



AER2016

Annual Evaluation Report



SAFETY
BELT
ENFORCEMENT
ZONE

2016 Annual Evaluation Report

MICHIGAN OFFICE OF HIGHWAY SAFETY PLANNING

Contents

CONTENTS	IV	REDUCING UNDERAGE DRINKING	27
GUIDING VALUES AND PRINCIPLES	VI	Enforcement of Underage Drinking Laws.....	27
OFFICE OF HIGHWAY SAFETY PLANNING MISSION	VI	Underage Drinking Enforcement Training.....	28
DIRECTOR'S MESSAGE	1	POLICE TRAFFIC SERVICES	31
VEHICLE CRASH STATISTICS	3	TRAFFIC ENFORCEMENT	31
Michigan Core Performance Measures (From National Fatality Analysis Reporting System (FARS) Database as of December 2016)	3	Overtime Traffic Enforcement	31
Michigan Crash Changes 2014-2015 (From Michigan Traffic Crash Facts)	3	Seat Belt Enforcement Zone Signs.....	33
OCCUPANT PROTECTION	15	<i>Operation C.A.R.E</i>	33
CHILD PASSENGER SAFETY (CPS)	15	EDUCATION AND COMMUNICATION	33
Statewide CPS Program.....	15	Mobilization Paid Advertising	33
Strengthening CPS Program Capacity in Minority Communities.....	16	Mobilization Message Development.....	34
Michigan Department of Health and Human Services Training	17	LAW ENFORCEMENT TRAINING	34
EVALUATION	17	Regional Law Enforcement Training	34
Direct Observation Surveys: Seat Belt Use.....	17	EVALUATION	35
CPS Technician Coverage and Impact Analysis	18	Telephone Surveys	35
EDUCATION AND OUTREACH	18	Grant Performance and Data Analysis Support	35
Summer of Safety	18	ENFORCEMENT MOBILIZATIONS	36
Tween Seat Belt Education Pilot.....	18	PEDESTRIAN AND BICYCLIST SAFETY	38
IMPAIRED DRIVING PREVENTION	21	EVALUATION	39
ENFORCEMENT SUPPORT	21	Pedestrian and Bicycle Safety Program Assessment Recommendation.....	39
Impaired Driving Detection Training	21	Michigan Comprehensive Pedestrian and Bicycle Traffic Crash Evaluation	39
Drug Recognition Expert Training	22	Share Michigan Roads	39
Mothers Against Drunk Driving Law Enforcement and Prosecutor Recognition.....	23	TRAFFIC RECORDS	41
"Michigan Traffic Stop" Cellular Phone App	24	ENFORCEMENT SUPPORT	41
Ignition Interlock Violation Management System ..	24	Traffic Crash Reporting System Modernization and Michigan Traffic Crash Report (UD-10) Redesign.....	41
ADJUDICATION	25	Traffic Records Data Linkage	41
Traffic Safety Resource Prosecutor.....	25	Traffic Crash Reporting Form (UD-10) Training Support	42
Judicial Outreach Liaison	25	Crash Locating Improvement Project (CLIP).....	42
Adjudication Training.....	26	CLIP Vendor Implementation Funding.....	42
Sobriety Court Enhancement	26	Development of Roadsoft for Statewide Use	43
		Traffic Crash Reporting System Website Redesign .	43

Advanced Pedestrian and Bicycle Crash Investigation Training	43	MOTORCYCLE SAFETY	65
Traffic Records Program Assessment Recommendation Implementation.....	43	TRAINING AND EDUCATION	65
UD-10 Crash Report Paper Processing.....	44	Motorcycle Public Education and Outreach.....	65
EDUCATION AND COMMUNICATION	44	Returning Rider Training and Advanced Rider Training.....	65
Michigan Traffic Crash Facts	44	High-visibility Motorcycle Vest Pilot Project	66
COMMUNITY TRAFFIC SAFETY	45	Operation Shadow Rider	66
EDUCATION AND COMMUNICATION	45	NHTSA Motorcycle Program Assessment and Strategic Plan Development.....	66
In-house Public Information and Education	45	EMERGENCY MEDICAL SERVICES	69
Materials Storage and Distribution.....	45	EVALUATION	69
Communications Strategic Counsel	46	Emergency Medical Services (EMS) Assessment.....	69
New Legislation Publicity	46	EMS Crash Data Evaluation	69
Sports Marketing	46	EMS Conference Support	70
Winter Driving	46	ADMINISTRATIVE ISSUES	71
Operation C.A.R.E Message Development.....	47	Governor’s Traffic Safety Advisory Commission	71
Distracted Driving Education Campaign.....	47	Michigan Traffic Safety Summit	71
PAID ADVERTISING	49	Legislative Update	71
March 2016 Drunk Driving. <i>Drive Sober Or Get Pulled Over</i>	49	Traffic Safety Networks.....	71
May 2016 Seat Belt. <i>Click It Or Ticket</i>	50	FY2017 FOCUS	73
August 2016 Drunk Driving. <i>Drive Sober Or Get Pulled Over</i>	51	Evidence-Based Traffic Safety Enforcement Programs	73
2015/2016 Winter Driving Campaign Summary.....	52	Impaired Driving	73
March 2016 Drunk Driving Enforcement Summary...	53	Motorcycle Safety.....	73
May 2016 <i>Click it or Ticket</i> Summary.....	55	Other Projects.....	73
August 2016 Drunk Driving Enforcement Summary	58	OHSP STATUS REPORT	76
DRIVER EDUCATION	61	Fiscal Year 2016.....	76
EDUCATION AND COMMUNICATION	61		
Teen Defensive Driving School.....	61		
Distracted Driving Outreach Program Pilot	61		
CarFit Coordinator and Technician Training	62		
<i>Strive for a Safer Drive</i> (S4SD) Partnership With Ford Motor Company Fund and Community Services.....	62		
Driving Simulators	63		

Guiding Values and Principles

We strive for integrity, commitment, and excellence in our daily work and fairness and mutual respect in our relationships with our partners.

We embrace a team-focused working environment and are committed to promoting professional growth and development.

We value our role as leaders in fostering cooperation, collaboration, and innovation with other public and private organizations at the local, state, and national levels.

We understand that a sound process of problem solving, including problem identification, strategy development, and evaluation, will result in effective outcomes.

We believe it is essential to actively seek the input of local community representatives to achieve long-term safety improvements.

We are committed to providing resources in an objective manner.

Office of Highway Safety Planning 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.

Director's Message

The Michigan Office of Highway Safety Planning (OHSP) is pleased to present its Fiscal Year 2016 Annual Evaluation Report detailing federally funded traffic safety projects and the progress made toward achieving our ultimate goal of zero fatalities. This report includes in-depth descriptions of program area project activities as well as whether the project achieved its FY2016 goals.

It was a busy and productive year. Some of the notable activities and achievements include:

- Continuing the *Summer of Safety* campaign, which included social media and grass roots efforts, to promote traffic safety and seat belt use.
- Distributing 7,500 high-visibility vests to increase motorcyclist safety.
- Providing 4,417 car seats to families through certified Child Passenger Safety (CPS) technicians.
- Conducting 35,866 hours of overtime impaired driving enforcement and 28,125 hours of overtime seat belt enforcement.
- Organizing the Michigan Pedestrian and Bicycle Safety Conference.
- Launching Michigan's first statewide CPS conference.

These and other accomplishments depend on the commitment of our partners and stakeholders in traffic safety from across our great state and around the nation. We remain fortunate to have outstanding relationships between agencies at all levels, creating an atmosphere of dedication and cooperation.

Michigan remains a leader in traffic safety. We are proud of the work accomplished through our traffic safety partners and look forward to continued progress in 2017.



Michael L. Prince
Director
Office of Highway Safety Planning



Vehicle Crash Statistics

MICHIGAN CORE PERFORMANCE MEASURES

(From National Fatality Analysis Reporting System (FARS) Database as of December 2016)

	2011	2012	2013	2014	2015
Traffic fatalities	889	940	947	901	963
*Serious ("A") injuries in traffic crashes	5,706	5,676	5,283	4,909	4,865
Unrestrained passenger vehicle occupant fatalities, all seating positions	193	224	183	196	190
Drivers age 20 or younger in fatal crashes	152	137	130	119	153
Fatalities in crashes involving a driver or motorcycle operator with a BAC of .08+	256	261	249	212	267
Speed-related fatalities	238	251	255	235	264
Motorcyclist fatalities	118	138	138	112	141
Unhelmeted motorcyclist fatalities	10	64	67	52	57
Pedestrian fatalities	138	130	148	148	166
Seat belt use (daytime, observed)	94.5%	93.6%	93.0%	93.3%	93%
Fatalities per 100 million vehicle miles traveled	.94	.99	1.03	PENDING	PENDING
Bicyclist fatalities	24	19	27	22	33
**Speeding citations	4,246	4,451	4,175	5,061	8,317
**Seat belt citations	12,662	17,701	15,772	16,496	18,843
**Impaired driving arrests	1,379	1,926	2,196	1,196	2,109

* FARS data is displayed unless noted by * that indicates data is from the state database. The FARS is a separate dataset from Michigan's Traffic Crash Reporting System (TCRS). Differences in data collection policies may result in slight differences between the two systems.
 ** Citations shown resulted from grant-funded activities.

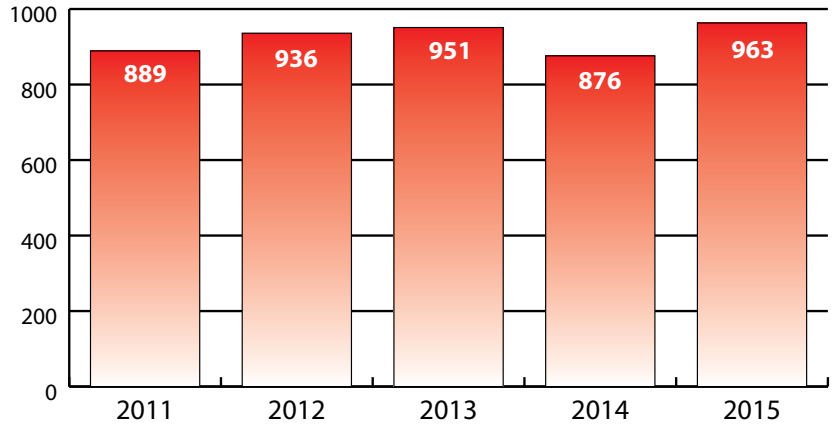
MICHIGAN CRASH CHANGES 2014-2015 (FROM MICHIGAN TRAFFIC CRASH FACTS)



Data on the following charts comes from Michigan Traffic Crash Facts unless otherwise noted.

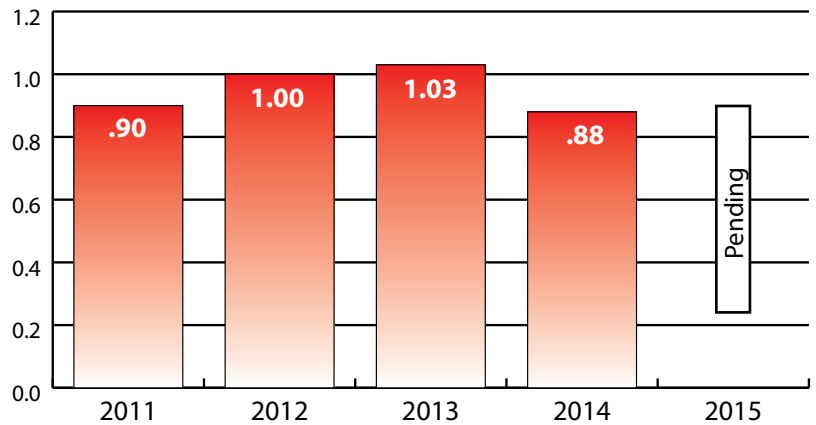
TRAFFIC FATALITIES

GOAL: reduce fatalities to 781 by 2015. Fatalities **increased** by 8.3 percent over the past five years.



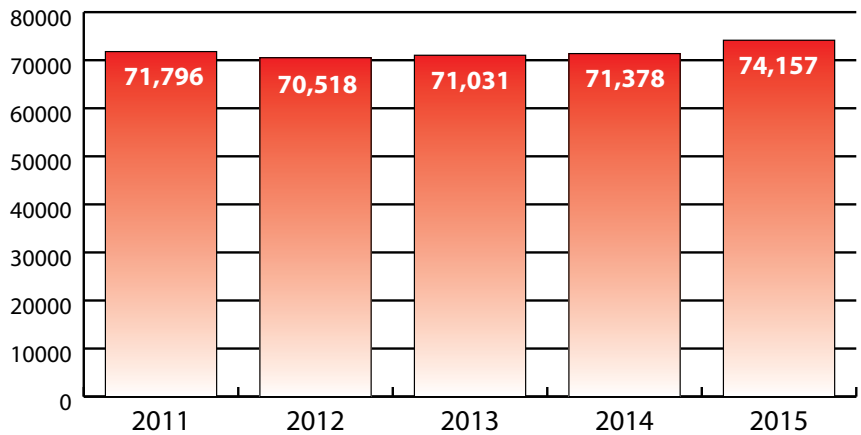
DEATHS PER 100 MILLION VEHICLE MILES TRAVELED (VMT)

GOAL: reduce the VMT death rate (per 100 million miles) to 0.87 by 2015.



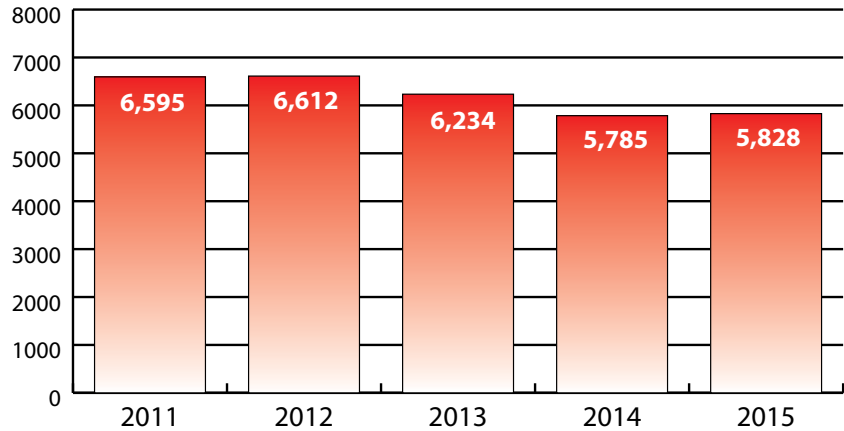
TRAFFIC INJURIES

GOAL: reduce the number of injuries of all severities to 71,342 by 2015. Traffic injuries **increased** by 3 percent over the past five years.



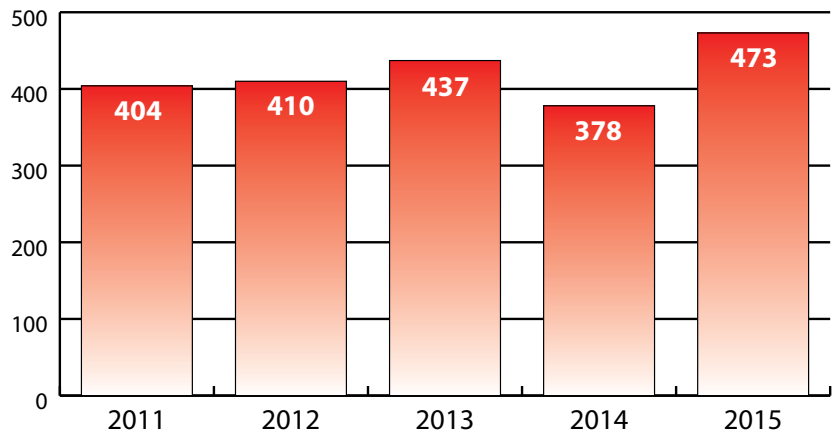
FATAL AND INCAPACITATING INJURIES

GOAL: reduce the number of fatalities and incapacitating injuries to 5,641 by 2015. Fatalities and incapacitating injuries **decreased** by 12 percent over the past five years.



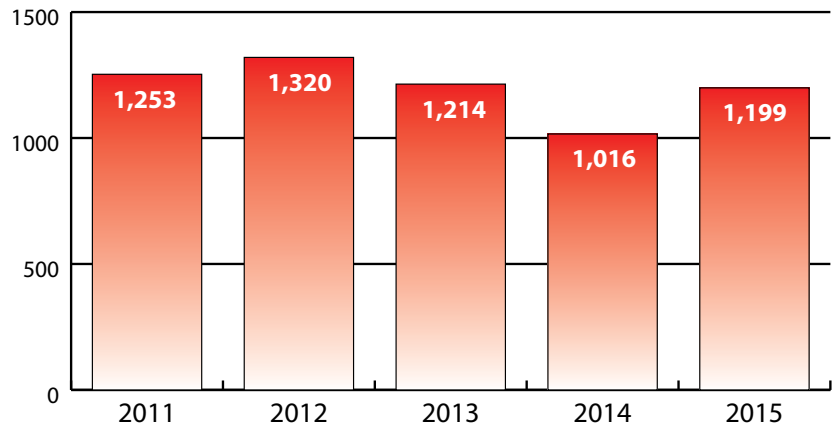
DRUGGED DRIVING

GOAL: reduce the number of fatalities and incapacitating injuries involving drugs to 374 by 2015. During the past five years, fatalities and incapacitating injuries involving drugs **increased** by 17 percent.



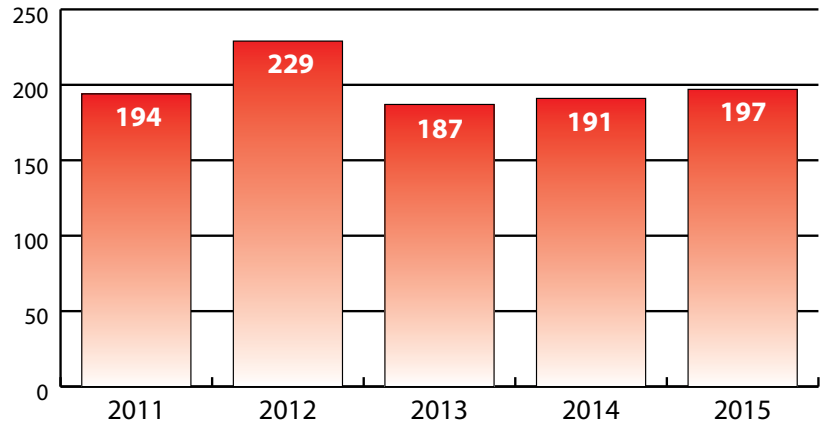
IMPAIRED DRIVING

GOAL: reduce the number of fatalities and incapacitating injuries involving alcohol to 1,009 by 2015. Fatalities and incapacitating injuries involving alcohol **decreased** by 4 percent during the past five years.



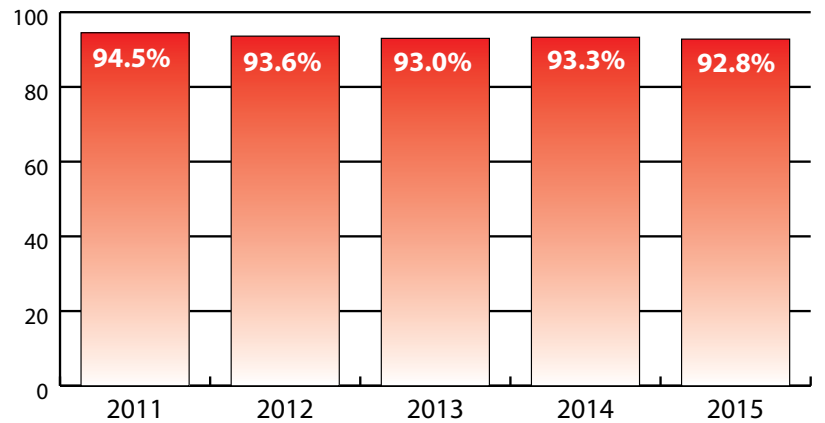
UNRESTRAINED FATALITIES*

GOAL: reduce the number of fatalities to unrestrained vehicle occupants to 190 by 2015. During the past five years, unrestrained fatalities **increased** by 2 percent.
 *This excludes pedestrians and bicyclists.



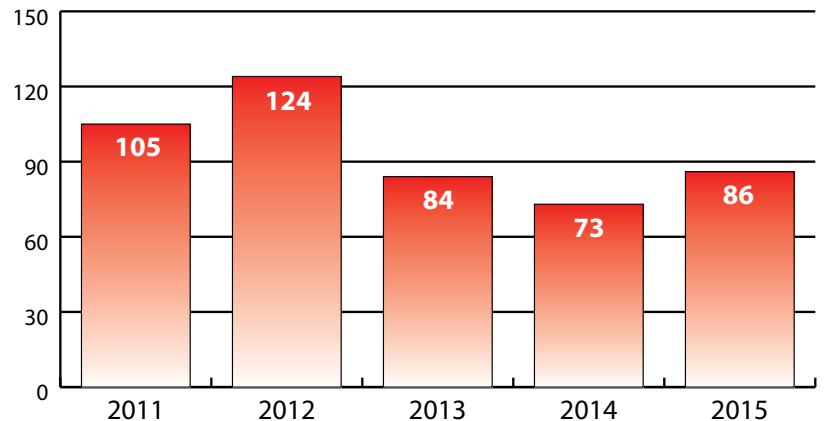
SEAT BELT USE

GOAL: increase seat belt use to 98 percent by 2015. Seat belt use **decreased** by 2 percent over the past five years.



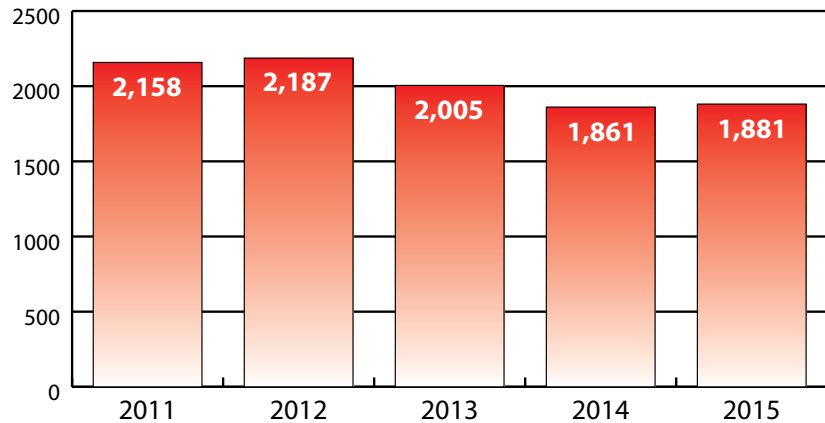
CHILD PASSENGER SAFETY

GOAL: reduce fatalities and incapacitating injuries to vehicle occupants (ages 0-8) to 72 by 2015. Child fatalities and incapacitating injuries **decreased** by 18 percent during the past five years.



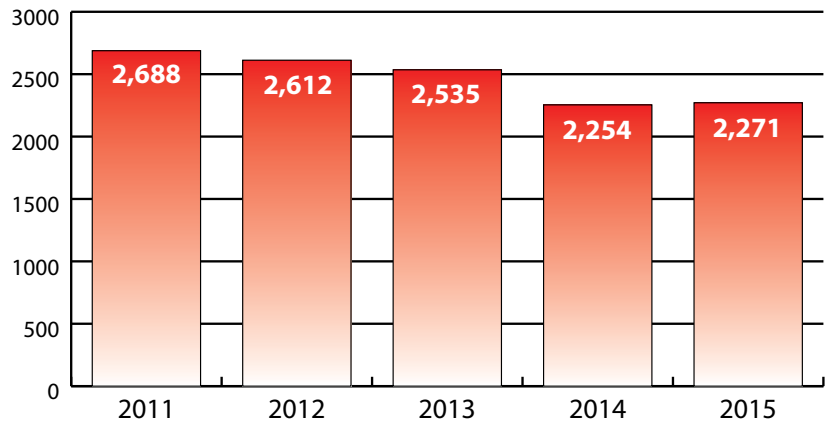
INTERSECTION CRASHES

GOAL: reduce fatalities and incapacitating injuries within 150 feet of intersections to 1,773 by 2015. Fatalities and incapacitating injuries involving intersections **decreased** by 13 percent over the past five years.



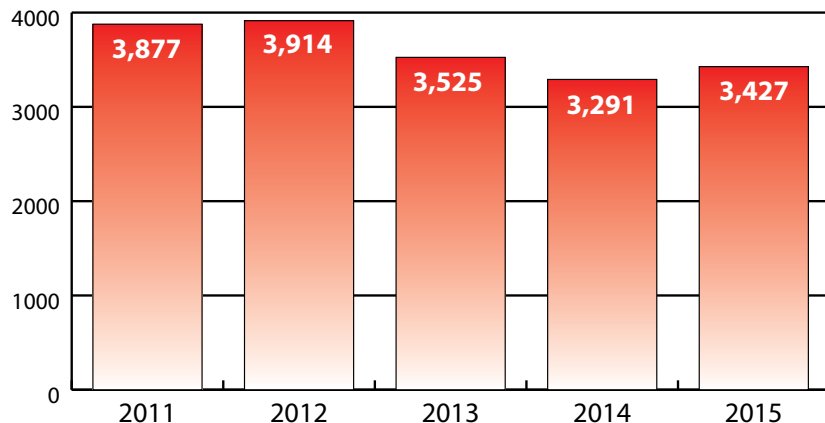
LANE DEPARTURE

GOAL: reduce fatalities and incapacitating injuries involving lane departure to 2,224 by 2015. Lane departure-involved fatalities and incapacitating injuries **decreased** by 15 percent over the past five years.



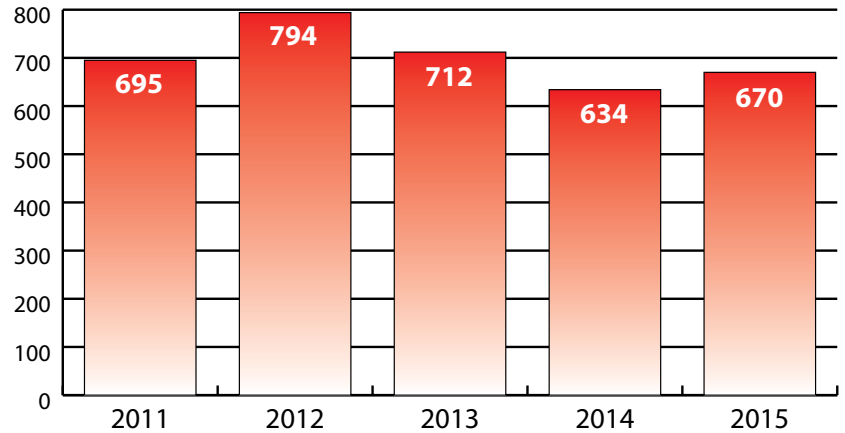
LOCAL ROADS

GOAL: reduce fatalities and incapacitating injuries on city, county, and local roads to 3,124 by 2015. Local road-involved fatalities and incapacitating injuries **decreased** by 12 percent over the past five years.



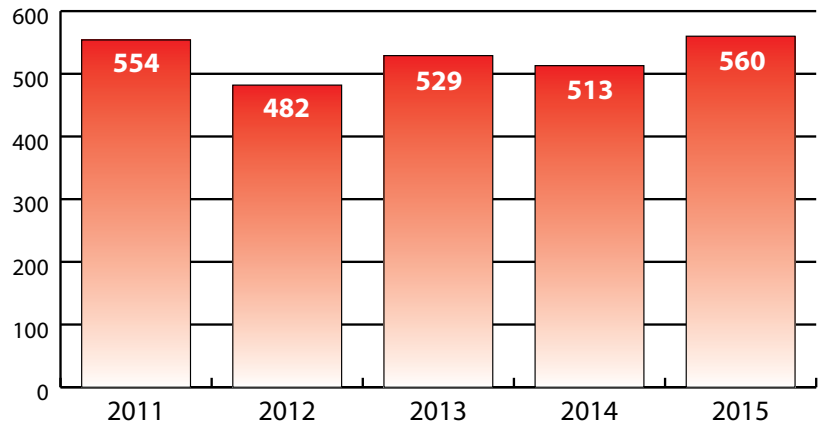
MOTORCYCLES

GOAL: reduce fatalities and incapacitating injuries involving motorcycles to 628 by 2015. Motorcycle fatalities and incapacitating injuries **decreased** by 4 percent during the past five years.



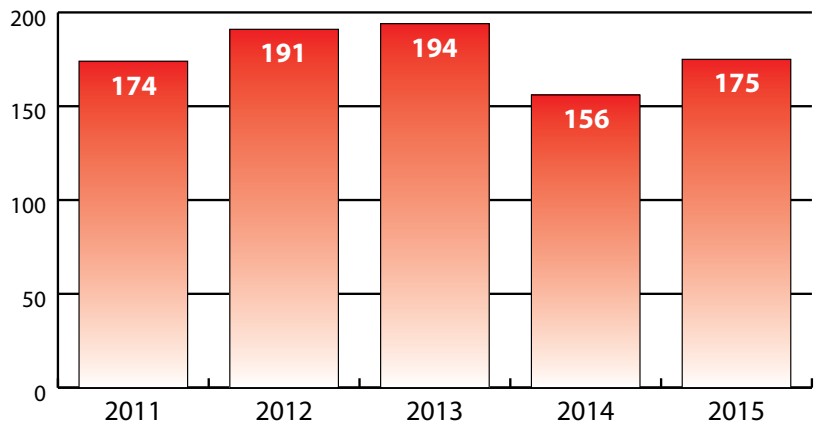
PEDESTRIANS

GOAL: reduce fatalities and incapacitating injuries to pedestrians to 502 by 2015. Pedestrian fatalities and serious injuries have **increased** by 1.1 percent over the past five years.



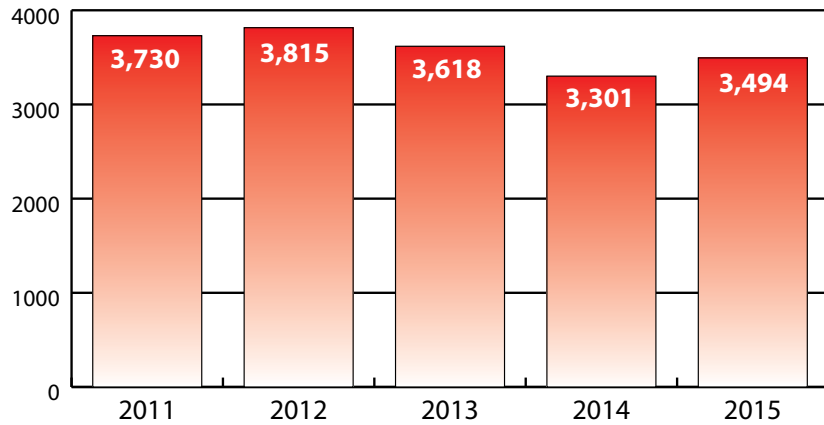
BICYCLISTS

GOAL: reduce fatalities and incapacitating injuries involving bicyclists to 154 by 2015. Fatalities and incapacitating injuries involving bicyclists **increased** by 1 percent during the last five years.



MEN

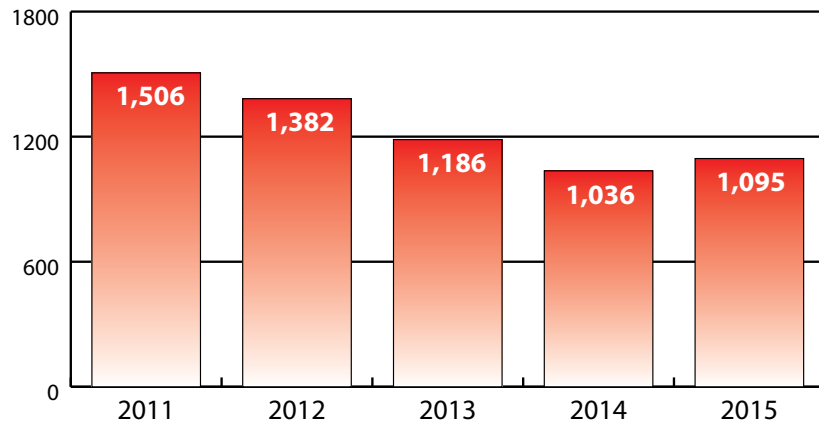
GOAL: reduce fatalities and incapacitating injuries to males to 3,238 by 2015. Fatalities and incapacitating injuries to males have **decreased** by 6 percent during the past five years.



YOUNG DRIVERS 15-20*

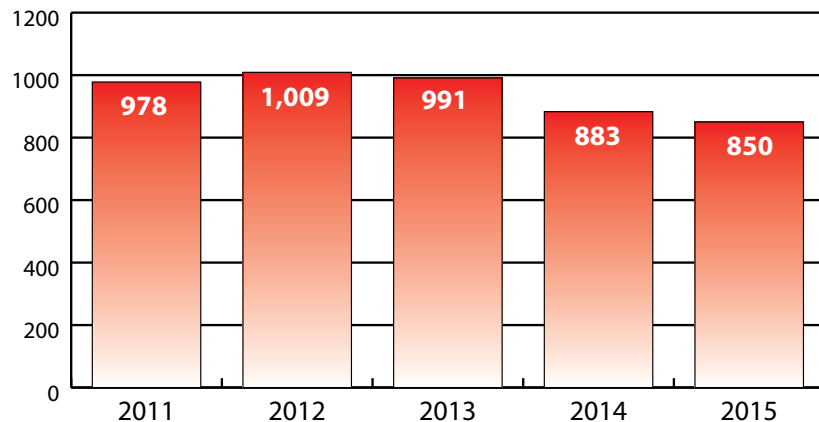
GOAL: reduce fatalities and incapacitating injuries involving drivers ages 15-20 to 921 by 2015. Fatalities and incapacitating injuries for drivers ages 15-20 **decreased** by 27 percent during the past five years.

*The young driver goal was changed from ages 16-20 to ages 15-20 in the 2014 Highway Safety Plan.



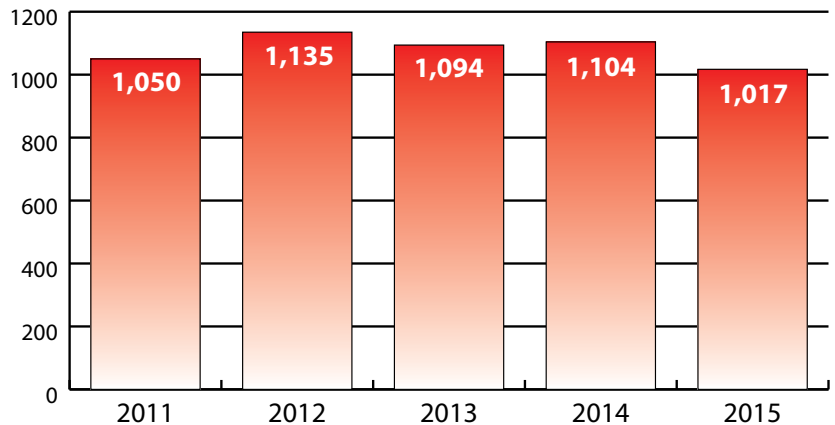
YOUNG DRIVERS 21-24

GOAL: reduce fatalities and incapacitating injuries involving drivers ages 21-24 to 874 by 2015. Fatalities and incapacitating injuries for drivers ages 21-24 **decreased** by 13 percent during the past five years.



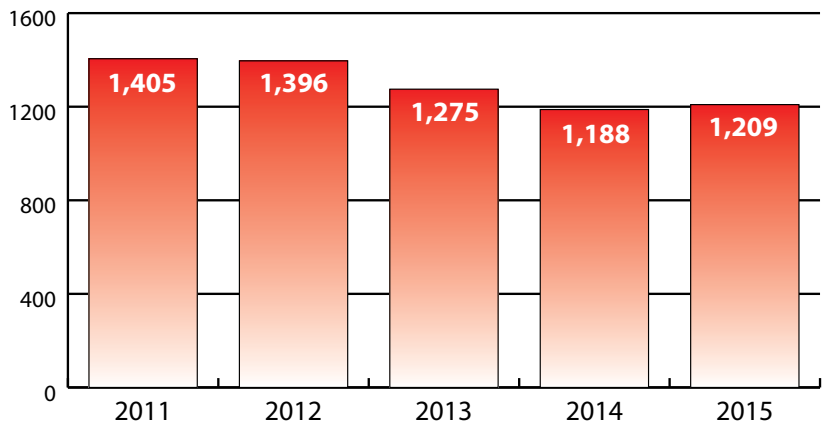
OLDER DRIVERS (AGES 65+)

GOAL: reduce fatalities and incapacitating injuries involving older drivers to 1,093 by 2015. Fatalities and incapacitating injuries involving older drivers have **decreased** by 3.1 percent during the last five years.



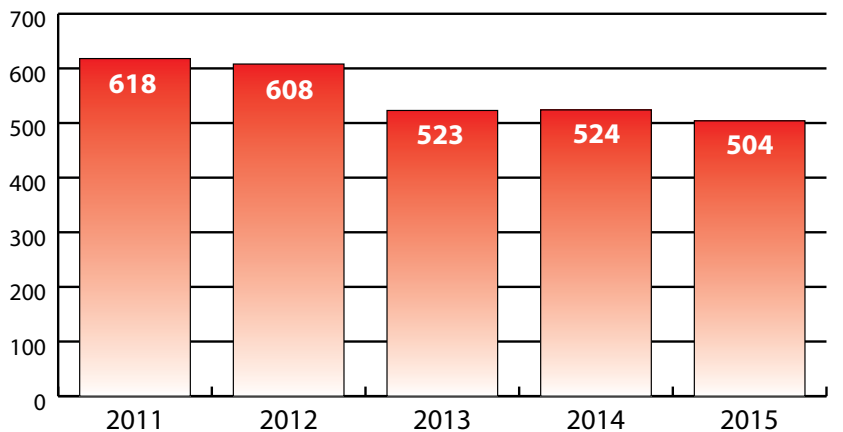
RUSH HOUR

GOAL: reduce fatalities and incapacitating injuries between 3 and 6 p.m. to 1,181 by 2015. Fatalities and incapacitating injuries during rush hour **decreased** by 14 percent over the past five years.



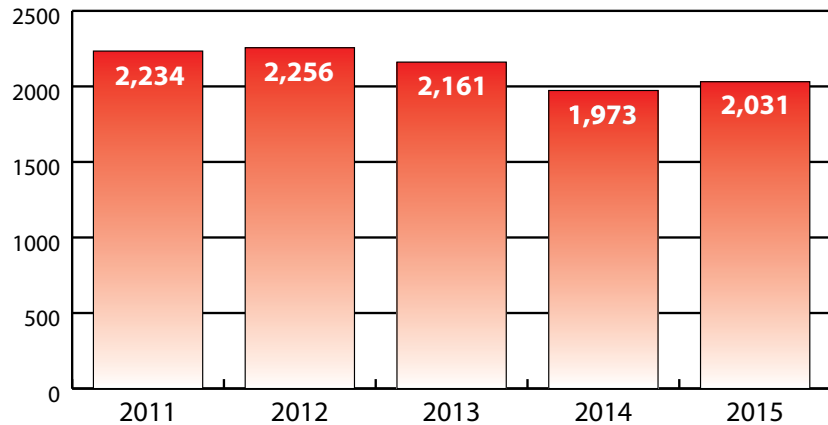
NIGHTTIME DRIVING

GOAL: reduce fatalities and incapacitating injuries between midnight and 3 a.m. to 470 by 2015. Fatalities and incapacitating injuries between midnight and 3 a.m. **decreased** by 18 percent during the past five years.



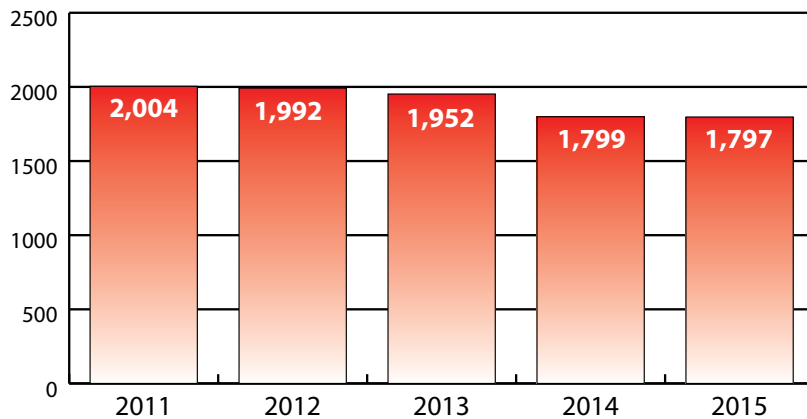
WEEKEND DRIVING

GOAL: reduce fatalities and incapacitating injuries between noon Friday and noon Sunday to 1,953 by 2015. Weekend fatalities and incapacitating injuries **decreased** by 9 percent during the past five years.



SUMMER TRAVEL

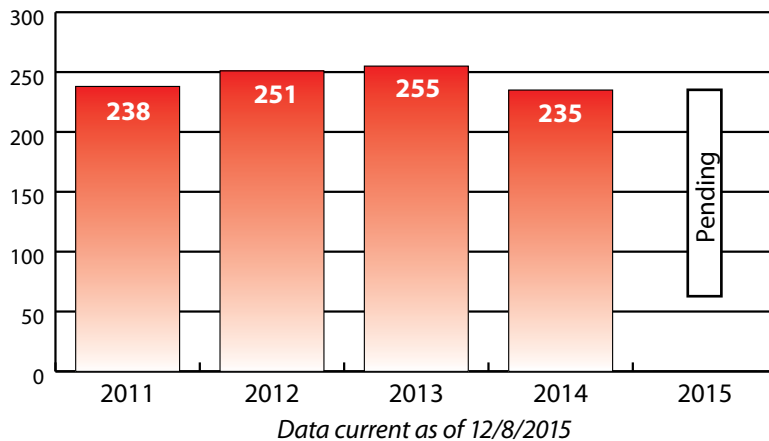
GOAL: reduce fatalities and incapacitating injuries from July to September to 1,764 by 2015. Fatalities and incapacitating injuries during the summer **decreased** by 10 percent during the past five years.



***SPEED-RELATED FATALITIES (NATIONAL FARS DATA)**

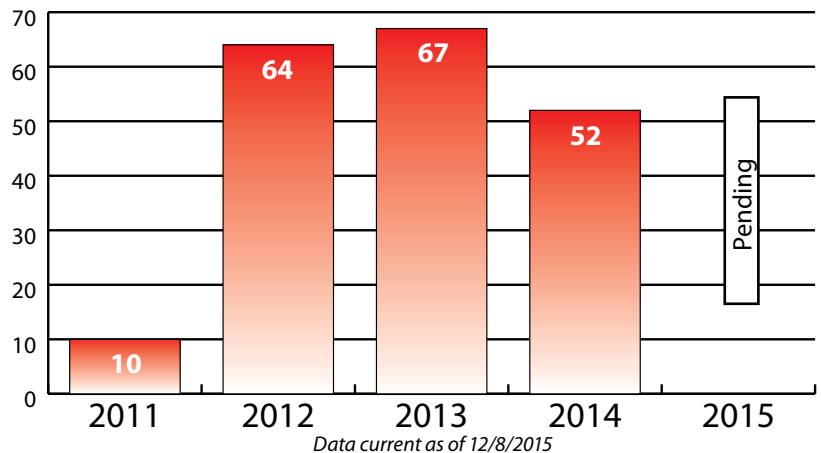
GOAL: reduce speed-related fatalities to 253 by 2015. Speed-related fatalities have **decreased** by 1.3 percent since 2011.

**FARS is a separate dataset from Michigan's Traffic Crash Reporting System. Differences in data collection policies may result in slight differences between the two systems.*



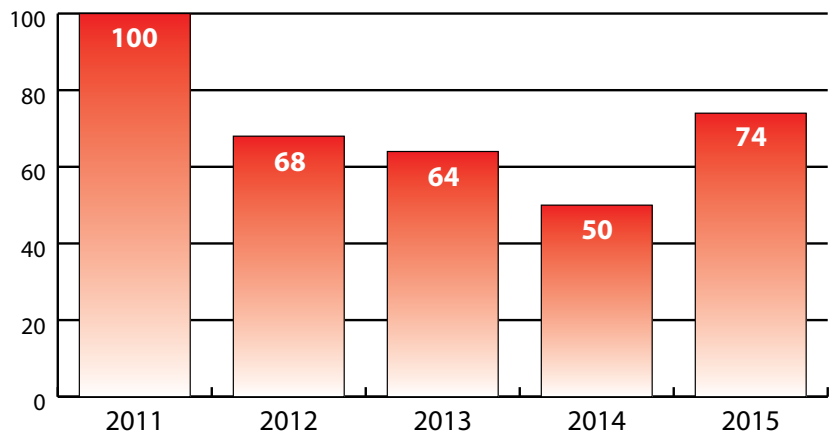
***UNHELMETED MOTORCYCLIST FATALITIES (NATIONAL FARS DATA)**

GOAL: maintain unhelmeted motorcyclist fatalities at 66 by 2015. Unhelmeted motorcyclist fatalities have **increased** 420 percent since 2011. (Michigan’s helmet law was modified in 2012 to allow riders over age 21 to ride without a helmet if certain conditions were observed.)



***HELMETED MOTORCYCLIST FATALITIES (FOR INFORMATION ONLY)**

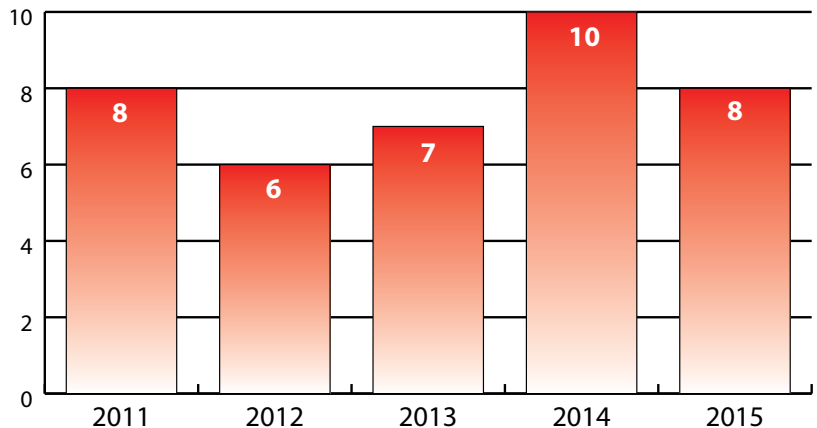
Helmeted motorcyclist fatalities have **decreased** by 26 percent since 2011.



***UNKNOWN HELMET USE MOTORCYCLIST FATALITIES (FOR INFORMATION ONLY)**

Unknown helmet use motorcyclist fatalities have **remained stable** since 2011.

**FARS is a separate dataset from Michigan’s traffic crash reporting and processing system. Differences in data collection policies may result in slight differences between the two systems.*



Hungry Howie's

FLAVORED CRUST PIZZA

Hungry Howie's
FLAVORED CRUST PIZZA

\$5
SMALL TWO TOPPING PIZZA

\$10
ONE LARGE ONE TOPPING OR
TWO LARGE TWO TOPPING PIZZAS
OR TWO MEDIUM PIZZAS

20

I hereby pledge
I acknowledge
I also acknowledge

CLUBS



Occupant Protection

Occupant protection in a vehicle includes seat belts, child restraints, and air bags. These are all features 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.

PROGRAM GOALS

- Increase child car seat use from 93.6 percent in 2013 to 95 percent by December 31, 2017.
- Increase child booster seat use from 42.4 percent in 2013 to 44 percent by December 31, 2017.
- Decrease fatalities and incapacitating injuries for children ages 0-8 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 percent in 2014 to .83 by December 31, 2017.

CHILD PASSENGER SAFETY (CPS)

STATEWIDE CPS PROGRAM

402, 405(b), 2011

CP-16-01; Awarded: \$449,165; Expended: \$379,846

BACKGROUND

A regional approach will continue for the CPS program, with the activities for the Upper Peninsula (U.P.) coordinated by a full-time employee at the City of St. Ignace. The OHSP provides overall planning and coordination support for the network in the Lower Peninsula, as well as statewide.

Funding will support fitting stations, car seat events, car seat distribution, and training and recertification of CPS technicians. Funding will be used to expand the CPS technician and instructor program by offering training to other partners, which will allow for greater distribution of car seats to lower income families.

PROJECT GOALS AND RESULTS

- Educate and provide car seats to 5,000 low-income families by September 30, 2016. **Goal achieved**

During the fiscal year, 5,475 car seats were distributed to CPS technicians to provide to families in need.

- Fund four CPS technician courses by September 30, 2016. **Goal achieved**

Six certification courses were conducted, focusing efforts on areas of the state with few technicians. Courses were conducted in Alpena, with 13 people (including many from counties with no technicians); Saginaw with 27 students; Kalamazoo with 13 students; Ann Arbor with 24 students (including many from the middle, southern part of the state where there are few technicians); and Romeo with 18 students, which allowed for focus on training technicians in Lapeer and northern Macomb counties where technicians were also needed. A course was also conducted in Marquette with 13 students to increase technicians in the U.P.

In an effort to train more hospital and school-based technicians to assist families of children with special needs, two special needs Continuing Education Unit courses were conducted in Ann Arbor. Thirty students participated in the two-day training, which resulted in a new special needs instructor becoming certified.

- Fund five continuing education courses for CPS technicians by September 30, 2016. **Goal achieved.**

Due to overwhelming demand for the continuing education course in East Lansing in March, a second large-scale CEU course was added in Detroit. Between the two courses, 150 technicians were trained, more than 10 percent of all technicians in the state. Three other CEU courses and one renewal course were also conducted.

One CPS for EMS course was taught to 18 EMTs and paramedic students at Michigan Technical University in the U.P.

- Retain 63.2 percent of current CPS technicians by September 30, 2016. **Goal not achieved.**

Currently, 54 percent of technicians have been retained; however, the retention rate has been as high as 62 percent during the year. Improvements have been made to increase technician retention, including more communication about upcoming events and recertification opportunities. Survey feedback has confirmed a large number of technicians do not recertify due to a job change.

- Maintain at least one trained CPS technician available for services in all 83 counties by September 30, 2016.

Goal achieved

For the first time since the OHSP began tracking CPS technician location, all of Michigan's 83 counties have a dedicated technician to provide training and assistance to families.

- Expand the CPS program in the U.P. to incorporate up to 13 counties by September 30, 2016. **Goal achieved**

In the U.P., 13 of 15 counties are serviced by the Kids Always Ride Safely (KARS) program. Meetings and correspondence between the remaining two counties have been ongoing to establish KARS in 2017.

In addition to CPS training classes, the first Michigan CPS conference took place in May. The two-day event in Mount Pleasant drew 130 CPS technicians, instructors, and other educators. The conference sessions offered CEU courses, including hands-on exercises with new car seats and an overview of new crash testing. The event also featured professional and personal development opportunities such as how to engage community partners and tips for using social media. Eight members of the Manufacturer's Alliance for Child Passenger Safety displayed new car seats and shared their upcoming

product launches and technologies.

The OHSP created a series of CPS videos to address specific misuses revealed in the 2015 child seat use and misuse study: harness fit, seat installation, and when to move children out of a booster seat. Four 60-second videos were produced and posted to the OHSP YouTube and web pages. More than 3,660 people have viewed the videos.

During CPS Week, September 18-24, a new child identification sticker was unveiled and distributed around the state. The ID sticker was updated to include a bright yellow privacy flap to protect children's information while standing out on the car seat. It also provided larger fields for parents to indicate children's allergies and medical needs. More than 40,000 stickers were distributed to CPS technicians, hospitals, police, fire and EMS agencies, and parents.

STRENGTHENING CPS PROGRAM CAPACITY IN MINORITY COMMUNITIES

Section 405(b)

OP-16-02; Awarded: \$0; Expended: \$0 (funding for materials from in-house PIE grant)

BACKGROUND

Restraint use by minority children is significantly lower than the national average. State and local organizations need to effectively increase the public awareness about the importance of child restraint use in the African American, Arab American, and Hispanic communities. There is also a need to increase the availability of certified CPS technicians within these communities.

PROJECT GOALS AND RESULTS

- Train at least one Spanish-speaking and one Arabic-speaking CPS technician by September 30, 2016. **Goal not achieved**

One new Spanish-speaking technician was trained during a grant-funded class in Macomb County. One Spanish-speaking technician attended the CEU course in Detroit. Michigan has five Arabic speaking technicians.

As part of the ongoing effort to increase access to CPS technicians for non-English speaking families, the OHSP began partnership this year with the MDHHS Office of Migrant Services. During a meeting with the group in December the OHSP provided data about car seat use, Spanish-language materials, and resources to get car seats and training for MDHHS employees working with migrant families. The Office of Migrant Services has two CPS technicians and utilized car seats and materials from the OHSP to educate families and provide safe seats. The office also inquired about additional training for employees which will be included in the MDHHS car seat training program in FY2017.

- Develop and provide Spanish and Arabic-language materials and resources for families with children under eight years of age by September 30, 2016. **Goal achieved**

CPS materials in English, Spanish, and Arabic were distributed to state partners by the OHSP. CPS advocates presented during a back to school open house at the Arab Community Center for Economic and Social Services to promote proper car seat use and encourage parents to have car seats checked.

Work has begun on developing a traffic law guide for migrant families. An interagency committee from the Michigan Department of Health and Human Services (MDHHS), Michigan Department of State (MDOS), Michigan State Police (MSP), and Farm Worker Legal Services are working on the program. At the end of the fiscal year, the draft of this guide was prepared by the workgroup and ready for layout and design.



- Train at least one CPS technician to work within other minority groups such as African-American communities by September 30, 2016. **Goal achieved**

Technicians working with minority families through organizations such as MDHHS, Maternal Infant Health Programs in urban counties, Saginaw Chippewa Indian Tribal Police, Head Start, and many others were trained in technician, CEU, and renewal courses.

During the CPS conference more than 100 technicians and instructors attended a workshop session about engaging minority communities and working to build partnerships within Spanish speaking, African American, and refugee populations.

MICHIGAN DEPARTMENT OF HEALTH AND HUMAN SERVICES TRAINING

Section 405(b)

OP-16-01; Awarded: \$0; Expended: \$0

BACKGROUND

Nearly 1,500 MDHHS employees are assigned cases involving 85,000 children in the Child Protective Services system each year. There is no training for these employees regarding proper use of child car seats and safe transport in vehicles.

Because MDHHS employees do not receive child car seat installation training and may not have any experience with transporting children, misuse may be higher among these employees than other populations. This project began in 2015 with the training to be added throughout the remaining counties and incorporated into the introductory training for all new MDHHS employees.

PROJECT GOAL AND RESULTS

- Conduct the approved pilot CPS training program in up to five counties for MDHHS employees by September 30, 2016. **Goal achieved**

During the fiscal year, final updates were made to the program curriculum and a pilot training course was conducted using the new curriculum in Livingston County where 20 MDHHS workers were trained. An RFP was issued and a project coordinator hired. However, the project coordinator changed jobs and was unable to continue with the grant. The focus is now to secure a fiduciary for the grant and hire a new project coordinator.

While the program hope was to teach courses in five counties, the one pilot course offered provided good feedback and improvements to the curriculum.

EVALUATION

DIRECT OBSERVATION SURVEYS: SEAT BELT USE

Section 405(b)

OP-16-03; Awarded: \$132,000; Expended: \$132,000

BACKGROUND

Seat belt use is one of the few objectives for which progress can be measured immediately and directly. The annual observation survey has tracked seat belt use in Michigan since 1983. The surveys are important for determining belt use rates statewide, regionally, and between various demographics. These rates assist the OHSP in developing seat belt enforcement plans and identifying the focus of the media campaign to support the mobilization.

PROJECT GOALS AND RESULTS

- Determine the safety belt use rate by September 30, 2016. **Goal achieved.**

Michigan State University conducted observational surveys to determine seat belt use by drivers and front seat passengers at 200 intersection/interchange sites throughout the state during May and September 2016.

In addition to belt use, observers recorded vehicle type, gender, age, and race for each observed occupant, and electronic device (handheld or hands-free) use for each observed driver.

The results show the weighted seat belt usage rate in Michigan in 2016 is 94.5 percent. This represents an almost 2 percent increase from the 92.8 percent seat belt use rate in 2015.

Young males, pick-up truck drivers, and drivers in rural areas had lower belt use. This is consistent with previous studies.

Observational Wave	Seat Belt Use Rate	Standard Error
Annual Observational Survey	94.5%	0.2%

- Determine hand-held device use rate by September 30, 2016. **Goal achieved**

Use by Category	Use Rate	Standard Error
Overall Cell Phone Use	7.5%	0.4%

The weighted statewide rate of electronic device use by drivers is 7.5 percent, which is a .1 percent decrease from the rate observed in 2015.

CPS TECHNICIAN COVERAGE AND IMPACT ANALYSIS

Section 405(b)

OP-16-04; Awarded: \$98,264; Expended: \$94,115

BACKGROUND

Michigan has more than 1,100 CPS technicians in 83 counties. While some counties have many technicians and some have few, it is unknown how many technicians are needed to properly serve the children under age 8 in each county. An analysis will determine, among other things, what an acceptable ratio of technicians to children would be and how the activity of technicians and distribution of car seats can impact crash statistics and observed car seat use and misuse in each county.

The study began in FY2015 and concluded this year.

PROJECT GOAL AND RESULTS

- Determine an effective ratio of CPS technicians to children under age 8 per county and gauge the impact CPS technicians, car seat checks, and car seat distribution have on crash statistics and car seat use and misuse by September 30, 2016. **Goal achieved**

The two-year extensive study looked at a variety of factors to determine whether or not the CPS needs of children under age 8 are being met in Michigan's 83 counties.

The research examined the number and location of car seat technicians, the number of car seats distributed through the OHSP program and other programs, the number of car seats checked, and results of an online survey of technicians and instructors with 52 percent, or more than 900 technicians taking part. This data was compiled with population data and a measure of potential risk for preventable injury in crashes, including minority race, non-English speaking, and poverty and education levels. The study revealed details about the technician network, resources distributed, and a ratio of children-to-technicians. The study indicated that while resources for CPS are located in the area where they are most likely to be needed, resources are insufficient for serving families with children under the age of 9.

Key findings of the study included distances families travel for services, between 1.5 and 40 miles, the ratio of children under 9 to technicians, which ranges from about 100:1 to more than 6,500:1, depending on the county, technicians are largely located in areas where the most at-risk children are living, but the current number of technicians is not sufficient to meet the needs of the populations of children.

EDUCATION AND OUTREACH

SUMMER OF SAFETY

Section 402, 405(b)

CP-16-01; CP-16-03; Awarded: \$40,000; Expended: \$32,804

BACKGROUND

Michigan has long been in the forefront of occupant protection, leading the nation in seat belt use in 2008 and 2009. Since then seat belt use has dropped slightly, but Michigan still achieves a consistent seat belt use rate above 90 percent.

While Michigan has a strong enforcement presence and paid media component for the *Click It or Ticket* mobilization, a sustained, non-enforcement effort targeting adults who do not regularly wear seat belts is lacking.

To reach out to various populations in the state with social norming seat belt messages over a longer period, partners and innovative media tactics will be used. Funding will support education and outreach materials.

PROJECT GOAL AND RESULTS

- Distribute education and outreach *Summer of Safety* materials by September 30, 2016. **Goal achieved**

In an effort to support sustained summer-long traffic enforcement in the state, the OHSP launched the second year of the Summer of Safety campaign which featured social media and grass roots marketing efforts to promote traffic safety, raise seat belt use, and create sustained messaging.

Social media efforts were tagged with #MiSummerofSafety and social media messaging reached more than 264,000 people and had more than 1.1 million impressions.

Materials developed in the first year were reprinted, including banners and flyers. An updated bookmark, sticker, and placemat with coloring page were created.

The sticker was updated to promote the OHSP car seat-specific web site and remind parents to Always Buckle Correctly. Both the updated sticker and the new bookmark were disseminated through a new partnership with Michigan Public Libraries which distributed materials through their summer reading programs.

Another new partner, the League of Michigan Bicyclists, provided its "What Every Young Cyclist Should Know" booklet for the library mailings and the Michigan Licensed Beverage Association promoted the placemats in the campaign to their members.

More than 1,770 partners received nearly 1 million individual materials in the second year of the campaign.

TWEEN SEAT BELT EDUCATION PILOT

Section 405(b)

CP-16-03; Awarded: \$30,000; Expended: \$30,000

BACKGROUND

In the past five years, 46 children ages 9-15 were killed in traffic crashes. Of those, 30 percent were unbelted. In 2015, older children, ages 11-15, had the lowest restraint usage of any group at 90.8 percent.

Despite these numbers, the NHTSA only recently released a campaign aimed at "tweens" and seat belt use. The OHSP

has no programming directed at this group since it falls into the gray area of children being out of booster seats, but not yet ready for driver education. To foster good habits of buckling up and being a responsible passenger, kids must be engaged during the “tween” years.

In an effort to reach parents of children in the tween age group, a media buy and outreach campaign will be conducted.

PROJECT GOALS AND RESULTS

- Develop a project timeline by December 30, 2015. **Goal achieved**

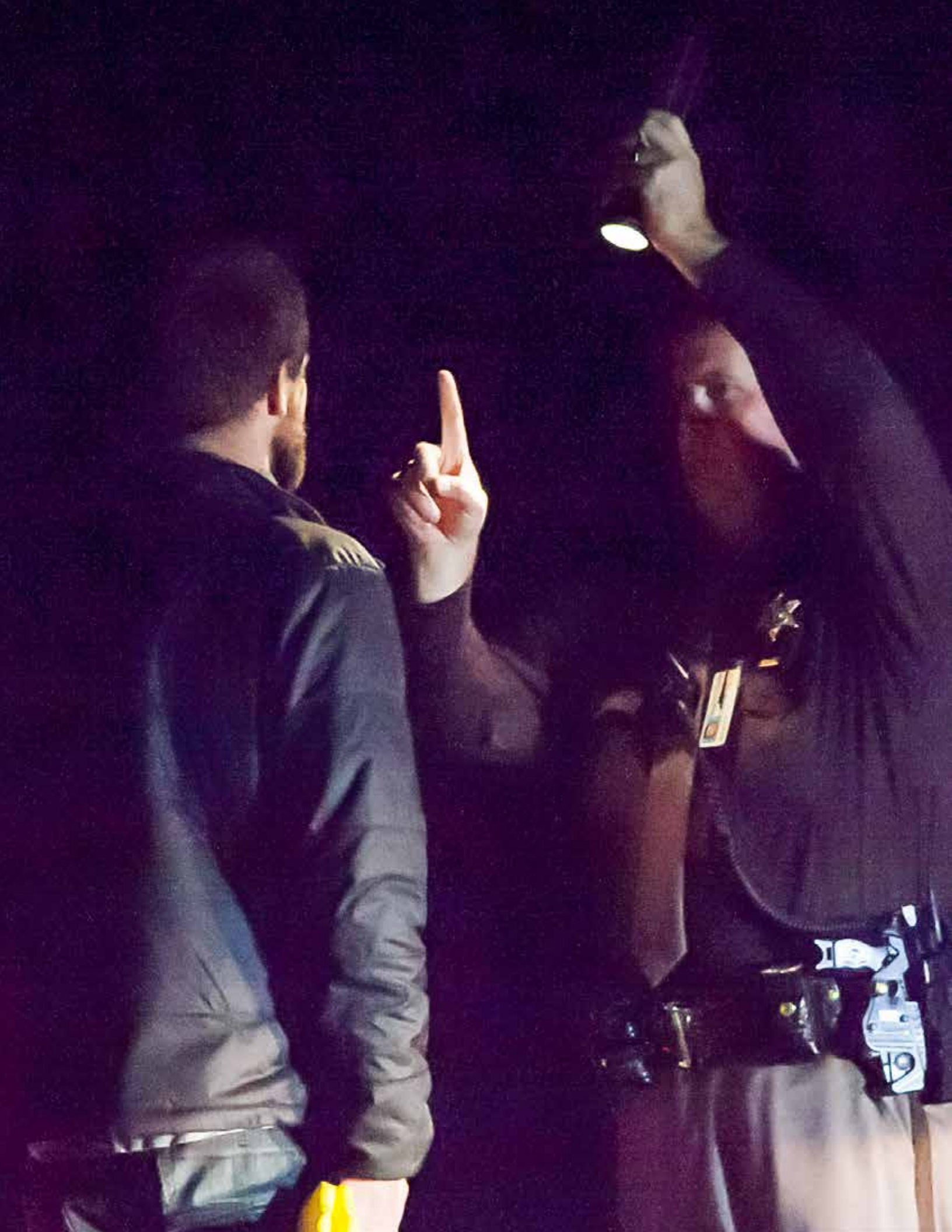
The timeline for the media buy and article were developed and adhered to.

- Implement project by September 30, 2016. **Goal achieved**

A paid media buy in May was run on websites frequented by women age 35-54 with children in the tween age group. The Michigan American Academy of Pediatrics newsletter ran an article encouraging doctors to talk to families about making sure kids stay buckled up. Both of these efforts were aimed at increasing parent’s and doctor’s awareness of low seat belt use in the tween age group and encourage doctors to talk to families about seat belt use beyond car seat years and parents to always remind children to buckle up.

Website advertising was purchased through the Meredith Network to reach women age 35-54 with children in the tween age group. The advertising was focused on sites visited by this demographic and geo-targeted to Michigan. During the one month ad flight, more than 2.7 million impressions were delivered which resulted in a click through rate well above the industry standard with 6,254 clicks.





Impaired Driving Prevention

There were more than 49,000 alcohol-impaired crashes and 9,700 drug-impaired crashes from 2010-2014. Each year there were approximately 11,000 impaired crashes where fatalities, injuries, or property damage could have been potentially avoided. Impaired driving crashes have remained a steady percentage of fatal crashes since the 1990s, both in Michigan and nationwide. The OHSP seeks to decrease the number of impaired drivers on the road in part by increasing the perceived risk or arrest and conviction.

PROGRAM GOALS:

- Increase observed seat belt use of front seat 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.

ENFORCEMENT SUPPORT

IMPAIRED DRIVING DETECTION TRAINING

Section 405(d)

AL-16-01; Awarded: \$445,000; Expended: \$276,615

BACKGROUND

The OHSP requires Standardized Field Sobriety Testing (SFST) training for officers participating in grant-funded patrols. SFST training 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.

Funding will support a training coordinator and expenses to administer SFST and Advanced Roadside Impaired Driving Enforcement (ARIDE) classes, including instructor costs, scheduling, facilities, and programmatic/financial oversight.

PROJECT GOAL AND RESULTS

- Increase the quantity and quality of impaired driving arrests by supporting and funding SFST and ARIDE, by conducting at least 40 classes for up to 800 officers by September 30, 2016. **Goal achieved**

CLASS	NUMBER OF CLASSES	NUMBER OF PARTICIPANTS
SFST	46	799
SFST Refresher	70	860
SFST Instructor	1	16
SFST Instructor Update	3	121
ARIDE	17	495
ARIDE Refresher	2	28
Total	139	2,319

As of September 22, 2016, the enactment of Michigan Public Act 242 mandates officers must administer the SFSTs in substantial compliance with standards prescribed by the NHTSA. This has caused an increase in demand for SFST Basic and SFST Refresher training. Demand for ARIDE training is increasing annually due to the increase in drugged driving related crashes and arrests statewide from previous years.

In response to this increased demand for training, one SFST Instructor class and three SFST Instructor Update classes were conducted in 2016.

Feedback from ARIDE training continues to be positive, resulting in the MSP indicating a desire for all enlisted personnel to take the course.

In an attempt to make ARIDE training more accessible to law enforcement agencies across the state, ARIDE training

was conducted in 11 locations outside of the Lansing area. Two back-to-back ARIDE trainings were conducted in the U.P.

In addition to training coordination duties, the project director assisted in the screening and selection for the DRE application process and assisted in the DRE School that graduated 16 participants this year.

DRUG RECOGNITION EXPERT TRAINING

Section 405(d)

CP-16-01; Awarded: \$190,000; Expended: \$150,990

BACKGROUND

A DRE is a police officer trained to recognize impairment of drivers under the influence of drugs and/or drug/alcohol combinations. The International Association of Chiefs of Police coordinates the program with support from the NHTSA. Police officers must successfully complete a rigorous, three-week DRE training program to meet strict certification requirements.

The DRE protocol is a standardized and systematic method of examining a Driving under the Influence of Drugs (DUID) suspect to determine the following:

- Whether or not the suspect is impaired.
- Whether the impairment relates to drugs or a medical condition.
- What category or combination of categories of drugs likely caused the impairment.

The process is systematic because it is based on a set of observable signs and symptoms that are reliable indicators of drug impairment. Because the process is systematic and scientifically valid, DREs can qualify as expert witnesses in court due to their advanced training.

Recent trends indicate a greater number of drivers are impaired as a result of drugs and or drug/alcohol combinations. 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 has 87 certified DRE officers and 22 DRE trained prosecutors. A DRE school will be conducted along with one DRE Instructor school and two DRE continuing education credit programs, which are required for graduates to maintain certification.

PROJECT GOALS AND RESULTS

- Increase the number of certified DRE instructors by 20 percent from 15 instructors in 2015 to 18 instructors by September 30, 2016. **Goal not achieved**

DRE instructor scheduling conflicts prohibited conducting the DRE Instructor School prior to the start of DRE School. In FY2017, DREs with SFST Instructor training will begin to assist with ARIDE training. Once it is determined which DREs have the ability to teach and are available, they can be trained as DRE instructors.

- 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. **Goal achieved**

The DRE continuing education training in October, provided an opportunity for DREs to get updated on current and future administrative policies and procedures that affect DREs and the DRE program. Joseph Jones, Director of Toxicology for the Ohio State Highway Patrol Crime Lab, provided a presentation on Suboxone and what to do with negative toxicology results. In addition, Michigan Traffic Safety Resource Prosecutors (TSRPs) provided legal updates, and the always popular courtroom testimony and defense strategy training. This was also an excellent opportunity for DREs to meet the most recent DRE graduates and obtain required DRE instructor-supervised evaluations. Overall, 65 DREs attended the training, including five DRE-trained prosecutors.

The state's sixth DRE School took place in the winter with the group returning to Maricopa County Jail (Arizona) for field certification training on March 6-12. Eighteen officers completed the training and obtained DRE certifications. Four prosecutors attended the entire two-week DRE Phase I and II of the training. Two of those prosecutors spent a several days at the Maricopa County Jail during field certification training. In 2016, the first motor carrier officer was certified as a DRE.

Since 2011, Michigan has trained 108 law enforcement officers as certified DREs and 27 prosecutors have attended Phase I & II of DRE School. In 2016, Michigan officers conducted 537 DRE enforcement evaluations, had seven medical rule outs, and 31 opinions of no impairment indicated. A breakdown of the 850 DRE opinions or drug categories identified in 2016:

Cannabis	38%
Depressants	23%
Narcotic Analgesic	19%
Stimulants	18%
Dissociative Anesthetic	>1%
Hallucinogens	>1%
Inhalant	>1%

Cannabis remains the number one category of drugs being identified by DREs. However, the rise in what DREs are seeing on the street in the stimulant, depressant and narcotic categories is an indication of the increasing abuse of prescription drugs not only in the state but nationwide.

DRE-trained officers are able to make arrests when and where other officers may not have the necessary training to do so. The following is an example:

A young child was struck by a vehicle and killed. DRE on scene noted suspect driver appeared to be impaired. PBT at scene was less than .08%. DRE makes the arrest, conducts DRE evaluation, opined the driver to be under the influence of CNS stimulant, evidence of alcohol, and cannabis use. The lab report

indicated a BAC .03%, and no active THC present. However, a second lab report indicated a large quantity of cocaine present in the blood and a large quantity of cannabis metabolite consistent with the DRE opinion. The witness to this incident indicates had it not been for the training and experience of the DRE, this suspect driver may have been released at the scene and the state of impairment never known.

These is just one of the many instances in which the training and experience of a DRE has led to the arrest and or an issuing of the appropriate charges that may never have occurred otherwise.

Expert witness testimony training took place in June for the most recent graduates of DRE School. This is limited to the most recent graduates due to the fact everyone that attends needs to get experience being questioned as an expert in the witness chair. Due to the time required to give everyone an opportunity to testify, class size must be limited. DRE-trained prosecutors act as prosecutor and defense and the state's Judicial Outreach Liaison (JOL) presides over the trial. Non-law enforcement, typically office staff, is invited to the training to sit as jurors during the mini trials. Once testimony of the DRE is completed, the jury, prosecutors, JOL, and DRE instructors are asked for their critique of the testimony. Everything is reviewed, from the answers to their demeanor in the chair. Everyone learns something about testifying as an expert through the process. Although this type of training does apply some pressure on the DREs while in the chair, from the evaluations received, this training has overwhelmingly received positive responses indicating this to be some of the best courtroom training these officers have ever received. A synopsis of one DREs courtroom experience enhanced by this training is listed below:

"I had to testify in District Court referencing a reckless driving causing death case. It was not DRE related but referencing my actions as an evidence technician. When I finished testifying, the assistant prosecutor assigned to the case asked me if I testify a lot in court. I told her that I have testified a handful of times. She was surprised by my answer. She went on to say that if more officers testified the way I did, her job as a prosecutor would be so much easier. She commented that I seemed more like I was teaching a class about the technique and tools I used during my investigation. I advised her about the training that I have received as a DRE and the continued training I have received through the Prosecuting Attorneys Association of Michigan (PAAM). She commented that the training really paid off and showed on the stand.

"Again I know I have told you both in the past about how the training that the two of you do is priceless to the DRE program. But this is just another example of another Assistant Prosecuting Attorney seeing what happens when an officer/ deputy/trooper takes your training and applies it in a real life scenario. Thank you again for all that you do."

A focus this year has been to look at ways to meet an expected increase in demand for drugged driver training should Michigan join the growing number of states

to legalize recreational marijuana in the future. The intent would be to have the law enforcement community trained and ready to meet this challenge.

MOTHERS AGAINST DRUNK DRIVING LAW ENFORCEMENT AND PROSECUTOR RECOGNITION

Section 405(d)

AL-16-03; Awarded: \$5,000; Expended: \$5,000

BACKGROUND

Since 2004, the OHSP and Mothers Against Drunk Driving (MADD) have provided resources for victim impact panels and provided more than 150 impaired driving recognition awards for prosecutors and law enforcement officers/agencies.

PROJECT GOAL AND RESULTS

- Provide at least 25 summit scholarships to law enforcement award winners to further their traffic safety education by September 30, 2016. **Goal achieved**

Through the Lifesavers Law Enforcement Recognition Awards program, MADD honored law enforcement officers for their commitment to impaired driving enforcement. In 2016, 111 nominations were submitted.

MADD explored ways to enhance publicizing the program in 2016 to increase participation by 10 percent.

In a ceremony attended by several hundred officers, command staff, local and state officials, and MADD staff, 23 law enforcement officers and two agencies were recognized for their dedication in making roads safer by removing impaired drivers from the roadways.

The ceremony included the Cleveland family presentation of the Olivia Cleveland Gratitude Award, given to those who demonstrate outstanding commitment to eliminating impaired driving.

The Cleveland family recognized Lt. Aaron Burgess of the Sterling Heights Police Department.

The 2016 MADD Michigan Lifesavers Award recipients include:

OUTSTANDING TROOPER

Tpr. **Travis Peterson**, Cadillac Post

Tpr. **Jason Darling**, Houghton Lake Post

Tpr. **Randall Rovelsky**, Wakefield Post

Tpr. **Jim Janes**, Niles Post

Tpr. **Zachary Tebedo**, Tri-City Post

OUTSTANDING DEP.

Dep. **Jason Conklin**, Macomb County

Dep. **Ryan Dannenberg**, Kent County

Dep. **Samuel Sukovich**, Jackson County

Sgt. **Theodore Harrison**, Ingham County

OUTSTANDING OFCR.

Ofcr. **Ben Helms**, St. Johns Police Department
 Ofcr. **Rebecca Kuzdek**, Fowlerville Police Department
 Ofcr. **Andrew Teichow**, Port Huron Police Department
 Sgt. **Cary Murch**, Mt. Pleasant City Police
 Ofcr. **Sean Brown**, Oxford Police Department
 Ofcr. **Andrew Wood**, Eastpointe Police Department

OUTSTANDING ROOKIE

Ofcr. **Christopher Bennet**, Utica Police Department
 Ofcr. **Benjamin Atkinson**, Detroit Police Department
 Ofcr. **Ryan Popma**, Zeeland Police Department
 Ofcr. **Andrew Shelton**, Pleasant Ridge Police Department

OUTSTANDING LAW ENFORCEMENT AGENCY

MSP, St. Ignace Post
 Dearborn Police Department

RECOGNITION OF EXCELLENCE

Ofcr. **Scott Vierk**, Clawson Police Department
 Ofcr. **Robert Van Dyke**, Shelby Township Police Department
 Tpr. **John Janicki**, MSP, St. Ignace Post

MADD CAREER ACHIEVEMENT (DEP. LEW TYLER) AWARD

Ofcr. **Dave DeKorte** (Retired), East Lansing Police Department

PROSECUTOR OF THE YEAR

Jeffrey S. Hall, Oakland County Prosecutors Office

At a separate ceremony during the PAAM annual conference, **Victor Fitz** of the Cass County Prosecutors Office received the OHSP/MADD Prosecutor of the Year Award for his involvement in lowering the DUI limit from .10 to .08 while operating a boat.

“MICHIGAN TRAFFIC STOP” CELLULAR PHONE APP

Section 402

AL-16-03; Awarded: \$15,000; Expended: \$15,635.18 (Excess funds through the PAAM project covered the extra expenses)

BACKGROUND

Police officers need up-to-date, relevant information at a traffic stop. While legal updates are helpful, police officers sometimes face complex issues out in the field and typically do not have the specific reference information they need.

A free mobile phone app for both Android and Apple devices could provide all the pertinent information about impaired driving for those incidents.

PROJECT GOAL AND RESULTS

- 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. **Goal not achieved**

The PAAM developed the platform for the application with the assistance of traffic safety, motor vehicle code, and traffic law experts. Due to an illness by the original technical advisor, this project had to start over at the beginning of the fiscal year. Halfway through the year, a retired magistrate joined the group to be the content editor to ensure accuracy and consistency. While both alpha and beta testing began for Google and Apple mobile phones, the app has not yet been distributed to the public while the technical advisor continued work on development of the software. Distribution to law enforcement will take place in January 2017. The content for the app includes impaired driving, car seat, crash investigation, ignition interlock, and other data pertinent to a law enforcement officer during a traffic stop. This goal was not fully achieved but will be final in early 2017.

IGNITION INTERLOCK VIOLATION MANAGEMENT SYSTEM

Section 405(d)

AL-16-02; Awarded: \$297,458; Expended: \$297,455

BACKGROUND

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

The current 22-step process for violations is handled by two MDOS analysts, beginning when the violation reports are received from the vendors to mailing an official order of action from the 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 the MDOS.

Development of this system began in 2015.

PROJECT GOAL AND RESULTS

- Develop and begin implementation of an automated violation management system by September 30, 2016.

Goal not achieved

In collaboration with, the Michigan Department of Technology, Management and Budget (DTMB), MDOS utilized the standard look and feel of Michigan web applications that will significantly improve compatibility of new and existing software.

Achievements this year are notable with the completion of business requirements, functional requirements along with system design documents. These achievements show continued progress on development/construction.

The project planned live operation in FY2016, the final year of this project's two-year funding. Due to unanticipated postponements, along with contractor staff changes, the MDOS encountered delays resulting in a need to extend the project into FY2017.

ADJUDICATION

TRAFFIC SAFETY RESOURCE PROSECUTOR

Section 402, 405(d), 410

AL-16-03; Awarded: \$538,200; Expended: \$524,457

BACKGROUND

Effective prosecution is an essential component for deterring impaired driving in Michigan. If prosecutors do not have specialized training, they will be unprepared for the complexities of impaired driving case law and court practices. The OHSP has supported a traffic safety resource prosecutor since 2000, which is now a national best practice.

The TSRP program ensures that prosecutors and law enforcement officers have up-to-date information on traffic and case law. The TSRP provides traffic safety training and information for county prosecutors and serves as a technical resource for law enforcement on topics that include high BAC, medical marijuana, synthetic marijuana and drugs, vehicle forfeitures, case law, and underage drinking.

PROJECT GOALS AND RESULTS

- Maintain two TRSPs and an administrative assistant by September 30, 2016. **Goal achieved**

The OHSP maintained these three positions during FY2016.

- Provide 10 professional education opportunities for law enforcement and prosecutors by September 30, 2016.

Goal achieved

The TSRPs provided training at 73 events and 41 seminars with more than 5,400 attendees. Topics included: Operating While Intoxicated (OWI) laws, drugged driving, traffic laws, OWI search warrants, consent searches, underage drinking, surviving cross examination, DREs as expert witnesses, and basic courtroom skills.

The TSRPs helped prosecutors prepare for upcoming trials by providing valuable resources and discussing effective trial strategies. They also assisted other agencies, such as law enforcement, magistrates, and probation officers on traffic safety legal issues.

- Provide legal reference materials and technical assistance to the traffic safety community by September 30, 2016. **Goal Achieved**

The TSRPs also published multiple traffic safety-related items. This information is shared through newsletters, emails, and guest columns. These materials give law enforcement and prosecutors easy access to timely information.

JUDICIAL OUTREACH LIAISON

Section 405(d)

AL-16-04; Awarded: \$78,760; Expended: \$51,624

BACKGROUND

Judges in limited jurisdiction courts, like district courts which cover the majority of traffic offenses, are often overlooked in education and communication opportunities. Judges sometimes 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.

A JOL works to unite the outreach efforts of the American Bar Association Judicial Division and the NHTSA to educate judges and encourage support of traffic safety activities. The JOL strives to improve community outreach, provide quality education, and promote confidence and trust in the judiciary. This national template is used to support a JOL program in Michigan, which runs in a similar fashion to the TSRP program. It is coordinated through the Michigan Judicial Institute (MJJI), a training division of the State Court Administrative Office (SCAO) of the Michigan Supreme Court.

PROJECT GOAL AND RESULTS

- Maintain the current JOL through September 30, 2016.

Goal achieved

Through a state JOL, the MJJI provided training and technical assistance to new and existing DWI courts and other members of the criminal justice community.

The state JOL concentrated primarily on providing technical support for DWI courts, including due process issues and individual technical support visits. Consultations have been made with experienced DWI courts, new DWI courts, and regional DWI courts. Data reports developed by the NHTSA as well as Michigan's project involving the ignition interlock systems and DWI courts have been communicated.

The Michigan Association of Treatment Court Professionals (MATCP) established a new committee on continuing leadership training for judges which the JOL will serve as chairperson. The JOL also served in an advisory capacity for a group of state leaders examining proposed new legislation concerning ignition interlock. Information was provided concerning nation-wide use and the relationship between ignition interlock and DWI courts.

In coordination with the problem-solving division of the SCAO the JOL presented the first "Judicial Leadership" workshop for judges who serve as DWI court judges in Michigan. Approximately 35 judges attended.

An update to the "Courts in Schools" curriculum was not completed due to time restraints and the lack of available up-to-date video clips involving drunk/drugged driving, including opiates.

ADJUDICATION TRAINING

Section 405(d)

AL-16-04; Awarded: \$78,760; Expended: \$27,136

BACKGROUND

Traffic cases, particularly impaired driving cases, frequently involve complex issues. Judges and court personnel who supervise offenders must know current laws, technology, screening techniques, and sentencing guidelines. To support this, the OHSP has funded training for magistrates and probation officers for more than 15 years through MJI, the sole resource for this type of training.

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 comprehension of various impaired driving and underage drinking laws, court procedures, and knowledge of sentencing and treatment options.

PROJECT GOAL AND RESULTS

- Train up to 1,000 district court judges, magistrates, drug treatment court staff, and probation officers by September 30, 2016. **Goal achieved**

Approximately 136 probation officers received two days of traffic safety training during a seminar in December on ignition interlocks, drugged driving, medical marijuana, and underage drinking and drug trends.

Several sessions at this year's MATCP were devoted to traffic safety, including drugged driving, common challenges of DUI courts, advantages of regional sobriety courts, and ignition interlocks.

A day-long traffic safety/DUI session as part of the MJI District Court Probation Officer seminar offered a robust curriculum. New probation officers were offered sessions on characteristics of DWI offenders and how to read driving records. New and experienced probation officers were presented information on the overview and validity of urine testing, medical marijuana, opiate abuse, and the court's response, along with a full day session on "Understanding Underage Drinking, Driving, and Drug Trends."

Two traffic safety/DUI sessions were held as part of the MJI Magistrates Specialty seminar; an OWI update and Commercial Motor Vehicle Issues session was held as well.

The Michigan Association of District Court Probation Officers annual conference training included a session on traffic safety/DUI issues, facilitated by the JOL on basic laws impacting probation officers and application of DWI court principles to traditional dockets.

The Michigan Association of District Court Magistrates annual conference training included two traffic safety/DUI sessions: one on "Current Drug Trends" and another on crash data retrieval-search warrants and black box information.

In lieu of full scholarships, MJI provided partial scholarships for district court judges, magistrates, or probation officers' registration fees to attend the annual Michigan Traffic Safety Summit, the Michigan Association of District Court Probation Officers' annual conference, and/or the Michigan Association of District Court Magistrates annual conference.

Combined, the associated trainings educated approximately 1,000 court personnel on traffic safety issues and laws.

SOBRIETY COURT ENHANCEMENT

Section 405(d)

AL-16-05; Awarded: \$1,900,000; Expended: \$1,540,847

BACKGROUND

Sobriety courts guide alcohol-addicted offenders into a treatment program that reduces their substance use dependence and improves their quality of life. In the typical sobriety court program, participants are under the close supervision of a judge and have the support of a team operating outside of their traditional adversarial roles. Addiction treatment providers, prosecuting attorneys, public defenders, law enforcement officers, and parole and probation officers, come together to provide services.

Without the opportunity to take part in sobriety court, participants may not receive treatment for their alcohol and/or drug addiction. Some could re-offend after completing a traditional jail sentence.

PROJECT GOALS AND RESULTS

- Add up to two new drug court programs accepting DUI offenders by September 30, 2016. **Goal achieved**

Washtenaw County (D14B Ypsilanti), Chippewa County (C50), and Macomb County (D42-1 Romeo) became operational in FY2016.

- Expand up to four regional drug courts by September 30, 2016. **Goal achieved**

Six programs sustained funding in FY2016: Ingham County (D54B) and Bay County (D74), along with four Regional Driving While Intoxicated (RDWI) programs: Gratiot County RDWI (D65B); Crawford County RDWI (D87C); Wayne County RDWI (D23); and Kent County RDWI (D62B).

- Send staff from up to two courts to the National DUI Court Training workshop by September 30, 2016. **Goal achieved**

Genesee County Sobriety Court participated in NCDC three and a half day training in December 2015.

Kent County Sobriety Court participated in NCDC three and a half day training in September 2016.

In addition to the goals for this fiscal year, four programs used FY2016 as a planning year with a goal of becoming operational in FY2017:

Marquette County (C25), Shiawassee County (C35), Genesee County (D67), and Delta County (D94).

Five programs were in the stepped-down from the OHSP funding stage:

Saginaw County Circuit (C10); Livingston County Circuit (C44); Eaton County Circuit DWI (C56); Wayne County District (D36 Detroit); and Barry County District (D56B).

The positive impact of these court programs is significant. Of the more than 700 participants, 4 percent of all drug tests administered in the fourth quarter gave a positive result. Additionally, 100 participants were discharged during the fourth-quarter reporting period, with 68 percent successfully discharged.

Graduates spent an average of 537 days in the program, with 391 consecutive sobriety days, 23 court review sessions, 439 drug tests, 109 substance abuse treatment hours, and 75 percent of these graduates were employed upon discharge.

REDUCING UNDERAGE DRINKING

ENFORCEMENT OF UNDERAGE DRINKING LAWS

Section 405(d)

Awarded: \$400,000; Expended: \$226,026.00 (see chart below)

BACKGROUND

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 alcohol-related 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.

PROJECT GOAL AND RESULTS

- Conduct overtime enforcement in up to 15 counties by September 30, 2016. **Goal achieved**

Forty-eight law enforcement agencies in 18 grants were awarded in 16 counties. Twenty two hundred compliance checks were conducted, with 840 retailers selling to minor decoys for a compliance rate of 62 percent. Twenty-eight locations lacked a liquor license. More than 145 parties were dispersed, with 175 adults being cited for furnishing alcohol to minors. Another 875 minor-in-possession (MIP) citations were issued with officers noting that more minors are not only impaired by alcohol, but by drugs as well. There is no law regarding minors under the influence of drugs when not driving.

GRANT NO.	LEAD AGENCY	BUDGET	TOTAL EXPENDED	LIQUIDATION RATE
AL-16-16	Allegan County Sheriff's Office	\$7,492.00	\$5,413.00	72.25%
AL-16-22	Bay County Sheriff's Office	\$7,499.00	\$3,619.00	48.26%
AL-16-14	Chippewa County Sheriff's Office	\$7,483.00	\$7,413.00	99.06%
AL-16-07	Detroit Police Department	\$50,000.00	\$50,000.00	100.00%
AL-16-17	Grand Blanc Township Police Department	\$7,430.00	\$7,430.00	100.00%
AL-16-09	Grosse Ile Police Department	\$50,000.00	\$38,485.00	76.97%
AL-16-19	Kent County Sheriff's Office	\$10,588.00	\$6,996.00	66.07%
AL-16-23	Macomb County Sheriff's Office	\$19,989.00	\$19,651.00	98.31%
AL-16-21	Manistee Police Department	\$7,530.00	\$3,553.00	47.18%
AL-16-13	Mecosta County Sheriff's Office	\$7,500.00	\$2,722.00	36.29%
AL-16-15	Meridian Township Police Department	\$24,999.00	\$23,984.00	95.94%
AL-16-20	Mt. Pleasant Police Department	\$12,461.00	\$12,119.00	97.26%
AL-16-08	Muskegon County Sheriff's Office	\$12,500.00	\$8,478.00	67.82%
AL-16-18	Traffic Improvement Association of Michigan	\$9,985.00	\$7,558.00	75.69%
AL-16-10	Ottawa County Sheriff's Office	\$39,911.00	\$17,444.00	43.71%
AL-16-11	Royal Oak Police Department	\$12,471.00	\$0.00	0.00%
AL-16-12	St. Clair County Sheriff's Office	\$12,500.00	\$9,860.00	78.88%
AL-16-06	Washtenaw County Sheriff's Office	\$29,998.00	\$15,664.00	52.22%
	UAD ENFORCEMENT GRANTS TOTAL:	\$330,336.00	\$240,389.00	72.77%

Enforcement highlights include a party in which the Downriver Party Patrol Task Force dispersed safely in less than three hours, processing 90 minors and issuing 48 MIPs.

In August, the Downriver Party Patrol Task Force was contacted for assistance in Southgate for a large underage drinking party. Several juveniles had fled the scene and officers found an unresponsive 15-year-old female around the corner. Juveniles on the scene stated that several minors were still in the party where whippets, marijuana, and alcohol were being used. Officers were able to enter into the home and arrest the 39-year-old in control of the property. He was charged with multiple counts of Contributing to the Delinquency of a Minor and Open House Party. Task force officers have made themselves available for call-ins when a detail is not scheduled.

UNDERAGE DRINKING ENFORCEMENT TRAINING

OJJDP; Section 405(d)

CP-16-01; Awarded: \$114,000; Expended: \$2,244

BACKGROUND

As technology changes so do the methods of finding and breaking up underage drinking events, from underground raves to field parties where word-of-mouth spreads by text messages and online social media invitations. To prevent and disperse these events, law enforcement officers have begun using social media sites to gather information.

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.

PROJECT GOALS AND RESULTS

- Conduct underage drinking enforcement training as needed by September 30, 2016. **Goal achieved**

More than 100 officers attended underage drinking enforcement training that took place in November 2015 and June 2016. The topics included controlled dispersal, compliance checks, and legal updates.



Police Traffic Services

Police Traffic Services (PTS) promotes enforcement of traffic laws to reduce traffic crashes, fatalities, and injuries. Projects are focused on four major categories:

1. *Resource Management: Assisting law enforcement agencies to implement traffic safety programs and overtime grant funds to increase traffic enforcement.*
2. *Training: Providing training opportunities for law enforcement officers and legal professionals to increase their knowledge and skills.*
3. *Recognition: Providing encouragement to agencies that make traffic safety a priority.*
4. *Communications: Promoting public awareness and education regarding traffic enforcement.*

Projects must ensure strong state participation in national law enforcement mobilizations as well as sustained enforcement of laws addressing impaired driving, occupant protection, and other dangerous driving behavior.

PROGRAM GOALS

- *Increase observed seat belt use of front seat 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.*

TRAFFIC ENFORCEMENT

OVERTIME TRAFFIC ENFORCEMENT

Sections 402, 405(b), 405(d),

PT-16-02-PT-16-43; Awarded: \$5,029,825; Expended: \$4,408,030

BACKGROUND

Since 1972, the OHSP has funded overtime traffic enforcement projects, combined with public information and education, as the primary method for encouraging motorists to buckle up and drive sober. The high-visibility enforcement strategy has contributed to a consistent decline in alcohol-involved traffic deaths as well as maintaining an observed seat belt use rate above 90 percent for 10 years.

Despite these gains, half of the vehicle occupants who die in traffic crashes in Michigan continue to be unbuckled and about one-third of traffic deaths involve alcohol and/or

drugs. Increasing seat belt use and reducing impaired driving remain the two most significant ways to reduce traffic fatalities and injuries.

High-visibility enforcement increases compliance with traffic laws. The credible threat of a citation or arrest reduces traffic violations, crashes, fatalities, and injuries.

PROJECT GOALS AND RESULTS

- Conduct up to 55,000 hours of impaired driving enforcement by September 30, 2016. **Goal achieved**

The OHSP implemented the Evidence-Based Traffic Safety Enforcement Programs. Forty-two cooperative overtime enforcement projects were funded statewide focusing on year-round impaired driving and seat belt compliance, particularly during statewide mobilizations and crackdowns. High-visibility enforcement, combined with earned and paid media, focused on peak crash times.

Mandatory grant-funded enforcement periods included:

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

The OHSP regularly monitors funding liquidation and makes budget adjustments for the next grant cycle.

More than 170 state, municipal, and county law enforcement agencies statewide conducted 35,866 hours of overtime impaired driving enforcement.

Enforcement activities resulted in:

- 50,401 vehicles stopped
- 1,282 seat belt and child restraint citations
- 2,043 OWI/high blood alcohol content (BAC) arrests
- 777 drug arrests
- 538 other alcohol arrests
- 2,249 uninsured motorist violations
- 2,695 suspended license violations
- 6,706 speeding citations
- 2,122 other misdemeanor arrests
- 492 other felony arrests

Many law enforcement agencies that conducted grant-funded overtime patrols reported challenges in filling shifts due to decreased manpower, especially during the summer months. Vacations, retirements, medical leave, military deployments, and equalization of overtime are also reported as other challenges law enforcement agencies faced in working their overtime grants. Meeting the number of calls required satisfying contractual obligations, and the many opportunities to work overtime, also impacted the ability to fill all planned shifts. OHSP staff will continue to explore ways to assist law enforcement with overcoming these challenges.

- Conduct up to 44,000 hours of safety belt enforcement by September 30, 2016. **Goal achieved**

More than 170 state, municipal, and county law enforcement agencies statewide conducted 28,125 hours of overtime of seat belt enforcement. Law enforcement reported experiencing difficulty filling overtime shifts due to lack of personnel. The OHSP regularly monitors liquidation and makes budget adjustments for the next grant cycle.

Enforcement activities resulted in:

- 49,362 vehicles stopped
- 19,503 seat belt and child restraint citations
- 109 OWI/high blood alcohol content (BAC) arrests
- 221 drug arrests
- 60 other alcohol arrests
- 2,705 uninsured motorist violations
- 1,940 suspended license violations
- 4,072 speeding citations

- 1,558 other misdemeanor arrests
- 287 other felony arrests
- Conduct at least one media event for the December mobilization by December 31, 2015. **Goal not achieved**

An impaired driving enforcement mobilization during December was supported by Michigan State Police (MSP) enforcement patrols and citation data. Municipal and county law enforcement supported this mobilization as optional enforcement as well. The earned media effort for the *Drive Sober or Get Pulled Over* campaign featured a designated driver gift card posted on the OHSP website, following a statewide survey showing 70 percent of respondents saying they are more likely to use a designated driver after drinking at holiday parties when someone offers ahead of time.

- Average .72 equivalent stops per billed hour of operating while intoxicated (OWI) patrol in the U.P. by September 30, 2016. **Goal achieved**

Agencies throughout the Upper Peninsula averaged 1.77 equivalent stops per billed hour of impaired driving patrol.

- Average 1.29 equivalent stops per billed hour of OWI patrol in the Lower Peninsula by September 30, 2016. **Goal achieved**

Agencies averaged 1.91 equivalent stops per billed hours of OWI patrol in the Lower Peninsula.

- Average 1.09 equivalent stops per billed hour of safety belt patrol by September 30, 2016. **Goal achieved**

Agencies statewide averaged 2.04 equivalent stops per billed hour of seat belt patrol.

Highlight: Several locations conducted a distracted driving enforcement pilot project during Distracted Driving Awareness Month in April. The Burton Police, Flint Township Police, Genesee County Sheriff’s Office, Genesee Township Police, Grand Blanc Police, Grand Blanc Township Police, Kalamazoo County Sheriff’s Office, Kalamazoo Department of Public Safety, Kalamazoo Township Police, Macomb County Sheriff’s Office, Mount Morris Township Police, Richland Police, and Western Michigan University Police conducted 493 hours of enforcement, which resulted in 726 vehicles stopped, 67 seat belt and child restraint citations issued, 255 texting citations issued, 13 careless driving citations, 42 uninsured motorist citations issued, and 22 suspended license citations issued.

Officers said the texting law is difficult to enforce. They might observe a driver who appears to be texting, but may instead be checking the time, looking at a calendar, or dialing a number. Because the violation is a civil infraction, police officers cannot demand to see the phone, and they can’t get a search warrant or a subpoena to search it because they think someone has violated the texting ban. Some officers reported they stopped writing a texting citation because it is so easily challenged in court. They reported that the burden of proof for improper lane use and careless

driving is far easier to prove in court (and to get a conviction) than for violating the texting law.

SEAT BELT ENFORCEMENT ZONE SIGNS

Section 402

CP-16-01; Awarded: \$25,000; Expended: \$0

BACKGROUND

Conducting high visibility enforcement is a proven strategy to change behavior. Seat belt enforcement zone signs located where enforcement is taking place enhance motorist awareness that police are looking for unbuckled drivers.

PROJECT GOAL AND RESULTS

- Purchase and distribute signs by September 30, 2016.
Goal not achieved

This project was canceled because signs were not needed by law enforcement agencies.

OPERATION C.A.R.E

Section 402

PT-16-02; Awarded: \$200,000; Expended: \$137,977

BACKGROUND

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

Thanksgiving is the deadliest holiday for fatal traffic crashes after Labor Day.

PROJECT GOAL AND RESULTS

- To reduce the number of fatalities and serious injuries by 10 percent over the *Operation C.A.R.E.* Thanksgiving holiday campaign period from 70 in 2014 to 63 by December 31, 2016. **In process**

This is a multi-year project. Results are expected in FY2017.

Earned media was created, including district news events and public information materials. The high-visibility traffic enforcement focused on speeding, aggressive driving, seat belts, texting and driving, and impaired driving.

The MSP conducted 1,607 hours of overtime during the five-day *Operation C.A.R.E.* enforcement period surrounding the Thanksgiving holiday, November 25-29, 2015.

Enforcement activities resulted in:

- 2,960 vehicles stopped
- 96 seat belt and child restraint citations
- 47 OWI/high BAC arrests
- 42 drug arrests
- 85 uninsured motorist violations
- 131 suspended license violations

- 849 speeding citations
- 104 other misdemeanor arrests
- 15 other felony arrests

Forty-seven fatalities and serious injuries were reported in 2015, a 23 percent decrease from 61 in 2014.

EDUCATION AND COMMUNICATION

MOBILIZATION PAID ADVERTISING

Sections 402-PM, 405(b)-PM, 405(d)-PM

CP-16-03; Awarded: \$2,540,000; Expended: \$2,494,328

BACKGROUND

Stepped-up enforcement has the greatest impact when combined with strong, targeted advertising and publicity to promote widespread awareness among motorists. As seat belt use plateaus, the need for paid advertising surrounding statewide enforcement periods becomes even greater because it is more difficult and challenging to reach those motorists who fail 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 reading or watching mainstream news media outlets.

PROJECT GOALS AND RESULTS

- Conduct three media campaigns geared at special traffic enforcement mobilizations by September 30, 2016.

Goal achieved

Paid advertising campaigns supported the March and August drunk driving crackdowns and the May seat belt mobilization.

- Provide earned media support for Christmas and New Year's enforcement by September 30, 2016. **Goal achieved**

An impaired driving enforcement mobilization during December was supported by MSP enforcement patrols. Municipal and county law enforcement also supported this mobilization as optional enforcement. The earned media effort for the *Drive Sober or Get Pulled Over* campaign featured a designated driver gift card posted on the OHSP website, following a statewide survey showing 70 percent of respondents saying they are more likely to use a designated driver after drinking at holiday parties when someone offers ahead of time.

- Build awareness for the *Drive Sober or Get Pulled Over* campaign message among young men, to at least 75 percent, by September 30, 2016. **Goal not achieved**

Following the August drunk driving crackdown, 73.3 percent of young men could recall hearing or seeing *Drive Sober or Get Pulled Over* within the last 30 days.

- Build awareness for the *Click It or Ticket* campaign among young men so that at least 85 percent recall the campaign by September 30, 2016. **Goal achieved**

Phone surveys after the May mobilization indicated 90.3 percent of young men had seen or heard *Click It or Ticket* within the last 30 days. More detailed information regarding the advertising campaigns can be found on page 49.

MOBILIZATION MESSAGE DEVELOPMENT

Sections 402, 405(b)

CP-16-03; Awarded: \$210,000; Expended: \$132,130

BACKGROUND

Targeted paid advertising messages have helped the OHSP increase seat belt use above 90 percent and reduce impaired driving fatalities. This has involved periodically updating and refreshing the enforcement campaign advertising message so it remains memorable and promotes a call to action for young men. For four years motorists saw advertising messages featuring “excuses” for driving drunk and reminding them that law enforcement were well aware of “tricks” to avoid detection. While highly memorable, a new message will ensure drivers remain aware of periodic drunk driving crackdowns.

PROJECT GOAL AND RESULTS

- Develop four earned media plans to support December, March, May, and August enforcement to maximize local media interest by September 30, 2016. **Goal achieved**

The December earned media effort for the *Drive Sober or Get Pulled Over* campaign featured a designated driver gift card posted on the OHSP website, following a statewide survey showing 70 percent of respondents saying they are more likely to use a designated driver after drinking at holiday parties when someone offers ahead of time.

Planning for March started with focus groups. Young men provided input about drinking and driving behaviors to determine possible messages that would positively influence their impaired driving behaviors. Some participants felt it was acceptable to share “fun” drunk driving stories with each other. While they knew they were taking a risk, they felt it was a risk everyone took and the stories were funny. The chief ramification respondents said would make messages more effective is the prospect of killing/injuring yourself or someone else.

Based on this input, the new campaign theme featured the consequences of a drunk driving conviction beyond the arrest: losing driving privileges, difficulty getting employment, and visiting a parole officer. The ad, however, included a surprise ending that revealed the young man had also killed a child.

The new campaign launched with the OHSP’s March drunk driving crackdown. Three news events featured first-hand accounts from families who had lost someone in a drunk driving crash to highlight the reality of the new ads. It was also used for the August national crackdown.

For the *Click It or Ticket* effort in May, the OHSP partnered for the first time with Hungry Howie’s Pizza. Customers at Michigan’s 185 Hungry Howie’s Pizza stores had the opportunity to take a pledge to wear their seat belt. Patrons who took the pledge received a coupon code for a Howie’s Bread® with their next online pizza order. To announce the partnership and pledge, media events were held at stores in the Grand Rapids, Lansing, and metro Detroit media markets.

As a nod to the 2016 election season, the earned media effort for the August drunk driving crackdown encouraged motorists to “Vote Designated Driver.” Three media events were held in the Flint/Saginaw, Grand Rapids, and metro Detroit media markets.



LAW ENFORCEMENT TRAINING

REGIONAL LAW ENFORCEMENT TRAINING

Section 402

CP-16-01; Awarded: \$39,984; Expended: \$27,636

BACKGROUND

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 deaths, and injuries.

With traffic safety laws changing and technology becoming more sophisticated, it is important for law enforcement traffic officers to stay current with techniques that enhance their effectiveness and safety. Based on a survey in FY2015, law enforcement officers identified necessary training.

PROJECT GOALS AND RESULTS

- Conduct up to three law enforcement training conferences by September 30, 2016. **Goal achieved**

Grant project directors oversee the enforcement activities of more than 170 law enforcement agencies across a vast geographical region. Keeping grantees fully informed about the administrative responsibilities of managing federal funding can be a difficult task, especially when key personnel leave the position.

Grantee Boot Camp was designed as a comprehensive training program for overtime enforcement grant project directors. The OHSP PTS team conducted five regional training conferences across Michigan to provide the tools needed to effectively use and manage federal grant funds. A military theme was chosen to make the training sessions interesting and enjoyable for participants.

A Grantee Boot Camp manual was provided to each grant-funded agency representative. Additionally, each attendee received a computer flash drive that contained the contents of the binder in an easily searchable format, as well as electronic copies of reporting forms, planning documents, and instructional guides. Training was provided in an open format, with team members facilitating discussion clarifying information and further explaining various requirements.

- Conduct at least one training for crash reconstructionists by September 30, 2016. **Goal achieved**

The Transportation Improvement Association of Michigan also contracted with the Institute of Police Technology and Management (IPTM) to bring the Event Data Recorder Use in Traffic Crash Reconstruction Course to Michigan. The training took place in May, training 31 police officers from state, county, and local law enforcement agencies across the state. IPTM classes continue to be very popular with law enforcement agencies. The class was filled to capacity, and numerous agencies requested these courses be brought to Michigan again.



EVALUATION

TELEPHONE SURVEYS

Section 402

CP-16-03; Awarded: \$130,000; Expended: \$116,500

BACKGROUND

Telephone surveys give the OHSP immediate feedback on how drivers perceive and react to programs. Surveys allow the 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. Ongoing evaluation supports the effectiveness of enforcement mobilizations. Surveys of driver attitudes and beliefs can illuminate areas for improvement, identify program enhancements, and determine their effectiveness. In addition, federal guidelines require evaluation of media efforts.

PROJECT GOAL AND RESULTS

- 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. **Goal achieved**

Detailed survey results can be found on pages 49.

GRANT PERFORMANCE AND DATA ANALYSIS SUPPORT

Section 402

PT-16-01; Awarded: \$104,015; Expended: \$93,861

BACKGROUND

Michigan's traffic crash data is used to identify and analyze problems, implement countermeasures, and evaluate impact. Law enforcement agencies that receive grant funding from the OHSP for overtime traffic enforcement are determined by countywide crash data and available funding. Each grant-funded law enforcement agency's enforcement activity is evaluated against minimum performance measures.

PROJECT GOALS AND RESULTS

- Collect and analyze enforcement reports quarterly for performance through September 30, 2016. **Goal achieved**

This project collected, analyzed, and reported each agency's ability to meet the recommended performance measures for grant-funded enforcement. Enforcement activity was provided to the research team by the OHSP after the conclusion of each enforcement period. Ranking results were provided to the OHSP shortly thereafter. A year-end analysis will be provided in the first quarter of FY2017.

- Review 2011-2015 crash files and provide an in-depth county analysis for performance and crashes by September 30, 2016. **Goal achieved**
- Recommend locations, strategies, and periods for funding in FY2017 based on the county crash data analysis by March 30, 2016. **Goal achieved**

The research team reviewed and analyzed crash data to assist the OHSP with planning the enforcement strategy for FY2017. However, there was a delay in receiving the 2015 crash data due to issues with the data. The initial analysis provided to the OHSP by the deadline used 2012-2014 crash data. The research team examined the trends for fatal (K) and serious injury (A) crashes for selected crash types over the past three years. The analyses focused on statewide and three regions of Michigan (U.P., Northern Lower Peninsula, and Southern Lower Michigan). Yearly trends as well as bimonthly trends were updated after the research team received the 2015 crash data. The PTS team will use the updated crash data analysis for planning FY2018 projects.

- Evaluate the effectiveness of the current performance measures and make recommendation for FY2017 no later than July 30, 2016. **Goal achieved**

To evaluate the effectiveness of the current performance measures, the research team organized and conducted four focus group meetings with law enforcement officers in Gaylord, Auburn Hills, Wyoming, and Marquette in December 2015. Although many participants stated that the current standard requiring about one equivalent stop per hour is realistic most of the time, they also mentioned departmental and operational issues that need to be considered. Some of these issues are:

- The time difference in processing different types of arrests (i.e., OWI may take more time).
- Accounting for stops that involve more activities such as report writing, but not physical lodging (hence do not qualify for credit).
- The need for a second officer when processing an arrest (in many cases).

A web-based survey of more than 350 law enforcement participants was also conducted with the results including analyses by regions. Many circumstances can impact the time taken for a stop. Each stop is unique. It was also noted that some citations take longer than others even though a report is not required. Many participants stated the location of the jail, investigation of drug possession, and refusal/blood draw policy all affect the arrest processing time.

Upon discussion with the OHSP, the decision was made to provide higher credit for OWI/DUID arrests (i.e., give a credit of six stops for each arrest made) while maintaining a credit of four stops for any other arrest made. The higher credit of six stops will apply to OWI/OUID and High BAC arrests beginning in FY2017.

ENFORCEMENT MOBILIZATIONS

BACKGROUND

National traffic enforcement mobilizations are the cornerstone of traffic enforcement efforts in Michigan. This includes the May *Click It or Ticket* mobilization and the August *Drive Sober or Get Pulled Over* crackdown. In addition, the state conducted an additional statewide impaired driving crackdown in March.

The Strategic Traffic Enforcement Program (STEP) model is used to focus enforcement efforts for maximum effect. This model not only directs enforcement to key times and places, but also creates a greater perceived level of enforcement than sustained patrols. Drivers are more likely to notice the heightened enforcement and interpret it as the norm.



STEP includes periodic, intensive overtime enforcement on traffic safety problems such as drunk driving or unbuckled motorists. During mobilization periods, grant-funded law enforcement agencies conduct extra patrols. Earned and paid media efforts bring attention to the increased enforcement.

	DECEMBER 1-31 (DSOGPO)	MARCH 16-APRIL 4 (DSOGPO)	MAY 23-JUNE 5 (CIOT)	AUGUST 18-SEPTEMBER 5 (DSOGPO)	TOTALS
Participating law enforcement agencies	46	175	175	175	175
Traffic stops	1,670	17,794	21,157	22,810	63,431
Safety belt citations	44	844	8,030	4610	13,528
Child restraint citations	3	55	185	128	371
Drunk driving arrests	103	621	101	450	1,275
Other felony arrests	31	237	125	235	628
Other misdemeanor arrests	256	3,034	2,629	3,352	9,271
Other citations and arrests	583	5,631	4,510	6,731	17,455
Media events	0	3	3	3	9
News stories	118	170	62	64	414
Paid advertising	\$0	\$750,000	\$900,000	\$750,000	\$2,400,000
Overtime enforcement hours	1,229	12,962	12,641	14,226	41,058
Enforcement funding (estimated)	\$61,450	\$648,100	\$632,050	\$711,300	\$2,052,900





Pedestrian and Bicyclist Safety

Pedestrian and/or bicyclist-involved crashes represented more than 20,000 crashes from 2010-2014. Nearly 5 percent of the crashes involved fatalities and serious injuries. These vulnerable roadway users have almost no protection in the event of a crash, while sharing the road with multi-ton vehicles.

PROGRAM GOALS

- *Decrease fatalities and incapacitating injuries involving pedestrians by 5 percent from 513 in 2014 to 489 by December 31, 2017.*
- *Decrease fatalities and incapacitating injuries involving bicyclists by 3 percent from 156 in 2014 to 152 by December 31, 2017.*

EVALUATION

PEDESTRIAN AND BICYCLE SAFETY PROGRAM ASSESSMENT RECOMMENDATION

Section 402

PS-16-01; Awarded: \$20,000; Expended: \$12,112

BACKGROUND

Pedestrian and bicycle-involved crashes account for nearly 4,000 crashes annually. Of those, 7 percent are killed and severely injured. Western Michigan University (WMU) conducted a Michigan Comprehensive Pedestrian and Bicycle Traffic Crash Evaluation in 2016. Based on the results and recommendations from the evaluation, a statewide conference was developed to share the information.

PROJECT GOAL AND RESULTS

- Share the information and results of the 2016 WMU Pedestrian and Bicycle Traffic Crash Evaluation with pedestrian and bicycle safety partners and stakeholders at a statewide conference by September 30, 2016.

Goal achieved

In the spring, a statewide pedestrian and bicyclist safety conference was coordinated by the OHSP with partners from MDOT, MDOS, League of Michigan Bicyclists (LMB), Cycling Savvy, Michigan Fitness Foundation, Safe Routes to School, and the Michigan Trails and Greenways Alliance. Together a comprehensive variety of pedestrian and bicyclist safety presentations was assembled and conducted with more than 125 attendees over the two-day conference. A general session presentation featured findings from the statewide pedestrian and bicycle traffic crash evaluation project.

MICHIGAN COMPREHENSIVE PEDESTRIAN AND BICYCLE TRAFFIC CRASH EVALUATION

Section 402

PS-16-01; Awarded: \$18,140; Expended: \$14,774

Some communities have initiated programs with excellent results revolving around changing behaviors associated with pedestrian and bicycle crashes. There needs to be a statewide analysis of pedestrian and bicycle-involved crashes, causes, best practices, and successful countermeasures already in place. This information could help in developing additional programs to decrease fatalities and injuries.

PROJECT GOAL AND RESULTS

- Conduct a statewide comprehensive pedestrian and bicycle crash evaluation by September 30, 2016. **Goal achieved**

WMU was selected to conduct a comprehensive pedestrian and bicycle crash analysis. The report was completed in spring 2016. The findings were featured in several workshops at the Michigan Traffic Safety Summit and the 2016

Michigan Ped-Bike Safety Conference. The analysis indicated that 58 percent of pedestrian crashes were related to failure to yield or disregarding traffic control on the roadway by either the pedestrian or motor vehicle. For bicyclists, 58 percent of crashes were also related to failure to yield or disregarding traffic control by the bicyclist or motorists, making up the largest contributor to fatal crashes in this program area. The report also proposed several countermeasures for each area which included increasing enforcement, education and outreach to people who bike and walk, narrowing roadways, and extending sidewalks or bike lanes to reduce frequency of crashes and fatalities.

SHARE MICHIGAN ROADS

Section 402

PS-16-02; Awarded: \$20,000; Expended: \$0

BACKGROUND

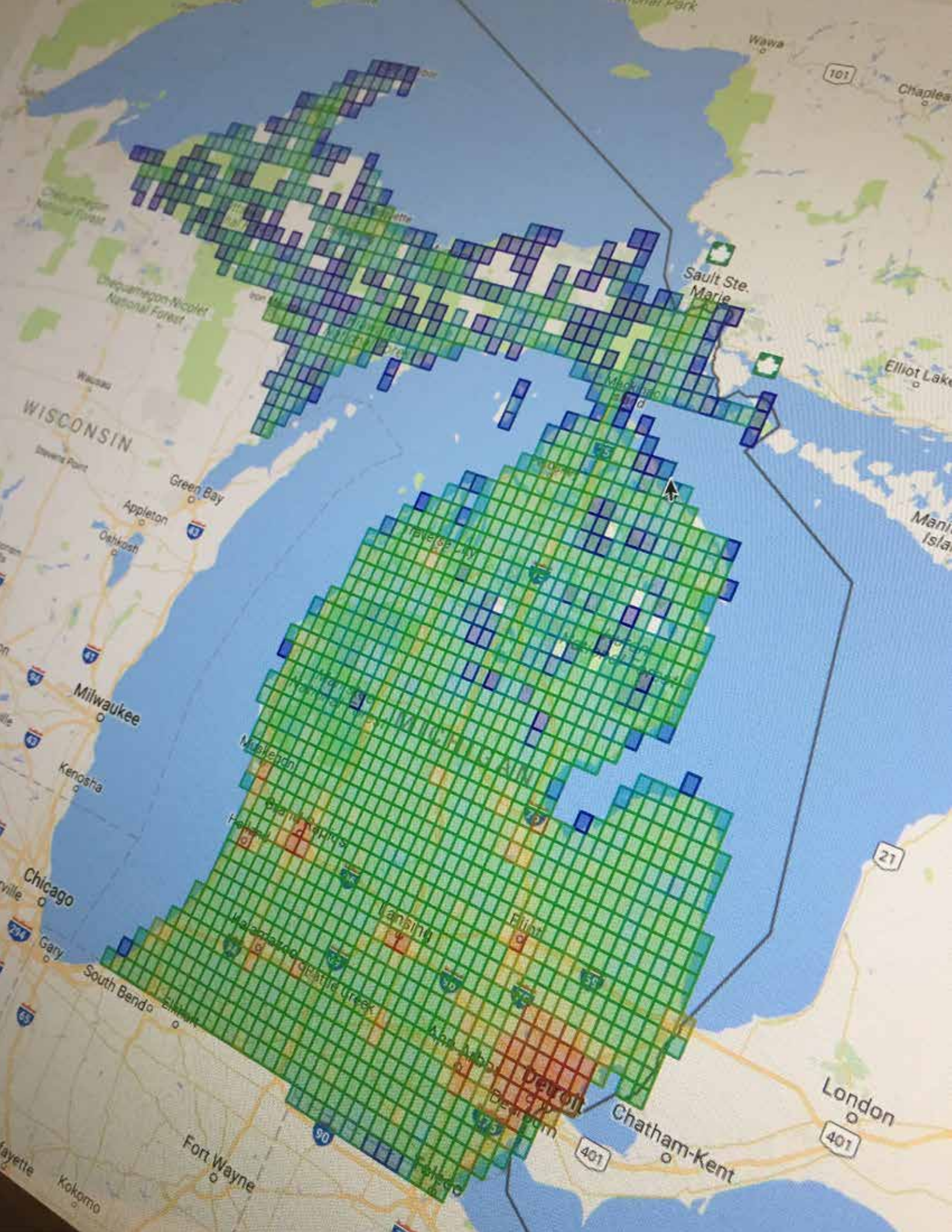
In 2014, the LMB made major inroads to improve driver's education through the passage of the Nathan Bower Act, which requires Michigan's driver's education curriculum to teach bicycle awareness. Because of time constraints in the existing curriculum, young drivers receive limited training on how to safely share the road with bicyclists.

Funding will support the LMB's efforts to develop an online, interactive bicyclist and motorist education resource and quiz to improve safety and compliance with Michigan law.

PROJECT GOAL AND RESULTS

- Develop an online, interactive bicyclist and motorist educational resource to improve safety and compliance with Michigan law and to lessen conflicts between bicyclists and motorists on the roadway. **Goal not achieved**

While there was much discussion and interest in the initial planning stages, this project was not developed in to a working grant proposal or submitted as an application in the OHSP's online grant's system by the LMB in time to start the project in FY2016. There are no plans to pursue this project in FY2017.



Traffic Records

It is important for stakeholders to submit data on all traffic crashes. This information is essential when analyzing problems and constructing 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.

PROGRAM 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.

ENFORCEMENT SUPPORT

TRAFFIC CRASH REPORTING SYSTEM MODERNIZATION AND MICHIGAN TRAFFIC CRASH REPORT (UD-10) REDESIGN

Section 405(c)

CP-16-01; Awarded: \$100,000; Expended \$90,348

BACKGROUND

The Traffic Crash Reporting System (TCRS) is being upgraded to continue efficiently processing traffic crash reports submitted by law enforcement agencies statewide.

The TCRS is a client/server application written in a technology that will soon be outdated. 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.

PROJECT GOAL AND RESULTS

- 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. **Goal achieved**

The OHSP continued funding support of this multi-year project with DTMB. The MSP Criminal Justice Information Center (CJIC) worked with crash reporting software vendors to prepare for the TCRS modernization. The DTMB continued user and vendor testing throughout December 2015. The modernized TCRS system, along with the newly revised UD-10 crash report, went live in January 2016. CJIC and DTMB

worked with system users and vendors to resolve issues that were identified during the transition.

TRAFFIC RECORDS DATA LINKAGE

Section 405(c)

CP-16-01; Awarded: \$100,000; Expended: \$0

BACKGROUND

For more than a decade, Michigan has made great strides in creating traffic records databases and systems to enhance traffic safety. These include: crash, citation, emergency medical services, roadway, driver, and vehicle records.

These traffic records systems are not integrated for efficient data analysis. For example, it is not possible to examine all alcohol-related crashes in relation to a motorist's driving record or citation history. This information would be helpful in developing more effective programs to address repeat drunk driving offenders and other traffic safety concerns.

PROJECT GOAL AND RESULTS

- Develop and implement an identified short-term data linkage project with the DTMB project manager by September 30, 2016. **Goal not achieved**

The Traffic Records Coordinating Committee's (TRCC) Data Integration Workgroup began discussions with the Governor's Enterprise Information Management (EIM) staff to determine the feasibility of using this project as a case study pilot for the State of Michigan's data integration plan. The EIM discovery phase was not completed in time for work to begin within FY2016. The phase is now completed, and the vendor is supplying the agency personnel needs as well as financial breakouts to begin work in FY2017.

TRAFFIC CRASH REPORTING FORM (UD-10) TRAINING SUPPORT

Section 405(c)

Awarded: \$50,000; Expended: \$40,786

BACKGROUND

This project would be a continuation of the FY2015 project which provided crash training to law enforcement recruit schools, motor carrier in-service schools, officer and supervisor training, as well as to civilian employees of law enforcement agencies, and transportation employees.

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

Funding will cover training supplies and equipment.

PROJECT GOAL AND RESULTS

- 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. **Goal achieved**

The UD-10 crash trainer conducted 106 trainings in FY2016, with more than 2,011 attendees, spanning 186 agencies. The trainings have been conducted for a traffic safety network, local law enforcement agencies, regional police academies, traffic safety and vehicle engineers, and an insurance company. They were also presentations to the following groups:

- 2016 Michigan Traffic Safety Summit
- Michigan Truck Safety Commission
- TRCC
- Crash Data User Group
- GTSAC Distracted Driving Action Team

The trainer finalized the 2016 UD-10 Instruction Manual, mailed paper copies of the new UD-10 crash report and guide to law enforcement agencies, drafted a new drug/alcohol help sheet for fatal crashes, published the first Traffic Crash Advisory, and provided quarterly articles for the OHSP's Safety Network Newsletter. More than 4,200 have viewed the two online UD-10 crash report revisions training sessions developed by the crash trainer. An article in the January/February 2016 edition of Public Roads, a U.S. Department of Transportation, Federal Highway Administration publication, featured the trainer, TCRU, and MDOT. The trainer was also selected to serve on the national Model Minimum Uniform Crash Criteria Expert Panel.

CRASH LOCATING IMPROVEMENT PROJECT (CLIP)

Section 405(c)

TR-16-02; Awarded: \$50,000; Expended: \$540

BACKGROUND

Currently, the TCRS attempts to locate crashes based on the officer's description. If the system cannot locate the crash, the CJIC Traffic Crash Reporting Unit (TCRU) 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.

PROJECT GOAL AND RESULTS

- Improve accuracy of crash location data by simplifying the mapping/locating interface in the crash reporting system by September 30, 2016. **Goal achieved**

The CLIP has been successfully developed, tested, and piloted. Officers at the MSP Lansing Post were trained and a PowerPoint was created on how to use the CLIP application. Officers have provided positive feedback on its functionality and ease of use, all while saving time on completing the UD-10 crash report. The next step will be getting final MSP Field Services approval and deploying CLIP to all MSP posts.

CLIP VENDOR IMPLEMENTATION FUNDING

Section 405(c)

TR-16-02; Awarded: \$300,000; Expended: \$0

BACKGROUND

This project will assist the six remaining vendors with incorporating the CLIP location interface into their electronic crash reporting systems. If the vendors do not receive funding assistance to implement 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 manually located, which is very time consuming and increases the possibility for errors. This crash locating interface would free up TCRU staff to concentrate on other quality control initiatives.

PROJECT GOAL AND RESULTS

- Provide funding to support remaining vendors' incorporation of the CLIP location interface by September 30, 2016. **Goal not achieved**

This project was unable to be implemented due to unforeseen issues with Michigan's electronic crash vendors. At the conclusion of the grant period only three of the six vendors had implemented the new crash report revisions to all of their agencies, yet these vendors still need to complete re-certification. The goal is to have the CLIP tool deployed throughout the MSP by the end of calendar year 2016. FY2017 funding will allow the CLIP interface to be made

available to the remaining users of the pilot project's vendor. This would account for nearly 65 percent of all Michigan police agencies.

DEVELOPMENT OF ROADSOFT FOR STATEWIDE USE

Section 405(c)

TR-16-03; Awarded: \$102,000; Expended: \$50,696

BACKGROUND

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

Roadsoft allows a user to tie roadway features data (such as culvert, pavement marking, signs, driveways) to crash data through a GIS platform that utilizes the Michigan Geographic Framework. The MDOT has decided 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.

PROJECT GOAL AND RESULTS

- To facilitate statewide engineering data exchanges between the MDOT and local agencies by September 30, 2016. **Goal achieved**

MDOT's project coordination and management was completed. As well as the Roadsoft test environment setup configuration and development of the interface with the crash database. The Structured Query Language database project support was finished along with the acceptance of the final release and installation of the software with the existing system. The Roadsoft software has been incorporated into MDOT's system which now allows statewide roadway data exchanges between the MDOT and local agencies.

TRAFFIC CRASH REPORTING SYSTEM WEBSITE REDESIGN

Section 405(c)

TR-16-02; Awarded: \$220,000; Expended: \$53,355

BACKGROUND

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 UD-10 crash report.

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

PROJECT GOAL AND RESULTS

- Redesign the TCRS website with improved reporting, functionality, and mapping by September 30, 2016. **Goal not achieved**

A multi-agency team was formed to gather the necessary requirements for the TCRS website redesign, including members from the TCRU, DTMB, MDOS, county road commissions, and personnel from the MSP and the Kent County Sheriff's Department. The team provided excellent feedback for a future TCRS website redesign, and although the project will not be continued within FY2017 due to the scope of feedback provided, it is hopeful that it will be a FY2018 project.

ADVANCED PEDESTRIAN AND BICYCLE CRASH INVESTIGATION TRAINING

Section 405(c)

PT-16-14; Awarded: \$19,984; Expended: \$18,733

BACKGROUND

Having complete 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/bicyclists impact dynamics, effects of vehicle design on pedestrian/bicyclist injuries and movement, analysis of impact speed in pedestrian/bicyclists involved collisions, real world case analysis, and crash testing to assist in the overall pedestrian/bicyclist analysis.

PROJECT GOAL AND RESULTS

- Conduct at least one training for crash reconstructionists by September 30, 2016. **Goal achieved**

The Transportation Improvement Association contracted with the IPTM to bring the Advanced Pedestrian/Bicycle Crash Investigations course to Michigan. The course was completed in June at the Auburn Hills Police Department for 32 officers from 13 agencies. The class evaluations were all extremely positive. IPTM classes remain popular with Michigan law enforcement agencies. The classes fill to capacity with numerous agencies requesting these courses be brought to Michigan again.

TRAFFIC RECORDS PROGRAM ASSESSMENT RECOMMENDATION IMPLEMENTATION

Section 405(c)

TR-16-04; Awarded: \$5,000; Expended: \$0

BACKGROUND

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 FY2015, as well as developed a five-year strategic plan. Projects will be implemented in FY2016 to address assessment recommendations.

PROJECT GOAL AND RESULTS

- Implement at least 20 percent of the recommendations from the Traffic Records Program Assessment by September 30, 2016. **Goal achieved**

The OHSP has continued to work with the TRCC and other traffic safety partners to implement strategies identified in the TRCC Strategic Plan to address the Traffic Records Assessment recommendations. The traffic records partners for the crash, roadway, and driver/vehicle databases have all begun efforts to implement 13 of the 24 (54 percent) strategies identified in the strategic plan. No additional projects were identified later in FY2016; however, TRCC is reaching out via an OHSP Safety Network newsletter article seeking new traffic records project proposals for FY2017.

UD-10 CRASH REPORT PAPER PROCESSING

Section 405(c)

TR-16-02; Awarded: \$60,000; Expended: \$59,171

BACKGROUND

The TCRU has launched a multi-year project to modernize the crash database as well as revise the UD-10 crash report form. This project has identified the need to change the way paper crash reports are currently processed. This project is a continuation of the project that began in FY2015.

PROJECT GOAL AND RESULTS

- Complete the new paper processing solution by September 30, 2016 **Goal achieved**

CJIC completed work with the project's out-of-state contractor to install software and secure connectivity and access to the process server. Paper crash report processing is currently up and running and all main contractor issues were resolved by the end of the grant year. The scanning of 2016 paper crash reports began in September 2016.

EDUCATION AND COMMUNICATION

MICHIGAN TRAFFIC CRASH FACTS

Section 402, Section 405 (c)

TR-16-01; Awarded: \$600,396; Expended: \$600,396

BACKGROUND

Michigan's traffic crash data is used to identify and analyze problems, implement countermeasures, and

evaluate impact. The Michigan Traffic Crash Facts (MTCF) website is updated annually by the University of Michigan Transportation Research Institute (UMTRI) to provide comprehensive traffic crash data and reports. Since its launch in 2004, many enhancements have been made, including the addition of a data query tool, crash mapping, table creation, additional geographic views, and UD-10 crash report retrieval. The website, www.michigantrafficcrashfacts.org, has received several awards from the Association of Transportation Safety Information Professionals (ATSIP) as the Best Traffic Records Web Page.

PROJECT GOAL AND RESULTS

- Produce the 2015 traffic crash data on the MTCF website, including reports, profiles, and new data query capabilities by September 30, 2016. **Goal not achieved**

The UMTRI continued to provide 2015 crash data analysis in the form of fact sheets, geographic profiles, and the data query tool. The UMTRI completed MTCF website enhancements, including development of mobile-friendly access to the website, as well as updates to infographics on various MTCF publications. The UMTRI is continuing to work on the website enhancement to add a query filter for specific roadway segments.

The UMTRI continued to provide two part-time on-site statisticians to provide in-depth crash data analysis for nearly 50 requests as well as crash data presentations at regional Traffic Safety Network (TSN) meetings, GTSAC action team meetings, and other traffic safety partner meetings.

The MTCF website had 127,467 page views and 149,541 queries on the data query tool.

Lastly, due to Michigan's final 2015 crash data being released nearly six weeks late, this caused the MTCF publications to be completed in FY2017, approximately a month later than the originally anticipated deadline.

Community Traffic Safety

OHSP programs engage statewide and community partners. 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 technical expertise and support with local experience is part of what makes traffic safety so effective in Michigan.

PROGRAM GOALS

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

EDUCATION AND COMMUNICATION

IN-HOUSE PUBLIC INFORMATION AND EDUCATION

Sections 402

CP-16-03; Approved: \$115,000; Expended: \$78,939

BACKGROUND

The OHSP Communications Section carries out public information and earned media activities to promote seat belt use, sober driving, CPS, motorcycle safety, and other traffic safety issues. This includes publishing a traffic safety newsletter, developing brochures, flyers, posters, and other materials as well as supporting conferences.

PROJECT GOALS AND RESULTS

- Publish up to six bimonthly e-newsletters by September 30, 2016. **Goal achieved**

Six issues were published.

- Issue up to 12 news releases by September 30, 2016. **Goal achieved**

Twenty-six statewide news releases were issued.

- Conduct up to seven news events by September 30, 2016. **Goal achieved**

Nine media events promoting *Click It or Ticket* and *Drive Sober or Get Pulled Over* enforcement mobilizations took place as well as three other media events for distracted driving, CPS, and the Saved by the Belt award program.

Earned media efforts to support traffic enforcement mobilizations were tracked through a media monitoring service.

Results are provided in the Enforcement Mobilization section on page 37.

MATERIALS STORAGE AND DISTRIBUTION

Section 402

CP-16-04; Approved: \$180,000; Expended: \$153,411

BACKGROUND

For more than 20 years, the OHSP has provided free traffic safety materials to traffic safety partners, advocates, and stakeholders. More than 55 publications are offered on drunk driving, seat belts, pedestrian and bicyclist safety, and car seats. More than 1 million print pieces are shipped each year, with the most popular items being car seat information. Most items are available in English, Arabic, and Spanish. The OHSP maintains an updated traffic safety materials catalog and it regularly to provide the most current traffic safety information to the public. The OHSP also loans costumes to help groups and law enforcement agencies promote seat belt use.

PROJECT GOAL AND RESULTS

- Provide free traffic safety materials to Michigan law enforcement, schools, medical organizations, and the general public by September 30, 2016. **Goal achieved**

The OHSP distributes traffic safety materials statewide. When new flyers, brochures, or other traffic safety-related items are published, a targeted mailing is sent to pertinent audiences.

Twenty special mailings of items were shipped to 7,526 locations (including law enforcement agencies, high schools, CPS partners, libraries, government agencies, businesses,

parks, driving schools, and fire departments) for a total of 631,378 items.

Safety partners and the public requested 605,795 items during FY2016, an increase of 2,559 items from FY2015. In addition, crash test dummy costumes were borrowed 22 times and Click It the Cricket costumes were borrowed 27 times.

COMMUNICATIONS STRATEGIC COUNSEL

Section 402

CP-16-03; Awarded: \$50,000; Expended: \$41,940

BACKGROUND

From time to time the OHSP reaches out to its creative services agency for assistance as opportunities and needs arise. Strategic counsel from the OHSP's creative services agency provides the ability to review and respond in a timely manner. Without access to this resource, the OHSP may not be able to adequately assess and react to new challenges, situations, and opportunities.

PROJECT GOAL AND RESULTS

- Provide expertise related to new situations, opportunities, and challenges through September 30, 2016. **Goal achieved**

When the OHSP's graphic designer has multiple projects, the creative services contractor will take on special assignments. This has included designing a new motorcycle laws flyer, a program for the Michigan CPS Conference, and a safety-themed coloring page for the *Summer of Safety* campaign.

In addition, this has allowed the OHSP to take advantage of no-charge billboard space by covering the cost of printing vinyls and paying the posting fee.

NEW LEGISLATION PUBLICITY

Section 402

CP-16-03; Awarded: \$10,000; Expended: \$7,838

BACKGROUND

The OHSP often educates the public and key stakeholders about significant changes in laws relating to traffic safety using a variety of activities, including earned media, public information campaigns, and printed materials.

PROJECT GOAL AND RESULTS

- Update the public about new traffic safety laws as needed through September 30, 2016. **Not applicable**

The Michigan Legislature had not enacted changes to key traffic safety laws.

SPORTS MARKETING

Section 402

CP-16-03; Awarded: \$10,000; Expended: \$7,838

BACKGROUND

More than half of Detroit Tiger 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 Tigers games some of the most-watched programs on television all summer.

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

PROJECT GOAL AND RESULTS

- Work with the Detroit Tigers to support impaired driving efforts by September 30, 2016. **Goal achieved.**

Partnering with the Detroit Tigers and law enforcement, a baseball-themed earned media event was held at Comerica Park in June, generating both print and television news coverage.

In conjunction with earned media, the OHSP purchased in-stadium advertising in Comerica Park, including two in-game :30 second L.E.D. ribbon board animations, one pre-game and one post game :30 second L.E.D. ribbon board animation, one pre-game and one post game :30 second PSA, and one rotating :30 second spot and one rotating :15 second banner on TigerVision, the Tigers in-house broadcast network. The in-stadium advertising resulted in 30,808 impressions.

WINTER DRIVING

Section 402-PM

CP-16-03; Awarded: \$110,000; Expended: \$104,419

BACKGROUND

Severe road conditions and limited visibility during the long winter season can make driving in Michigan extremely hazardous. The UMTRI found that from November 2013-February 2014, there were 3,171 crashes on I-94 when road conditions were noted as icy or snowy. This interstate is a major road for international commerce with many vehicles entering from or leaving to Canada at the Port Huron border or coming through Detroit at either the Ambassador Bridge or Detroit-Windsor tunnel.

In January 2015, there was a 193-vehicle crash on I-94 near Climax that caused the closure of both eastbound and westbound lanes for two days while agencies worked to remove damaged vehicles and hazardous materials involved in the incident. Following a thorough investigation, the MSP reported the primary cause was determined to be drivers traveling too fast for roadway conditions. Motorists need to be reminded about safe winter driving behaviors during periods when snow and/or icy conditions are likely.

PROJECT GOAL AND RESULTS

- Promote the winter driving campaign by September 30, 2016. **Goal achieved.**

One of Michigan's most heavily traveled interstates, I-94, was the focus of a winter weather safe driving campaign that cautioned them to drive slow on ice and snow.

Motorists in metro Detroit, Ann Arbor, Jackson, Battle Creek, and Kalamazoo saw billboards throughout the winter driving season that featured the No. 1 winter safe driving tip: slow down.

In addition to billboards, drivers in southern Michigan saw web ads, which generated 3.2 million impressions during the ad campaign, which went from November 2015 through February 2016. Another 27,370 safety materials were distributed statewide during the campaign; including banners, posters, flyers, and public service announcements.

A 2016 telephone survey was conducted before and after the campaign. The pre-survey showed 17 percent of respondents had not seen safe winter driving messaging, with the post-campaign survey reporting 53 percent recalled seeing a message.

The specific *Drive Slow on Ice and Snow* message was recalled by 14 percent of respondents pre-campaign, with 49 percent recalling the slogan after the messaging had been disseminated.

OPERATION C.A.R.E MESSAGE DEVELOPMENT

Section 402

CP-16-03; Awarded: \$15,000; Expended: \$12,370

BACKGROUND

Operation C.A.R.E. began in 1977 through the efforts of the MSP and Indiana State Police. C.A.R.E. was designed to reduce traffic crashes and injuries through public information, education, and strict consistent interstate enforcement.



The OHSP funded an *Operation C.A.R.E.* Thanksgiving enforcement period to reduce fatalities and injuries during the heavily traveled holiday. The high visibility enforcement focused on speeding, aggressive driving, seat belts, texting, and impaired driving.

Successful traffic safety initiatives rely upon publicity to educate and increase awareness of the effort

PROJECT GOAL AND RESULTS

- Develop public information materials by September 30, 2016. **Goal achieved**

In November 2015, press conferences were held at Michigan Licensed Beverage Association (MLBA) locations in Grand Rapids and metro Detroit areas to announce the new, football-themed drink coaster. The events were attended by seven media outlets.

The MSP staff person responsible for the project retired during the fiscal year and the position was not backfilled.

With low staffing, the MSP Traffic Services Section was unable to create new materials. The MSP Traffic Services Section and the OHSP Communications Section distributed the existing *Operation C.A.R.E.* public information campaign materials to support the November 2016 enforcement effort.

DISTRACTED DRIVING EDUCATION CAMPAIGN

Section 402

CP-16-03; Awarded: \$10,000; Expended: \$0

BACKGROUND

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.

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 technologies are of special concern all driver distractions can lead to crashes when motorists are not fully engaged in driving responsibly. According to the MSP CJIC, there were 7,516 crashes in Michigan involving distracted driving during 2015, resulting in 28 fatalities and 3,472 injuries.

PROJECT GOAL AND RESULTS

- Develop and launch a public service education effort centered on distracted driving in Distracted Driving Awareness Month by April 30, 2016. **Goal achieved**

Materials about distracted driving, including posters and links to free information resources, were mailed to schools and law enforcement agencies. A news event at Unity Christian High School in Hudsonville focused on Distracted Driving Awareness Month and the tragic consequences of driver distraction. Participants discussed the August 2015 traffic crash in west Michigan that killed David Talsma, a teenager from Hudsonville. David's father Jason Talsma and other family members joined law enforcement officials to talk about the many negative impacts of distracted driving. Print and electronic media outlets shared the Talsma story.





Paid Advertising

BACKGROUND

Earned media is the means to ensure widespread awareness of special traffic enforcement efforts. News stories are credible with the public and are an effective way to reach a wide population base. Unlike advertising, earned media often carries more weight and credibility in the minds of consumers because it is delivered through the recognized filter of a credible third-party organization or person. However, it is challenging to reach crucial groups solely through a news-only strategy.

The OHSP follows the traffic enforcement mobilization model established by the NHTSA. This model calls for paid advertising starting a week prior to enforcement and continuing through the first week of enforcement. The timing allows motorists a warning period before enforcement begins.

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

Young men, approximately 18-34, remain the focus of messaging efforts for both seat belt and drunk driving enforcement. Advertising mediums included radio, television, and cable programs as well as billboards, websites popular with the young males, and movie theaters.

The March advertising buy incorporated Facebook ads for the first time, highlighting the new ad. As a result, OHSP's new ad achieved more than 484,000 views on Facebook through the TubeMogul ad serving platform. It has been shared 236 times and had nearly 500 likes. Further, the paid ad placement generated many new Facebook page followers during the buy period.

RESULTS

MARCH 2016 DRUNK DRIVING. DRIVE SOBER OR GET PULLED OVER.

Police in my community are arresting more people for drunk driving now than they were a few months ago.

(strongly agree/somewhat agree)

	2014		2015		2016	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	33.3%	29.8%	33.6%	33.0%	35.8%	39.3%
Young men	36.6%	52.7%	40.6%	40.0%	43.6%	42.0%

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)

	2014		2015		2016	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	16.3%	15.0%	13.8%	22.5%	14.8%	20.1%
Young men	20.7%	27.3%	8.0%	20.7%	18.1%	26.2%

In the past 30 days, have you seen or heard any messages that encourage people not to drink and drive, such as a public service announcement on TV, message on the radio, signs on the road, news stories or something else?

(yes)

	2014		2015		2016	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	70.0%	71.5%	68.5%	73.5%	67.0%	66.0%
Young men	72.0%	82.7%	74.5%	72.0%	72.7%	70.0%

Would you say that the number of these messages you have seen or heard in the past 30 days is more than usual, fewer than usual, or about the same?

(More than usual)

	2014		2015		2016	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	10.0%	16.4%	11.7%	29.6%	14.9%	10.2%
Young men	13.9%	18.5%	12.5%	31.5%	14.7%	17.1%

Do you recall hearing or seeing the following slogans in the past 30 days? (Drive Sober or Get Pulled Over)

(yes)

	2014		2015		2016	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	41.8%	50.3%	52.3%	63.5%	55.5%	61.3%
Young men	48.7%	77.3%	71.3%	75.3%	74.7%	73.3%

MAY 2016 SEAT BELT. CLICK IT OR TICKET

Survey results indicate continued high awareness for the *Click It or Ticket* campaign and brand, both statewide and among the target audience for the campaign, young men. The responses regarding awareness of special efforts to ticket drivers for seat belt violations were down among the general population from 2014. The percentages of the general population and young men that felt local police were writing more seat belt tickets following the mobilization decreased from 2014.

Police in my community are writing more seat belt tickets now than they were a few months ago.

(strongly agree/somewhat agree)

	2014		2015		2016	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	26.5%	40.5%	23.5%	27.8%	28.8%	26.8%
Young men	36.7%	42.0%	36.0%	37.3%	34.3%	39.8%

Assume for a moment that you do not use your seat belt AT ALL while driving over the next six months. What are the chances you will receive a ticket for NOT wearing your seat belt?

(very likely, somewhat likely)

	2014		2015		2016	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	63.4%	65.0%	58.3%	58.3%	63.7%	64.9%
Young men	59.0%	60.3%	60.0%	57.7%	52.3%	57.6%

In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for seat belt violations?

(strongly agree/somewhat agree)

	2014		2015		2016	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	11.3%	42.5%	11.0%	30.8%	12.3%	27.8%
Young men	14.0%	39.3%	8.0%	28.7%	16.8%	24.8%

A safety belt enforcement zone is a stretch of roadway marked by signs in which several police cars work as a team to ticket unbelted drivers. In the past 30 days, have you seen a safety belt enforcement zone?

(yes)

	2014		2015		2016	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	13.5%	26.6%	12.3%	26.5%	13.8%	20.5%
Young men	16.7%	22.7%	17.3%	32.7%	24.0%	28.8%

Would you say that the number of these messages you have seen or heard in the past 30 days is more than usual, fewer than usual, or about the same?

(More than usual)

	2014		2015		2016	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	8.3%	38.7%	7.3%	25.6%	6.7%	25.6%
Young men	7.6%	34.4%	9.1%	25.4%	10.9%	29.3%

*Do you recall hearing or seeing the following slogans in the past 30 days?
(Click It or Ticket)*

(yes)

	2014		2015		2016	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	78.5%	86.0%	76.0%	85.0%	77.5%	86.5%
Young men	84.0%	90.7%	83.3%	90.0%	84.3%	90.3%

AUGUST 2016 DRUNK DRIVING. DRIVE SOBER OR GET PULLED OVER

In 2014 and 2015, more than 80 percent of young men heard the *Drive Sober or Get Pulled Over* campaign slogan. That percentage declined in 2016 to 73 percent. The percentage of young men that have heard about special efforts to arrest drunk drivers following the drunk driving crackdown has also declined.

Police in my community are arresting more people for drunk driving now than they were a few months ago.

(Strongly agree/somewhat agree)

	2014		2015		2016	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	36.8%	39.5%	35.5%	38.3%	29.6%	28.8%
Young men	42.0%	37.3%	38.7%	50.7%	39.0%	43.6%

Have you heard of any special enforcement in the past 30 days related to police efforts to arrest drunk drivers?

(yes)

	2014		2015		2016	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	26.3%	31.3%	16.5%	32.0%	18.8%	22.3%
Young men	34.0%	31.3%	16.7%	32.7%	24.0%	27.3%

Would you say that the number of these messages you have seen or heard in the past 30 days is more than usual, fewer than usual, or about the same?

(More than usual)

	2014		2015		2016	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	21.5%	34.6%	15.5%	32.7%	10.6%	19.0%
Young men	20.7%	46.9%	12.5%	38.1%	11.7%	21.7%

Do you recall hearing or seeing the following slogans in the past 30 days?

(Drive Sober or Get Pulled Over)

(yes)

	2014		2015		2016	
	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY	PRE-SURVEY	POST-SURVEY
General population	55.5%	63.5%	52.8%	63.3%	55.0%	59.5%
Young men	68.7%	82.0%	63.3%	84.0%	73.8%	73.3%

2015/2016 WINTER DRIVING CAMPAIGN SUMMARY

Internet Target: Adults 35-60 Geo-Targeted along I-94, I-96 & U.S. 23 Highways; Flight Dates: October 2, 2015 - February 28, 2016

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
The Weather Channel	3,201,442	\$15.00	0	\$48,016.02
Totals:	3,201,442	\$15.00	0	\$48,016.02
			Assessed Value Added:	\$0.00

2015/2016 WINTER DRIVING CAMPAIGN

Outdoor: Target: Adults 35-60; Flight Dates: October 2, 2015 - February 28, 2016

MARKET	NUMBER OF BOARDS	IMPRESSIONS	ADDED VALUE BOARDS	TOTAL \$\$ (NET)
Adams Outdoor	10	10,875,389	0	\$23,380.00
CBS Outfront	9	12,764,858	0	\$22,500.00
International Outdoor	1	523,224	0	\$4,150.00
Totals:	20	24,163,471	0	\$50,030.00
			Assessed Value Added	\$0.00

Total Winter Driving Campaign Media Spend:	\$98,046.02
---	--------------------

Total Assessed Value Added:	\$0
------------------------------------	------------

MARCH 2016 DRUNK DRIVING ENFORCEMENT SUMMARY**MARCH 2016 DRUNK DRIVING**

Broadcast TV Target: Men 21-34; Flight Dates: March 14-27

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS (PAID :30)	ADDED VALUE :30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS & BANNER ADS	TOTAL \$\$ (NET)
Detroit	69.0%	1.3	117.3	70	5	0	\$92,777.50
Flint/Saginaw/ Bay City	62.1%	2.9	108.5	41	14	0	\$12,248.50
Grand Rapids/ Kalamazoo/ Battle Creek	65.0%	2.8	108.5	49	0	20	\$28,364.50
Lansing/East Lansing	69.5%	2.4	118.6	31	44	0	\$12,274.00
Totals:	N/A	N/A	452.9	191	63	20	\$145,664.50
Assessed Value Added:							\$2,690.00

MARCH 2016 DRUNK DRIVING

Cable TV Target: Men 21-34; Flight Dates: March 14-27

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :30	ADDED VALUE :30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	41.7%	2.1	87.5	516	470	99	\$73,555.60
Flint/Saginaw/ Bay City	32.3%	2.2	68.5	283	6	121	\$6,149.75
Grand Rapids/ Kalamazoo/ Battle Creek	35.3%	3.7	64.8	457	26	0	\$16,837.65
Lansing/East Lansing	26.5%	1.9	52.0	134	2	0	\$4,934.25
Totals:	N/A	N/A	272.8	1,390	504	220	\$101,477.25
Assessed Value Added:							\$9,724.70

MARCH 2016 DRUNK DRIVINGFox Sports Network Detroit Detroit Tigers Baseball, Detroit Pistons Basketball, Detroit Red Wing Hockey Target: Men 21-34;
Flight Dates: March 14-27

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :30	ADDED VALUE :30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS	TOTAL \$\$ (NET)
Statewide Coverage	11.9%	1.7	25.0	27	42	11	\$21,335.00
Totals:	N/A	N/A	25.0	27.0	42	11	\$21,335.00
Assessed Value Added:							\$7,600.00

MARCH 2016 DRUNK DRIVING

CBS March Madness Packages Target: Men 21-34; Flight Dates: March 14-27

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS (PAID :30)	ADDED VALUE :30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	2.3%	9.6	22	6	0	0	\$18,657.50
Flint	27.4%	1.8	48	58	0	0	\$7,276.00
Grand Rapids	6.8%	1.4	9.5	4	0	0	\$2,397.00
Lansing	64.9%	1.8	114	29	0	0	\$18,530.00
Marquette	27.0%	2.5	68	38	1	0	\$5,227.50
Traverse City	46.0%	3	128	53	0	0	\$11,899.15
Totals:	N/A	N/A	389.5	188	1	0	\$63,987.15
Assessed Value Added:							\$150.00

MARCH 2016 DRUNK DRIVING

Radio Target: Men 21-34; Flight Dates: March 14-27

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :60	ADDED VALUE :60 SPOTS	ADDED VALUE :05, :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Ann Arbor	9.1%	12.1	109.4	164	12	0	\$8,049.50
Battle Creek	27.3%	3.9	107.4	46	0	20	\$2,303.50
Detroit	78.2%	3.8	300.8	556	22	249	\$50,927.75
Flint	54.9%	4.9	273.6	220	27	0	\$5,707.75
Grand Rapids	54.6%	5.5	295.4	314	14	0	\$12,823.10
Kalamazoo	30.3%	3.5	104	120	18	10	\$3,374.50
Lansing/East Lansing	54.8%	5.1	281	356	36	0	\$9,931.40
Muskegon	25.3%	3.6	92.4	88	0	44	\$1,513.00
Saginaw	30.9%	3	91.5	94	9	0	\$1,908.25
Traverse City	59.4%	5.1	301	250	60	12	\$5,217.30
Totals:	N/A	N/A	1,956.5	2,208	198	335	\$101,756.05
Assessed Value Added:							\$14,052.75

MARCH 2016 DRUNK DRIVING

Internet Target: Men 21-34; Geo-Targeted to State of Michigan Flight Dates: March 14-27

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
WJMN - March Madness	16,702	\$28.57	0	\$477.18
WWTW - March Madness	902,001	\$11.63	181,109	\$10,486.00
WWJ - March Madness	1,000,000	\$17.00	245,721	\$17,000.00
WNEM - March Madness	130,000	\$23.08	34,637	\$3,000.00

WLNS - March Madness	315,001	\$9.52	0	\$3,000.00
Pandora	11,657,143	\$6.22	539,355	\$72,500.00
TubeMogul	5,931,917	\$23.94	40,223	\$142,000.00
Totals:	19,952,764	\$12.45	1,041,045	\$248,463.18
Assessed Value Added:				\$11,399.33

MARCH 2016 DRUNK DRIVING

Cinema Target: Men 21-34; Flight Dates: March 18-24

MARKET	NUMBER OF SCREENS	IMPRESSIONS	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Screen Vision	453	209,884	0	\$11,332.00
Totals:	453	209,884	0	\$11,332.00
Assessed Value Added				\$0.00

Total Drunk Driving Media Spend: \$694,015

Total Assessed Value Added: \$45,617

6.57% Added Value Relative to Media Spend

MAY 2016 CLICK IT OR TICKET SUMMARY

MAY 2016 CLICK IT OR TICKET

Broadcast TV Target: Men 18-34; Flight Dates: May 16-29

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS (PAID :30)	ADDED VALUE :30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS & BANNER ADS	TOTAL \$\$ (NET)
Detroit	69.0%	1.3	114.5	116	12	0	\$116,322.50
Flint/Saginaw/ Bay City	62.1%	2.9	121.0	87	14	0	\$15,198.00
Grand Rapids/ Kalamazoo/ Battle Creek	65.0%	2.8	105.5	110	5	0	\$34,867.00
Lansing/East Lansing	69.5%	2.4	110.5	85	7	40	\$12,932.75
Totals:			451.5	398	38	40	\$179,320.25
Assessed Value Added:							\$19,404.00

MAY 2016 CLICK IT OR TICKET

Broadcast Cable Target: Men 18-34; Flight Dates: May 16-29

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS (PAID :30)	ADDED VALUE :30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	50.0%	2.4	116.0	538	262	0	\$104,399.55
Flint/Saginaw/ Bay City	29.9%	2.6	76.9	265	0	218	\$7,592.20

ANNUAL EVALUATION REPORT 2016

Grand Rapids/ Kalamazoo/ Battle Creek	34.6%	2.0	71.5	196	18	0	\$21,255.95
Lansing/East Lansing	25.0%	2.2	54.2	278	11	0	\$7,628.75
Totals:			318.6	1,277	291	218	\$140,876.45
Assessed Value Added:							\$14,480.00

2016 CLICK IT OR TICKET

Fox Sports Network Detroit Detroit Tigers Baseball Target: Men 18-34; Flight Dates: May 16-29

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS (PAID :30)	ADDED VALUE :30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS	TOTAL \$\$ (NET)
Statewide Coverage	35.6%	4.8	190.5	27	42	11	\$21,335.00
Totals:			190.5	27	42	11	\$21,335.00
Assessed Value Added:							\$7,600.00

MAY 2016 CLICK IT OR TICKET

Radio Target: Men 18-34; Flight Dates: May 16-29

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS (PAID :60)	ADDED VALUE :60 SPOTS	ADDED VALUE :05, :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Ann Arbor	9.0%	11.2	99.6	126	0	0	\$9,639.00
Battle Creek	24.3%	4.1	100.8	44	0	10	\$1,778.20
Detroit	74.1%	4.1	297.8	483	14	72	\$52,428.00
Flint	51.3%	5.8	299.0	260	22	0	\$5,550.50
Grand Rapids	48.6%	6.1	299.2	510	16	44	\$12,645.45
Kalamazoo	17.0%	5.9	100.0	86	6	10	\$2,660.50
Lansing/East Lansing	57.9%	4.9	284.4	415	35	0	\$10,708.30
Muskegon	25.1%	4.0	100.3	82	0	44	\$1,474.75
Saginaw	34.3%	3.0	102.7	85	14	0	\$2,783.75
Traverse City	61.1%	5.2	317.2	264	29	19	\$5,523.30
Totals:			2,001.0	2,355	136	199	\$105,191.75
Assessed Value Added:							\$7,905.00

MAY 2016 CLICK IT OR TICKET

Internet Target: Men 18-34; Geo-Targeted to State of Michigan
Flight Dates: May 16-29

SITES	IMPRESSIONS/ VIEWS (PAID)	CPM/CPCV	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
FOX (Nascar Digital Pkg)	2,909,850	\$13.09	0	\$38,099
Pandora	10,180,812	\$7.50	0	\$76,406
TubeMogul (Pre-Roll)	5,075,258	\$0.04	278,962	\$157,333
TubeMogul (Social)	1,388,917	\$12.00	84,627	\$16,667
Totals:	19,554,837	\$14.75	363,589	\$288,505.16
Assessed Value Added:				\$12,174.00

MAY 2016 CLICK IT OR TICKET

Cinema Target: Men 18-34; Geo-Targeted to State of Michigan
Flight Dates: May 16-29

MARKET	NUMBER OF SCREENS	IMPRESSIONS PAID	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Screen Vision	457	247,232	0	\$14,975
Totals:	457	247,232	0	\$14,975.00
Assessed Value Added				\$0.00

Total Seat Belt Enforcement Media Spend:	\$750,203.61
---	---------------------

Total Assessed Value Added:	\$61,563.00
------------------------------------	--------------------

8.21% Added Value Relative to Media Spend

MAY 2016 BUCKLE UP TWEENS

Internet Target: Women 35-54; Geo-Targeted to State of Michigan
Flight Dates: May 1-31

SITES	IMPRESSIONS (PAID)	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Meredith Network	2,563,532	\$10.99	179,947	\$28,169
Totals:	2,563,532	\$10.99	179,947	\$28,169.00
Assessed Value Added:				\$1,977.32

Total Buckle Up Tweens Media Spend:	\$28,169.00
--	--------------------

Total Assessed Value Added:	\$1,977.32
------------------------------------	-------------------

7.02% Added Value Relative to Media Spend

AUGUST 2016 DRUNK DRIVING ENFORCEMENT SUMMARY

AUGUST 2016 DRUNK DRIVING

Broadcast TV Target: Men 21-34; Flight Dates: August 15-28

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS (PAID :30)	ADDED VALUE :30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS & BANNER ADS	TOTAL \$\$ (NET)
Detroit	44.3%	2.4	109.9	81	21	0	\$89,781.25
Flint/Saginaw/ Bay City	40.3%	1.9	73.5	25	7	0	\$11,068.70
Grand Rapids/ Kalamazoo/ Battle Creek	41.9%	1.8	77.0	40	25	0	\$20,323.50
Lansing/East Lansing	35.2%	2.0	66.5	43	13	0	\$7,536.10
Totals:			326.9	189.0	66	0	\$128,709.55
Assessed Value Added:							\$10,535.00

AUGUST 2016 DRUNK DRIVING

Broadcast Cable Target: Men 21-34; Flight Dates: August 15-28

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS (PAID :30)	ADDED VALUE :30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	45.1%	2.2	105.9	740	0	323	\$79,573.60
Flint/Saginaw/ Bay City	25.8%	1.9	48.9	219	0	181	\$5,293.80
Grand Rapids/ Kalamazoo/ Battle Creek	41.5%	2.2	79.4	357	0	0	\$19,499.85
Lansing/East Lansing	35.6%	2.0	65.0	236	0	0	\$6,701.40
Totals:			299.2	1,552	0	504	\$111,068.65
Assessed Value Added:							\$18,115.95

AUGUST 2016 DRUNK DRIVING

Fox Sports Network Detroit Detroit Tigers Baseball, Detroit Lions Pre-Season Target: Men 21-34; Flight Dates: August 15-28

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS (PAID :30)	ADDED VALUE :30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS	TOTAL \$\$ (NET)
Statewide Coverage	11.9%	1.7	97.4	144	14	36	\$62,390.00
Totals:			97.4	144.0	14	36	\$62,390.00
Assessed Value Added:							\$5,000.00

AUGUST 2016 DRUNK DRIVING

Radio Target: Men 21-34; Flight Dates: August 15-28

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS (PAID :60)	ADDED VALUE:60 SPOTS	ADDED VALUE :05 :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Ann Arbor	8.6%	11.1	99.2	228	6	0	\$9,316.00
Battle Creek	30.4%	4.3	130.0	74	10	8	\$2,383.40
Detroit	79.2%	3.8	303.9	476	34	156	\$58,922.85
Flint	50.4%	6.2	307.5	258	26	0	\$5,941.50
Grand Rapids	62.0%	5.3	326.5	567	38	44	\$14,426.20
Kalamazoo	35.6%	3.5	122.0	140	20	16	\$3,485.00
Lansing/East Lansing	52.8%	5.6	294.2	345	27	0	\$10,281.60
Muskegon	24.7%	4.2	105.0	87	0	44	\$1,519.80
Saginaw	34.5%	3.2	108.1	79	12	0	\$1,959.25
Traverse City	58.5%	5.3	313.6	210	72	20	\$5,332.90
Totals:			2,110.0	2,464	245	288	\$113,568.50
Assessed Value Added:							\$12,116.55

AUGUST 2016 DRUNK DRIVING

Internet Target: Men 21-34; Geo-Targeted to State of Michigan Flight Dates: August 15-28

SITES	IMPRESSIONS/ VIEWS (PAID)	CPM/CPCV	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Fox Sports Digital (Lions Pre-season)	1,536,600	\$22.10	0	\$33,960.00
Pandora	12,444,000	\$5.92	357,400	\$73,710.00
TubeMogul (Pre-Roll)	4,759,161	\$0.04	151,385	\$147,534.00
TubeMogul (Social)	1,259,530	\$13.23	270,876	\$16,666.00
Totals:	19,999,291	\$13.59	779,661	\$271,870.00
Assessed Value Added:				\$12,059.38

AUGUST 2016 DRUNK DRIVING

Internet Target: Men 21-34; Geo-Targeted to State of Michigan Flight Dates: August 15-28

MARKET	NUMBER OF SCREENS	IMPRESSIONS PAID	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Screen Vision	490	215,900	30,771	\$11,659.00
Totals:	490	215,900	30,771	\$11,659.00
Assessed Value Added				\$1,661.69

Total Drunk Driving Media Spend: \$699,265.70

Total Assessed Value Added: \$59,488.57

8.51% Added Value Relative to Media Spend



Driver Education

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.

PROGRAM 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.*

EDUCATION AND COMMUNICATION

TEEN DEFENSIVE DRIVING SCHOOL

Section 402

DE-16-01; Awarded: \$13,241; Expended: \$11,586

BACKGROUND

Traffic crashes are the leading cause of death for teens. The MSP Precision Driving Unit regularly conducts 10 one-day teen defensive driving classes each year, training 180 students. There is a waiting list of more than 50 students.

Teens and parents highly rate the course. When students who have participated in the class are later involved in a traffic crash, their parents say the defensive driving course contributed to their teen's survival.

Providing funds to pay for instructor overtime and increase course dates would help train more teens, save lives, and reduce the waiting list.

PROJECT GOAL AND RESULTS

- Conduct up to four teen defensive driving classes by September 30, 2016. **Goal achieved**

In addition to the regularly scheduled Teen Defensive Driving Course, the MSP Precision Driving Unit conducted four additional courses and trained 48 students. The additional courses were held on Saturdays as opposed to the regularly scheduled courses which were held on a weekday. The grant-funded courses assisted with reducing the waiting list. Students received one hour of lecture and seven hours of in-car or behind-the-wheel training using patrol vehicles at the MSP training academy. The instructor overtime grant-funded courses were limited to a maximum of 12 students and four instructors. The topics taught included defensive

driving, skid control, serpentine control, controlled braking, evasive maneuvering, confined area maneuvering, off-road recovery, and distracted driving. Parents were encouraged to participate or observe at any time. Pre- and post-tests were administered to each student and indicated a 25 percent average increase in knowledge.

DISTRACTED DRIVING OUTREACH PROGRAM PILOT

Section 402

CP-16-03; Awarded: \$50,000; Expended: \$34,718

BACKGROUND

Data indicates women use cell phones more frequently while driving than men. Cell phone use by drivers is even more prevalent in young women. By conducting focus groups with young women, the OHSP can help determine what programs, campaigns, and messages may be effective to reduce the frequency of talking and texting among this group of drivers.

PROJECT GOAL AND RESULTS

- Conduct focus groups to determine possible messages and strategies that will reduce talking, texting, and other distracted driving behaviors by September 30, 2016. **Goal achieved**

Focus groups were conducted in metro Detroit with 37 women under the age of 30 who regularly drive a car and have used their cell phone to read texts or text while driving in the past month. Respondents were screened for a mix of ethnicities.

Some of the key findings from the focus groups included:

- 65 percent of respondents said they text and drive daily.
- 43 percent of respondents said they text every time they get behind the wheel.
- 8 percent of respondents said they text only in case of an emergency.

Respondents were asked which task they did the most while driving. Their responses indicated:

- 6 percent primarily text while driving.
- 43 percent read texts while driving.
- 51 percent talk on the telephone while driving.

Following the focus groups, a 400-person statewide telephone survey of drivers 20-30 years old was conducted to gain further insight into the issue. Some highlights of the telephone survey included:

- 78 percent of respondents who text while driving would be much less likely to do so if there was a child in the vehicle; and 60 percent would be much less likely if a parent or grandparent were in the vehicle.
- Nearly two thirds could recall hearing or seeing the It Can Wait slogan within 30 days prior to the telephone survey.
- 53.4 percent would be much less likely to text while driving if points were added on their driving record for texting and driving.
- 22.8 percent said points added to their driving record for texting and driving would have no influence on their behavior.

CARFIT COORDINATOR AND TECHNICIAN TRAINING

Section 402

CP-16-01; Awarded: \$6,000; Expended: \$0

BACKGROUND

In the past five years, crashes involving drivers over age 65 have increased 17 percent. CarFit helps senior drivers adapt themselves and their vehicles in a way that maximizes control of the vehicle and offers the most protection in a crash.

This course provides CarFit event coordinator and technician training to traffic safety professionals in the U.P., including law enforcement officers, EMTs, senior care workers, and other traffic safety and healthcare workers. Funding will cover training costs.

PROJECT GOAL AND RESULTS

- Schedule and conduct at least one Coordinator and Technician Training in the U.P. by September 30, 2016.
Goal not achieved

The CarFit Event Coordinator and Technician training class planned for the U.P. was not conducted in FY2016. The OHSP made efforts to partner with AAA Michigan and the Delta

County Sheriff's Office to provide training to law enforcement officers, injury prevention specialists, emergency medical technicians, occupational therapists, and others who work with seniors in the U.P. A convenient time and the necessary resources could not be secured.

The OHSP will provide technical assistance to the Senior Mobility Action Team and network partners in FY2017 if there is continued interest in hosting a U.P. Car Fit training and event.

STRIVE FOR A SAFER DRIVE (S4SD) PARTNERSHIP WITH FORD MOTOR COMPANY FUND AND COMMUNITY SERVICES

Section 402

CP-16-01; Awarded: \$3,000; Expended: \$797

BACKGROUND

The OHSP collaborated with Ford Driving Skills for Life to continue the school-based teen traffic safety program aimed at reducing teen traffic crashes, fatalities, and injuries. High schools have the opportunity to develop teen peer-to-peer traffic safety campaigns and compete with other schools to earn prizes. Participating schools are invited to attend the Ride and Drive event in the spring.

PROJECT GOALS AND RESULTS

- Solicit up to 50 applications from high schools in high-risk teen crash counties for participation in the S4SD program by September 30, 2016. **Goal achieved**

S4SD was managed by the OHSP teen program coordinator in FY2016. All Michigan high schools were invited to apply and participate in the S4SD program. The program was promoted through the Michigan Department of Education, direct correspondence with the high schools, law enforcement officers, teen conferences, traffic safety meetings, and teen coalitions. Forty-four high schools received \$1,000 from Ford to develop and implement a student-led traffic safety awareness campaign. School campaigns focused on distracted driving, underage and impaired driving, seat belts, winter driving, or speeding. Students were encouraged to involve the whole school and surrounding community and to incorporate Ford Driving Skills for Life into their campaign.

Students conducted activities between December and March before submitting their final project outlining their campaign with at least three traffic safety activities. Sponsoring partners judged the submissions and selected the top five schools that received a plaque and cash prizes from Ford ranging from \$500 to \$1,500. An estimated 45,000 students, teachers, and other school personnel were exposed to the S4SD school campaigns.



- Conduct one hands-on driving event for all participating schools in the S4SD program by September 30, 2016. **Goal achieved**

Nearly 200 students and 34 advisors from 25 schools attended a Ride and Drive event in May at the Ford Dearborn Professional Development Center. Professional drivers instructed students in hazard recognition, vehicle handling, speed and space management, and the dangers of distracted and impaired driving. OHSP also provided funding assistance to schools that needed transportation to the Ride and Drive event.

Students drove new Ford vehicles and experienced first-hand defensive driving skills in a safe environment. This advanced driver education event taught students critical skills such as how to scan for trouble, recover from skids in front- and rear-wheel drive vehicles, and avoid a head-on crash or being rear-ended. They also learned emergency brake techniques, tips about approaching and turning left at intersections, and how acceleration, deceleration, braking, and turns affect vehicle balance. The program also offered hands-on exercises that demonstrated the dangers of distracted and impaired driving. Law enforcement officers from the MSP and the Detroit Police Department led the distracted and impaired section of the program. Pre- and post- tests indicate a 32 percent increase in knowledge gained.

DRIVING SIMULATORS

Section 402

CP-16-01; Awarded: \$3,000; Expended: \$2,481

BACKGROUND

Teenagers and young adults have the highest incidence of fatal crashes when their speed is too fast. Inexperience, risk-taking behavior, immaturity, and greater risk exposure are all factors that increase crash risk for young drivers.

Funding for this task provided for the purchase of 12 steering wheel mounts to use with driving simulators. The simulators are used in the S4SD program at high schools and at other safety events throughout the state. The mounts allow for the steering wheel to be securely mounted to any table, by using clamps in the front and a strap in the back to connect to the table. The strap also prevents the steering wheel from being pulled off the table when driving.

PROJECT GOALS AND RESULTS

- Purchase 12 G27 Steering Wheel Mounts to strengthen and protect the desktop simulators from being damaged. **Goal achieved**

Twelve steering wheel mounts were purchased for use with the driving simulators. The mounts and usage instructions were distributed to all simulator coordinators. Simulator damage, due to the steering wheel being pulled too hard during crashes, has not occurred since the new mounts were purchased.





Motorcycle Safety

Motorcyclist fatalities have steadily grown over the past decade, largely because of the increased number of motorcycle riders. Motorcyclist fatalities constitute 15 percent of the state's traffic crash fatalities. Nearly half of those fatalities occur in metro Detroit, Genesee County, and west Michigan.

PROGRAM GOAL

- *Decrease fatalities and incapacitating injuries involving motorcycles by 3 percent from 634 in 2014 to 616 by December 31, 2017.*

TRAINING AND EDUCATION

MOTORCYCLE PUBLIC EDUCATION AND OUTREACH

Section 402

CP-16-03; Awarded: \$30,000; Expended: \$1,966

BACKGROUND

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

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

PROJECT GOAL AND RESULTS

- Educate motorcyclists on crash prevention by exhibiting at up to three major motorcycle events by September 30, 2016. **Goal achieved**

The OHSP and MDOS partnered again to exhibit at motorcycle shows and events around Michigan. In the spring, staff attended Baldwin's Blessing of the Bikes where eight high-visibility vests were raffled off to the attendees. This event drew an estimated 10,000 motorcyclists.

A new event included on the exhibit schedule was the national "Cushman Club" meeting in Holland. This crowd was unique, primarily an older, male demographic that was more safety conscious than those that attend most other events. Seven high-visibility vests were raffled off.

At Flint's Bikes on the Bricks, six high-visibility vests were raffled. More than 200 rider surveys were conducted to gather information from the target riding groups that are overrepresented in motorcycle crashes. This event was attended by more than 10,000 motorcyclists and continues to be a valuable source of information and an excellent opportunity to educate riders on the necessity of wearing protective equipment and getting trained.

RETURNING RIDER TRAINING AND ADVANCED RIDER TRAINING

Section 405(f)

MC-16-01; Awarded: \$186,312; Expended: \$160,181

BACKGROUND

Rider training serves as the first point of preparation for safe motorcycle riding in Michigan. The MDOS will continue to manage a training program teaching advanced riding skills to endorsed riders as well as a Basic Rider Course (BRC) for returning riders. The courses will focus on skill development at real world speeds, which was shown in crash studies as lacking by those who are fatally crashing on motorcycles. Riders will be trained on proper braking, throttle management, high-speed maneuvering, and curve negotiation while riding their own motorcycles. Riders will be exposed to and encouraged to wear protective and high visibility riding gear in the classroom.

PROJECT GOALS AND RESULTS

- Increase the number of motorcyclists trained in basic and advanced from 9,400 in 2014 to 9,450 by September 30, 2016. **Goal achieved**

The OHSP and MDOS continued to support the Advanced Rider Course this year. During 12 Advanced Rider Courses at four different locations, 139 students were trained.

- Provide up to eight professional development sessions for current motorcycle Rider Coaches by September 30, 2016. **Goal achieved**

This was a transition year as training sites began adopting the newly revised BRC curriculum from the Motorcycle Safety Foundation (MSF). This process entailed continuing training and recertifying the state's eligible Rider Coaches over several months, allowing them to begin training new riders on the updated curriculum. Twenty-five Rider Coaches participated in the Transitional Rider Coach Preparation sessions. This training has resulted in 174 coaches completing the updated BRC.

Additionally, three new Rider Coaches were certified in the new MSF BRC program.

Twenty new training motorcycles were purchased by Schoolcraft College, Ferris State University, Glen Oaks Community College, Otsego Community College, Washtenaw Community College, and Lansing Community College to supplement the aging fleet of motorcycles, some of which are more than 25 years old.

HIGH-VISIBILITY MOTORCYCLE VEST PILOT PROJECT

Sections 402, 405f

CP-16-01; Awarded: \$504,000; Expended: \$503,475

BACKGROUND

For three years, the OHSP has promoted the use of high-visibility riding gear at motorcycle shows and events. In FY2015, the OHSP purchased 9,000 high-visibility motorcycle vests for students who passed a public/state-sponsored motorcycle training course.

The continuation of this pilot program is necessary in FY2016 to increase the use and acceptance of high-visibility riding gear in order to decrease fatalities and serious injury crashes involving motorcycles.

The OHSP will also conduct another direct observation motorcycle helmet and high-visibility riding gear use survey in FY2017 to ascertain the effectiveness of this pilot program.

PROJECT GOAL AND RESULTS

- Distribute up to 9,500 high visibility motorcycle vests to students who successfully complete any of the public/state-sponsored motorcycle safety classes by September 30, 2016. **Goal not achieved**

The OHSP continued with this pilot project again in 2016, with the purchase of 7,500 additional vests. The motorcycle riding vests were offered to every student who successfully passed a public/state-sponsored motorcycle training course.

Including remaining vests from last year, and a majority of the new vests purchased in FY2016, approximately 8,500 vests were distributed to the public who passed a BRC.

OPERATION SHADOW RIDER

Section 402, 405(f)

CP-16-03; Awarded: \$50,000; Expended: \$38,477

BACKGROUND

During the peak riding season there are more than 250,000 registered motorcycles in Michigan. In 2015, nearly 39,000 motorcycles belonged to individuals lacking a motorcycle endorsement. Although the unendorsed population of motorcyclists makes up almost 15 percent of all registered motorcycles, it accounted for nearly half of motorcyclist crashes and fatalities in 2015.

The OHSP will continue to collaborate with the MDOS to locate unendorsed riders based on the addresses on file with motorcycle registrations. In conjunction with motorcycle traffic safety partners, the OHSP will contact each

unendorsed rider by mail to inform the rider about the availability of the Returning Rider Training classes and the Basic Rider Training classes offered in hope they will obtain their motorcycle endorsements.

PROJECT GOAL AND RESULTS

- Conduct at least one mailing to unendorsed motorcycle riders by September 30, 2016. **Goal achieved**

The OHSP collaborated with MDOS to develop a message that resonates well with motorcyclists. In 2013, a focus group indicated tickets and fines had limited effectiveness when trying to encourage riders to get endorsed. Members of the focus group had a much stronger reaction to the possibility that their motorcycle could be towed for riding while unendorsed. In 2016, two separate postcard mailings were created and mailed directly to those found to be unendorsed. It was evident by the number of hits to the MDOS motorcycle training site locator that the unendorsed riders were getting and understanding the message directed at them. The first mailing was sent out in late February to 38,877 recognized unendorsed motorcyclists, a nearly 5 percent decrease in the number of unendorsed from the previous year's mailer. In the following weeks there was more than a 200 percent increase in the number of website hits as compared to the previous year. The final results for the year showed another 5 percent decrease in the number of motorcycle owners without a proper endorsement at just over 37,000.

NHTSA MOTORCYCLE PROGRAM ASSESSMENT AND STRATEGIC PLAN DEVELOPMENT

Sections 402

CP-16-01; Awarded: \$30,000; Expended: \$22,879

BACKGROUND

Evaluation of traffic safety programs is a required and critical component to determine the successfulness of the initiatives and efforts. Michigan has made great progress in the last decade at promoting the motorcyclist operator training program and addressing the unendorsed motorcyclist issue. An updated, outside look at the program is necessary to assist in determining the future direction that should be followed. Michigan's last motorcycle safety program assessment was conducted in 2005.

PROJECT GOAL AND RESULTS

- Obtain recommendations to improve Michigan's motorcycle safety program by completing a program assessment by September 30, 2016. **Goal achieved**

A comprehensive statewide Motorcycle Safety Program assessment was conducted in March. A panel of five motorcycle safety experts from across the country spent a week in Lansing and interviewed more than 50 individuals with

specific expertise in one or more aspect areas of motorcyclist safety. Eleven separate aspect areas listed in NHTSA's Highway Safety Program Guideline #3, a comprehensive motorcycle safety program, were analyzed by the assessment team. The final report listed a number of recommendations such as enacting a universal helmet law and increasing penalties for unendorsed motorcycle operators. These and other findings offer guidelines on how to improve Michigan's overall motorcyclist safety program.





Emergency Medical Services

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

PROGRAM GOALS

- *Decrease fatalities by 17 percent from 876 in 2014 to 726 by December 31, 2017.*
- *Decrease fatalities and incapacitating injuries by 11.6 percent from 5,785 in 2014 to 5,116 by December 31, 2017.*
- *Decrease the vehicle mileage fatality rate by 17 percent from 1.00 in 2013 to .83 by December 31, 2017.*

EVALUATION

EMERGENCY MEDICAL SERVICES (EMS) ASSESSMENT

Section 402

CP-16-01; Awarded: \$0; Expended: \$0

BACKGROUND

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

The OHSP will collaborate with the NHTSA to select leaders from across the country to serve on an EMS assessment panel. The 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, the OHSP will work with the EMS network to develop an EMS strategic plan based on the assessment recommendations.

PROJECT GOAL AND RESULTS

- Conduct an EMS assessment by bringing in a national team of experts to recommend new strategies by September 30, 2015. **Goal not achieved**

The OHSP is partnering with the MDHHS EMS Office to conduct a Michigan EMS assessment. Michigan originally requested a March 2016 assessment date from the NHTSA; however, the EMS assessment panel members were unavailable during that timeframe. The OHSP submitted a follow-up assessment request letter to the NHTSA seeking new dates. The NHTSA has confirmed March 27-31, 2017, as the new

FY2017 EMS assessment dates. The OHSP and MDHHS will coordinate with the NHTSA-selected EMS panel, as well as Michigan's EMS partners, to conduct the assessment and develop a strategic plan to address the assessment recommendations.

EMS CRASH DATA EVALUATION

Section 405(c)

EM-16-01; Awarded: \$28,225; Expended: \$27,523

BACKGROUND

The MDHHS EMS and Trauma Systems Section have collected data from EMS agencies for the past five years. While a large amount of data has been accumulated, it remained unanalyzed. An analysis of the data will assist with problem identification and future countermeasure development. The analysis will highlight any issues which may be identified and will focus on crash location, types of injuries sustained, and first responder safety.

PROJECT GOAL AND RESULTS

- Provide a five-year analysis of the EMS crash data collected from the Michigan EMS database by September 30, 2016. **Goal achieved**

WMU was selected to conduct an evaluation and analysis of the motor vehicle crash data captured in the EMS database. Although the majority of the evaluation and analysis was conducted in FY2015, the final report was completed in FY2016. Recommendations from the report included:

- Developing a dashboard for data dissemination to the public and stakeholders.
- Improving the database design for better data entry and quality.
- Integrating the database to extract additional information among all EMS reporting agencies.

- Identifying best practices by EMS agencies with the highest performance data.
- Optimizing the process to generate best practices for tracking EMS response times.

WMU presented the report findings to the EMS Coordinating Committee, the GTSAC, the Traffic Records Coordinating Committee (TRCC), and the Medical Control Authorities.

EMS CONFERENCE SUPPORT

Section 402

CP-16-01; Awarded: \$20,000; Expended: \$5,920

BACKGROUND

Adequately trained EMS providers help prevent fatalities and reduce injury severity. This funding will provide conference sponsorship on workshops to enhance EMS response and management of crashes at the U.P. Emergency Medical Services Conference and the state EMS Exposition.

PROJECT GOAL AND RESULTS

- Provide funding support for traffic safety-related topics at state-level EMS conferences. **Goal achieved.**

The Upper Peninsula Emergency Medical Services Corporation conducted an emergency medical services educational conference at Northern Michigan University.

Operational support was provided to create materials that were sent to more than 7,300 first responders in Michigan.

Classes were conducted to enhance responder skills at the scene of crashes involving motor vehicles. More than 370 medical first responders, emergency medical technicians, and paramedics attended these specialized workshops that ranged from two-eight hours and emphasized skill competency in trauma response.

Continuing education credits were provided to attendees in such areas as trauma, patient assessment, instructor-coordinator, and airway assessment, among others.

WORKSHOPS INCLUDED:
Practical Skills
The Beauty of the Beast
Death Investigations
A Traumatization
Ten Things about Trauma
Illicit Drugs
Death Investigations



Administrative Issues

GOVERNOR'S TRAFFIC SAFETY ADVISORY COMMISSION

The commission met quarterly with an average of 15 people in attendance. Meetings gave commissioners an opportunity to provide an update on traffic safety-related activities taking place within their respective agency or area of responsibility. A quarterly update on traffic safety legislation was also provided by MSP legislative staff, along with an update on activities undertaken by the Strategic Highway Safety Plan (SHSP) action teams as they implement their plans.

During the past year, commissioners and meeting attendees heard a variety of presentations on topics including: S4SD, DRE program update, roundabouts, CPS programs, and *Summer of Safety*.

MICHIGAN TRAFFIC SAFETY SUMMIT

The 21st annual Michigan Traffic Safety Summit featured compelling first-person accounts from paralyzed and brain-injured crash survivors as well as a judge's first-hand account of the devastating effects of the growing problem of prescription drug abuse and what can be done to help combat this issue.

The event drew more than 600 participants March 22-24 at the Kellogg Hotel and Conference Center in East Lansing. Law enforcement, traffic engineers, researchers, and traffic safety advocates attended two-and-half days that included general sessions and workshops, exhibits, and networking opportunities with traffic safety advocates from throughout the state.

Some of the highlights included:

- The MyCarDoesWhat campaign to help drivers understand and effectively use new in-vehicle safety technologies.
- New town-hall-type discussion groups focused on the update of the SHSP.
- An overview of a recently completed statewide study of bicycle and pedestrian crashes.
- Commercial motor vehicle safety and a hands-on simulator.
- The future of self-driving cars.

In addition, eight awards for outstanding achievement in traffic safety and four awards for long-term service were presented at the GTSAC awards program.

LEGISLATIVE UPDATE

The Michigan Legislature did not enact any major changes to traffic safety laws by September 30, 2016.

TRAFFIC SAFETY NETWORKS

BACKGROUND

Since the 1970s, AAA Michigan and the OHSP have jointly sponsored local Traffic Safety Committees, now called Traffic Safety Networks (TSN). The purpose of the TSN is to promote education and involvement in problem identification and traffic safety solutions among agencies, public and private, concerned with the safety of everyone living in and visiting Michigan. TSNs meet approximately four times per year to share information, learn about traffic safety issues, and address problems in their communities.

PROJECT GOAL AND RESULTS

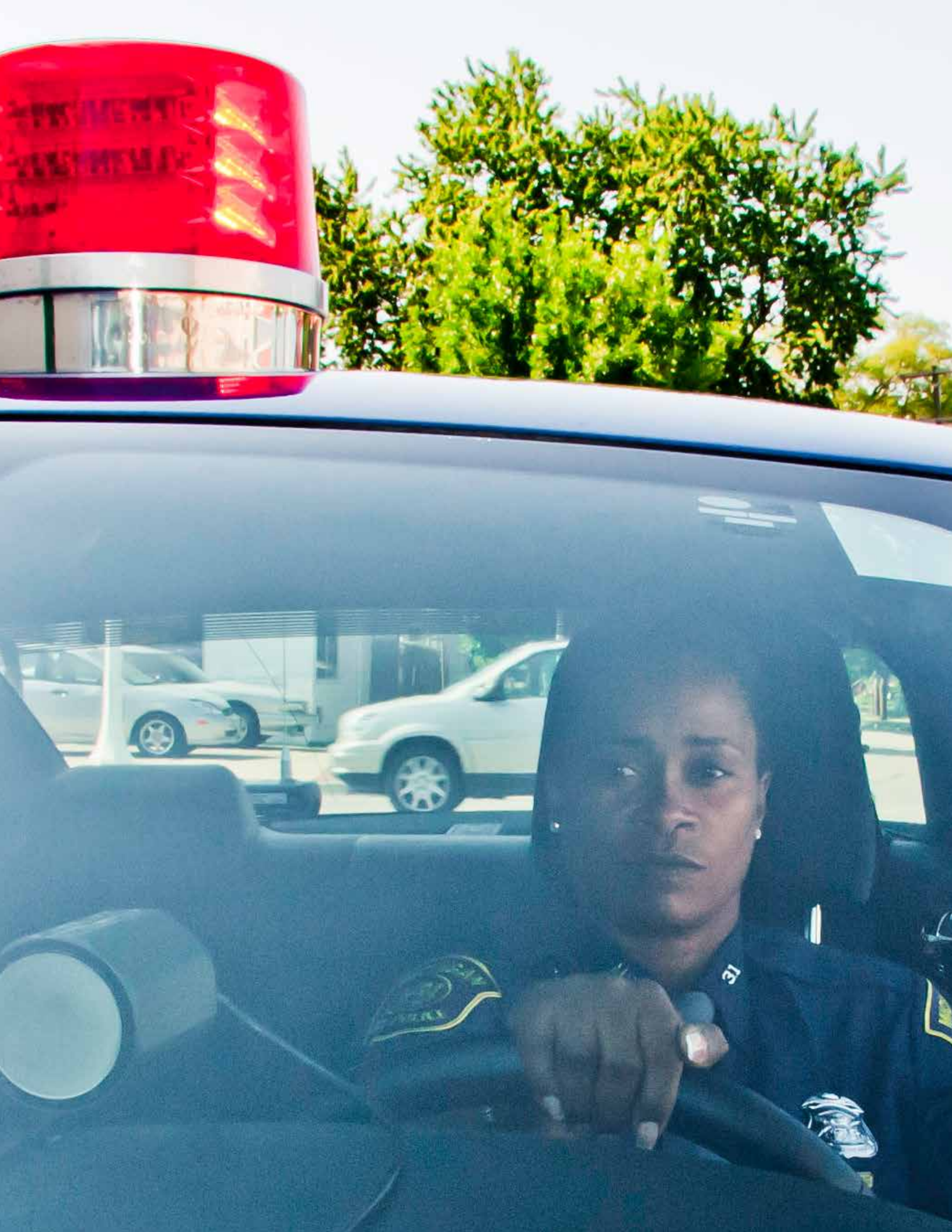
- In a partnership with AAA Michigan, the OHSP wants to increase the membership of the TSNs along with supporting the current TSNs across the state by providing technical assistance, subject matter expertise, speaker information, and materials.

TSNs were active, including networks covering Southwest Michigan, central, lower Michigan and northern Michigan. Meetings averaged 23 attendees.

The networks hosted meetings with expanded agendas which included distracted driving, driver safety, vehicle construction hazards, and Toward Zero Deaths efforts.

Legislative breakfasts allowed dialogue between local traffic safety partners and legislators on traffic safety issues, bills that were introduced, and other issues of concern. Each year, the OHSP also sponsors the TSN chairs and vice chairs to attend the Michigan Traffic Safety Summit in order to keep them informed on current traffic safety technologies and methodologies, learn about best practices in Michigan and nationally, and to network with other TSN leadership and traffic safety professionals from around the state.

The TSNs are an invaluable tool for the OHSP to exchange information with local communities, learn about local traffic safety issues and concerns, provide guidance, and stay connected with regional traffic safety partners. It also allows the OHSP to "grow" future traffic safety leaders by periodically rotating chair/vice chair responsibilities within the TSNs.



FY2017 Focus

The OHSP is continuing data-driven strategies and countermeasures in traffic safety programming for FY2017 to reach Michigan's goal to reduce traffic fatalities to 750 and serious injuries to 4,800 by the end of the year.

Based on crash trend data analysis, the OHSP will continue to focus on three areas in FY2017, including:

- Decreasing fatal and serious injuries involving alcohol or drugs from 1,199 and 473 in 2015 to less than 1,036/464 respectively.
- Increasing seat belt use from 93 percent to 98 percent.
- Decreasing fatal and serious injuries involving motorcycles from 670 in 2015 to fewer than 617.

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAMS

The OHSP will provide grant funding for overtime enforcement in all 83 counties in FY2017. The campaigns will focus on impaired driving, distracted driving, and seat belt use. The mandatory grant-funded enforcement periods will include:

- March 16-29, 2017; impaired driving
- April 7-12, 2017; distracted driving
- May 22-June 4, 2017; seat belts
- August 18-September 4, 2017; impaired driving

More than 180 state, county, and municipal law enforcement agencies will conduct the federally funded seat belt and impaired driving enforcement to reduce traffic fatalities and injuries during the mandatory periods.

Agencies are also encouraged to participate in sustained enforcement throughout the year if funding is available. Seat belt enforcement zones, modified seat belt enforcement zones that include no spotter, and patrols will focus on getting the public to buckle up. During impaired driving enforcement periods, officers will conduct saturation patrols concentrating enforcement in high-crash areas. Agencies will continually monitor and evaluate locations and patrol times to be where current traffic crash data says the violations are occurring.

Distracted driving, impaired driving, disregard of traffic control devices, seat belt, speed, and unsecured load of non-commercial vehicles enforcement will be encouraged where supported by local crash data and as funding allows.

An impaired driving enforcement mobilization during December will be supported by MSP enforcement patrols and citation data. Local and county law enforcement may support this mobilization as elective enforcement as well. The OHSP will coordinate earned media.

IMPAIRED DRIVING

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

The OHSP is continuing to provide funding to address impaired driving in FY2017 by:

- Adding five new drug court programs.
- Continuing funding for DRE, ARIDE, and SFST.
- Continuing support of the TRSP program.
- Funding for the JOL program will continue to improve community outreach, provide quality education, and promote confidence and trust in the judiciary.

Other projects in the impaired driving arena will include funding support for the completion of the MDOS's Automated Ignition Interlock Violation Management System and a project to develop a cell phone app for officers to use during a traffic stop. Underage drinking enforcement funding will continue to be a focus in FY2017.

MOTORCYCLE SAFETY

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

In FY2017, the OHSP will continue to work with MDOS's Motorcycle Safety Program to conduct another promotional mailing to the state's unendorsed riders as well as sponsorship of the BRC, RRBRC, and professional development training for rider coaches. The OHSP will also collaborate with the MLBA to distribute education and messaging through drinking establishments and licensed beverage providers across the state. Lastly, the OHSP will conduct motorcycle program evaluation efforts via focus groups to help design and create effective public awareness messages, as well as a direct observation study to measure motorcycle helmet and high visibility clothing use/misuse.

OTHER PROJECTS

While seat belts, impaired driving, and motorcycle safety show the greatest promise for reducing injuries and fatalities, much more is planned, including, but not limited to:

- Planning and implementation of the pedestrian and bicycle safety program assessment recommendations.

- The fifth *Drive Slow on Ice and Snow* winter driving campaign.
- S4SD will continue to be promoted statewide to gain participation for up to 50 high schools.
- Nearly \$1.5 million in funding will support traffic records initiatives to improve understanding and analysis of traffic crashes in Michigan.
- A combined data research program to provide better insight to direct enforcement and outreach efforts to increase safety belt use.
- The 22nd Michigan Traffic Safety Summit at the Kellogg Hotel and Conference Center in East Lansing, March 21-23, 2017.
- Conducting a NHTSA EMS Program Assessment in March 2017.

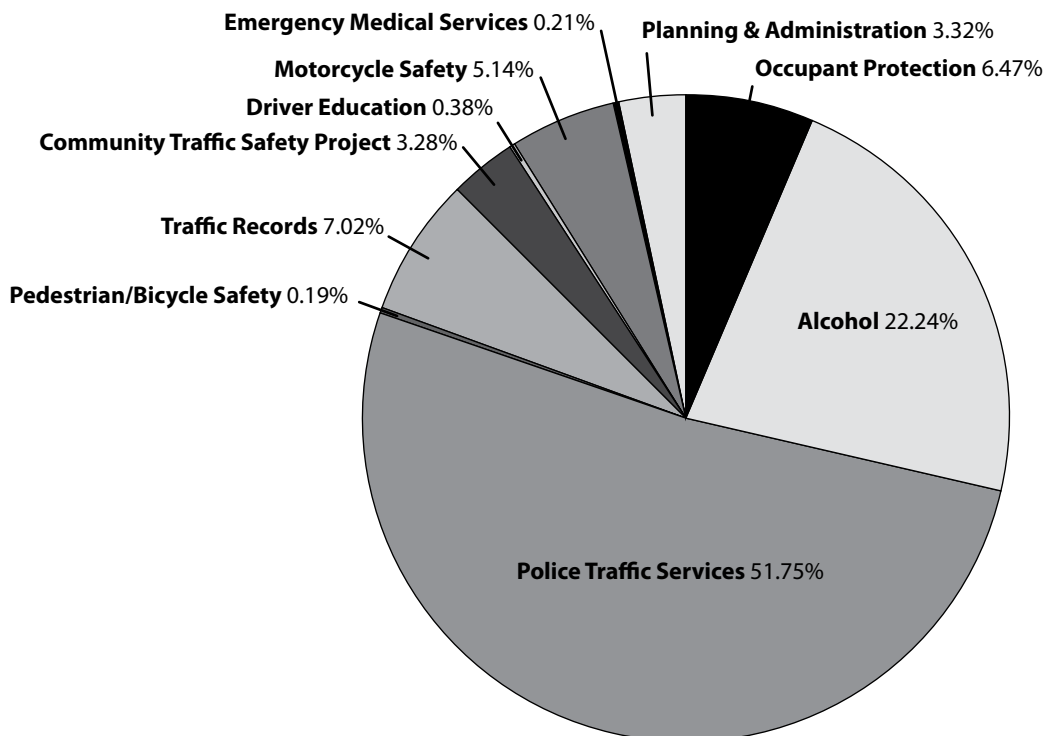
We look forward to working with all of our traffic safety partners on these and many other initiatives to reduce traffic crash-related fatalities and injuries in our state.

OHSP Status Report

FISCAL YEAR 2016

Updated as of: 12/15/2016

	402	410	2011	405B	405C	405D	405F	402 PM	405B PM	405D PM	TOTAL	PERCENT
Occupant Protection	554,260		11,965	456,628					30,000		1,052,853	6.47%
Alcohol	791,793	88,187				2,740,295					3,620,275	22.24%
Police Traffic Services	3,948,240			1,368,290		779,650		467,042	881,141	978,770	8,423,133	51.75%
Pedestrian/Bicycle Safety	31,312										31,312	0.19%
Traffic Records	772,805				369,728						1,142,533	7.02%
Community Traffic Safety Project	378,537					50,677		104,418			533,632	3.28%
Driver Education	61,080										61,080	0.38%
Motorcycle Safety	657,951						178,868				836,819	5.14%
Emergency Medical Services	5,920				27,523						33,443	0.21%
Planning & Administration	540,228										540,228	3.32%
Grand Total	7,742,126	88,187	11,965	1,824,918	397,251	3,570,622	178,868	571,460	911,141	978,770	16,275,308	100.00%



PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
OP	402	TK #1 Child Passenger Safety					
			Planned Amount	323,000.00	0.00		0.00
			CP-16-01 OHSP - Michigan Department of State Police	0.00	72,200.00	72,200.00	69,502.00
			OP-16-01 City of St. Ignace		220,094.00	220,094.00	198,431.00
		TK #1 Child Passenger Safety Total		323,000.00	292,294.00	292,294.00	267,933.00
		TK #2 Evaluation					
			Planned Amount	150,000.00	0.00		0.00
			OP-16-03 Michigan State University	0.00	132,000.00	132,000.00	132,000.00
		TK #2 Evaluation Total		150,000.00	132,000.00	132,000.00	132,000.00
		TK #4 Program Management					
			Planned Amount	156,000.00	0.00		0.00
			CP-16-02 OHSP - Michigan Department of State Police		146,451.00	146,451.00	132,689.00
		TK #4 Program Management Total		156,000.00	146,451.00	146,451.00	132,689.00
		Unallocated to Grants					
			Oblig Bal 402 funds		0.00		0.00
		Unallocated to Grants Total			0.00		0.00
		TK #3 Education and Outreach					
			Planned Amount	15,000.00	0.00		0.00
			CP-16-01 OHSP - Michigan Department of State Police	0.00	5,000.00	5,000.00	3,960.00
		TK #3 Education and Outreach Total		15,000.00	5,000.00	5,000.00	3,960.00
		TK #1 Education and Communication					
			CP-16-03 OHSP - Michigan Department of State Police	0.00	20,000.00	20,000.00	11,034.00
		TK #1 Education and Communication Total		0.00	20,000.00	20,000.00	11,034.00
		TK #3 Education and Communication					
			CP-16-03 OHSP - Michigan Department of State Police		10,000.00	10,000.00	6,644.00
		TK #3 Education and Communication Total			10,000.00	10,000.00	6,644.00
	402 Total			644,000.00	605,745.00	605,745.00	554,260.00
	405	Unallocated to Grants					
			Oblig Bal 405 funds		0.04		0.00
		Unallocated to Grants Total			0.04		0.00
	405 Total				0.04		0.00
	2011	TK #1 Child Passenger Safety					
			Planned Amount	12,000.00	0.00		0.00
			CP-16-01 OHSP - Michigan Department of State Police	0.00	11,965.00	11,965.00	11,965.00
		TK #1 Child Passenger Safety Total		12,000.00	11,965.00	11,965.00	11,965.00
		Unallocated to Grants					
			Oblig Bal 2011 funds		0.33		0.00
		Unallocated to Grants Total			0.33		0.00
	2011 Total			12,000.00	11,965.33	11,965.00	11,965.00
	405b	TK #1 Child Passenger Safety					
			Planned Amount	700,000.00	0.00		0.00

ANNUAL EVALUATION REPORT 2016

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
			CP-16-01 OHSP - Michigan Department of State Police	0.00	365,000.00	365,000.00	298,379.00
			OP-16-01 City of St. Ignace	0.00	41,934.00	41,934.00	41,934.00
		TK #1 Child Passenger Safety Total		700,000.00	406,934.00	406,934.00	340,313.00
		TK #2 Evaluation					
			Planned Amount	100,000.00	0.00		0.00
			OP-16-04 University of Michigan - Child Health Evaluation and Research	0.00	98,264.00	98,264.00	94,115.00
		TK #2 Evaluation Total		100,000.00	98,264.00	98,264.00	94,115.00
		TK #3 Education and Outreach					
			Planned Amount	25,000.00	0.00		0.00
			CP-16-01 OHSP - Michigan Department of State Police	0.00	5,000.00	5,000.00	2,215.00
		TK #3 Education and Outreach Total		25,000.00	5,000.00	5,000.00	2,215.00
		TK #3 Education and Communication					
			CP-16-03 OHSP - Michigan Department of State Police		20,000.00	20,000.00	19,985.00
		TK #3 Education and Communication Total			20,000.00	20,000.00	19,985.00
	405b Total			825,000.00	530,198.00	530,198.00	456,628.00
	405b PM	TK #3 Education and Outreach					
			Planned Amount	30,000.00	0.00		
		TK #3 Education and Outreach Total		30,000.00	0.00		
		TK #3 Education and Communication					
			CP-16-03 OHSP - Michigan Department of State Police	0.00	30,000.00	30,000.00	30,000.00
		TK #3 Education and Communication Total		0.00	30,000.00	30,000.00	30,000.00
	405b PM Total			30,000.00	30,000.00	30,000.00	30,000.00
OP Total				1,511,000.00	1,177,908.37	1,177,908.00	1,052,853.00
AL	402	TK #1 Enforcement Support					
			Planned Amount	15,000.00	0.00		0.00
			AL-16-03 Prosecuting Attorneys Association of Michigan	0.00	319,000.00	319,000.00	305,257.00
		TK #1 Enforcement Support Total		15,000.00	319,000.00	319,000.00	305,257.00
		TK #2 Adjudication					
			(blank)	304,000.00	0.00		
		TK #2 Adjudication Total		304,000.00	0.00		
		TK #4 Program Management					
			Planned Amount	550,000.00	0.00		0.00
			CP-16-02 OHSP - Michigan Department of State Police		536,988.00	536,988.00	486,536.00
		TK #4 Program Management Total		550,000.00	536,988.00	536,988.00	486,536.00
		Unallocated to Grants					
			Oblig Bal 402 funds		0.00		0.00
		Unallocated to Grants Total			0.00		0.00
	402 Total			869,000.00	855,988.00	855,988.00	791,793.00
	410	TK #2 Adjudication					
			Planned Amount	89,000.00	0.00		0.00

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
			AL-16-03 Prosecuting Attorneys Association of Michigan	0.00	88,187.00	88,187.00	88,187.00
		TK #2 Adjudication Total		89,000.00	88,187.00	88,187.00	88,187.00
		Unallocated to Grants					
			Oblig Bal 410 funds		0.17		0.00
		Unallocated to Grants Total			0.17		0.00
	410 Total			89,000.00	88,187.17	88,187.00	88,187.00
	405d	TK #1 Enforcement Support					
			Planned Amount	1,096,000.00	0.00		0.00
			CP-16-01 OHSP - Michigan Department of State Police	0.00	195,000.00	195,000.00	154,942.00
			AL-16-02 Michigan Department of State	0.00	297,458.00	297,458.00	297,455.00
			AL-16-03 Prosecuting Attorneys Association of Michigan	0.00	5,000.00	5,000.00	4,999.00
			AL-16-01 Training Division - Michigan Department of State Police	0.00	445,000.00	445,000.00	276,615.00
		TK #1 Enforcement Support Total		1,096,000.00	942,458.00	942,458.00	734,011.00
		TK #2 Adjudication					
			Planned Amount	2,162,000.00	0.00		
			CP-16-01 OHSP - Michigan Department of State Police	0.00	50,000.00	50,000.00	25,931.00
			AL-16-04 Michigan Judicial Institute	0.00	78,760.00	78,760.00	65,860.00
			AL-16-05 State Court Administrative Office	0.00	1,900,000.00	1,900,000.00	1,540,847.00
			AL-16-03 Prosecuting Attorneys Association of Michigan	0.00	131,013.00	131,013.00	131,013.00
		TK #2 Adjudication Total		2,162,000.00	2,159,773.00	2,159,773.00	1,763,651.00
		TK #3 Reducing Underage Drinking					
			Planned Amount	514,000.00	0.00		0.00
			CP-16-01 OHSP - Michigan Department of State Police	0.00	114,000.00	114,000.00	2,244.00
			AL-16-06 Washtenaw County Sheriff's Office	0.00	29,998.00	29,998.00	15,664.00
			AL-16-07 Detroit Police Department	0.00	50,000.00	50,000.00	50,000.00
			AL-16-08 Muskegon County Sheriff's Office	0.00	12,500.00	12,500.00	8,478.00
			AL-16-09 Grosse Ile Police Department	0.00	50,000.00	50,000.00	38,485.00
			AL-16-10 Ottawa County Sheriff's Office	0.00	39,911.00	39,911.00	17,444.00
			AL-16-11 Royal Oak Police Department	0.00	12,471.00	12,471.00	0.00
			AL-16-12 St. Clair County Sheriff's Office	0.00	12,500.00	12,500.00	9,860.00
			AL-16-13 Mescosta County Sheriff's Office	0.00	7,500.00	7,500.00	2,722.00
			AL-16-14 Chippewa County Sheriff's Office	0.00	7,483.00	7,483.00	7,413.00
			AL-16-15 Meridian Township Police Department	0.00	24,999.00	24,999.00	23,984.00
			AL-16-16 Allegan County Sheriff's Office	0.00	7,492.00	7,492.00	5,413.00
			AL-16-17 Grand Blanc Township Police Department	0.00	7,430.00	7,430.00	7,430.00
			AL-16-18 Traffic Improvement Association of Michigan	0.00	9,985.00	9,985.00	7,558.00
			AL-16-22 Bay County Sheriff's Office		7,499.00	7,499.00	3,619.00
			AL-16-20 Mt. Pleasant Police Department		12,461.00	12,461.00	12,119.00
			AL-16-23 Macomb County Sheriff's Office		19,989.00	19,989.00	19,651.00
			AL-16-19 Kent County Sheriff's Department		10,588.00	10,588.00	6,996.00
			AL-16-21 Manistee Police Department		7,530.00	7,530.00	3,553.00

ANNUAL EVALUATION REPORT 2016

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
		TK #3 Reducing Underage Drinking Total		514,000.00	444,336.00	444,336.00	242,633.00
		Unallocated to Grants					
			Oblig Bal 405d funds		2,086,353.59		
		Unallocated to Grants Total			2,086,353.59		
	405d Total			3,772,000.00	5,632,920.59	3,546,567.00	2,740,295.00
AL Total				4,730,000.00	6,577,095.76	4,490,742.00	3,620,275.00
PT	402	TK #1 Traffic Enforcement					
			Planned Amount	3,140,000.00	0.00		0.00
			CP-16-01 OHSP - Michigan Department of State Police	0.00	0.00	0.00	0.00
			PT-16-02 Eighth District Headquarters - Michigan Department of State Police	0.00	197,478.00	197,478.00	180,790.00
			PT-16-03 First District Headquarters - Michigan Department of State Police	0.00	64,928.00	64,928.00	54,513.00
			PT-16-04 Second District Headquarters - Michigan Department of State Police	0.00	139,879.00	139,879.00	127,873.00
			PT-16-05 Third District Headquarters - Michigan Department of State Police	0.00	230,080.00	230,080.00	174,952.00
			PT-16-06 Fifth District Headquarters - Michigan Department of State Police	0.00	150,853.00	150,853.00	135,277.00
			PT-16-07 Sixth District Headquarters - Michigan Department of State Police	0.00	160,203.00	160,203.00	134,244.00
			PT-16-08 Seventh District Headquarters - Michigan Department of State Police	0.00	114,081.00	114,081.00	97,808.00
			PT-16-14 Traffic Improvement Association of Michigan	0.00	456,314.00	456,314.00	434,743.00
			PT-16-15 Muskegon County Sheriff's Office	0.00	64,999.00	64,999.00	63,531.00
			PT-16-17 Pinckney Police Department	0.00	34,991.00	34,991.00	34,934.00
			PT-16-23 Detroit Police Department - Grants and Contracts	0.00	275,000.00	275,000.00	237,819.00
			PT-16-24 Macomb County Sheriff's Office	0.00	95,424.00	95,424.00	86,357.00
			PT-16-28 Kalamazoo County Sheriff's Office	0.00	84,987.00	84,987.00	52,251.00
			PT-16-29 Wyoming Department of Public Safety	0.00	238,749.00	238,749.00	187,232.00
			PT-16-40 Flint Township Police Department		200,795.00	200,795.00	195,488.00
			PT-16-21 Grosse Ile Police Department	0.00	175,200.00	175,200.00	130,694.00
		TK #1 Traffic Enforcement Total		3,140,000.00	2,683,961.00	2,683,961.00	2,328,506.00
		TK #3 Education and Communication					
			Planned Amount	70,000.00	0.00		0.00
		TK #3 Education and Communication Total		70,000.00	0.00		0.00
		TK #4 Evaluation					
			Planned Amount	235,000.00	0.00		0.00
			CP-16-03 OHSP - Michigan Department of State Police	0.00	130,000.00	130,000.00	116,500.00
			PT-16-01 Western Michigan University - Civil and Construction Engineering	0.00	104,015.00	104,015.00	93,861.00
		TK #4 Evaluation Total		235,000.00	234,015.00	234,015.00	210,361.00
		TK #5 Program Management					
			Planned Amount	1,424,000.00	0.00		0.00
			CP-16-02 OHSP - Michigan Department of State Police		1,390,310.00	1,390,310.00	1,259,683.00

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
		TK #5 Program Management Total		1,424,000.00	1,390,310.00	1,390,310.00	1,259,683.00
		Unallocated to Grants					
			Oblig Bal 402 funds		196,420.73		0.00
		Unallocated to Grants Total			196,420.73		0.00
		TK #3 Law Enforcement Training					
			CP-16-01 OHSP - Michigan Department of State Police	0.00	20,000.00	20,000.00	8,903.00
		TK #3 Law Enforcement Training Total		0.00	20,000.00	20,000.00	8,903.00
		TK #2 Education and Communication					
			Planned Amount	160,000.00	0.00		0.00
			CP-16-03 OHSP - Michigan Department of State Police	0.00	160,000.00	160,000.00	140,787.00
		TK #2 Education and Communication Total		160,000.00	160,000.00	160,000.00	140,787.00
	402 Total			5,029,000.00	4,684,706.73	4,488,286.00	3,948,240.00
	402 PM	TK #2 Education and Communication					
			Planned Amount	852,000.00	0.00		0.00
			CP-16-03 OHSP - Michigan Department of State Police	0.00	500,000.00	500,000.00	467,042.00
		TK #2 Education and Communication Total		852,000.00	500,000.00	500,000.00	467,042.00
	402 PM Total			852,000.00	500,000.00	500,000.00	467,042.00
	405 PM	Unallocated to Grants					
			Oblig Bal 405 funds		0.00		0.00
		Unallocated to Grants Total			0.00		0.00
	405 PM Total				0.00		0.00
	410 PM	Unallocated to Grants					
			Oblig Bal 410 funds		0.00		0.00
		Unallocated to Grants Total			0.00		0.00
	410 PM Total				0.00		0.00
	405b	TK #1 Traffic Enforcement					
			Planned Amount	1,327,000.00	0.00		0.00
			PT-16-02 Eighth District Headquarters - Michigan Department of State Police	0.00	159,995.00	159,995.00	157,123.00
			PT-16-03 First District Headquarters - Michigan Department of State Police	0.00	72,016.00	72,016.00	72,016.00
			PT-16-04 Second District Headquarters - Michigan Department of State Police	0.00	104,915.00	104,915.00	103,435.00
			PT-16-05 Third District Headquarters - Michigan Department of State Police	0.00	240,153.00	240,153.00	183,532.00
			PT-16-06 Fifth District Headquarters - Michigan Department of State Police	0.00	103,978.00	103,978.00	95,736.00
			PT-16-07 Sixth District Headquarters - Michigan Department of State Police	0.00	79,998.00	79,998.00	70,511.00
			PT-16-08 Seventh District Headquarters - Michigan Department of State Police	0.00	107,096.00	107,096.00	100,197.00
			PT-16-09 Clinton County Sheriff's Office	0.00	10,227.00	10,227.00	10,211.00
			PT-16-10 Calhoun County Sheriff's Office	0.00	7,223.00	7,223.00	7,223.00

ANNUAL EVALUATION REPORT 2016

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
			PT-16-11 Washtenaw County Sheriff's Office	0.00	43,941.00	43,941.00	43,941.00
			PT-16-12 Ottawa County Sheriff's Office	0.00	20,991.00	20,991.00	13,427.00
			PT-16-13 Jackson Traffic Safety Program	0.00	17,858.00	17,858.00	17,855.00
			PT-16-14 Traffic Improvement Association of Michigan	0.00	68,598.00	68,598.00	68,598.00
			PT-16-16 Monroe County Sheriff's Office	0.00	36,993.00	36,993.00	26,341.00
			PT-16-18 Wayne County Sheriff's Office	0.00	115,500.00	115,500.00	101,903.00
			PT-16-19 Allegan County Sheriff's Office	0.00	21,982.00	21,982.00	21,982.00
			PT-16-20 Berrien County Sheriff's Office	0.00	16,743.00	16,743.00	10,287.00
			PT-16-22 St. Clair County Sheriff's Office	0.00	28,009.00	28,009.00	20,918.00
			PT-16-26 Van Buren County Sheriff's Office	0.00	8,765.00	8,765.00	8,449.00
			PT-16-27 Marquette County Sheriff's Office	0.00	7,991.00	7,991.00	7,516.00
			PT-16-30 Saginaw County Sheriff's Office	0.00	30,991.00	30,991.00	23,872.00
			PT-16-31 Eaton County Sheriff's Office	0.00	9,000.00	9,000.00	7,089.00
			PT-16-32 Meridian Township Police Department	0.00	27,998.00	27,998.00	20,512.00
			PT-16-33 Chippewa County Sheriff's Office	0.00	7,995.00	7,995.00	6,467.00
			PT-16-34 Menominee Police Department	0.00	7,011.00	7,011.00	7,011.00
			PT-16-35 Bay County Sheriff's Office	0.00	7,977.00	7,977.00	7,953.00
			PT-16-36 Newaygo County Sheriff's Office	0.00	4,971.00	4,971.00	3,542.00
			PT-16-37 Sanilac County Sheriff's Office	0.00	9,972.00	9,972.00	9,960.00
			PT-16-38 Tuscola County Sheriff's Office	0.00	4,969.00	4,969.00	4,810.00
			PT-16-39 Cheboygan County Sheriff's Office	0.00	4,954.00	4,954.00	4,923.00
			PT-16-21 Grosse Ile Police Department	0.00	99,800.00	99,800.00	94,156.00
			PT-16-41 Escanaba Department of Public Safety		6,936.00	6,936.00	6,760.00
			PT-16-42 Kalkaska County Sheriff's Office		2,438.00	2,438.00	1,039.00
			PT-16-43 Alpena County Sherriff's Office		4,967.00	4,967.00	4,695.00
		TK #1 Traffic Enforcement Total		1,327,000.00	1,502,951.00	1,502,951.00	1,343,990.00
		TK #2 Education and Communication					
			Planned Amount	50,000.00	0.00		0.00
			CP-16-03 OHSP - Michigan Department of State Police	0.00	50,000.00	50,000.00	24,300.00
		TK #2 Education and Communication Total		50,000.00	50,000.00	50,000.00	24,300.00
	405b Total			1,377,000.00	1,552,951.00	1,552,951.00	1,368,290.00
	405d	TK #1 Traffic Enforcement					
			Planned Amount	2,162,000.00	0.00		0.00
			PT-16-03 First District Headquarters - Michigan Department of State Police	0.00	100,089.00	100,089.00	84,932.00
			PT-16-09 Clinton County Sheriff's Office	0.00	9,766.00	9,766.00	9,733.00
			PT-16-10 Calhoun County Sheriff's Office	0.00	10,170.00	10,170.00	10,170.00
			PT-16-11 Washtenaw County Sheriff's Office	0.00	74,973.00	74,973.00	66,588.00
			PT-16-12 Ottawa County Sheriff's Office	0.00	32,954.00	32,954.00	32,954.00
			PT-16-13 Jackson Traffic Safety Program	0.00	26,894.00	26,894.00	26,893.00
			PT-16-16 Monroe County Sheriff's Office	0.00	55,007.00	55,007.00	34,018.00
			PT-16-18 Wayne County Sheriff's Office	0.00	160,548.00	160,548.00	130,016.00
			PT-16-19 Allegan County Sheriff's Office	0.00	26,984.00	26,984.00	26,030.00
			PT-16-20 Berrien County Sheriff's Office	0.00	25,254.00	25,254.00	15,545.00
			PT-16-22 St. Clair County Sheriff's Office	0.00	46,990.00	46,990.00	42,545.00

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
			PT-16-24 Macomb County Sheriff's Office	0.00	139,998.00	139,998.00	108,580.00
			PT-16-25 Leelanau County Sheriff's Office	0.00	7,989.00	7,989.00	7,436.00
			PT-16-26 Van Buren County Sheriff's Office	0.00	12,294.00	12,294.00	12,129.00
			PT-16-27 Marquette County Sheriff's Office	0.00	11,957.00	11,957.00	9,838.00
			PT-16-29 Wyoming Department of Public Safety	0.00	3,322.00	3,322.00	3,322.00
			PT-16-30 Saginaw County Sheriff's Office	0.00	43,947.00	43,947.00	34,319.00
			PT-16-31 Eaton County Sheriff's Office	0.00	14,000.00	14,000.00	12,428.00
			PT-16-32 Meridian Township Police Department	0.00	35,994.00	35,994.00	26,183.00
			PT-16-33 Chippewa County Sheriff's Office	0.00	14,003.00	14,003.00	11,621.00
			PT-16-34 Menominee Police Department	0.00	5,962.00	5,962.00	4,328.00
			PT-16-35 Bay County Sheriff's Office	0.00	16,982.00	16,982.00	12,477.00
			PT-16-36 Newaygo County Sheriff's Office	0.00	14,972.00	14,972.00	14,972.00
			PT-16-37 Sanilac County Sheriff's Office	0.00	4,987.00	4,987.00	4,952.00
			PT-16-38 Tuscola County Sheriff's Office	0.00	9,983.00	9,983.00	8,731.00
			PT-16-39 Cheboygan County Sheriff's Office	0.00	7,956.00	7,956.00	7,871.00
			PT-16-41 Escanaba Department of Public Safety		9,967.00	9,967.00	9,544.00
			PT-16-42 Kalkaska County Sheriff's Office		7,009.00	7,009.00	3,949.00
			PT-16-43 Alpena County Sherriff's Office		7,947.00	7,947.00	7,546.00
		TK #1 Traffic Enforcement Total		2,162,000.00	938,898.00	938,898.00	779,650.00
	405d Total			2,162,000.00	938,898.00	938,898.00	779,650.00
	405b PM	TK #2 Education and Communication					
			Planned Amount	900,000.00	0.00		0.00
			CP-16-03 OHSP - Michigan Department of State Police	0.00	900,000.00	900,000.00	881,141.00
		TK #2 Education and Communication Total		900,000.00	900,000.00	900,000.00	881,141.00
	405b PM Total			900,000.00	900,000.00	900,000.00	881,141.00
	405d PM						
		Unallocated to Grants					
			(blank)		0.00		
		Unallocated to Grants Total			0.00		
		TK #2 Education and Communication					
			Planned Amount	1,500,000.00	0.00		0.00
			CP-16-03 OHSP - Michigan Department of State Police	0.00	1,000,000.00	1,000,000.00	978,770.00
		TK #2 Education and Communication Total		1,500,000.00	1,000,000.00	1,000,000.00	978,770.00
	405d PM Total			1,500,000.00	1,000,000.00	1,000,000.00	978,770.00
PT Total				11,820,000.00	9,576,555.73	9,380,135.00	8,423,133.00
PS	402	TK #2 Program Management					
			Planned Amount	5,000.00	0.00		0.00
		TK #2 Program Management Total		5,000.00	0.00		0.00
		TK #3 Education and Communication					
			Planned Amount	20,000.00	0.00		0.00
		TK #3 Education and Communication Total		20,000.00	0.00		0.00

ANNUAL EVALUATION REPORT 2016

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
		TK #2 Evaluation					
			CP-16-02 OHSP - Michigan Department of State Police		4,882.00	4,882.00	4,425.00
		TK #2 Evaluation Total			4,882.00	4,882.00	4,425.00
		Unallocated to Grants					
			Oblig Bal 402 funds		30,978.00		0.00
		Unallocated to Grants Total			30,978.00		0.00
		TK #1 Evaluation					
			Planned Amount	49,000.00	0.00		0.00
			PS-16-01 Western Michigan University - Civil and Construction Engineering	0.00	18,140.00	18,140.00	14,774.00
		TK #1 Evaluation Total		49,000.00	18,140.00	18,140.00	14,774.00
		TK #3 Education and Communication					
			CP-16-01 OHSP - Michigan Department of State Police		20,000.00	20,000.00	12,113.00
		TK #3 Education and Communication Total			20,000.00	20,000.00	12,113.00
	402 Total			74,000.00	74,000.00	43,022.00	31,312.00
PS Total				74,000.00	74,000.00	43,022.00	31,312.00
TR	402	TK #2 Education and Communication					
			Planned Amount	480,000.00	0.00		0.00
		TK #2 Education and Communication Total		480,000.00	0.00		0.00
		TK #3 Program Management					
			Planned Amount	331,000.00	0.00		0.00
			CP-16-02 OHSP - Michigan Department of State Police		323,169.00	323,169.00	292,805.00
		TK #3 Program Management Total		331,000.00	323,169.00	323,169.00	292,805.00
		Unallocated to Grants					
			Oblig Bal 402 funds		7,831.00		0.00
		Unallocated to Grants Total			7,831.00		0.00
		TK #2 Education and Communication					
			TR-16-01 Regents of the University of Michigan	0.00	480,000.00	480,000.00	480,000.00
		TK #2 Education and Communication Total		0.00	480,000.00	480,000.00	480,000.00
	402 Total			811,000.00	811,000.00	803,169.00	772,805.00
	408	Unallocated to Grants					
			Oblig Bal 408 funds		0.78		0.00
		Unallocated to Grants Total			0.78		0.00
	408 Total				0.78		0.00
	405c	TK #2 Education and Communication					
			Planned Amount	125,000.00	0.00		0.00
		TK #2 Education and Communication Total		125,000.00	0.00		0.00
		Unallocated to Grants					
			Oblig Bal 405c funds		3,438,017.64		
		Unallocated to Grants Total			3,438,017.64		
		TK #1 Traffic Crash Data Support and Training					
			Planned Amount	4,502,000.00	0.00		0.00

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
			CP-16-01 OHSP - Michigan Department of State Police	0.00	265,000.00	265,000.00	79,654.00
			TR-16-02 CJIC - Michigan Department of State Police	0.00	682,104.00	682,104.00	100,598.00
			TR-16-03 Michigan Department of Transportation	0.00	102,000.00	102,000.00	50,696.00
			PT-16-14 Traffic Improvement Association of Michigan	0.00	19,984.00	19,984.00	18,733.00
		TK #1 Traffic Crash Data Support and Training Total		4,502,000.00	1,069,088.00	1,069,088.00	249,681.00
		TK #2 Education and Communication					
			TR-16-01 Regents of the University of Michigan	0.00	120,396.00	120,396.00	120,047.00
		TK #2 Education and Communication Total		0.00	120,396.00	120,396.00	120,047.00
	405c Total			4,627,000.00	4,627,501.64	1,189,484.00	369,728.00
TR Total				5,438,000.00	5,438,502.42	1,992,653.00	1,142,533.00
CP	402	TK #1 Education and Communication					
			Planned Amount	392,000.00	0.00		0.00
		TK #1 Education and Communication Total		392,000.00	0.00		0.00
		TK #2 Program Management					
			Planned Amount	95,000.00	0.00		0.00
		TK #2 Program Management Total		95,000.00	0.00		0.00
		Unallocated to Grants					
			Oblig Bal 402 funds		981.00		0.00
		Unallocated to Grants Total			981.00		0.00
		TK #1 Education and Communication					
			CP-16-03 OHSP - Michigan Department of State Police	0.00	210,000.00	210,000.00	141,088.00
			CP-16-04 Michigan Department of State Police Departmental Services Divison Warehouse	0.00	173,267.00	173,267.00	153,411.00
		TK #1 Education and Communication Total		0.00	383,267.00	383,267.00	294,499.00
		TK #2 Education and Communication					
			CP-16-02 OHSP - Michigan Department of State Police		92,752.00	92,752.00	84,038.00
		TK #2 Education and Communication Total			92,752.00	92,752.00	84,038.00
	402 Total			487,000.00	477,000.00	476,019.00	378,537.00
	402 PM	TK #1 Education and Communication					
			Planned Amount	110,000.00	0.00		0.00
		TK #1 Education and Communication Total		110,000.00	0.00		0.00
		TK #1 Education and Communication					
			CP-16-03 OHSP - Michigan Department of State Police	0.00	110,000.00	110,000.00	104,418.00
		TK #1 Education and Communication Total		0.00	110,000.00	110,000.00	104,418.00
	402 PM Total			110,000.00	110,000.00	110,000.00	104,418.00
	405b						
		TK #1 Education and Communication					
			Planned Amount	20,000.00	0.00		0.00

ANNUAL EVALUATION REPORT 2016

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
		TK #1 Education and Communication Total		20,000.00	0.00		0.00
	405b Total			20,000.00	0.00		0.00
	405d						
		TK #1 Education and Communication					
			Planned Amount	49,000.00	0.00		0.00
		TK #1 Education and Communication Total		49,000.00	0.00		0.00
		TK #1 Education and Communication					
			CP-16-03 OHSP - Michigan Department of State Police	0.00	51,000.00	51,000.00	50,677.00
		TK #1 Education and Communication Total		0.00	51,000.00	51,000.00	50,677.00
	405d Total			49,000.00	51,000.00	51,000.00	50,677.00
CP Total				666,000.00	638,000.00	637,019.00	533,632.00
DE	402	TK #1 Education and Communication					
			Planned Amount	76,000.00	0.00		0.00
		TK #1 Education and Communication Total		76,000.00	0.00		0.00
		TK #2 Program Management					
			Planned Amount	13,000.00	0.00		0.00
			CP-16-02 OHSP - Michigan Department of State Police		12,692.00	12,692.00	11,499.00
		TK #2 Program Management Total		13,000.00	12,692.00	12,692.00	11,499.00
		Unallocated to Grants					
			Oblig Bal 402 funds		1,067.00		0.00
		Unallocated to Grants Total			1,067.00		0.00
		TK #1 Education and Communication					
			CP-16-01 OHSP - Michigan Department of State Police	0.00	12,000.00	12,000.00	3,277.00
			CP-16-03 OHSP - Michigan Department of State Police	0.00	50,000.00	50,000.00	34,718.00
			DE-16-01 Training Division - Michigan Department of State Police	0.00	13,241.00	13,241.00	11,586.00
		TK #1 Education and Communication Total		0.00	75,241.00	75,241.00	49,581.00
	402 Total			89,000.00	89,000.00	87,933.00	61,080.00
DE Total				89,000.00	89,000.00	87,933.00	61,080.00
MC	402	TK #1 Training and Education					
			Planned Amount	550,000.00	0.00		0.00
			CP-16-01 OHSP - Michigan Department of State Police	0.00	500,000.00	500,000.00	499,477.00
			CP-16-03 OHSP - Michigan Department of State Police	0.00	50,000.00	50,000.00	21,481.00
		TK #1 Training and Education Total		550,000.00	550,000.00	550,000.00	520,958.00
		TK #2 Evaluation					
			Planned Amount	30,000.00	0.00		0.00
			CP-16-01 OHSP - Michigan Department of State Police	0.00	30,000.00	30,000.00	22,879.00
		TK #2 Evaluation Total		30,000.00	30,000.00	30,000.00	22,879.00
		TK #3 Program Management					
			Planned Amount	129,000.00	0.00		0.00

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
			CP-16-02 OHSP - Michigan Department of State Police		125,948.00	125,948.00	114,114.00
		TK #3 Program Management Total		129,000.00	125,948.00	125,948.00	114,114.00
		Unallocated to Grants					
			Oblig Bal 402 funds		3,052.00		0.00
		Unallocated to Grants Total			3,052.00		0.00
	402 Total			709,000.00	709,000.00	705,948.00	657,951.00
	2010	Unallocated to Grants					
			Oblig Bal 2010 funds		1.05		0.00
		Unallocated to Grants Total			1.05		0.00
	2010 Total				1.05		0.00
	405b	Unallocated to Grants					
			Oblig Bal 405b funds		242,053.18		0.00
		Unallocated to Grants Total			242,053.18		0.00
	405b Total				242,053.18		0.00
	405f	TK #1 Training and Education					
			Planned Amount	225,000.00	0.00		0.00
			CP-16-01 OHSP - Michigan Department of State Police	0.00	4,000.00	4,000.00	4,000.00
			CP-16-03 OHSP - Michigan Department of State Police	0.00	30,000.00	30,000.00	18,962.00
			MC-16-01 Michigan Department of State		186,312.00	186,312.00	155,906.00
		TK #1 Training and Education Total		225,000.00	220,312.00	220,312.00	178,868.00
		TK #2 Evaluation					
			Planned Amount	0.00	0.00		0.00
		TK #2 Evaluation Total		0.00	0.00		0.00
		Unallocated to Grants					
			Oblig Bal 405f funds		3,900.53		
		Unallocated to Grants Total			3,900.53		
	405f Total			225,000.00	224,212.53	220,312.00	178,868.00
MC Total				934,000.00	1,175,266.76	926,260.00	836,819.00
EM	402	TK #3 Program Management					
			Planned Amount	5,000.00	0.00		0.00
		TK #3 Program Management Total		5,000.00	0.00		0.00
		Unallocated to Grants					
			Oblig Bal 402 funds		5,000.00		0.00
		Unallocated to Grants Total			5,000.00		0.00
		TK #2 EMS Conference Support					
			Planned Amount	20,000.00	0.00		0.00
			CP-16-01 OHSP - Michigan Department of State Police	0.00	20,000.00	20,000.00	5,920.00
		TK #2 EMS Conference Support Total		20,000.00	20,000.00	20,000.00	5,920.00
	402 Total			25,000.00	25,000.00	20,000.00	5,920.00
	405c	TK #1 Evaluation					
			Planned Amount	29,000.00	0.00		0.00
			EM-16-01 Western Michigan University - College of Engineering and Applied Sciences	0.00	28,225.00	28,225.00	27,523.00
		TK #1 Evaluation Total		29,000.00	28,225.00	28,225.00	27,523.00
	405c Total			29,000.00	28,225.00	28,225.00	27,523.00


ANNUAL EVALUATION REPORT 2016

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
EM Total				54,000.00	53,225.00	48,225.00	33,443.00
PA	402	TK #1 Planning and Administration					
			Planned Amount	668,000.00	0.00		0.00
			PA-16-01 OHSP - Michigan Department of State Police	0.00	545,722.00	545,722.00	523,036.00
		TK #1 Planning and Administration Total		668,000.00	545,722.00	545,722.00	523,036.00
		Unallocated to Grants					
			Oblig Bal 402 funds		74,798.00		0.00
		Unallocated to Grants Total			74,798.00		0.00
		TK #2 Planning and Administration					
			PA-16-02 Governors Highway Safety Association		17,480.00	17,480.00	17,192.00
		TK #2 Planning and Administration Total			17,480.00	17,480.00	17,192.00
	402 Total			668,000.00	638,000.00	563,202.00	540,228.00
PA Total				668,000.00	638,000.00	563,202.00	540,228.00
PM	402 PM	Unallocated to Grants					
			Oblig Bal 402 funds		109,012.00		0.00
		Unallocated to Grants Total			109,012.00		0.00
	402 PM Total				109,012.00		0.00
PM Total					109,012.00		0.00
Grand Total				25,984,000.00	25,546,566.04	19,347,099.00	16,275,308.00
Grand Total				25,984,000.00	25,546,566.04	19,347,099.00	16,275,308.00

Fund	Planned Amt	Obligated Amt	Approved Grants	Total Paid	Liquidation %	Fund
Total 402 w/o PM	9,405,000.00	8,969,439.73	8,649,312.00	7,742,126.00		
Total 402 PM	962,000.00	719,012.00	610,000.00	571,460.00	85.81%	402 + 402 PM
Total 405 w/o PM	0.00	0.04	0.00	0.00		
Total 405 PM	0.00	0.00	0.00	0.00	0.00%	405 + 405 PM
Total 410	89,000.00	88,187.17	88,187.00	88,187.00	100.00%	
Total 410 PM	0.00	0.00	0.00	0.00	100.00%	410 + 410 PM
Total 408	0.00	0.78	0.00	0.00	0.00%	408
Total 2010	0.00	1.05	0.00	0.00	0.00%	2010
Total 2011	12,000.00	11,965.33	11,965.00	11,965.00	100.00%	2011
Total 405b w/o PM	2,222,000.00	2,325,202.18	2,083,149.00	1,824,918.00	78.48%	405b
Total 405b PM	930,000.00	930,000.00	930,000.00	911,141.00	97.97%	405b PM
Total 405c	4,656,000.00	4,655,726.64	1,217,709.00	397,251.00	8.53%	405c
Total 405d w/o PM	5,983,000.00	6,622,818.59	4,536,465.00	3,570,622.00	53.91%	405d
Total 405d PM	1,500,000.00	1,000,000.00	1,000,000.00	978,770.00	97.88%	405d PM
Total 405f	225,000.00	224,212.53	220,312.00	178,868.00	79.78%	405f
Total NHTSA GTS Funds	25,984,000.00	25,546,566.04	19,347,099.00	16,275,308.00	63.71%	Total GTS Funds







Michigan Department of State Police/Office of Highway Safety Planning
P. O. Box 30634, Lansing, MI 48909
Michigan.gov/ohsp

This material was developed through a project funded by the Michigan Office of Highway Safety Planning and the U.S. Department of Transportation.