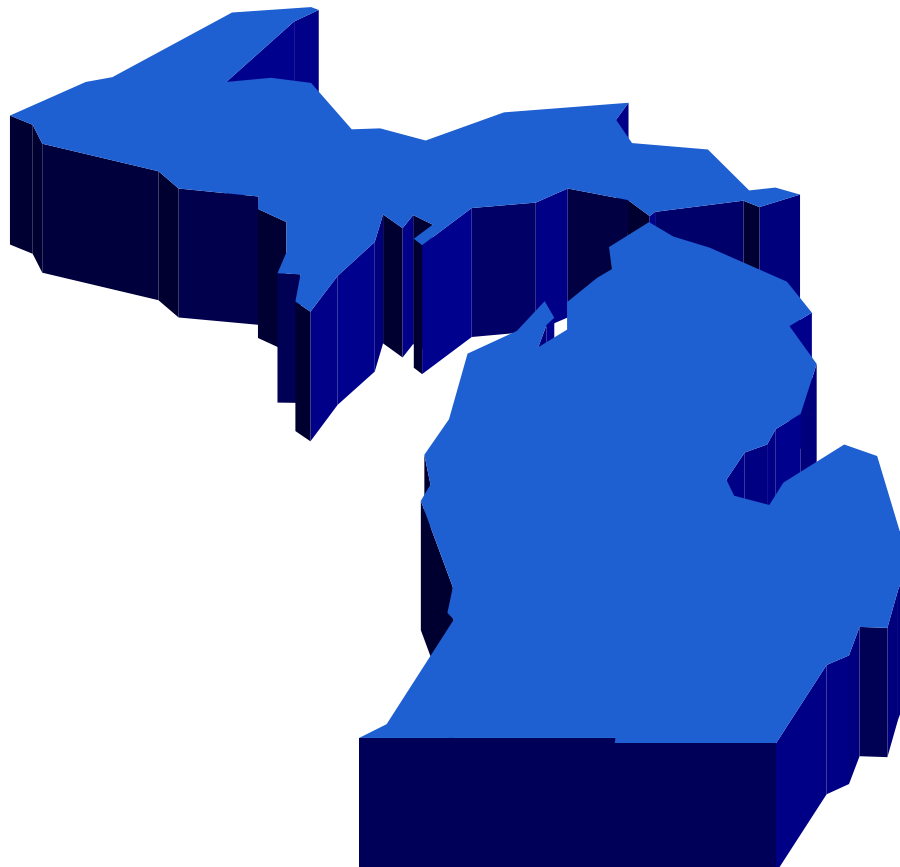
Program Management

Project Number	CP-16-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$550,000	402
Grant Start-up	October 1	

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

FY2016 - HSP Budget
 Alcohol-Impaired Driving - PAP #2

Task Numbers	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	408	410	General	Local	TOTAL
AL-1	Enforcement Support	\$15,000			\$895,000						\$15,000	\$910,000
AL-2	Adjudication				\$1,880,000							\$1,880,000
AL-3	Reduce Underage Drinking				\$450,000							\$450,000
AL-4	Program Management	\$550,000										\$550,000
	TOTALS	\$565,000	\$0	\$0	\$3,225,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$3,790,000



Michigan Police Traffic Services Program FY2016

Police Traffic Services – FY 2016

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:

Increase observed seat belt use of front seat outboard occupants in passenger vehicles from 93.3 percent in 2014 to 98 percent by December 31, 2017.

Decrease fatalities and incapacitating injuries by 11.5 percent from 5,785 in 2014 to 5,116 by December 31, 2017.

Decrease the vehicle mileage fatality rate by 11 percent from .93 in 2014 to .83 by December 31, 2017.

Decrease fatalities and incapacitating injuries for alcohol-involved crashes by 3 percent from 1,016 in 2014 to 989 by December 31, 2017.

Decrease fatalities and incapacitating injuries for drug-impaired crashes by 3 percent from 378 in 2014 to 366 by December 31, 2017.

Task 1: Traffic Enforcement	\$5,525,000
Section 405(b) funds	\$1,800,000
Section 405(d) funds	\$1,500,000
Section 402 funds	\$2,225,000

Overtime Traffic Enforcement

Project Number	PT-16-02+	
Benefit to Locals	Yes	
Grantee	State, county and local law enforcement	
Grant Amount, Funding Source	\$1,800,000	405(b)
Grant Amount, Funding Source	\$1,500,000	405(d)
Grant Amount, Funding Source	\$2,000,000	402
Grant Start-up	October 1	
SHSP Strategy	High visibility enforcement. Explore innovative countermeasures for impaired driving.	
Project Objective	<p>Conduct at least one media event for the December mobilization by December 31, 2015.</p> <p>Conduct up to 44,000 hours of safety belt enforcement by September 30, 2016.</p> <p>Conduct up to 55,000 hours of impaired driving enforcement by September 30, 2016.</p>	

Police Traffic Services – FY 2016

	<p>Average .72 equivalent stops per billed hour of OWI patrol in the Upper Peninsula by September 30, 2016.</p> <p>Average 1.29 equivalent stops per billed hour of OWI patrol in the Lower Peninsula by September 30, 2016.</p> <p>Average 1.09 equivalent stops per billed hour of safety belt patrol by September 30, 2016.</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. OHSP will fund cooperative overtime enforcement in all 83 counties focusing on year-round impaired driving and seat belt compliance particularly during statewide mobilizations and crackdowns. Enforcement will focus on peak crash times.

Funding will support the costs related to overtime enforcement efforts.

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

Seat Belt Enforcement Zone Signs

Project Number	CP-16-01	
Benefit to Locals	Yes	
Grantee	OHSP Special Projects	
Grant Amount, Funding Source	\$25,000	402
Grant Start-up	October 1	
SHSP Strategy	High visibility enforcement.	
Project Objective	Purchase and distribute signs by September 30, 2016.	

“Seat belt enforcement zone” signs will be purchased and distributed to law enforcement agencies.

Funding will support the purchase and distribution of signs.

Police Traffic Services – FY 2016

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

Project Number	PT-16-02+	
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	To reduce the number of fatalities and serious injuries by ten percent over the Operation C.A.R.E. Thanksgiving holiday campaign period from 70 in 2014 to 63 by December 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 collisions and injuries through public information, education, and strict consistent interstate enforcement. It is now a nationwide effort.

Thanksgiving is the deadliest holiday for fatal traffic crashes after Labor Day. In 2014, three people lost their lives in fatal traffic crashes on Michigan roadways during the Thanksgiving holiday period while 67 were seriously injured.

Earned media will be created, including district news events and public information materials. Funding for public information and education materials is included in the Community Program grant. The high visibility traffic enforcement over the Thanksgiving holiday period will focus on speeding, aggressive driving, seat belts, texting while driving, and impaired driving.

Funding will support overtime costs associated with the mobilization.

Task 2: Education and Communication	\$2,610,000
Section 402 funds	\$160,000
Section 405(b) funds	\$50,000
Section 405(b) funds-Paid Media	\$900,000
Section 405(d) funds-Paid Media	\$1,000,000
Section 402 funds-Paid Media	\$500,000

Mobilization Paid Advertising

Project Number	CP-16-03	
Benefit to Locals	Yes	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$900,000	405(b) Paid Media
Grant Amount, Funding Source	\$1,000,000	405(d) Paid Media
Grant Amount, Funding Source	\$500,000	402-Paid Media

Police Traffic Services – FY 2016

Grantee	OHSP-PI&E
Grant Start-up	October 1
SHSP Strategy	Support public information and education campaigns. Explore innovative countermeasures for impaired driving.
Project Objective	<p>Conduct three media campaigns geared at special traffic enforcement mobilizations by September 30, 2016.</p> <p>Provide earned media support for Christmas and New Year's enforcement by September 30, 2016.</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, 2016.</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, 2016.</p>

Special traffic enforcement programs have a far greater likelihood of success when combined with a strong publicity component. As safety belt use decreases, the need for paid advertising surrounding statewide enforcement periods becomes even greater because it is more difficult and challenging to reach those motorists who are failing to buckle up. Further, it is imperative that a strong enforcement and penalty message is conveyed to motorists most likely to drive impaired. This will help to persuade the target audience to make safe and responsible choices. The target audience in both instances is young men, who typically are not engaged in either primary means for conveying information regarding special traffic enforcement efforts.

Funding will cover paid advertising costs during the specified mobilization.

Police Traffic Services – FY 2016

Mobilization Message Development

Project Number	CP-16-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$50,000	405(b)
Grant Amount, Funding Source	\$160,000	402
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 31, 2016.	

Targeted paid advertising messages have helped 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.

Task 3: Law Enforcement Training	\$50,000
402 funds	\$50,000

Regional Law Enforcement Training

Project Number	CP-16-01	
Benefit to Locals	Yes	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$50,000	402
Grant Start-up	October 1	
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 three law enforcement training conferences by September 30, 2016.	

Police Traffic Services – FY 2016

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. Based on a survey in Fiscal Year 2015, law enforcement officers identified the training they need.

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

Task 4: Evaluation	\$205,000
Section 402 funds	\$205,000

Telephone Surveys

Project Number	CP-16-01	
Benefit to Locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$100,000	402
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns.	
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, 2016.	

Telephone surveys give OHSP immediate feedback on how drivers perceive and react to programs. Surveys allow OHSP to make adjustments midstream and develop plans based on current-year data. Surveys are used to identify the effectiveness of other public awareness programs for high visibility enforcement. Surveys are only to gauge the paid ads for enforcement of alcohol and belts.

Funding will support the costs of the surveys.

Grant Performance and Data Analysis Support

Project Number	PT-16-01	
Benefit to Locals	Yes	
Grantee	Western Michigan University	
Grant Amount, Funding Source	\$105,000	402
Grant Start-up	October 1	
SHSP Strategy	Increase coordination, effective communication, and cooperation among	

Police Traffic Services – FY 2016

	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 Fiscal Year 2017 based on the county crash data analysis by March 30, 2016.</p> <p>Evaluate the effectiveness of the current performance measures and make recommendations for Fiscal Year 2017 no later than July 30, 2016.</p> <p>Collect and analyze enforcement reports quarterly for performance by September 30, 2016.</p> <p>Review 2011-2015 crash files and provide an in-depth county analysis for performance and crashes by September 30, 2016.</p>

Michigan's traffic crash data is used to identify and analyze problems, implement countermeasures, and evaluate impact. Law enforcement agencies receiving grant funding from 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 4: Program Management	\$1,424,000
Section 402 funds	\$1,424,000

Program Management

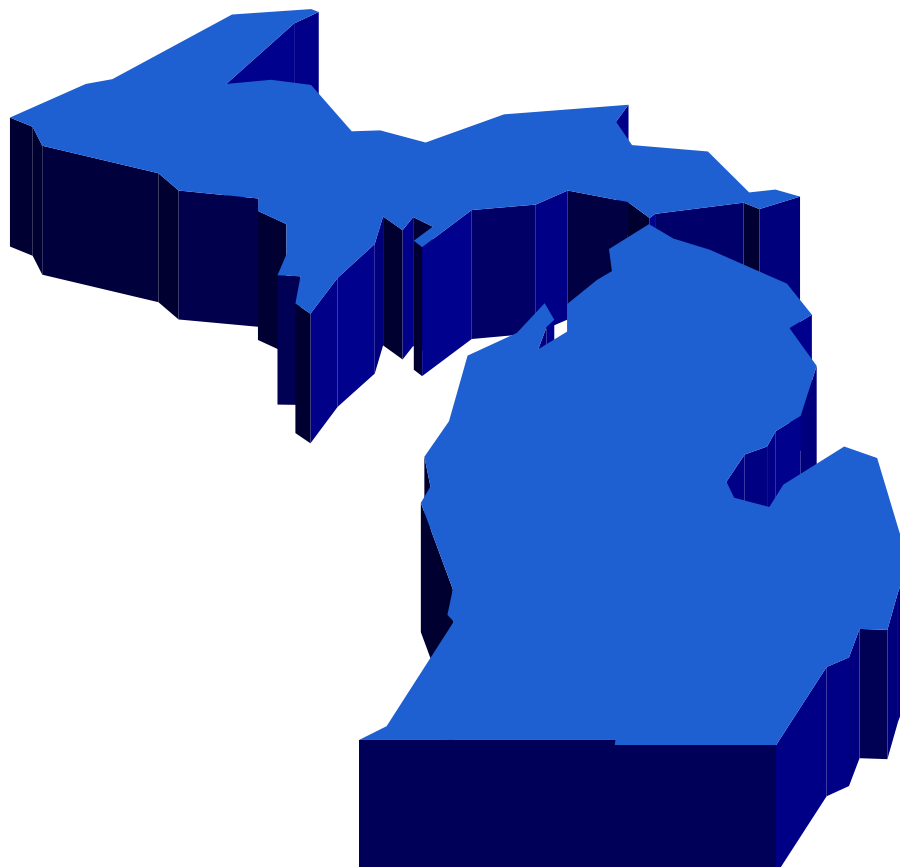
Project Number	CP-16-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$1,424,000	402
Grant Start-up	October 1	

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

Police Traffic Services – FY 2016

FY2016 - HSP Budget
 Police Traffic Services - PAP #3

Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	408	410	2010	2011	Gen	Local	TOTAL
PT-1	Traffic Enforcement	\$2,225,000	\$1,800,000		\$1,500,000								\$2,225,000	\$5,525,000
PT-2	Education and Communication	\$160,000	\$50,000											\$210,000
PT-2	Education and Communication-Paid Media		\$900,000		\$1,500,000									\$2,400,000
PT-3	Law Enforcement Training	\$50,000											\$50,000	\$50,000
PT-4	Evaluation	\$205,000											\$105,000	\$205,000
PT-5	Program Management	\$1,424,000												\$1,424,000
	TOTALS	\$4,064,000	\$2,750,000	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,380,000	\$9,814,000



**Michigan
Evidence Based Traffic Safety Enforcement
Program FY2016**

FY2016 Evidence-Based Traffic Safety Enforcement Program



June 26, 2015

BACKGROUND

Ongoing enforcement programs to reduce fatal and serious crash injuries and increase seat belt use have proven successful in Michigan. Alcohol-involved fatalities have seen a decline in the past five years from 283 in 2010 to 236 in 2014, a 17 percent reduction. A University of Michigan Transportation Research Institute (UMTRI) study shows this reduction has saved taxpayers more than \$66.3 million.

Since 2009, the last year Michigan led the nation in seat belt use, seat belt use has dropped from 98 percent to 93.3 percent and fatalities have increased 1 percent, from 871 to 876 in 2014.

Every 1 percent increase in seat belt use results in ten lives saved and 100 serious injuries are prevented.

According to UMTRI, 2,659 lives have been saved due to primary seat belt enforcement since the law began in 2000. Seat belt enforcement efforts must remain visible and sustained to create general deterrence and ultimately change driver behavior.

High-visibility enforcement increases compliance with traffic laws. On an annual basis, the Office of Highway Safety Planning (OHSP) reviews traffic crash data and identifies locations to fund overtime enforcement focusing on impaired driving and seat belt compliance, particularly during statewide mobilizations and crackdowns. Additional enforcement periods are identified by peak crash times and locations.

The number of grants awarded also takes into consideration the level of funding available. OHSP awards cooperative traffic enforcement grants. A lead agency is identified in the selected county and invites other local law enforcement agencies to participate. The number of agencies in the county-cooperative grants ranges from one to 13.

The Michigan State Police (MSP) conducts overtime enforcement through grants with each of seven districts that provides funding to the posts statewide.

The National Highway Traffic Safety Administration (NHTSA) developed a detailed model for conducting high visibility enforcement campaigns, combining evaluation, earned media, paid media, and enforcement. OHSP adopted this model 12 years ago as the basis for its enforcement campaign strategy and incorporates all aspects of the model into statewide seat belt and impaired driving mobilizations.

GOALS

1. Increase observed seat belt use of front seat outboard occupants in passenger vehicles from 93.3 percent in 2014 to 98 percent by December 31, 2017.
2. Decrease fatalities and incapacitating injuries for alcohol-involved crashes by 3 percent from 1,016 in 2014 to 989 by December 31, 2017.

3. Decrease fatalities and incapacitating injuries for drug-impaired crashes by 3 percent from 378 in 2014 to 366 by December 31, 2017.

SEAT BELT AND IMPAIRED DRIVING ENFORCEMENT

Mandatory mobilization enforcement



NHTSA requires states to participate in a seat belt enforcement mobilization over two weeks surrounding the Memorial Day holiday and impaired driving enforcement surrounding Christmas/New Years and Labor Day holidays.

A five-year review of fatal and serious injuries involving alcohol and unrestrained occupants was used to identify when and where grant-funded enforcement has the best potential to reduce traffic fatalities and injuries.

Mandatory grant-funded enforcement periods will include:

- March 15 – April 4, 2016 – seat belt and impaired driving
- May 23 – June 5, 2016 – seat belt
- August 18 – September 5, 2016 – impaired driving and seat belt

It is anticipated that more than 170 state, county, and local law enforcement agencies in all 83 Michigan counties will conduct federally funded seat belt and impaired driving enforcement to reduce traffic deaths and injuries during these mandatory enforcement periods.

An impaired driving enforcement mobilization during the month of December will be supported by MSP enforcement patrols and citation data. Local and County law enforcement may support this mobilization as optional enforcement as well. OHSP will coordinate earned media.

During the mandatory seat belt enforcement periods in May and August, grant-funded seat belt enforcement zones will be required. Portable signs will be used to mark the entry into an enforcement zone where a law enforcement officer will serve as a spotter to identify unbelted drivers, conveying the information to several marked patrol vehicles that stop drivers and issue citations.

A minimum of one seat belt enforcement zone will be conducted in each participating county on the first day of each mandatory seat belt enforcement period and one impaired driving enforcement patrol will be conducted the first weekend of each mandatory impaired driving enforcement period.

During the impaired driving enforcement crackdown surrounding the Labor Day holiday, a minimum of three saturation patrols will be scheduled by each grant-funded county.

Additionally for the Labor Day enforcement period, a minimum of two daytime seat belt enforcement zones will be conducted each week by every participating county.

Sustained enforcement

Seat belt and impaired driving enforcement will be allowed any time throughout the year after the mobilization period requirements are fulfilled and if funding is available.

Law enforcement agencies will conduct seat belt enforcement zones, modified seat belt enforcement zones that include no spotter, or roving patrols outside of mandatory enforcement periods of Memorial Day and Labor Day. Refer to the Earned Media and Outreach section for the communications plan.



Grant-funded law enforcement agencies statewide will be required to average a minimum of 1.09 equivalent stops per billed hour of seat belt patrol. Grant-funded law enforcement agencies in the Lower Peninsula will be required to average a minimum of 1.29 equivalent stops per billed hour of impaired driving patrol and in the Upper Peninsula they are required to average .72 equivalent stops per billed hour of impaired driving patrol.

Up to 80 additional "seat belt enforcement zone" signs will be purchased and distributed to law enforcement agencies upon request.

It is estimated that \$2.2 million will be expended for all overtime enforcement of the seat belt law during the enforcement periods.

During impaired driving enforcement periods, officers will conduct saturation patrols, concentrating enforcement in high-crash areas. When drivers are observed committing a moving violation, the vehicle is stopped and the driver screened for possible alcohol violations. It is estimated \$2.75 million will be spent on all overtime enforcement of the impaired driving laws during the enforcement periods.

OPERATION C.A.R.E.



The Michigan State Police will enhance Operation C.A.R.E. efforts over the Thanksgiving holiday weekend, focusing the statewide safety effort on traffic violations such as speeding, aggressive driving, texting and driving, and impaired driving with a special emphasis on seat belt violations.

Materials will be created for this campaign and may include the following:

- Public service announcements
- Banners
- Placemats
- Handouts Community Service Troopers (CSTs) can distribute to establishments
- Group text messages with campaign information to universities

The overtime enforcement plan will include 26 state police posts covering the entire state during the Thanksgiving Day weekend, November 25 - 29, 2015.

It is estimated \$200,000 will be spent on overtime enforcement.

Earned Media and Outreach

Earned media supports all mobilization efforts.

Christmas and New Year's

The holiday impaired driving crackdown will include news events, outreach, and social media support to encourage motorists to drive sober or designate a sober driver.

March, May, and August

Enforcement periods will be supported by a comprehensive earned media strategy. This will include:

- Pre-enforcement news releases to accommodate weekly papers
- Start of enforcement news releases and news events
- Mid-mobilization news releases
- Results releases

In addition to media activities, materials will be sent to all law enforcement agencies for both the May seat belt mobilization and the March and August impaired driving crackdowns. Typically agencies receive banners to display at prominent locations and posters to distribute in their community.

OHSP will develop more promotional assets that law enforcement agencies and other traffic safety partners can utilize to extend awareness during sustained enforcement efforts.

Paid Advertising

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.

Paid advertising guarantees messages will be played on stations and programs that appeal to the target group. Advertising programming is selected based on its efficiency and effectiveness.

Young men remain the focus of messaging efforts for both seat belt and impaired driving enforcement. Advertising mediums include radio, television, and cable programs as well as billboards, Internet sites popular with the young males, and movie theaters.

Non-grant Funded Enforcement

All law enforcement agencies in the state are encouraged to take part in and support the statewide traffic enforcement periods, even if they do not receive grant funds. Through a special mailing, OHSP will provide background and support materials for the enforcement periods to all 600 law enforcement agencies in the state.

Evaluation and Monitoring

A comprehensive and ongoing monitoring and evaluation program can locate areas for improvement and more accurately pinpoint weaknesses or areas of particular success. A number of evaluation and monitoring tools will be utilized.

Law enforcement agencies review enforcement activity, staffing, crash data, traffic patterns, and officer safety issues in the enforcement areas patrolled and modify enforcement locations and strategies on an on-going basis.

OHSP measures each agency's ability to meet established performance measures (described on page 4) and shares the results with all grantees after each mandatory mobilization.

Seat belt direct observation surveys will take place before and after the Memorial Day and Labor Day enforcement periods. Phone surveys will take place before and after each summer enforcement period and will include an oversample of young men. The surveys will measure drivers' knowledge, beliefs, and experiences concerning law enforcement activities and media efforts.

Refer to the PTS plan, Task #3, for more information on evaluating the effectiveness of the overtime enforcement grants.

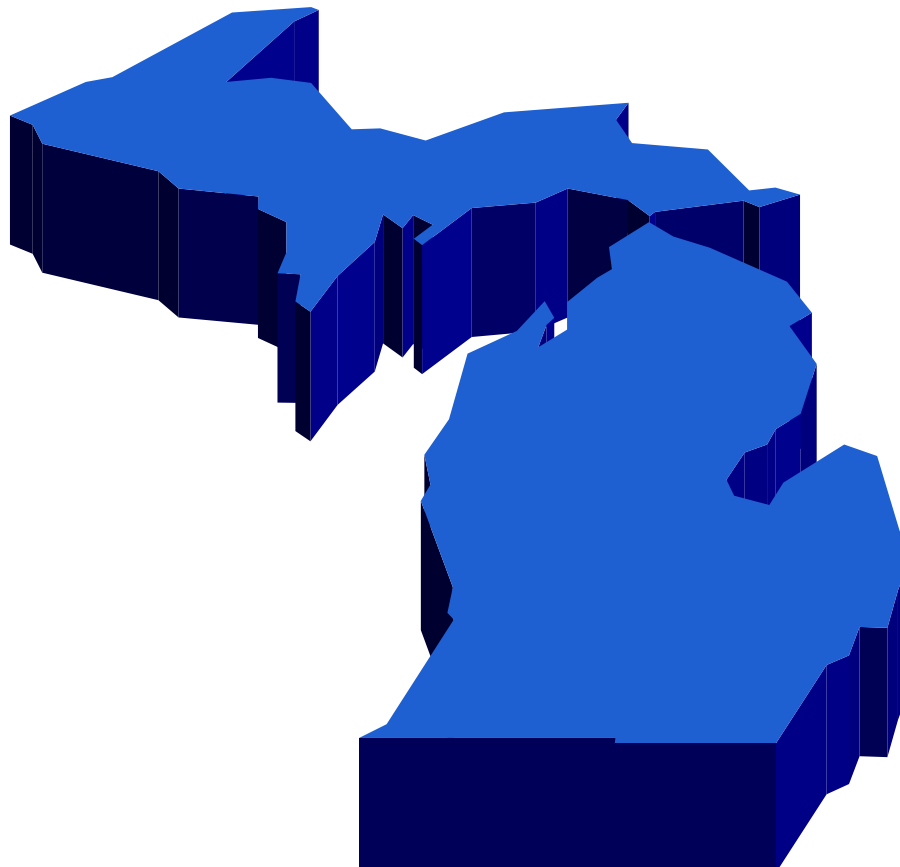
REGIONAL LAW ENFORCEMENT TRAINING

A 2015 survey of Michigan traffic grant project directors demonstrated a clear need for and interest in specialized traffic safety training. Travel cost and distance, the lack of availability of courses and scheduling conflicts were cited as reasons that departments had difficulty accessing opportunities currently offered in the state. Course evaluations from 2012 and 2014 Traffic Enforcement Conferences held in the Upper Peninsula indicated a desire for programs that are immediately useful in everyday patrol and agency applications and are available locally.

Training will be offered regionally in the Upper Peninsula, Northern Lower Michigan, and Southern Michigan. The programs will be experiential, practical and relevant to geographical area, demographics and agency considerations and may include multi-day programs, half-day workshops, or topical series. Subjects to be considered include Cops in Court, Traffic Stop Challenges, Grantee Boot Camp, Roadside Verbal Judo, Prosecuting the Drugged Driver, drug awareness, traffic law update, and others.

Educational opportunities will be targeted to specific audiences, such as administrators, grantees, and traffic enforcement officers, depending on regional need.

To make courses more accessible and to be more responsive to requests for delivery of programs, up to six law enforcement officers in the state will be offered train-the-trainer opportunities for selected traffic safety curriculum. These officers will be sought based on historical commitment to traffic safety, current road patrol and teaching experience, geographical location and availability. Along with Traffic Safety Resource Prosecutors and other content experts, they will be contracted as the need arises to provide specialized training in their regional areas.



**Michigan
Pedestrian and Bicycle Safety Program
FY2016**

Pedestrian and Bicycle Safety – FY 2016

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

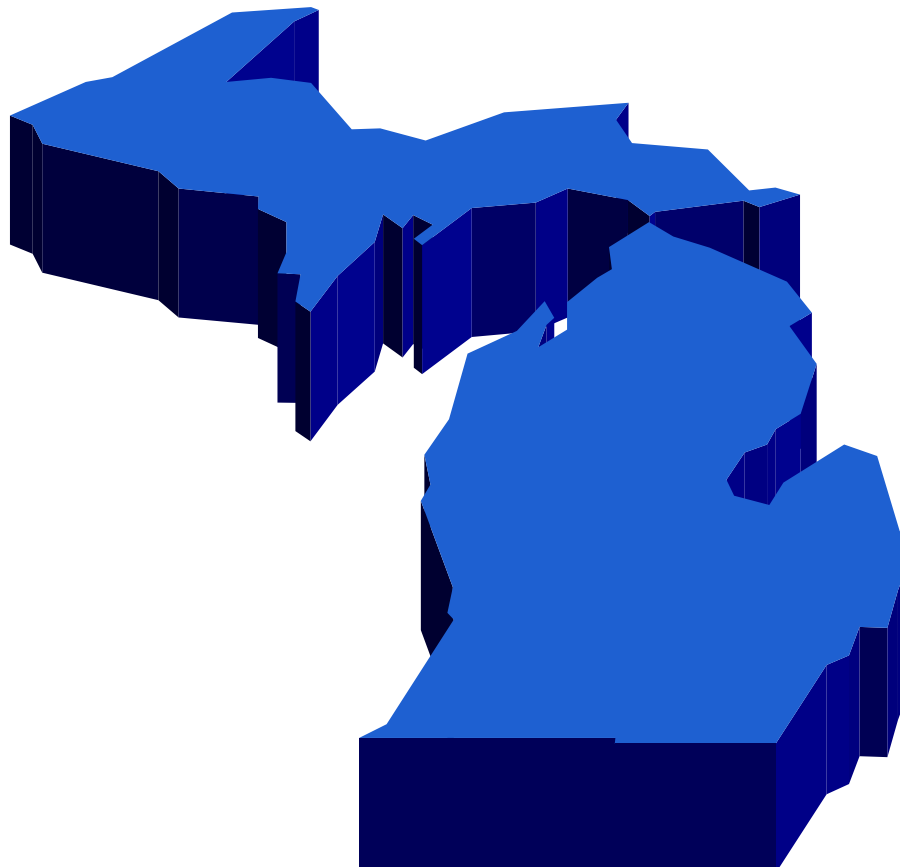
Program Management

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	
SHSP Strategy:	N/A	

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

FY2016 - HSP Budget
 Pedestrians and Bicycles - PAP #4

Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	408	410	2010	2011
PS-1	Evaluation	\$25,000									
PS-2	Program Management	\$5,000									
	TOTALS	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Michigan Traffic Records FY2016

Traffic Records – FY 2016

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:

Increase observed seat belt use of front seat outboard occupants in passenger vehicles from 93.3 percent in 2014 to 98 percent by December 31, 2017.

Decrease fatalities and incapacitating injuries by 11.5 percent from 5,785 in 2014 to 5,116 by December 31, 2017.

Decrease the vehicle mileage fatality rate by 11 percent from .93 in 2014 to .83 by December 31, 2017.

Task 1: Traffic Crash Data Support and Training	\$1,947,000
Section 405(c) funds	\$1,947,000

Traffic Crash Reporting System (TCRS) Modernization with UD-10 Redesign

Project Number	CP-16-01	
Benefit to Locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$150,000	405(c)
Grant Start-up	October 1	
SHSP Strategy	Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems.	
Project Objective	Enhance the availability, timeliness, and use of traffic crash reports, and other planning data and information through improvements to the traffic crash records system by September 30, 2016.	

The TCRS is a client/server application written in a technology that will soon be out-of-date. As a result, the application needs to be upgraded to an enterprise approved/supported technology. Funding for this project will enhance the availability, timeliness, and use of traffic crash records systems, which in turn assists with improved research studies and traffic crash data evaluations. This is the final year of the planned four year project.

Funding will support the vendor contractual costs for modernizing the TCRS application.

Traffic Records – FY 2016

Traffic Records Data Linkage

Project Number	CP-16-01	
Benefit to Locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$100,000	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	Develop and implement an identified short-term data linkage project with the Department of Technology, Management, and Budget (DTMB) project manager by September 30, 2016.	

Currently there is not a system or process by which users of multiple databases (such as crash data, citation data, emergency medical services data, driver records, roadway data, vehicle records, etc.) can link to data for conducting in-depth data analysis for planning and evaluating traffic safety initiatives. Planning continues with this project as the DTMB project manager and the Traffic Records Coordinating Committee (TRCC) will develop and implement a short-term data linkage project as the first step in developing a comprehensive data linkage system.

Funding would support the project manager costs, software development, testing, and implementation of data linkages between the appropriate traffic records databases.

Traffic Crash Reporting Form (UD-10) Training Support

Project Number	TR-16-02	
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, 2016.	

This project would be a continuation of the Fiscal Year 2015 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.

Traffic Records – FY 2016

The instructor will provide training, in various mediums, to law enforcement agencies on the current UD-10 crash form, as well as on the revisions that will become effective January 1, 2016.

Funding will support the costs of training supplies, equipment, and travel to the 2016 National Traffic Records Forum.

Crash Locating Improvement Project (CLIP)

Project Number	TR-16-02	
Benefit to Locals	No	
Grantee	MSP-CJIC	
Grant Amount, Funding Source	\$50,000	405(c)
Grant Start-up	October 1	
SHSP Strategy	Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems.	
Project Objective	Improve accuracy of crash location data by simplifying the mapping/locating interface in the crash reporting system by September 30, 2016.	

Currently, the Traffic Crash Reporting System (TCRS) attempts to locate crashes based on the officer's description. If the system cannot locate the crash, the crash unit technicians must locate the crashes manually. These methods leave room for inaccurate data and human error. To address this issue, a geographic mapping system will be developed, which creates a user interface for vendors to integrate with their e-crash software programs. The officer could then point and click on a crash location, and the exact geographic data would be uploaded to the TCRS, ensuring accurate location data is collected each time.

Funding will support the contractual vendor costs associated with this project.

CLIP Vendor Funding

Project Number	TR-16-02	
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, 2016.	

Traffic Records – FY 2016

This project will assist the six remaining vendors to incorporate the CLIP location interface into their electronic crash reporting systems. If the vendors do not receive funding assistance for the location interface, they may be unable to dedicate staff time to implement the interface into their e-crash reporting program.

Without this interface, the location data within TCRS will continue to be located in the same manner today, increasing the possibility for officer and crash unit technician errors. The manual location process is extremely time consuming. This would free up unit staff to concentrate on other quality control initiatives.

Funding will cover the cost of the crash location interface.

Development of Roadsoft for Statewide Use

Project Number	TR-16-03	
Benefit to Locals	No	
Grantee	MDOT	
Grant Amount, Funding Source	\$102,000	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 facilitate statewide engineering data exchanges between MDOT and local agencies by September 30, 2016.	

The current crash system housed at MDOT is a legacy program in need of replacement or redevelopment. The crash analysis system is in use by the majority of local agencies within Michigan. It is a GIS-based asset management tool that also houses a safety module.

Roadsoft allows a user to tie roadway features data (e.g. – culvert, pavement marking, signs, driveways, etc.) to crash data through a GIS platform that utilizes the Michigan Geographic Framework. MDOT has made the decision to develop the Roadsoft safety module for its own use. This will facilitate an engineering data exchange with hundreds of local agencies already using Roadsoft in Michigan.

Funding will cover the costs of development and implementation.

Traffic Records – FY 2016

Traffic Crash Reporting System (TCRS) Website Redesign

Project Number	TR-16-02	
Benefit to Locals	No	
Grantee	MSP-CJIC	
Grant Amount, Funding Source	\$220,000	405(c)
Grant Start-up	October 1	
SHSP Strategy	Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems.	
Project Objective	Redesign the TCRS website with improved reporting, functionality, and mapping by September 30, 2016.	

The TCRS web application was implemented in 2003 for use by law enforcement and research groups only. It houses a few reports, a mapping report, and the ability to view the original crash report (UD-10).

With the web application being approximately 12 years old, Michigan needs to improve the website for user groups, to allow for more reporting options, improved functionality, and mapping capabilities.

Funding will support the cost of the contractual services for the web redesign.

Advanced Pedestrian and Bicycle Crash Investigation Training

Project Number	TR-16-04	
Benefit to Locals	Yes	
Grantee	Traffic Improvement Association of Michigan (TIA)	
Grant Amount, Funding Source	\$20,000	405(c)
Grant Start-up	October 1	
SHSP Strategy	Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems.	
Project Objective	Conduct at least one training for crash reconstructionists by September 30, 2016.	

Completeness of traffic records is a critical component of model traffic records systems. Education on the accurate reporting of traffic crash evidence helps to improve the crash data submitted by law enforcement agencies, which in turn results in better problem identification for traffic safety program planning.

This training teaches crash reconstructionists the latest methodologies of pedestrian/bicycle traffic crash investigation, with a concentrated focus on the analysis of the collision. The training will also consist of pedestrian/cyclists impact dynamics, effects of vehicle design on pedestrian/cyclist injuries and movement,

Traffic Records – FY 2016

analysis of impact speed in pedestrian/cyclists involved collisions, real world case analysis, and crash testing to assist in the overall pedestrian/cyclist analysis.

Funding will support the cost of the training.

Traffic Records Program Assessment Recommendation Implementation

Project Number	TR-16-05+	
Benefit to Locals	No	
Grantee	TBD	
Grant Amount, Funding Source	\$895,000	405(c)
Grant Start-up	October 1	
SHSP Strategy	Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems.	
Project Objective	Implement at least 20 percent of the recommendations from the Traffic Records Program Assessment by September 30, 2016.	

Accurate, timely 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. Fiscal Year 2016 will see the implementation of projects to begin addressing assessment recommendations.

Funding will support the implementations of the assessment recommendations.

UD-10 Crash Report Paper Processing

Project Number	TR-16-02	
Benefit to Locals	No	
Grantee	MSP-CJIC	
Grant Amount, Funding Source	\$60,000	405(c)
Grant Start-up	October 1	
SHSP Strategy	Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems.	
Project Objective	Complete the new paper processing solution by September 30, 2016.	

The MSP CJIC Traffic Crash Reporting Unit has launched a multi-year project to modernize the crash database, as well as revise the crash report form (UD-10). This project has identified the need to change the way paper crashes are currently processed.

This project is a continuation of the project that began in Fiscal Year 2015. During Fiscal Year 2016, the project will be completed.

Traffic Records – FY 2016

Funding will support the vendor contractual costs.

Task 2: Education and Communication	\$507,000
Section 405(c) funds	\$507,000

Michigan Traffic Crash Facts

Project Number	TR-16-01	
Benefit to Locals	Yes	
Grantee	University of Michigan Transportation Research Institute (UMTRI)	
Grant Amount, Funding Source	\$480,000	402
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 2015 traffic crash data on the Michigan Traffic Crash Facts website including reports, profiles, and new data query capabilities by September 30, 2016.	

UMTRI currently manages public traffic records data essential to the traffic safety community in order to identify and plan for traffic safety initiatives. The data is easily accessible on the internet through the Web site: www.michigantrafficcrashfacts.org.

Funding will continue to support this operation along with enhancements and improvements to the site. In addition, funding will support ad hoc data queries and analysis as needed throughout the fiscal year.

Traffic Records – FY 2016

Emergency Medical Services (EMS) Assessment

Project Number	TR-16-01	
Benefit to locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$27,000	405(c)
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, 2015.	

Evaluation of traffic safety programs is a required and critical component to determine the successfulness of efforts. An updated look at the program is necessary to assist in determining future direction, identifying deficiencies, and recognizing achievements. The last EMS assessment in Michigan was in 2007.

OHSP will collaborate with NHTSA to select leaders from across the country to serve on an emergency medical services assessment panel. OHSP will provide leadership and coordination in working with the assessment panel, the assessment facility, scheduling assessment presentations, and developing the assessment binder of Michigan's EMS program information. Following the assessment, OHSP will work with the EMS network to develop a current strategic plan based on the assessment recommendations. This is the second and final year for this project.

Funding will support costs associated with the assessment.

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

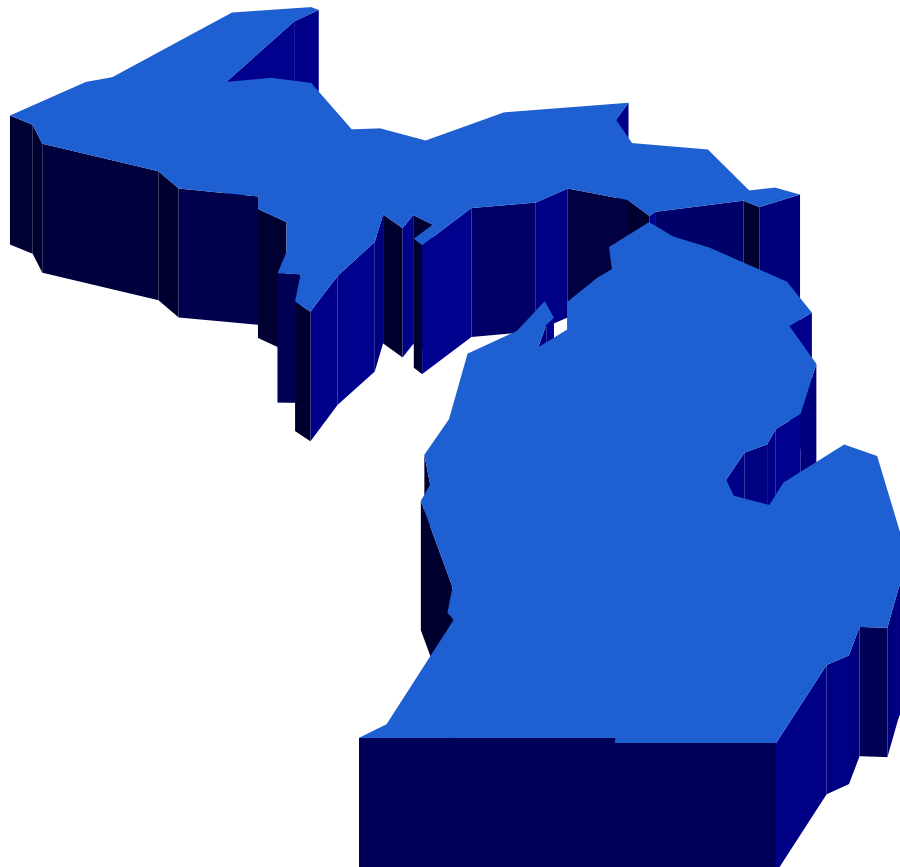
Program Management

Project Number	CP-16-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$331,000	402
Grant Start-up	October 1	

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

FY2016 - HSP Budget
 Traffic Records - PAP #5

Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	408	410	2010	2011	General	Local	TOTAL
TR-1	Enforcement Support			\$1,947,000										\$1,947,000
TR-2	Education and Communication	\$480,000		\$27,000									\$480,000	\$507,000
TR-3	Program Management	\$331,000												\$331,000
	TOTALS	\$811,000	\$0	\$1,974,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$480,000	\$2,785,000



Michigan Community Programs FY2016

Community Programs – FY 2016

The Office of Highway Safety (OHSP) engages partners at the state and local levels. Local coalitions 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 problems. This combination of top-level expertise with local experience is part of what makes traffic safety programs effective in Michigan.

Goals:

Increase observed seat belt use of front seat outboard occupants in passenger vehicles from 93.3 percent in 2014 to 98 percent by December 31, 2017.

Decrease fatalities and incapacitating injuries by 11.5 percent from 5,785 in 2014 to 5,116 by December 31, 2017.

Decrease the vehicle mileage fatality rate by 11 percent from .93 in 2014 to .83 by December 31, 2017.

Task 1: Education and Communication	\$559,000
Section 402 funds	\$410,000
Section 402 funds-Paid Media	\$100,000
Section 405(d)	\$49,000

In-House Public Information and Education

Project Number	CP-16-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$145,000	402
Grant Amount, Funding Source	\$49,000	405(d)
Grant Start-up	October 1	
SHSP Strategy	Conduct effective communications and outreach activities. Support public information and education campaigns.	
Project Objective	<p>Publish up to six bimonthly e-newsletters by September 30, 2016.</p> <p>Issue up to 12 news releases by September 30, 2016.</p> <p>Conduct up to seven news events by September 30, 2016.</p>	

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 range from ordering additional public information materials, developing new materials to fill voids, replacing outdated items, or communicating information through newsletters and other means. OHSP also maintains and updates a

Community Programs – FY 2016

traffic safety materials catalog to provide the most current traffic safety information to the public.

Funding will support materials for law enforcement training such as Standardized Field Sobriety Training (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE) training programs. Funding also allows OHSP to track its media efforts by the amount of news coverage.

Materials Storage and Distribution

Project Number	CP-16-04	
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, 2016.	

Funding a storage and distribution center for materials allows OHSP to promote traffic safety and the compliance of traffic safety laws through the distribution of posters and brochures. Residents, organizations, and businesses are able to order materials as needed. This provides opportunities to enhance local education efforts. It also allows OHSP to support NHTSA-required seat belt and impaired driving enforcement campaigns such as *Click It or Ticket* and *Drive Sober or Get Pulled Over*. A majority of shipments are made to law enforcement and other traffic safety partners to help support these grant-funded enforcement efforts.

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

Community Programs – FY 2016

Communications Strategic Counsel

Project Number	CP-16-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$25,000	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, 2016.	

At times there is a need to utilize OHSP's creative services and advertising contractor for strategic counsel on unanticipated issues. Without access to this resource, OHSP may not be able to adequately assess and react to new challenges, situations, and opportunities.

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

New Legislation Publicity

Project Number	CP-16-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$10,000	402
Grant Start-up	October 1	
SHSP Strategy	Publicize new laws pertaining to legislative changes.	
Project Objective	Update the public about new traffic safety laws as needed through September 30, 2016.	

The Michigan Legislature can adopt new traffic safety-related laws or make changes to existing statutes at any time.

Funding will allow OHSP to provide information about new laws or changes in current laws to the appropriate audience in a timely manner.

Community Programs – FY 2016

Sports Marketing

Project Number	CP-16-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$10,000	402
Grant Start-up	October 1	
SHSP Strategy	Conduct effective communications and outreach activities. Support public information and education campaigns. Explore innovative countermeasures for impaired driving.	
Project Objective	Work with the Detroit Tigers to support impaired driving efforts by September 30, 2016.	

More than half of Detroit Tigers attendees are ages 25-54 with 55 percent of attendees being male. Detroit is one of 11 markets in the United States where baseball does well, making Detroit Tigers games the most-watched program on television all summer.

Through development of impaired driving traffic safety messaging specifically for Detroit Tigers baseball, OHSP will enhance its reach to the key target demographic.

Funding will support an impaired driving campaign through the use of sports marketing.

Winter Driving

Project Number	CP-16-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$100,000	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, 2016.	

During winter, severe road conditions and limited visibility make driving in Michigan extremely hazardous. Motorists need to be reminded about safe winter driving behaviors in the weeks preceding and following the first snowfall of the season.

Funding will support a winter driving campaign.

Community Programs – FY 2016

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

Project Number	CP-16-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$15,000	402
Grant Start-up	October 1	
SHSP Strategy	Conduct effective communications and outreach activities. Support public information and education campaigns.	
Project Objective	Develop public information materials by September 30, 2016.	

Operation C.A.R.E. began in 1977, through the efforts of the Michigan State Police (MSP) and Indiana State Police. The C.A.R.E. project was designed to reduce traffic crashes and injuries through public information, education, and strict consistent interstate enforcement. The first Operation C.A.R.E. kicked off on the Fourth of July weekend with a major press conference. It was such a huge success, the program immediately expanded to other state police agencies.

In 2014, three people lost their lives in fatal traffic crashes on Michigan roadways during the Thanksgiving holiday period. This was a 73 percent decrease from the previous year.

OHSP will fund an Operation C.A.R.E. Thanksgiving enforcement period to reduce fatalities and injuries during the heavily traveled holiday. All MSP posts will participate. The high visibility enforcement will focus on speeding, aggressive driving, seat belts, texting, and impaired driving.

Funding will support message development and deployment.

Distracted Driving Education Campaign

Project Number	CP-16-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$25,000	402
Grant Start-up	October 1	
SHSP Strategy	Conduct effective communications and outreach activities. Support public information and education campaigns.	
Project Objective	Develop and launch a public service education effort centered on distracted driving in Distracted Driving Awareness month by April 30, 2016.	

Distracted driving is any activity that could divert a person's attention away from the primary task of driving. All distractions endanger driver, passenger, and bystander safety.

Community Programs – FY 2016

The traffic safety community has come to more fully recognize the role of distraction as it relates to crashes, injuries, and fatalities. While smart phones and in-vehicle technology are of special concern, all driver distractions can lead to crashes when motorists are not fully engaged in driving responsibly.

OHSP will develop an education program for the public on the dangers of distracted driving.

Funding will support the development and launch of the program.

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

Program Management

Project Number	CP-16-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$95,000	402
Grant Start-up	October 1	

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

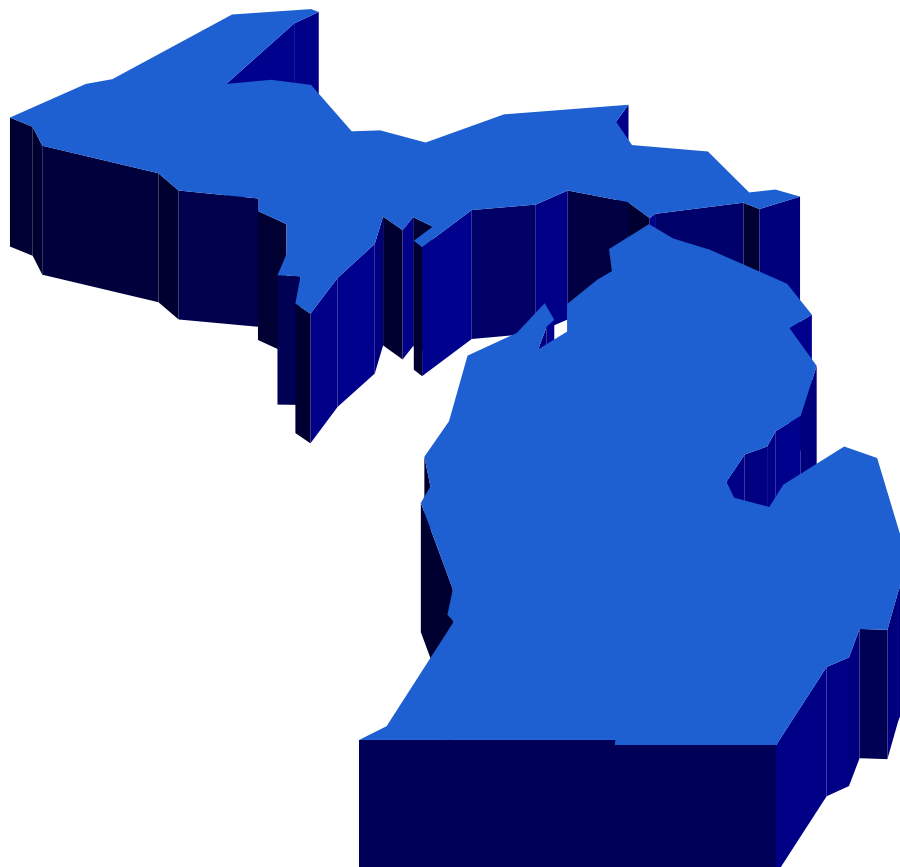
The detailed budget for the FY2016 grant follows:

FY2016 Program Management – Budget

- Salaries (\$1,141,922)
- Fringes (\$810,918)
- E-Grants (\$150,000)
- Supplies (\$25,000)
- Vehicle Operations (\$21,000)
- Team Travel (\$26,000)
- Staff Training (\$28,000)
- Membership Dues (\$2,000)
- Indirect Costs (\$304,643)
- Traffic Safety Committee 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 (\$35,000)

FY2016 - HSP Budget
 Community Traffic Safety - PAP #6

402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	408	410	2010	2011	General	Local	TOTAL
\$410,000			\$49,000									\$459,000
\$100,000												\$100,000
\$95,000												\$95,000
\$605,000	\$0	\$0	\$49,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$654,000



Michigan

Appendix B PI & E Calendar FY2016

Michigan Office of Highway Safety Planning
FY2016 Communications Calendar

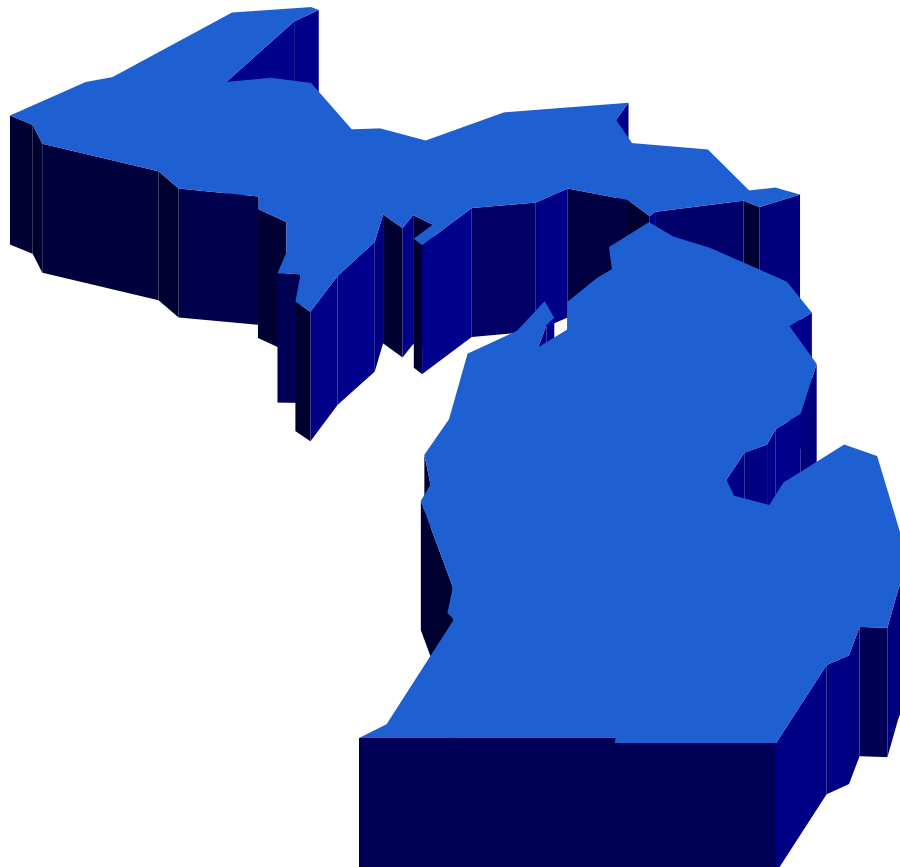
November 2015	
<i>Drive Slow on Ice and Snow</i> campaign	Statewide news release
<i>Operation C.A.R.E.</i> Thanksgiving enforcement, Nov. 25-29	Michigan State Police will issue the statewide news release and host media events. Outreach materials
December 2015	
<i>Drive Sober or Get Pulled Over</i> communications support	Earned media and social media
Annual Evaluation Report	Final layout completed
<i>Strive For a Safer Drive</i> participating schools announcement	Localized news releases
March 2016	
<i>Drive Sober or Get Pulled Over</i> STET, March 15-April 4	Statewide/localized news releases Media events Paid advertising
Michigan Traffic Safety Summit, March 22-24	Statewide news release Localized GTSAC award releases
April 2016	
Distracted Driving Month	Earned media Outreach materials
<i>Strive For a Safer Drive</i> winning schools announcement	Localized news releases
2015 Traffic fatalities	Statewide news release
May 2016	
Motorcycle Safety Awareness Month	Department of State will host media events OHSP will participate as requested

<i>Click It or Ticket</i> mobilization, May 23-June 5	Statewide/localized news releases Media events Paid advertising Law enforcement outreach kits
<i>Summer of Safety</i> campaign launch	Statewide news release Earned media Outreach materials
July 2016	
Drunk Driving Audit	Statewide news release
August 2016	
<i>Drive Sober or Get Pulled Over</i> crackdown, August 18-September 5	Statewide/localized news releases Media events Paid advertising Law enforcement outreach kits
September 2016	
Deer Crash awareness activities	Michigan Deer Crash Coalition will host media event and issue statewide news release
Child Passenger Safety Week, September TBD	Statewide news release

OHSP strives to follow the plan outlined by NHTSA for implementing communication programs and activities.

The most effective communications programs start with policy. Once a policy is established, program planning can take place. Communications then follows:

- Market research
- Communications plan
- Creative development



Michigan Driver Education Program FY2016

Driver Education – FY 2016

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.

Goals:

Decrease fatalities and incapacitating injuries involving drivers ages 15 to 20 by 38 percent from 1,036 in 2014 to 644 by December 31, 2017.

Decrease fatalities and incapacitating injuries involving drivers ages 65 and older by 3 percent from 1,104 in 2014 to 1,071 by December 31, 2017.

Increase observed seat belt use of front seat outboard occupants in passenger vehicles from 93.3 percent in 2014 to 98 percent by December 31, 2017.

Task 1: Education & Communication	\$73,000
Section 402 funds	\$73,000

Teen Defensive Driving School

Project Number	DE-16-01	
Benefit to Locals	No	
Grantee	Michigan State Police Training Division	
Grant Amount, Funding Source	\$14,000	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 by September 30, 2016.	

Traffic crashes are the number one cause of death for teens. The Michigan State Police 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. In Fiscal Year 2014, there was a waiting list of more than 50 students to attend the program.

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.

Driver Education – FY 2016

Distracted Driving Outreach Program Pilot

Project Number	CP-16-01	
Benefit to Locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$50,000	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 a distracted driving curriculum and materials by September 30, 2016.	

This project will assemble a work group to develop an adult distracted driving curriculum. Current statistics and outreach materials will be reviewed. A program will be developed which will address risk management, crash statistics, time off from work, resources, and sample policies.

Materials to be developed include but are not limited to DVDs, PowerPoint presentation with videos, fact sheets, posters, and parking lot signs. Ideally, the program will be launched in April 2016 during National Distracted Driving Awareness Month. Other materials considered for development include pre and post tests and evaluations.

Funding will cover the cost of the materials.

“DUI or Dementia?” Law Enforcement Training Pilot

Project Number	CP-16-01	
Benefit to Locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$9,000	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	Schedule and conduct at least 2 classes by September 30, 2016.	

In the past five years, law enforcement officers have seen a 17 percent increase in crashes involving drivers over age 65. In some cases, they are unsure how to help them when they appear to be impaired. Michigan currently has no older driver training program for law enforcement.

Driver Education – FY 2016

The University of San Diego worked with the California Highway Patrol to develop a two hour training curriculum. It covers introduction to older drivers and medical conditions, which includes an assessment tool for law enforcement.

The course, taught by a retired highway patrol officer, was presented at the 2015 LifeSavers Conference. MSP Law enforcement members attended the training and confirmed it is relevant and needed in Michigan.

Funding will cover instructor's costs and training materials.

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

Project Number	N/A	
Benefit to Locals	Yes	
Partner	Ford Motor Company	
Grant Amount, Funding Source	\$0	N/A
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 in high risk teen crash counties for participation in the <i>S4SD</i> program by September 30, 2016. Conduct one hands-on driving event for all participating schools in the <i>S4SD</i> program by September 30, 2016.	

The Office of Highway Safety Planning will collaborate with Ford Motor Company to continue the school-based teen traffic safety program aimed at reducing teen traffic crashes, fatalities, and injuries. High schools will have the opportunity to develop teen peer-to-peer traffic safety campaigns. Schools determined to have the best campaigns in each division will be awarded a plaque. All participating schools will have the opportunity to attend the *Driving Skills for Life, Ride and Drive* event funded by Ford Motor Company.

Driver Education – FY 2016

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

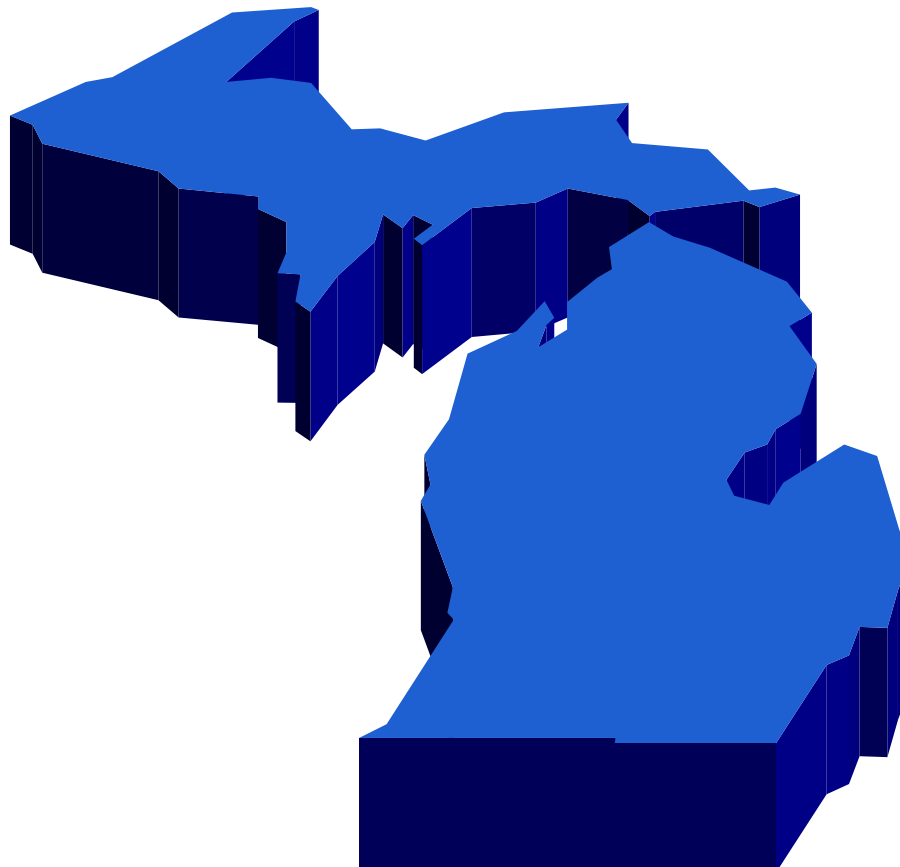
Program Management

Project Number	CP-16-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$13,000	402
Grant Start-up	October 1	

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

FY2016 - HSP Budget
 Driver Education - PAP #8

Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	408	410	2010	2011	General	Local	TOTAL
DE-1	Education and Communication	\$73,000											\$0	\$73,000
DE-2	Program Management	\$13,000												\$13,000
	TOTALS	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000



Michigan Motorcycle Safety Program FY2016

Motorcycle Safety – FY 2016

Motorcycle fatalities have steadily grown over the past decade, largely a result of the increased number of motorcycle riders. Motorcyclists in Michigan constitute 12 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 3 percent from 634 in 2014 to 616 by December 31, 2017.

Task 1: Training and Education	\$730,000
Section 402 funds	\$550,000
Section 405(f) funds	\$180,000

Motorcycle Public Education and Outreach

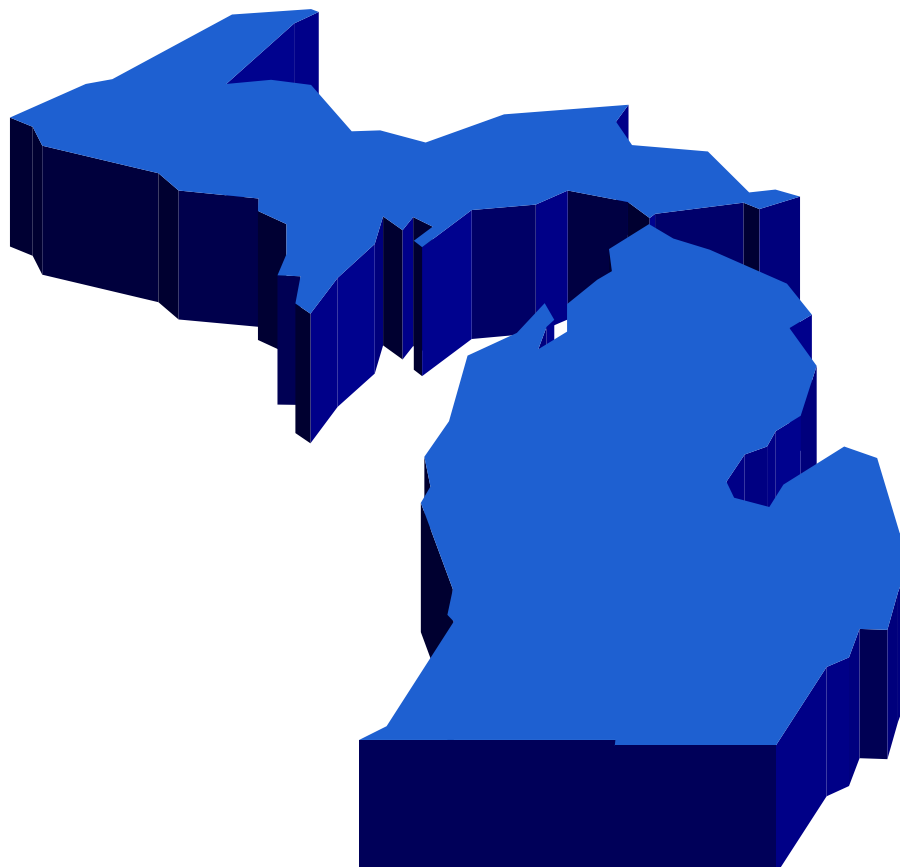
Project Number	CP-16-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$30,000	402
Grant Start-up	October 1	
SHSP Strategy	Encourage motorcyclist safety through training, protective and high-visibility gear.	
Project Objective	Educate motorcyclists on crash prevention by exhibiting up to three major motorcycle events by September 30, 2016.	

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 prime motorcycle events to assist in promoting the safety campaign.

FY2016 - HSP Budget
 Motorcycle Safety - PAP #9

Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	408	410	2010	2011
MC-1	Training and Education	\$550,000					\$180,000				
MC-2	Evaluation	\$30,000									
MC-3	Program Management	\$129,000									
	TOTALS	\$709,000	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0



**Michigan
Planning and Administration Program
FY2016**

Planning and Administration – FY 2016

Task 1: Planning and Administration	\$1,261,000
Section 402 funds	\$668,000
State General funds	\$593,100

Planning and Administration

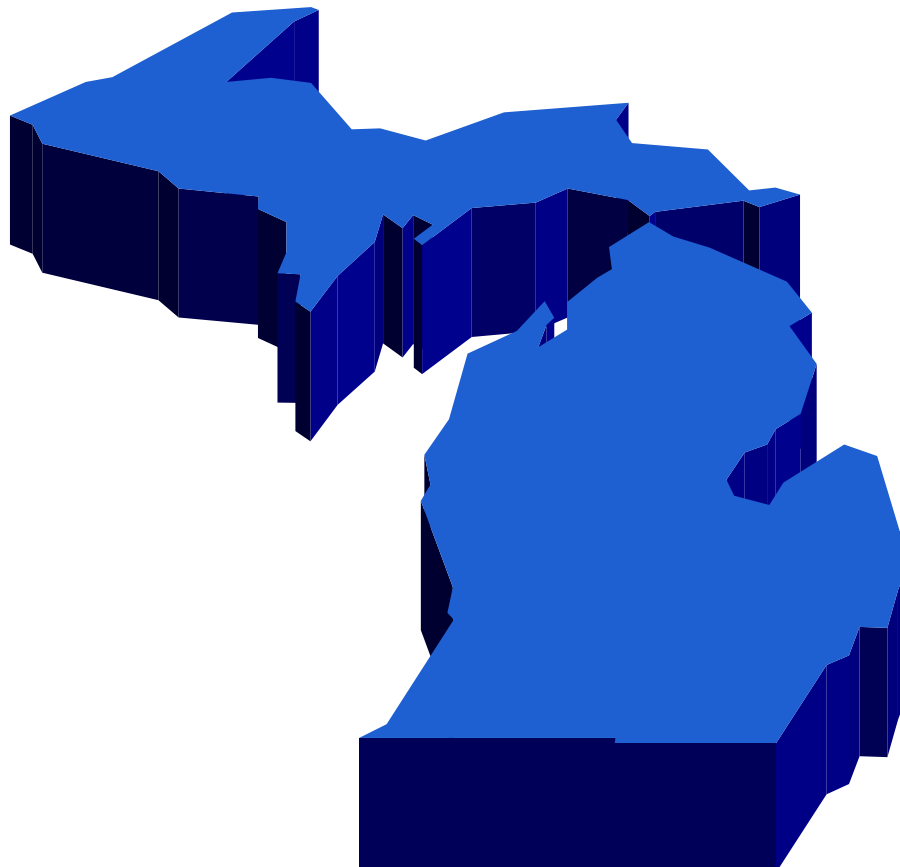
Project Number	PA-16-01	
Benefit to Locals:	No	
Grantee:	OHSP	
Grant Amount, Funding Source:	\$668,000	402
Grant Amount, Funding Source:	\$593,100	State general funds
Grant Start-up:	October 1	

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 (85.25%)*
- *Accounting Technician (97.5%)*
- *Federal Financial Coordinator (94%)*
- *Financial Specialist (10%)*
- *Secretary (60%)*
- *Departmental Technician (for Program Management Section) (4%)*

FY2016 - HSP Budget
 Planning and Administration - PAP #11

Task Number	Task Number	Task Title	402	405 (b)	405 (c)	405 (d)	405 (e)	405 (f)	General	Local	TOTAL
PA-1	PA-1	Planning and Administration	\$668,000						593,000		\$1,261,000
		TOTALS	\$668,000	\$0	\$0	\$0	\$0	\$0	\$593,000	\$0	\$1,261,000



Michigan State Programs FY2016

State Programs Section

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 Road Patrol & Traffic Accident Prevention Program

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

The SRP program supported the full-time equivalent of 133.6 deputies in FY 2014 as reported through semi-annual reports submitted to OHSP by participating counties. Eighty-three counties in the state currently participate in the program. For FY 2014, 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 OHSP staff to the agency. The OHSP representative reviews the previous year’s officer 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 and the only one of its kind in the nation supported entirely by the trucking industry rather than tax dollars. 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.

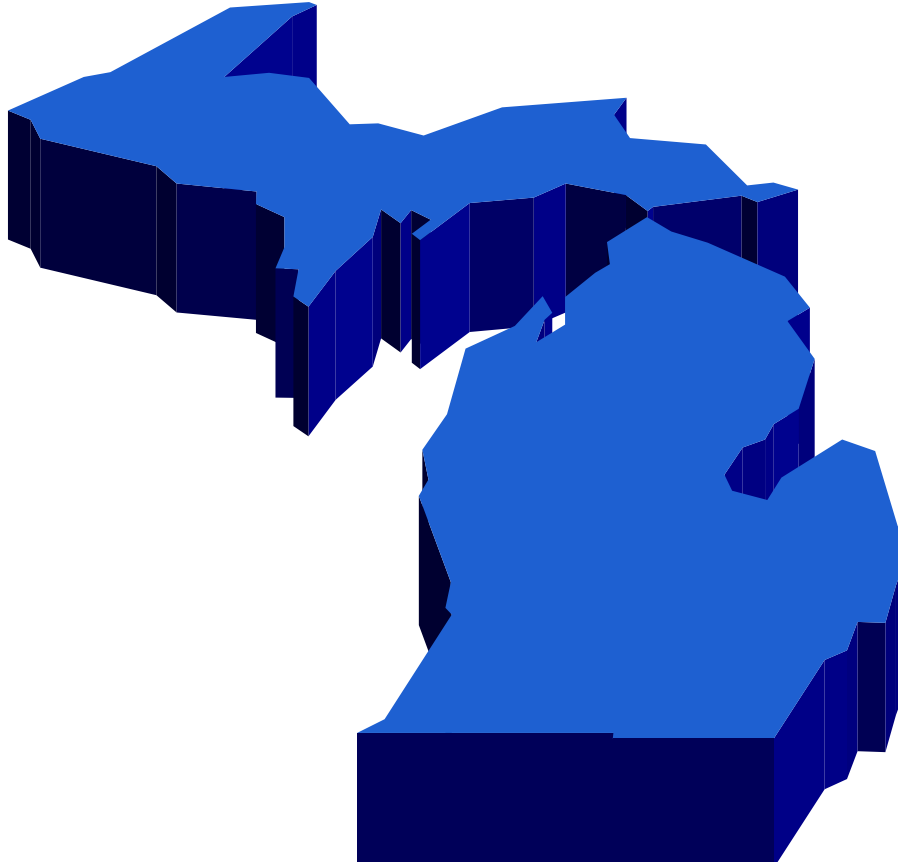
The MTSC strategic plan incorporates truck crash statistics and related research. It defines goals and objectives, guiding the grants awarded by the Commission during the year. The Commission reviews progress towards these goals at each meeting. The Commission also participates on the Governor's Traffic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

In 2015, grant funds were awarded to the Michigan State Police (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 \$3,651,952 was made available to the two grantees for the 2015 fiscal year.

In addition, truck safety funds were provided to the University of Michigan Transportation Research Institute to identify truck industry training needs and training records management systems in the amount of \$149,029. Also, Wayne State University Transportation Research Group was awarded \$81,968 for conducting a commercial vehicle seat belt and hand held device use rate for the 2015 fiscal year.

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

The grant to the 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.



Michigan

Appendix C Glossary FY2016



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region 5
Illinois, Indiana, Michigan,
Minnesota, Ohio, Wisconsin

4749 Lincoln Mall Drive, Suite 300B
Matteson, IL 60443-3800

Phone: 708-503-8822
Fax: 708-503-8991

August 28, 2015

The Honorable Rick Snyder
Governor
State Capitol
P.O. Box 30013
Lansing, MI 48909-1001

Dear Governor Snyder:

We have reviewed Michigan's fiscal year 2016 Highway Safety Plan (HSP), as received on June 30, 2015. Based on this submission and subsequent revisions, we find Michigan's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

Specific details relating to the plan will be provided to your State Representative for Highway Safety, Director Michael Prince.

We look forward to working closely with the Michigan Office of Highway Safety Planning (OHSP) and its partners to meet our mutual goals of reduced fatalities, injuries, and crashes on Michigan's roads.

If you would like any additional information on Michigan's HSP review, please feel free to contact me at darin.jones@dot.gov or (708) 503-8891, extension 15.

Sincerely,

Darin G. Jones
Regional Administrator

cc: Michael Prince, Director, Michigan Office of Highway Safety Planning
Russell Jorgenson, Division Administrator, MI FHWA
Mary D. Gunnels, Associate Administrator, ROPD





U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region 5
Illinois, Indiana, Michigan,
Minnesota, Ohio, Wisconsin

4749 Lincoln Mall Drive, Suite 300B
Matteson, IL 60443-3800

Phone: 708-503-8822
Fax: 708-503-8991

August 28, 2015

Michael Prince, Director
Office of Highway Safety Planning
333 South Grand Avenue
P.O. Box 30634
Lansing, MI 48909

Dear Director Prince:

We have reviewed Michigan's Fiscal Year 2016 Highway Safety Plan (HSP), as received on June 30, 2015. Based on this submission and subsequent revisions, we find Michigan's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. . The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

In our review of the documents submitted, we did not identify any proposed purchase of specific equipment with an acquisition cost of \$5,000 or more; therefore, no approval is provided in this letter for purchase of such equipment with Federal Funds. Approvals for any such equipment may be obtained during the federal fiscal year by submitting a letter of request to the NHTSA Regional Administrator prior to purchasing.

We congratulate Michigan on your dedication in advancing our shared safety mission, and the efforts by you and your team at the Office of Highway Safety Planning (OHSP) in developing Michigan's FY 2016 highway safety program are appreciated. As the stewards of public (federal or state) safety dollars, our work is not only critical, but it is lifesaving. We must remain diligent in the planning, delivery, and management of our safety program resources, and communicate to all the importance of ensuring public funds are used prudently and deliberately for the purpose of advancing highway traffic safety.



We welcome Michigan's continued efforts to reduce traffic deaths, injuries, and economic costs, and we look forward to working with the OHSP and its partners on the successful implementation of the FY 2016 plan. If we can be of assistance to you in achieving your traffic safety goals, please do not hesitate to contact us.

Sincerely,



Darin G. Jones
Regional Administrator

cc: Russell Jorgenson, Division Administrator, MI FHWA
Mary D. Gunnels, Associate Administrator, ROPD