



2017 Annual Evaluation Report

MICHIGAN OFFICE OF HIGHWAY SAFETY PLANNING



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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 2017 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 FY2017 goals.

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

- Completing a multi-year project to automate the Violation Management System of the state's Ignition Interlock Program.
- Providing child passenger safety (CPS) education and car seats to 5,224 families in need.
- Conducting more than 66,000 hours of overtime traffic enforcement focused on dangerous driving behavior resulting in the removal of more than 1,800 impaired drivers from Michigan roadways, including 343 who were in violation of the state's "High BAC" law.
- Improving the ability to detect drug impaired driving by increasing the size of the Drug Recognition Expert (DRE) program to 119 officers statewide as well as providing Advanced Roadside Impaired Driving Enforcement (ARIDE) to an additional 595 officers.
- Implementing new Vulnerable Roadway Users Programming to address serious crash injuries and fatalities for pedestrians, bicyclists, and motorcyclists.
- Achieving a record number of high schools (50) participating in the *Strive for a Safer Drive* (S4SD) teen driving program.
- Producing an interactive 360 degree Web video with instructions on how to "make a plan" to avoid drunk driving and ensure everyone arrives home safely.

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 2018.



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 2017

*PMI	Core Performance Measures and Targets	2012	2013	2014	2015	2016
C-1	Traffic fatalities	940	947	901	967	1,064
C-2	**Serious injuries in traffic crashes	5,676	5,283	4,909	4,865	5,634
C-3	Fatalities per 100 million vehicle miles traveled	.99	1.00	.93	.99	PENDING
C-4	Unrestrained passenger vehicle occupant fatalities, all seating positions	224	183	196	190	198
C-5	Fatalities involving a driver or motorcycle operator with a BAC of .08+	261	249	212	268	236
C-6	Speed-related fatalities	251	255	235	264	245
C-7	Motorcyclist fatalities	138	138	112	141	152
C-8	Unhelmeted motorcyclist fatalities	64	67	52	57	78
C-9	Drivers age 20 or younger in fatal crashes	136	129	118	152	138
C-10	Pedestrian fatalities	130	148	148	166	162
C-11	Bicyclist fatalities	19	27	22	33	38
Live Behavior Measure						
B-1	Seat belt use (daytime, observed)	93.6%	93.0%	93.3%	92.8%	94.5%
Activity Measure						
A-1	***Seat belt citations	17,701	15,772	16,496	18,843	21,099
A-2	***Impaired driving arrests	1,926	2,196	1,196	2,109	1,269
A-3	***Speeding citations	4,451	4,175	5,061	8,317	6,926

* Performance Measure Identifier
 ** 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.

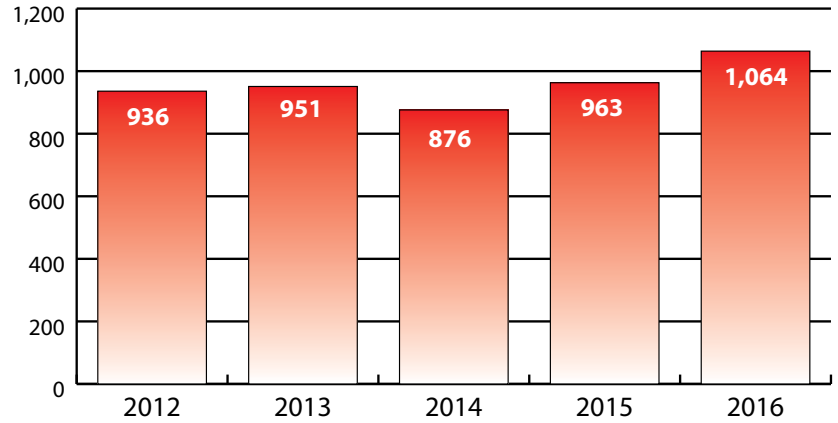
MICHIGAN CRASH CHANGES 2015-2016 (FROM MICHIGAN TRAFFIC CRASH FACTS)



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

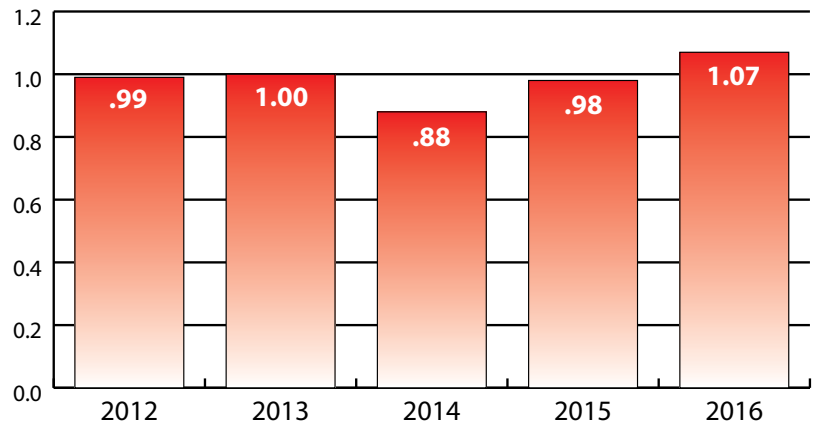
TRAFFIC FATALITIES

GOAL: reduce fatalities to 756 by 2016. **Goal not achieved.**



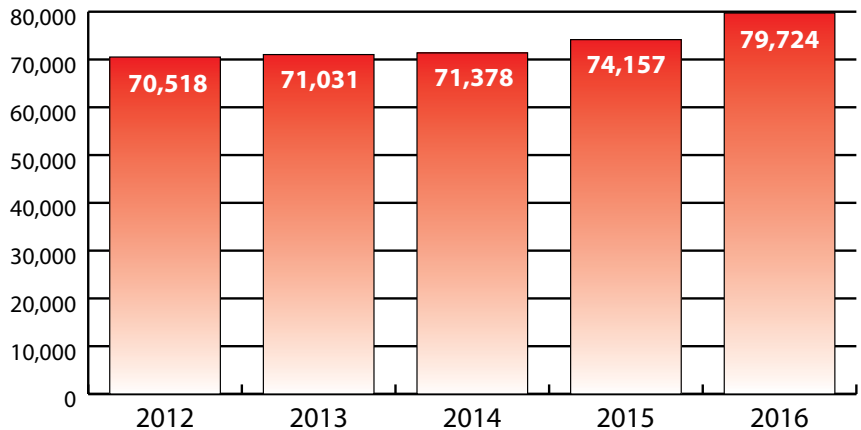
DEATHS PER 100 MILLION VEHICLE MILES TRAVELED (VMT)

GOAL: reduce the VMT death rate (per 100 million miles) to 0.86 by 2016. **Goal not achieved.**



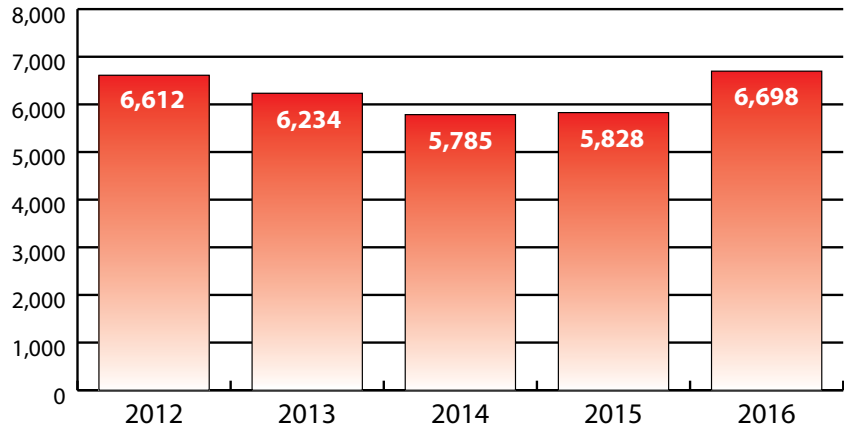
TRAFFIC INJURIES

GOAL: reduce the number of injuries of all severities to 71,019 by 2016. **Goal not achieved.**



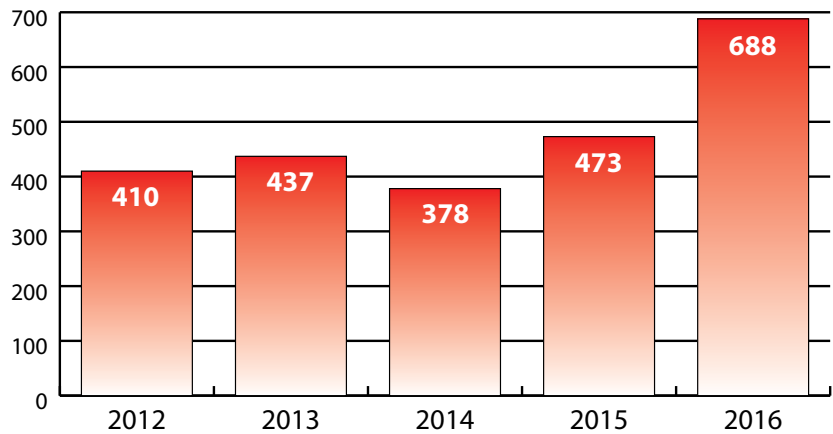
FATAL AND INCAPACITATING INJURIES

GOAL: reduce the number of fatalities and incapacitating injuries to 5,448 by 2016. **Goal not achieved.**



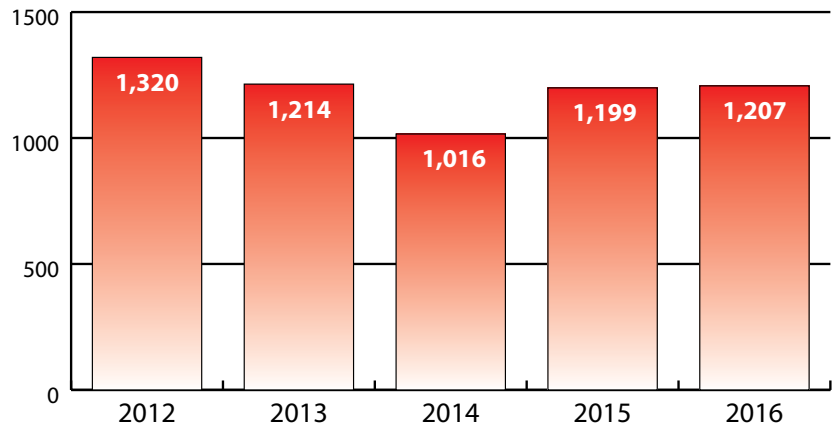
DRUGGED DRIVING

GOAL: reduce the number of fatalities and incapacitating injuries involving drugs to 424 by 2016. **Goal not achieved.**



IMPAIRED DRIVING

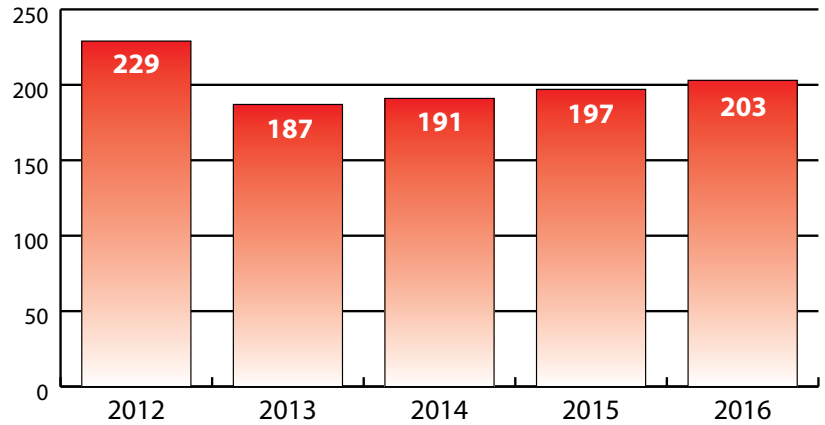
GOAL: reduce the number of fatalities and incapacitating injuries involving alcohol to 1,117 by 2016. **Goal not achieved.**



UNRESTRAINED FATALITIES*

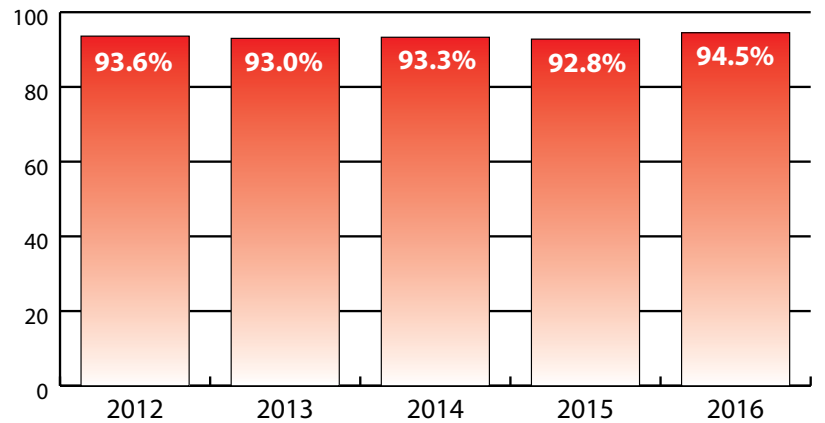
GOAL: reduce the number of fatalities to unrestrained vehicle occupants to 184 by 2016. **Goal not achieved.**

**This excludes pedestrians and bicyclists.*



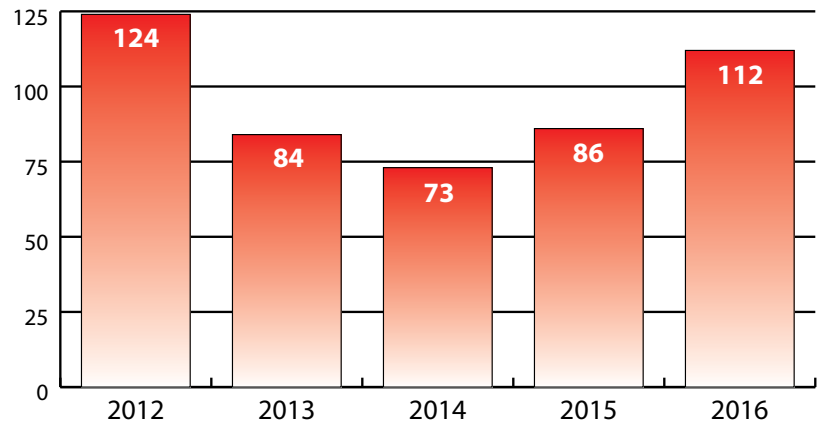
SEAT BELT USE

GOAL: increase seat belt use to 98 percent by 2016. **Goal not achieved.**



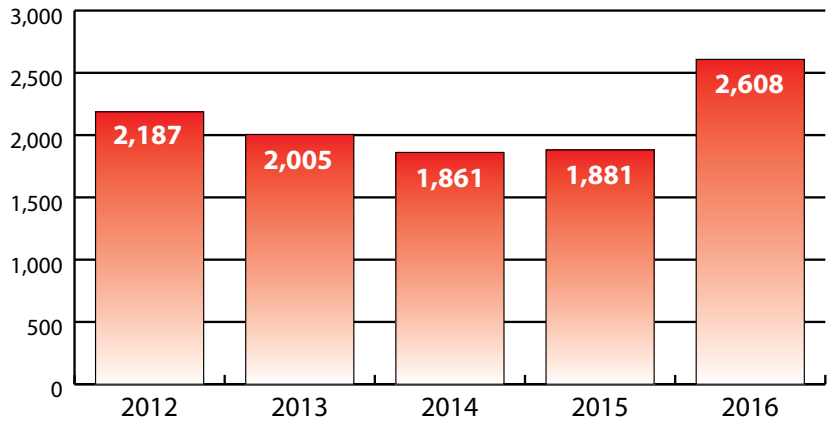
CHILD PASSENGER SAFETY

GOAL: reduce fatalities and incapacitating injuries to vehicle occupants (ages 0-8) to 81 by 2016. **Goal not achieved.**



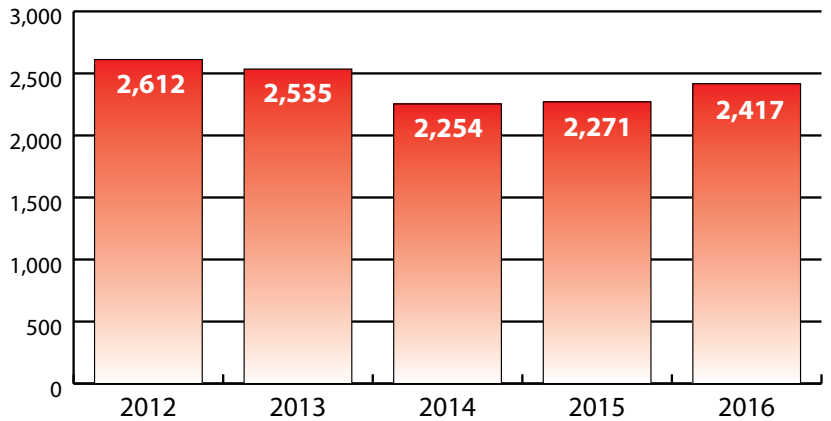
INTERSECTION CRASHES

GOAL: reduce fatalities and incapacitating injuries within 150 feet of intersections to 1,664 by 2016. **Goal not achieved.**



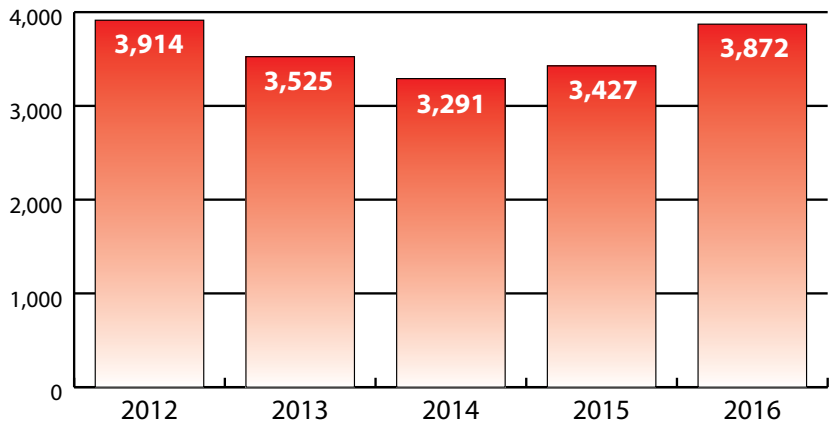
LANE DEPARTURE

GOAL: reduce fatalities and incapacitating injuries involving lane departure to 2,245 by 2016. **Goal not achieved.**



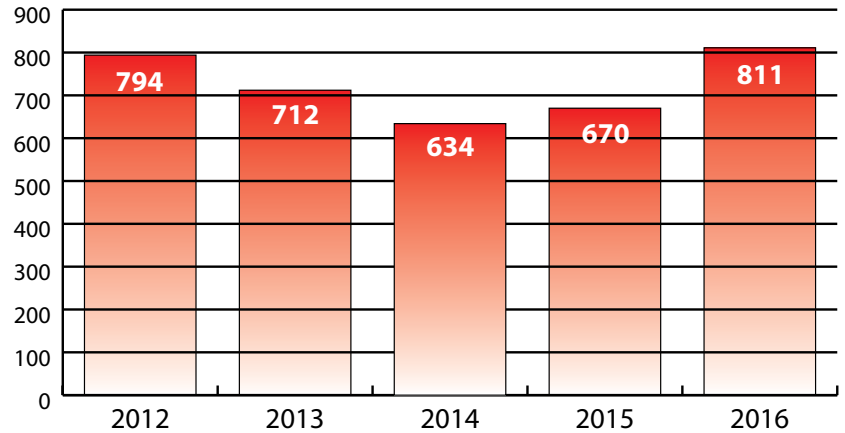
LOCAL ROADS

GOAL: reduce fatalities and incapacitating injuries on city, county, and local roads to 2,979 by 2016. **Goal not achieved.**



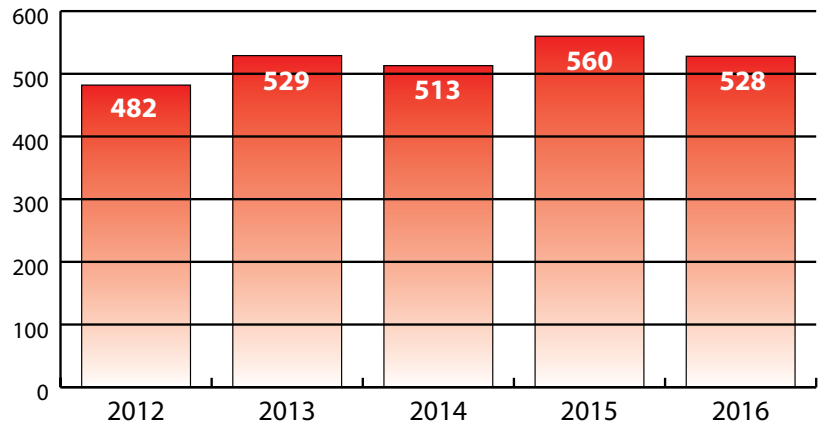
MOTORCYCLES

GOAL: reduce fatalities and incapacitating injuries involving motorcycles to 624 by 2016. **Goal not achieved.**



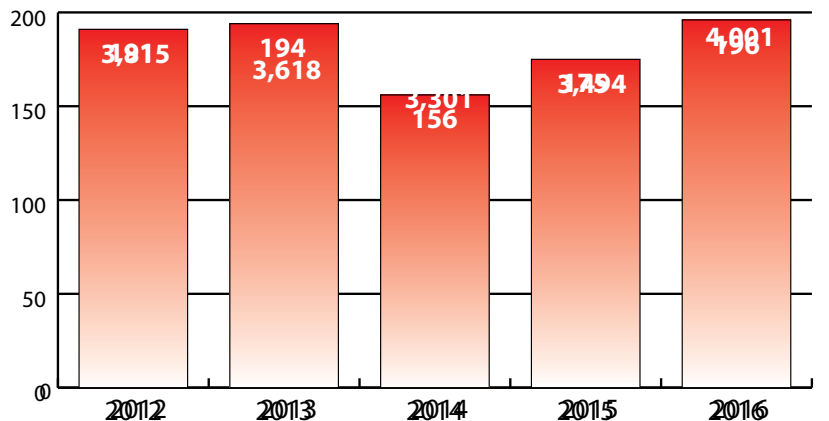
PEDESTRIANS

GOAL: reduce fatalities and incapacitating injuries to pedestrians to 481 by 2016. **Goal not achieved.**



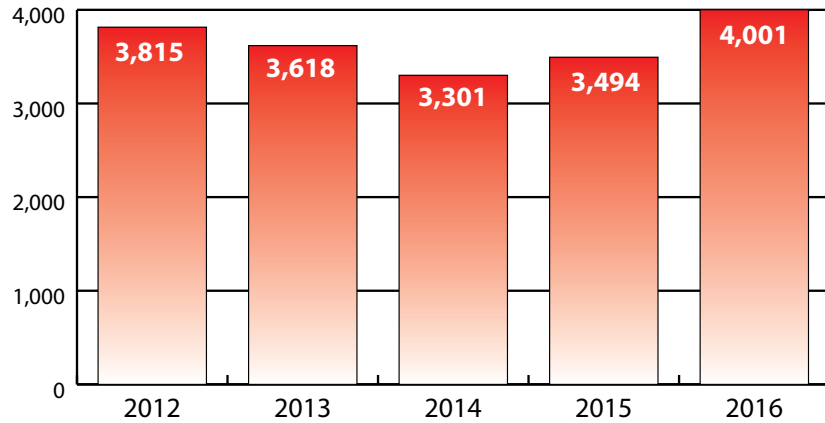
BICYCLISTS

GOAL: reduce fatalities and incapacitating injuries involving bicyclists to 168 by 2016. **Goal not achieved.**



MEN

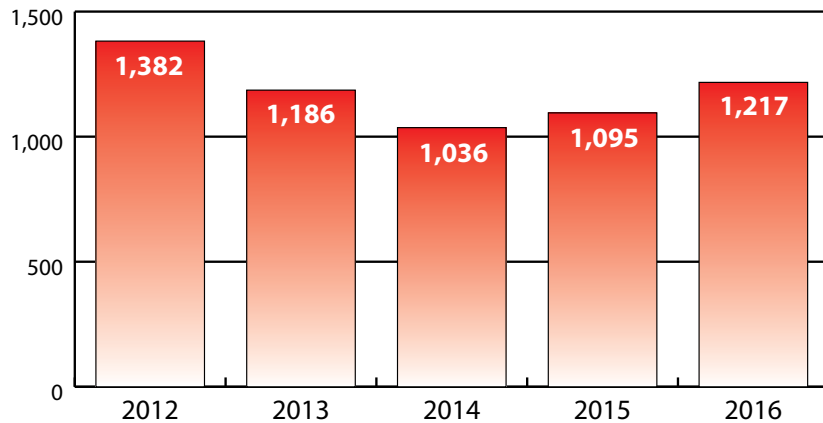
GOAL: reduce fatalities and incapacitating injuries to males to 3,189 by 2016. **Goal not achieved.**



YOUNG DRIVERS 15-20*

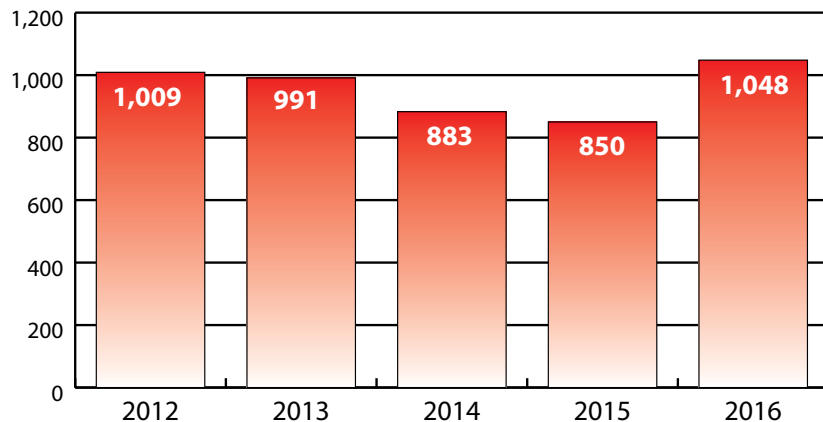
GOAL: reduce fatalities and incapacitating injuries involving drivers ages 15-20 to 895 by 2016. **Goal not achieved.**

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



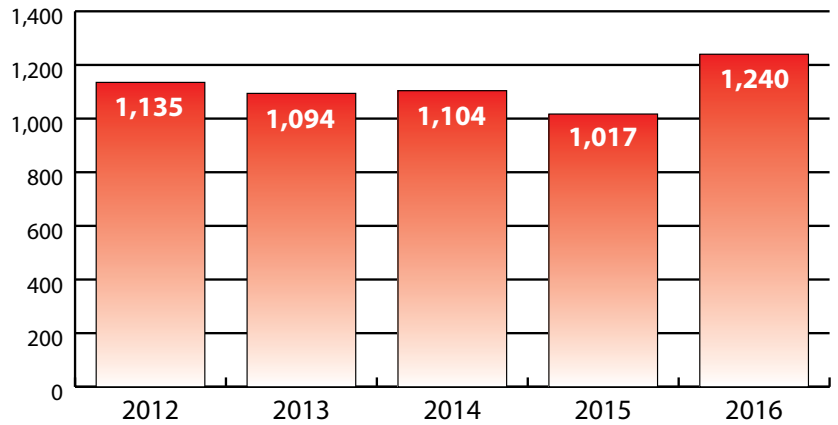
YOUNG DRIVERS 21-24

GOAL: reduce fatalities and incapacitating injuries involving drivers ages 21-24 to 988 by 2016. **Goal not achieved.**



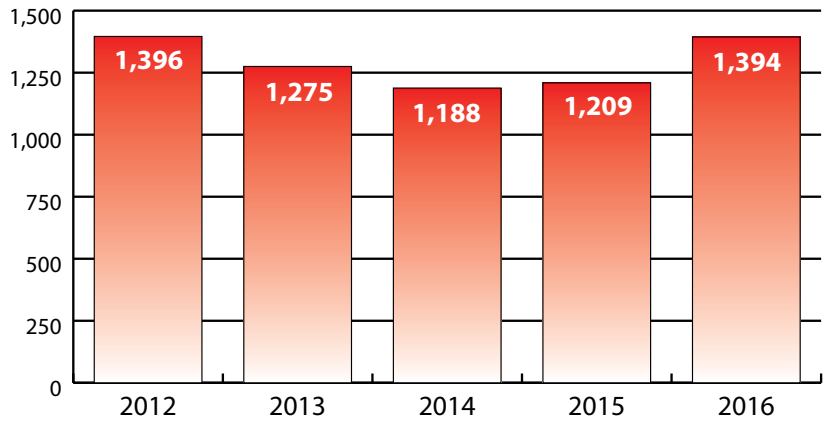
OLDER DRIVERS (AGES 65+)

GOAL: reduce fatalities and incapacitating injuries involving older drivers to 1,045 by 2016. **Goal not achieved.**



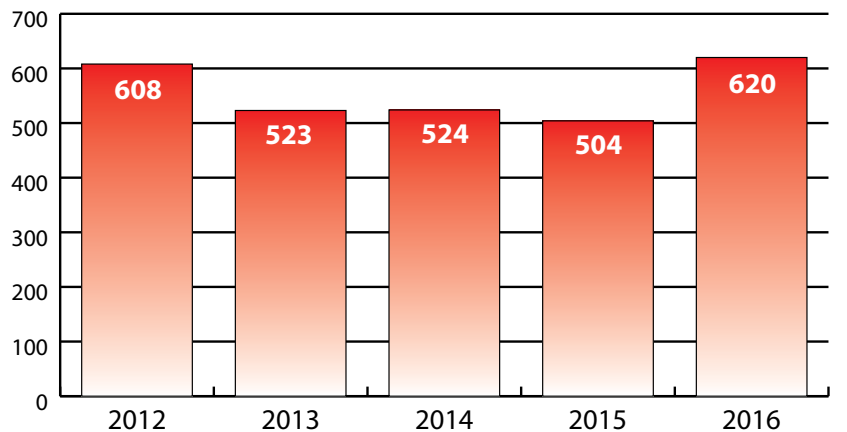
RUSH HOUR

GOAL: reduce fatalities and incapacitating injuries between 3 and 6 p.m. to 1,138 by 2016. **Goal not achieved.**



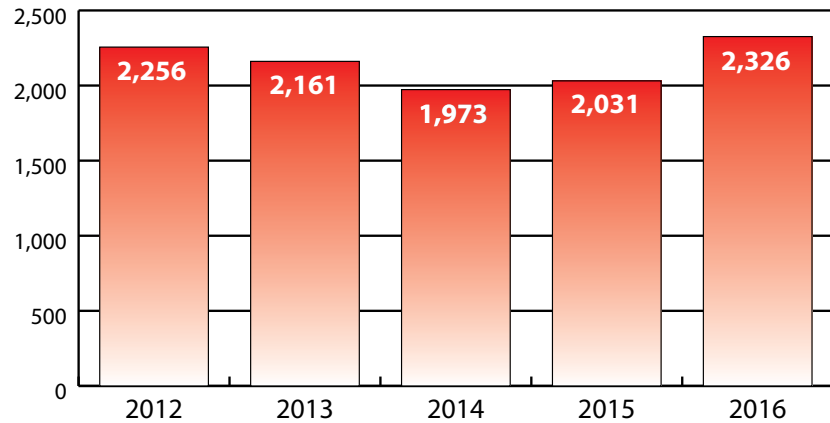
NIGHTTIME DRIVING

GOAL: reduce fatalities and incapacitating injuries between midnight and 3 a.m. to 415 by 2016. **Goal not achieved.**



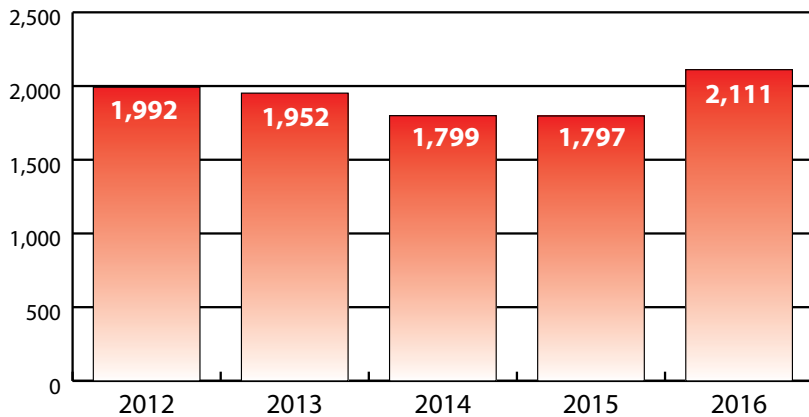
WEEKEND DRIVING

GOAL: reduce fatalities and incapacitating injuries between noon Friday and noon Sunday to 1,857 by 2016. **Goal not achieved.**



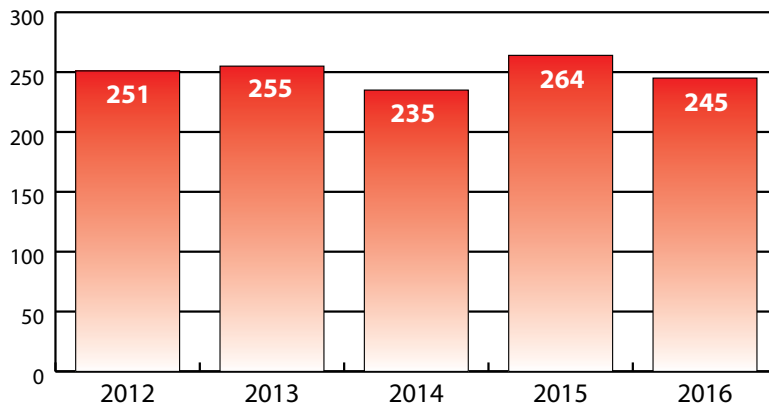
SUMMER TRAVEL

GOAL: reduce fatalities and incapacitating injuries from July to September to 1,774 by 2016. **Goal not achieved.**



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

GOAL: reduce speed-related fatalities to 238 by 2016. **Goal not achieved.**

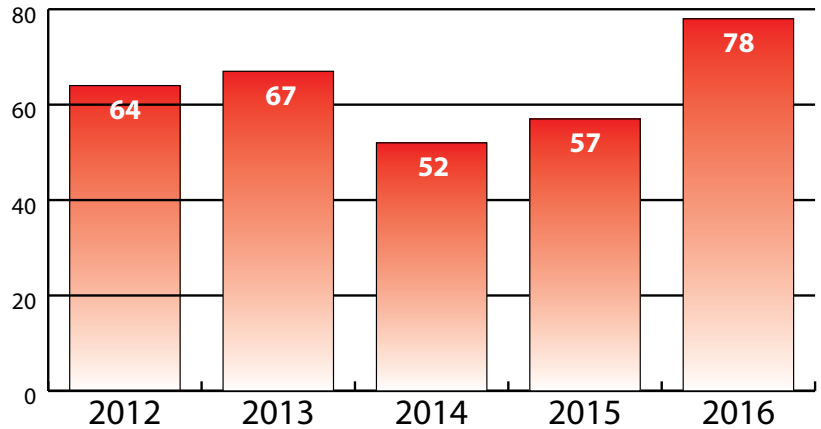


*FARS is a separate dataset from Michigan's Traffic Crash Reporting System. Differences in data collection policies may result in slight differences between the two systems.

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

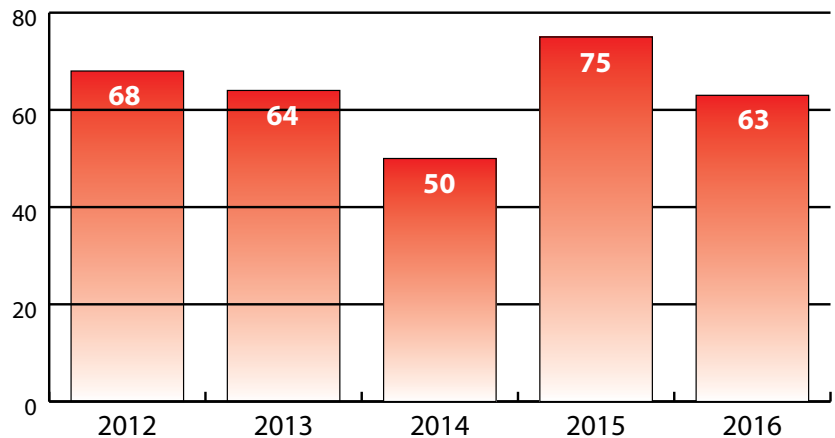
GOAL: maintain unhelmeted motorcyclist fatalities at 58 by 2016.

(Michigan’s helmet law was modified in 2012 to allow riders over age 21 to ride without a helmet if certain conditions were observed.) **Goal not achieved.**



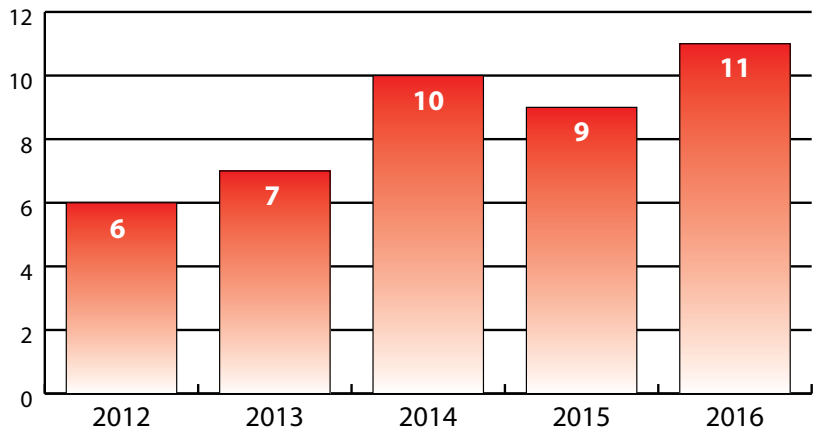
***HELMETED MOTORCYCLIST FATALITIES (FOR INFORMATION ONLY)**

Helmeted motorcyclist fatalities **decreased** by 7 percent from 2012 to 2016.



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

Unknown helmet use motorcyclist fatalities have increased 83 percent from 2012 to 2016.



**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.*



Occupant Protection

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

PROGRAM GOALS

- Increase child car seat use from 95.7 percent in 2015 to 96.5 percent by December 31, 2018.
- Increase child booster seat use from 49.7 percent in 2015 to 50.5 percent by December 31, 2018.
- Decrease fatalities and incapacitating injuries for children ages 0-8 by 31 percent from 86 in 2015 to 59 by December 31, 2018.
- Decrease fatalities by 18 percent from 901 in 2014 to 742 by December 31, 2018.
- Decrease serious injuries by 12 percent from 4,909 in 2014 to 4,308 by December 31, 2018.
- Decrease the vehicle mileage fatality rate by 9 percent from .93 percent in 2014 to .85 by December 31, 2018.

CHILD PASSENGER SAFETY (CPS)

STATEWIDE CPS CAR SEAT DISTRIBUTION

Section 402 FAST Act, 405(b) High & Training, 405(b) FAST Act
CP-17-01; Awarded: \$285,000; Expended: \$285,000

BACKGROUND

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

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

PROJECT GOAL AND RESULTS

- Educate and provide car seats to up to 3,000 low-income families by September 30, 2017. **Goal achieved**

During the fiscal year, the OHSP car seat program provided 5,224 car seats to certified CPS technicians to distribute to families in need during car seat checks. Each seat distributed is required to be accompanied by a caregiver education session where the technicians educate and instruct the parents about proper adjusting, installation, and use of car seats. The caregiver is then required to install the car seat and properly harness the child into the seat to ensure they understand how to use the seat.

CPS SAFETY TRAINING AND TECHNICIAN OF THE YEAR

Section 405(b) Training, 405(b) FAST Act

CP-17-01; Awarded: \$100,000; Expended: \$63,137

BACKGROUND

The OHSP will fund courses to train, re-certify, and provide special needs training for technicians. Training will provide certification and continuing education unit (CEU) courses in regional locations, based on the outcomes of the CPS Needs and Resources in Michigan study. An additional CEU course will be held in conjunction with the annual Michigan Traffic Safety Summit, as well as renewal courses, minority-focused trainings, and regional courses for EMS providers to learn the basics of safe transport in ambulances.

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

PROJECT GOALS AND RESULTS

- Fund up to 20 CPS technician courses by September 30, 2017. **Goal achieved**
- Fund up to six continuing education courses for CPS technicians by September 30, 2017. **Goal achieved**
- Retain 63.2 percent of current CPS technicians by September 30, 2017. **Goal achieved**
- Maintain at least one trained CPS technician available for services in all 83 counties by September 30, 2017. **Goal not achieved**

CPS training courses were conducted to certify new technicians, providing continuing education, and recertifying

those who have expired. Efforts were made by grantees to target counties in need of technician support. Grantees were required to fill at least half of certification course seats with students from in-need counties. Courses included:

COURSE TYPE	LOCATION	DATE	NUMBER OF STUDENTS
Certification	Midland County	Dec. 7-10, 2016	17
Certification	Genesee County	March 1-4, 2017	24
Special Needs CEU (2 courses)	Kent County	March 16-17, 2017	39
CEU	Ingham County	March 20, 2017	110
CEU	Grand Traverse County	April 7, 2017	17
School Bus	Washtenaw County	April 20, 2017	24
Certification	Oakland County	May 23-24 and May 31-June 1, 2017	20
Certification	Kent County	June 19-22, 2017	24
Certification	Marquette County	June 19-22, 2017	14
Renewal	Washtenaw County	Aug. 7, 2017	8
Certification	Emmett County	Aug. 7-10, 2017	15
CEU	Kent County	Aug. 15, 2017	23
Renewal	Kent County	Aug. 17, 2017	5

During the fiscal year, the average rate of technician retention was 100 percent. Michigan began and ended FY2017 with 1,079 CPS technicians.

While work has continued to certify technicians in counties of need, including those in the Northern Lower Peninsula, Alger County did not maintain a certified technician throughout the fiscal year. All remaining Michigan counties have maintained at least one CPS technician through the fiscal year. Families in Alger County are provided with car seat services by the Kids Always Ride Safe project director.

MICHIGAN DEPARTMENT OF HEALTH AND HUMAN SERVICES (MDHHS) TRAINING

405(b) FAST Act

OP-17-04; Awarded: \$69,135; Expended: \$56,136

BACKGROUND

A program coordinator will oversee the MDHHS training program, schedule training with MDHHS county offices, establish teaching teams, coordinate training, and handle program fiscal responsibilities.

This fills a training void for the MDHHS staff who does not receive education about car seats or properly transporting

children, despite their responsibility for transporting children.

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

PROJECT GOALS AND RESULTS

- Hire a program coordinator by December 1, 2016. **Goal achieved**
- Begin training MDHHS county staff by March 1, 2017. **Goal not achieved**

After a slower than expected start to the project in the grant year, a project director was hired and assembled a team of 10 trainers to teach the standardized curriculum to MDHHS workers around the state.

Although the MDHHS training did not begin until June and ran thru September, 430 MDHHS employees were trained in 16 counties including Arenac, Bay, Benzie, Genesee, Grand Traverse, Ingham, Kalkaska, Kent, Leelanau, Lenawee, Manistee, Monroe, Ottawa, Saginaw, Van Buren, and Washtenaw counties. Evaluation forms for the training show an increase in knowledge and interest in car seat installation and use.

EVALUATION

DIRECT OBSERVATION SURVEYS: SEAT BELT USE

405(b) FAST Act

OP-17-02; Awarded: \$150,000; Expended: \$149,959

BACKGROUND

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

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

Funding will support observation and analysis costs.

PROJECT GOALS AND RESULTS

- Determine the safety belt use rate by September 30, 2017. **Goal achieved**
- Determine hand-held device use rate by September 30, 2017. **Goal achieved**

The results of this survey show the safety belt usage rate in the state of Michigan is 94.1 percent. This represents a decrease from the 94.5 percent use rate observed during the 2016 annual direct observation Survey. Males and younger occupants, specifically those in pick-up trucks, continue to exhibit lower belt use rates.

The observed rate of hand-held device use by all vehicle drivers is 6.0 percent, which represents a decrease from the 6.7 percent device use rate observed during the 2016 annual direct observation survey.

In addition to the official post-*Click It or Ticket* direct observation survey, observations were recorded and belt use rates were calculated in all 83 counties throughout Michigan. When weighted by total county vehicle miles traveled, the average safety belt use rate for all 83 counties was 93.3 percent, with a driver mobile device use rate of 7.5 percent.

COMBINED DATA RESEARCH PROGRAM

Section 405(b), 405(b) FAST Act

OP-17-03; Awarded: \$95,780; Expended: \$85,324

BACKGROUND

The combined data research program helps form a comprehensive view of seat belt use and non-use with results that overlay findings with other data sources that help analysts more effectively target safety compliance, including

enforcement information, traffic volumes and pattern data, crash information, and other available studies. This combined approach to analysis helps the OHSP gain insight to better direct enforcement and outreach efforts to increase seat belt use.

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

Funding will support observation and analysis costs.

PROJECT GOAL AND RESULTS

- Compile a combined research report by September 30, 2017. **Goal not achieved**

The research team started collecting and reviewing literature related to the study. They collected and began analysis of traffic enforcement data, crash data, observational seat belt survey data, and other pertinent national, state, and local data.

The analyses focused on establishing the relationships between overtime traffic enforcement activities, unrestrained fatalities and injuries as well as seat belt use. Correlations (based on 33 counties) between these factors as well as statistical models relating them were explored. Preliminary results from such analysis showed that:

1. Counties with low seat belt use rate are associated with higher rates of unrestrained fatal and injury crashes.
2. Overtime traffic enforcement activities are associated with an increased likelihood of drivers and passengers using seat belts.
3. Other significant factors associated with seat belt use/non-use include: age of the driver, gender, vehicle type, geographical area (rural vs. urban), day of the week and the manner cellphones are used (hand-held vs. hands-free).

This project will be completed in FY2018 with the research team analyzing the data collected from Michigan's 83 counties. The research team will prepare a final report with recommendations.

EDUCATION AND OUTREACH

TWEEN SEAT BELT EDUCATION PILOT

Section 405(b) FAST Act

CP-17-03; Awarded \$90,000; Expended: \$89,899

Section 405(b)

CP-17-01; Awarded \$10,000; Expended: \$0

BACKGROUND

Statewide data show that children ages 8-15 are less likely to be properly restrained with seat belts than other vehicle occupants. To increase belt use, digital advertising and messaging will be used to more effectively reach parents of

children in this age group and encourage belt use through tween, teen, and adult years.

A pilot program will be funded to purchase web advertising and other media, using the existing National Highway Traffic Safety Administration (NHTSA) ads to reach parents of tweens to encourage seat belt use. Earned media and partnerships will be sought to help spread this message and bolster the impact of this campaign.

The OHSP will also support a startup year of training in Kent County for educators to develop a program to educate tweens about the importance of seat belts. Funding may also support developing additional educational and outreach materials to be disseminated with partners.

PROJECT GOAL AND RESULTS

- Develop and distribute website advertising by September 30, 2017. **Goal achieved**

To help determine the best placement for advertising, the OHSP's contractor utilizes its "Brogan Talks to Women" survey to gain insight into parents and caregivers of tween-age children. The key findings showed that parents are the most influential when it comes to influencing tweens on seat belt safety. Adults who don't buckle up are the primary reason tweens choose not wear a seat belt.

Advertising placement was statewide, with an emphasis on Detroit, Grand Rapids, Flint, and Saginaw/Bay City in April. Media vehicles included radio, Pandora with mobile audio and display units, and paid social media using promoted Facebook posts.

In addition to ads aimed at parents, grant funds were provided to Helen DeVos Children's Hospital to supplement their school-based education program for older children. The program focused on empowering school-age children to measure themselves and understand why a booster seat and seat belt are safer for them and encourage booster seat use for older students.

In addition, Fiat Chrysler Automobiles has funded and supported work on a social media video aimed at parents

led and ride in the back seat. The video was completed in August and will be used to promote tween seat belt use and proper positioning in FY2018.

MIGRANT LAW GUIDE

Section 402, Section 402 FAST Act

CP-17-03; Awarded: \$40,000; Expended: \$28,875

BACKGROUND

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

Working in conjunction with the Office of Migrant Services, a guide on Michigan traffic laws, written in Spanish and suitable for Spanish speakers of various dialects, will be created to assist families to comply with the laws, especially those requiring seat belt and car seat compliance.

Funding will support the cost of development and distribution.

PROJECT GOAL AND RESULTS

- Develop and distribute a migrant law guide by September 30, 2017. **Goal achieved**

A workgroup made up of MDHHS Office of Migrant Services, The Michigan Department of State (MDOS), Farmworker Legal Services, and the OHSP compiled, developed, and designed a guide appropriate for Spanish-speaking families with limited literacy. This involved using a large number of graphics and charts to make communicating laws and best practices as clear as possible. Nearly 20,000 copies were printed in Spanish and 5,000 English. The guides were distributed through the Office of Migrant Affairs and its partners who work directly with families.





Impaired Driving Prevention

There were more than 49,000 alcohol-impaired crashes and 9,700 drug-impaired crashes from 2011-2015. 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:

- Decrease fatalities by 18 percent from 901 in 2014 to 742 by December 31, 2018.
- Decrease serious injuries by 12 percent from 4,909 in 2014 to 4,308 by December 31, 2018.
- Decrease the vehicle mileage fatality rate by 9 percent from .93 in 2014 to .85 by December 31, 2018.
- Increase observed seat belt use of front seat occupants in passenger vehicles to 98 percent through December 31, 2018.
- Decrease fatalities and incapacitating injuries for alcohol-involved crashes by 14 percent from 1,199 in 2015 to 1,036 by December 31, 2018.
- Decrease fatalities and incapacitating injuries for drug-impaired crashes by 2 percent from 473 in 2015 to 464 by December 31, 2018.

ENFORCEMENT SUPPORT

IMPAIRED DRIVING DETECTION TRAINING

Section 405(d), Section 405(d) FAST Act

AL-17-01; Awarded: \$321,431; Expended: \$314,347

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.

Law enforcement officers also lack training in identifying signs of impairment in drivers under the influence of drugs and or drug/alcohol combinations. The ARIDE class is approved by the NHTSA and International Association of Chiefs of Police (IACP). The 16-hour class is designed to provide officers with a level of awareness in the area of drug impairment. ARIDE is designed to bridge the gap between SFST and the much more intensive DRE training program.

This SFST and ARIDE strategy will use federal funds to support a full-time SFST/ARIDE project director to coordinate

the programs and provide training and materials to law enforcement agencies.

PROJECT GOAL AND RESULTS

- Increase the quantity and quality of impaired driving arrests by supporting and funding SFST and ARIDE, by conducting at least 50 classes by September 30, 2017.

Goal achieved

SFST and ARIDE training has met and surpassed the goal by completing 125 classes for 3,551 attendees (see table below). The demand for this training remains high. The MSP mandated that all troopers receive ARIDE training by spring of

FY2017

COURSE NAME	NUMBER OF COURSES	PEOPLE TRAINED
SFST Practitioner	44	885
SFST Refresher	56	2021
SFST Instructor Refresher	0	0
SFST Instructor School	1	30
ARIDE	23	595
ARIDE Refresher	1	20
DRE	1	27 (7 prosecutors)

2018. Despite the vacancy left in the ARIDE/SFST program coordinator halfway through the year in 2017, there were 23 ARIDE trainings, the most ARIDE classes in one year to date.

DRUG RECOGNITION EXPERT TRAINING

Section 405(d)

CP-17-01; Awarded: \$214,487; Expended: \$170,359

BACKGROUND

A DRE is a police officer trained to recognize impairment of drivers under the influence of drugs and/or drug/alcohol combinations. The IACP 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:

- 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.

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

PROJECT GOALS AND RESULTS

- Conduct at least one DRE class to increase the number of DRE trained officers by 23 percent from 99 in 2016 to 118 by September 30, 2017. **Goal achieved**

Michigan completed its eighth DRE School in 2017 where 20 law enforcement officers completed the training and seven prosecutors attended the two-week classroom portion. Michigan currently has 119 trained DRE officers. In addition, 34 prosecutors have attended the two-week classroom portion of DRE school.

- Increase the number of certified DRE instructors by 20 percent from 15 instructors in 2015 to 18 instructors by September 30, 2017. **Goal not achieved**

The number of DRE instructors remained unchanged in 2017 mainly due to staffing and scheduling issues. Getting time off or time away from their normal duties to attend DRE instructor school and then DRE school is proving to be a challenge for most officers. Most police agencies are understaffed and cannot afford to let an officer attend any additional training. Michigan will continue efforts to increase the number of DRE instructors in the state.

Due to the number of DREs in the state, the state is now divided into six regions. Each region is assigned a number of DRE instructors to serve as regional DRE instructors to help with recertification and monitoring of the DRE program. This has been beneficial with the day-to-day program administration.

HIGHLIGHT: ARIDE AND DRE WORKING TOGETHER:

An ARIDE trained officer was dispatched to a vehicle crash. The driver appeared impaired and the results of the preliminary breath test were .000 percent. The ARIDE trained officer made the arrest based upon the observed impairment and requested a DRE for additional assistance. The DRE responded and performed a DRE evaluation which confirmed the impairment noted by the arresting officer with CNS depressants and narcotic analgesic as the drug categories causing the impairment. The driver admitted to ingesting a variety of CNS depressants, however denied taking any opiate-based drugs. The arresting officers' supervisor called the DRE days later, impressed with the fact the driver later admitted to snorting powder morphine on the night of the crash. The supervisor was impressed with the fact the DRE was able to call the drug category without a confession from the driver.

MOTHERS AGAINST DRUNK DRIVING LAW ENFORCEMENT AND PROSECUTOR RECOGNITION

Section 405(d), 405(d) FAST Act

AL-17-03; Awarded: \$0; Expended: \$0

CP-17-01 Awarded: \$3,000; Expended: \$2,591

BACKGROUND

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

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

PROJECT GOAL AND RESULTS

- Provide at least 25 summit scholarships to law enforcement award winners to further their traffic safety education by September 30, 2017. **Goal achieved**

The 2017 MADD Lifesavers Luncheon was held on September 29 where 19 law enforcement officers and two agencies were recognized for their efforts in combating impaired driving. In addition to recognition by MADD the OHSP will provide a scholarship to each award winner and three to each outstanding agency to attend the 2018 Michigan Traffic Safety Summit.

OUTSTANDING AGENCY:

Grand Blanc Township Police Department
Michigan State Police (MSP) Iron Mountain Post

OUTSTANDING TROOPER:

Tpr. Daniel Drewyor—MSP Monroe Post
Tpr. Jared Chiros—MSP Tri-City Post
Tpr. Timothy Rajala—MSP Calumet Post
Tpr. Rick Kane—MSP Flint Post

OUTSTANDING DEPUTY:

Dep. Brandon Berens—Allegan County Sheriff's Office
Dep. John Talos—Macomb County Sheriff's Office
Dep. Omar Dieppa—Kent County Sheriff's Office

OUTSTANDING OFFICER:

Ofcr. Jordan Kosinski—Almont Police Department
Ofcr. Robert Schurig—Westland Police Department
Cpl. Nicholas Hutchens—Dearborn Heights Police Department
Ofcr. Jeffrey Thompson—Mount Pleasant Police Department

OUTSTANDING ROOKIE:

Ofcr. Derrek Lazarski—Huron Township Police Department
Dep. Alex Capra—Livingston County Sheriff's Office
Dep. Gregory Simmons—Macomb County Sheriff's Office

LEWIS TYLER LONGEVITY CAREER ACHIEVEMENT AWARD

Tpr. Timothy J. Gean—MSP Niles Post

RECOGNITION OF EXCELLENCE:

Det. Jeramey Peters—Auburn Hills Police Department
Tpr. Troy Meder—MSP Tri-City Post
Ofcr. Timothy Anderson—Ypsilanti Police Department

DAVID M. SCHIEBER AWARD:

Steve Pierangeli—Berrien County Assistant Prosecuting Attorney
Mark Reese—Tuscola County Prosecuting Attorney

OLIVIA CLEVELAND GRATITUDE AWARD:

Ofcr. Wes Evans—Grand Blanc Township Police Department

MICHIGAN TRAFFIC STOP CELLULAR PHONE APP

Section 402, 402 FAST Act

AL-17-03; Awarded: \$0; Expended: \$0

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, 2017. **Goal achieved**

The MI Officer app, released January 1, 2017, has been downloaded more than 1,000 times, with an average increase of 100 downloads per month. Initial feedback has been positive.

The app contains links to information that officers use daily, including the Michigan Vehicle Code, traffic crash report instructions, SFSTs, and commercial vehicle laws. The app is considered public information and can be downloaded by anyone but does not offer legal advice or editorialize laws. Members of the MI Officer App Committee include representatives from the Prosecuting Attorneys Association of Michigan, MDOS, MSP, as well as a technical developer and content editor.

MADD VICTIM IMPACT PANEL VIDEO PROJECT

Section 405(d)

AL-17-03; Awarded: \$0; Expended: \$0

BACKGROUND

MADD coordinates nearly 30 victim impact panels across the state. These panels are staffed by unpaid volunteers. Their success relies upon the availability and willingness of victims to speak about a horrific event in their lives. The speakers are sometimes unavailable and cancel at the last minute.

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

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

Funding will support the development and distribution of the video.

PROJECT GOAL AND RESULTS

- Develop and distribute a victim impact video by September 30, 2017. **Goal not achieved**

MADD experienced a significant personnel change which caused the organization to not have a state director or program manager to oversee the planning and implementation of this project.

IGNITION INTERLOCK VIOLATION MANAGEMENT SYSTEM

Section 405(d)

AL-17-02; Awarded: \$249,997; Expended: \$249,973

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. When the project began, usage rates in Michigan for these devices had grown from fewer than 500 devices in 2010 to 8,539 devices in 2014.

The 22-step process for violations is handled by two MDOS analysts, beginning when violation reports are received from 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. Violations would be sent directly from the ignition interlock devices to the MDOS.

Development of this system began in 2015 and will be completed in 2017.

PROJECT GOAL AND RESULTS

- Complete implementation of an automated violation management system by September 30, 2017. **Goal achieved**

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

The software application was completed and began live operation by July 31, 2017. Preliminary feedback from the MDOS shows the software is operating as intended completing the multi-year project.

DRUGGED/DRUG IMPAIRED DRIVING CAMPAIGN

Section 405(d), 405 (d) FAST Act

CP-17-03; Awarded: \$175,000; Expended: \$127,785

BACKGROUND

Drug impaired driving is a different challenge than alcohol impaired driving. As it is being studied across North America, marketing campaigns have begun to emerge with unknown results. While there is ample evidence to understand the problem, additional research is needed to better understand the target audience in Michigan.

Funding is to support quantitative research through telephone surveys, development of creative concept and completion of focus groups. This information will provide the basis for developing campaign assets.

PROJECT GOAL AND RESULTS

- Conduct quantitative research for use in development of a drugged driving creative strategy by September 30, 2017. **Goal achieved**

Focus groups were held in Metro Detroit and Grand Rapids areas in June. A concept has been adopted and a creative strategy will be developed in FY2018.

- Conduct quantitative research for use in development of a drugged driving creative strategy by September 30, 2017. **Goal achieved**

Focus groups were held in Metro Detroit and Grand Rapids areas in June 2017. A concept has been adopted and a creative strategy will be developed in FY2018.

Telephone surveys found that three messages resonated well:

- You could hurt or kill someone.
- It would hurt your job opportunities.
- It could cost thousands of dollars in penalties and fees.

Creative concepts were then tested in focus groups. Respondents were screened for male respondents aged 18-35 years of age. Each respondent was screened for having used stimulants, pain killers or marijuana (either legally or prescribed) in the past year. Twenty-four of 39 respondents used multiple variations of these drugs in the past year.

Respondents were read the three different drug categories and asked if they thought it was dangerous to drive after taking that drug.

- 97 percent of respondents said it was dangerous to drive after taking pain killers.
- 26 percent of respondents said it was dangerous to drive after taking stimulants.
- But only 7 percent of respondents said it was dangerous to drive after using marijuana.

The most often repeated comments from respondents that used marijuana was that they were better drivers, more productive, and more focused when they were high. Respondents did acknowledge, however, that there were variables to being high and driving. One key variable was the individual's experience with marijuana and tolerance from usage.

- Effective messages were blunt, graphic and got to the point of consequences. They immediately dismiss ads they view as 'corny' or 'try to hard' to deliver a message.
- The most effective message reminded respondents that the people around them could become a victim of THEIR choice. The imagery of innocent children was particularly effective.

ADJUDICATION

TRAFFIC SAFETY TRAINING PROGRAM

Section 402, 402 FAST Act, 405(d),

AL-17-03; Awarded: \$548,200; Expended: \$535,049

BACKGROUND

Effective prosecution is an essential component for deterring impaired driving. If prosecutors do not have training to prosecute impaired drivers, they will be unprepared for the complexities of impaired driving case law and court practices. The OHSP has supported a Traffic Safety Resource Prosecutor (TSRP) program since 2000, which is now a national best practice.

As new legislation is introduced which involve issues that are quickly evolving, such as medical marijuana, and ignition interlocks, it is important to educate prosecutors and law enforcement while continuing to support efforts to prosecute impaired drivers and reduce impaired driving fatalities and injuries.

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

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

PROJECT GOALS AND RESULTS

- Maintain two TRSPs and an administrative assistant by September 30, 2017. **Goal achieved**
- Provide 10 professional education opportunities for law enforcement and prosecutors by September 30, 2017. **Goal achieved**
- Provide legal reference materials and technical assistance to the traffic safety community by September 30, 2017. **Goal achieved**

The TSRPs provided training at 120 events and 49 seminars with more than 6,670 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.

The TSRPs 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.

Notable activity by the Michigan Traffic Safety Training Program (TSTP) and TSRPs include:

- Oversight of the national TSRP webinar series titled “Traffic Tuesdays” after showing success in running statewide webinar series highlighting traffic safety topics.
- Requests to mentor new TSRPs from other states (Ohio, Illinois, and Arkansas). The training program is used as an example for creating new TSRP programs in other states.
- Appointment as a co-chair for the TSRP Cross-Examination Project along with the National Association of Prosecuting Coordinators TSRP Traffic Safety Committee.
- Appointment to a 26-person working group to develop a white paper discussing the issue of marijuana. This white paper, titled “Marijuana Policy: The State and Local Prosecutors’ Perspective”, was published April 2017.

JUDICIAL OUTREACH LIAISON (JOL)

Section 405(d)

AL-17-04; Awarded: \$50,000; Expended: \$45,509

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 shall be used to support a JOL program in Michigan, which will run in a similar fashion to the TSRP program. It is coordinated through the Michigan Judicial Institute (MJI), 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, 2017. **Goal achieved**

Through a state JOL, the MJI 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.

Activities of the state JOL include:

- Participation on the new Computerized Assessment and Referral System, which assists in identifying mental health and substance use disorders affecting repeat impaired drivers,
- Continuing to serve as a drug treatment and DWI court resource for the SCAO, including developing a model “Memorandum of Understanding” in the areas of confidentiality as required by the Michigan statutes authorizing drug treatment courts and DWI courts,
- Assistance and support of the Michigan DRE program.

An update was completed to the MJJ New Magistrate Traffic Adjudication Manual. This manual is provided to all new district court magistrates who must be certified to conduct informal hearings in traffic matters. A summary of the updates was provided to all new magistrates who received the prior version of the manual.

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-17-04; Awarded: \$20,000; Expended: \$19,493

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 MJJ, 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, 2017. **Goal achieved**

Approximately 320 probation officers received education opportunities during a two-day seminar (for new and experienced probation officers) on traffic safety training. The seminar focused on ignition interlocks, drugged driving, medical marijuana, and underage drinking and drug trends. There also was a day-long traffic safety/DUI session as part of the MJJ District Court Probation Officer seminar in

May. New probation officers were offered sessions on characteristics of DWI offenders and how to read driving records. New and experienced probation officers were presented the overview and validity of urine testing, medical marijuana, opiate abuse and the courts response, along with a full day session on understanding underage drinking, driving, and drug trends.

As part of the MJJ week-long new judges’ seminars, a breakout session for 200 district court judges was held. In addition, three 45-minute roundtable discussions were held on Problem-Solving Courts – including DWI courts, at the advanced new judge seminar.

The annual Michigan Association of Treatment Court Professionals (MATCP) seminar for magistrates offered a robust curriculum with the inclusion of a half-day presentation (partially funded through MJJ) on current drug trends.

MJJ provided partial scholarships for district court judges, magistrates, and probation officers 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 more than 1,000 court personnel on traffic safety issues and laws.

The MJJ grant included a new emphasis on engaging juvenile court staff. Nearly 70 juvenile probation officers attended an evidence-based program that reduces recidivism in high-risk juvenile populations with a history of substance use disorders. Ninety-two percent of the attendees rated the seminar as “above average” to “excellent.” The evaluation comments are equally positive, with a fair number of juvenile probation officers indicating a desire to participate in the full four-day session.

SOBRIETY COURT ENHANCEMENT

Section 405(d), 405(d) FAST Act

AL-17-05; Awarded: \$1,710,000; Expended: \$1,549,250

CP-17-01; Awarded: \$50,000; Expended: \$22,556

BACKGROUND

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

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

probation officers work together to provide needed services to drug court participants.

Funding in FY2017 will provide for up to five additional specialty courts to initiate sobriety court operations and to sustain standalone and Regional Driving While Impaired (RDWI) programs through support which will include funding for probation officers, staff, drug testing, and transportation. It will also provide funding to send up to two sobriety court teams from two courts to attend the national foundation court training.

PROJECT GOALS AND RESULTS

- Add up to five new drug court programs accepting offenders by September 30, 2017. **Goal achieved**

Macomb, Allegan, Van Buren, and Ionia counties utilized FY2017 as a planning year with hopes to have a program in place to begin accepting participants. Lenawee, Marquette, Shiawassee, and Genesee counties became operational and began accepting participants in FY2017.

- Expand up to three regional drug courts by September 30, 2017. **Goal achieved**

Nine courts sustained funding in FY2017 including: Washtenaw, Chippewa, Macomb, Ingham, and Bay counties, along with four Regional Driving While Intoxicated (RDWI) programs in Gratiot, Crawford, Wayne, and Kent counties.

- Send staff from up to two courts to the National Alcohol Court Training workshop by September 30, 2017. **Goal achieved**

The Shiawassee and Van Buren County's Sobriety Court teams participated in the National Centers for DWI Courts foundation training in October 2016 and August 2017, respectively. This training was developed as a team-oriented training, structured to accommodate five teams of 8-10 members. Sobriety court teams submitted applications to the OHSP for review. The application identified the team composition and provided a commitment letter from the presiding judge. Upon acceptance, the applications are then provided to the NHTSA and NCDC staff for review and acceptance.

REDUCING UNDERAGE DRINKING

ENFORCEMENT OF UNDERAGE DRINKING LAWS

Section 405(d), 405(d) FAST Act

AL-17-06 Awarded: \$436,498; Expended: \$341,312

BACKGROUND

Teens that begin drinking before age 15 are six times as likely to have alcohol dependency as adults. Underage drinking is associated with a host of problems, ranging from academic issues to crime to alcohol poisoning and suicide.

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

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

Funding will support overtime enforcement efforts.

PROJECT GOALS AND RESULTS

- Conduct overtime enforcement in up to 15 counties by September 30, 2017. **Goal achieved**

Fifty-seven law enforcement agencies participated in underage drinking enforcement grants in 20 counties.

More than 2,000 compliance checks were conducted resulting in 400 retailers cited for selling to the underage decoys, for a compliance rate of 81 percent. More than 200 parties were dispersed with nearly 140 adults cited for providing alcohol to minors. Seventy-four youth were cited for fake and/or fraudulent identifications and 523 minor-in-possession were issued.

The Muskegon Alcohol Liability Initiative, in which the Muskegon County Sheriff's Office participates, partnered with the county's existing Silent Observer program to include tips of underage drinking and retailers that sell alcohol to minors. The sheriff's office and substance abuse prevention coalition launched a public awareness campaign with multiple billboards, fliers, banners, and public service announcements for area high school sports events.

The Ottawa County Sheriff's Office and Grand Valley State University Police Department had a student reporter do a "tweet-a-long" during a grant-funded party patrol. Media coverage was favorable and was followed-up with an Op/Ed piece that encouraged students to drink responsibly as the goal of party patrols is to keep people safe, not write tickets.

The Chippewa County Sheriff's Office also cited an adult for furnishing alcohol to minors after observing him purchase alcohol for a car full of minors. He was a backseat passenger and the lone occupant who exited the vehicle, went inside the business, purchased alcohol and came back to the car. Officers conducted a traffic stop at which time the minors admitted to paying him to purchase alcohol.

UNDERAGE DRINKING ENFORCEMENT TRAINING

Section 405(d), 405(d) FAST Act

CP-17-01; Awarded: \$65,000; Expended: \$33,231

BACKGROUND

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

The OHSP will contract with a vendor to train law enforcement officers about monitoring for underage drinking activities. The OHSP will contract with two to four police officers who are content experts on UAD enforcement. Trainers would be paid for specific, OHSP-approved trainings.

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

PROJECT GOAL AND RESULTS

- Conduct at least 10 UAD enforcement trainings as needed by September 30, 2017. **Goal Achieved**

The OHSP hired four law enforcement officers to develop curriculum on controlled dispersal, compliance checks, best practices, drug trends and fake/fraudulent identifications. Two trainings were conducted utilizing some of the new curricula in Marquette and Delta counties, who have not had underage drinking enforcement grants in almost 10 years. Nearly 30 officers were trained.

The OHSP funded 57 officers to attend training through eight of the Michigan Licensed Beverage Association's (MLBA) Liquor Law Enforcement seminars. The seminars are conducted throughout the state to provide the most up-to-date information on ensuring retailers are not selling to minors. There is also instruction on the appropriate liquor control codes to enforce.

This is the first year for both training programs. Feedback from grantees has been positive. Officers who attended the MLBA trainings were surprised at how much they learned about the liquor control code and techniques to ensure compliance from retailers. Officers who attended the OHSP training were so motivated to work the details they asked for an increase in their grant award for the fourth quarter.



Police Traffic Services

Police Traffic Services promotes enforcement of traffic laws to reduce traffic crashes, fatalities, and injuries. Projects are focused on three categories:

1. *Resource Management: Providing law enforcement agencies with equipment 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. *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

- *Decrease fatalities by 18 percent from 901 in 2014 to 742 by December 31, 2018.*
- *Decrease serious injuries by 12 percent from 4,909 in 2014 to 4,308 by December 31, 2018.*
- *Decrease the vehicle mileage fatality rate by 9 percent from .93 in 2014 to .85 by December 31, 2018.*
- *Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 98 percent by December 31, 2018*
- *Decrease fatalities and incapacitating injuries for alcohol-involved crashes by 14 percent from 1,199 in 2015 to 1,036 by December 31, 2018.*
- *Decrease fatalities and incapacitating injuries for drug-impaired crashes by 2 percent from 473 in 2015 to 464 by December 31, 2018.*

TRAFFIC ENFORCEMENT

MANDATORY AND ELECTIVE OVERTIME TRAFFIC ENFORCEMENT

Sections 402, 402 FAST Act, 405 (d), 405(d) FAST Act, PT-17-02; Awarded \$4,349,363; Expended: \$4,148,641

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.

High-visibility enforcement increases compliance with traffic laws. The credible threat of a citation or arrest reduces traffic violations, crashes, fatalities, and injuries. The OHSP will fund cooperative overtime enforcement statewide focusing on year-round impaired driving and seat belt com-

pliance, particularly during statewide mobilizations and crackdowns. Enforcement will focus on peak crash times.

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

Funding will support the costs related to overtime enforcement efforts.

PROJECT GOALS AND RESULTS

- Conduct a minimum of 32,000 hours of mandatory enforcement by September 30, 2017. **Goal achieved**
- Conduct a minimum of 40,000 hours of elective enforcement by September 30, 2017. **Goal not achieved**

- Average .72 equivalent stops per billed hour of impaired driving enforcement in the U.P. by September 30, 2017. **Goal achieved**
- Average 1.29 equivalent stops per billed hour of impaired driving enforcement in the Lower Peninsula by September 30, 2017. **Goal achieved**
- Average 1.09 equivalent stops per billed hour of seat belt patrol by September 30, 2017. **Goal achieved**

The OHSP implemented the Evidence-Based Traffic Safety Enforcement Program. Forty-four 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 16–29, 2017–impaired driving and seat belt
- May 22–June 4, 2017–seat belt
- August 18–September 4, 2017–impaired driving and seat belt

More than 190 state, municipal, and county law enforcement agencies statewide conducted 33,426 hours of mandatory overtime enforcement resulting in:

- 54,277 vehicles stopped
- 9,891 seat belt and child restraint citations
- 941 OWI/high blood alcohol content (BAC) arrests
- 468 drug arrests
- 262 other alcohol arrests
- 2,525 uninsured motorist violations
- 2,205 suspended license violations
- 8,207 speeding citations
- 1,883 other misdemeanor arrests
- 462 other felony arrests

A total of 33,119 hours of elective overtime enforcement resulted in:

- 54,206 vehicles stopped
- 4,628 seat belt and child restraint citations
- 829 OWI/high BAC arrests
- 482 drug arrests
- 218 other alcohol arrests
- 3,544 uninsured motorist violations
- 2,658 suspended license violations
- 10,213 speeding citations
- 1,717 other misdemeanor arrests
- 514 other felony arrests

Many law enforcement agencies that conducted grant-funded overtime patrols continued to report challenges in filling shifts due to decreased manpower, inability to find

qualified candidates to fill vacancies, vacations, retirements, medical leave, military deployments, and equalization of overtime.

Law enforcement in many areas have reported their efforts have changed the culture and are finding more people getting rides home from local drinking establishments and seat belt compliance very high.



HIGHLIGHT:

The Muskegon County Sheriff’s Office and City of Muskegon Police Department conducted distracted driving enforcement zones in an area commonly associated with crashes. The agencies placed banners and conducted programs in the schools to educate the community about the dangers of driving distracted. With more than 160 traffic stops made, enforcement action resulted in 150 civil infraction citations and another dozen misdemeanor offenses. No traffic crashes occurred during the enforcement.

The average equivalent stops per billed hour of impaired driving enforcement in the U.P. was 2.02.

The average equivalent stops per billed hour of impaired driving enforcement in the Lower Peninsula was 1.98.

The average equivalent stops per billed of hour of seat belt patrol was 2.0.

HIGHLIGHT:

On a Friday night in July, a trooper from the St. Ignace Post working a grant-funded OWI patrol stopped a vehicle for traveling 85 mph in a 65 mph zone. Further investigation revealed that the driver was showing signs of being drug impaired. The driver admitted to smoking marijuana 10 minutes prior to being stopped and was missing over half of the Hydrocodone in a prescription that was filled the prior day. The driver had three young children in the back seat as well. The driver was subsequently arrested for OUID—Child Endangerment and was also cited for speed.

OPERATION C.A.R.E

Section 402, 402 FAST Act

PT-17-02; Awarded: \$189,126; Expended: \$188,006

BACKGROUND

Operation C.A.R.E. (Combined Accident Reduction Efforts) 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. It is now a nationwide effort.

Earned media will be generated, including district news events. Thanksgiving is the deadliest holiday for fatal traffic crashes after Labor Day. The enforcement during this holiday period will focus on speeding, aggressive driving, seat belts, texting, and impaired driving.

PROJECT GOAL AND RESULTS

- Reduce the number of fatalities and serious injuries by 10 percent over the Operation C.A.R.E. Thanksgiving holiday campaign period from 55 in 2015 to 50 by December 31, 2016. **Goal achieved**

The MSP conducted 2,279 hours of overtime enforcement during the five-day Operation C.A.R.E. enforcement period surrounding the Thanksgiving holiday, November 23-27, 2016 resulting in:

- 4,229 vehicles stopped
- 153 seat belt and child restraint citations
- 38 OWI/high BAC arrests
- 38 drug arrests
- 130 uninsured motorist violations
- 155 suspended license violations
- 1,060 speeding citations
- 170 other misdemeanor arrests
- 50 other felony arrests

Ten fatalities were reported in 2016, a 9 percent decrease from 11 in 2015. Further, 34 serious injuries were reported in 2016, a 5 percent decrease from 36 in 2015.

YEAR	FATALITIES	A INJURIES	TOTAL K&A INJURIES	PERCENT CHANGE
2013	12	61	73	-
2014	6	55	61	-16%
2015	11	36	47	-23%
2016	10	34	44	-6%

The MSP Traffic Services Section, along with the OHSP, developed a public awareness campaign titled "Give Thanks. Drive Safely." The campaign materials include outdoor banners, restaurant placemats, posters, and beverage coasters.

In March, the MSP was given permission to utilize remaining Operation C.A.R.E. funding during other Operation

C.A.R.E. national dates through the end of September. An additional 148 hours of enforcement resulted in:

- 329 vehicles stopped
- 43 seat belt and child restraint citations
- 1 OWI/high BAC arrest
- 1 drug arrest
- 4 uninsured motorist violations
- 7 suspended license violations
- 29 speeding citations
- 15 other misdemeanor arrests

EDUCATION AND COMMUNICATION

MOBILIZATION MESSAGE DEVELOPMENT

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

CP-17-03; Awarded: \$255,000; Expended: \$233,086

BACKGROUND

Campaigns and messages encouraging drivers to buckle up and drive sober have been ongoing for decades. Efforts to remain new, relevant, and interesting aids with awareness and behavior change outcomes.

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, 2017. **Goal achieved**

Targeted earned media activities took place for each of the four traffic mobilization periods. For December, a trial tactic of a media advisory only was used to tease interest in drunk driving-focused holiday enforcement. The advisory featured the slogan: Don't drive if you're tipsy, buzzed, or blitzed and was supported by social media through Facebook and Twitter.

March drunk driving enforcement highlighted the state's network of sobriety courts that work to help motorists deal with and successfully overcome issues with alcohol and/or drugs. Speakers included a sobriety court judge as well as a program graduate.

A seat belt challenge among Michigan, Ohio, and Indiana was the highlight of the May seat belt mobilization as well as Michigan's goal to again achieve the highest belt use rate in the country. The news event featured the MSP director who noted that reclaiming the top spot for belt use would be a highlight of the department's 100th anniversary year.

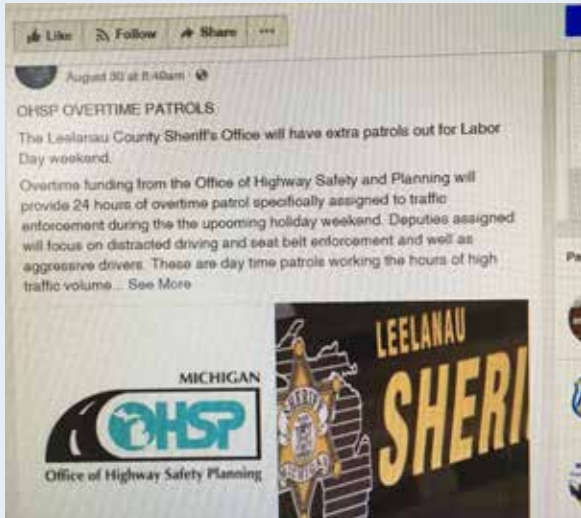
Finally, in August drivers were reminded to "do a 360" before their evening out to ensure they had a safe and sober ride home. The news events at member establishments of the MLBA launched a unique 360 video that took viewers through a typical night at a local bar. As the story unfolds, viewers learn three people or groups made safe

and responsible decisions, using a ride-sharing app, calling a cab, or having a sober designated driver to get home. One person does not make a safe decision, resulting in tragic consequences.

Campaign engagement for the 360 video was strong across all environments: smartphone was 25 percent higher than industry average, tablet was 12 percent higher than industry average, and desktop was 100 percent higher than industry average. Video completion rate was 88 percent, which is 40 percent higher than industry average.

HIGHLIGHT:

The Leelanau County Sheriff's Office used the agency Facebook page for public outreach by directing news agencies and citizens to the page to learn about activities undertaken by the sheriff's office. Some of the posts included details about OWI arrests, traffic fatalities, and grant-funded patrols. The Sheriff's Office page has more than 5,200 followers.



The page is updated frequently with traffic safety topics tending to have high public interaction. The dangers of driving distracted or intoxicated and the Sheriff's Office efforts to curb them are of interest in the community. This is one example of what a small department can do to amplify traffic safety efforts via social media.

MOBILIZATION PAID ADVERTISING

Sections 405(b)-Paid Media, 405(d)-Paid Media, 405(b) FAST Act, 405(d) FAST Act
 CP-17-03; Awarded: \$880,000 Expended: \$866,288

BACKGROUND

Targeted paid advertising messages have helped the OHSP achieve one of the highest belt use rates in the nation. Such efforts have helped reduce unrestrained fatalities and serious injuries. This has involved periodically updating and

refreshing the advertising message so it remains memorable and promotes a call to action for young men.

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

PROJECT GOALS AND RESULTS

- Conduct three media campaigns geared at special traffic enforcement mobilizations by September 30, 2017. **Goal achieved**
- Build awareness for the *Drive Sober or Get Pulled Over (DSOGPO)* campaign message among young men, to at least 75 percent, by September 30, 2017. **Goal achieved**
- Continue high awareness for the *Click It or Ticket (CIOT)* campaign among young men so that at least 85 percent recall the campaign by September 30, 2017. **Goal achieved**

Michigan's statewide drunk driving and seat belt mobilizations were supported by advertising buys to help make motorists aware of the enforcement efforts. *DSOGPO* messages in March and August featured the "sticks with you" campaign developed in FY2016 to highlight the consequences of drunk driving as well as messaging around the 360 drunk driving video. The "beep-click" campaign was used to alert drivers to the May *CIOT* crackdown.

Following the May seat belt mobilization, the post telephone survey indicated 85 percent awareness/recall of *CIOT* among young men.

ELECTIVE ENFORCEMENT MATERIALS DEVELOPMENT

Section 402, 402 FAST Act
 CP-17-03; Awarded: \$20,000; Expended: \$9,512

BACKGROUND

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

PROJECT GOAL AND RESULTS

- Develop public information materials for elective enforcement periods by September 30, 2017. **Goal achieved**

Law enforcement grantees were provided the option of conducting enforcement for distracted driving, red light running, speed, and unsecured loads based on their local

crash data. Template outreach materials were developed in each area and included: a news release, a fact sheet, social media posts, and a poster. Electronic files were shared with grant-funded law enforcement agencies to assist with local publicity and outreach efforts.

LAW ENFORCEMENT TRAINING

REGIONAL LAW ENFORCEMENT TRAINING

Section 405 (c)

CP-17-01, PT-17-47; Awarded: \$124,489; Expended: \$98,879

BACKGROUND

Training enables law enforcement officers to be aware of and understand current issues to successfully address traffic safety priorities. Bringing instructional opportunities to regional areas of the state will provide exposure to valuable information to law enforcement agencies.

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



PROJECT GOAL AND RESULTS

- Conduct up to eight law enforcement training conferences by September 30, 2017. **Goal achieved**

Completeness of traffic records is a critical component of model traffic 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.

Three advanced level traffic crash reconstruction training courses for law enforcement were conducted twice during the year.

OCCUPANT KINEMATICS FOR THE TRAFFIC CRASH RECONSTRUCTIONIST.

This training teaches how to recognize and interpret traffic crash evidence as it relates to occupant seating positions, injury, and restraint use data. The training also covered:

- How to determine the occupant movement from the crash damage and subsequent injuries that resulted.
- Illustrate the basics of occupant movement and teach how to ascertain the direction of movement during a collision.
- Examine the significance of airbag and other restraint deployments.
- How to read medical records and autopsy reports to understand how they relate to the crash investigation.

ADVANCED PEDESTRIAN/BICYCLE CRASH INVESTIGATION.

This training teaches pedestrian/bicycle traffic crash investigation methods, with a concentrated focus on the analysis of the collision. The training also covered:

- Pedestrian/cyclists impact dynamics.
- Effects of vehicle design on pedestrian/cyclist injuries and movement.
- Analysis of the impact of speed in pedestrian/cyclists involved collisions.
- Real world case analysis.
- Crash testing to assist in the overall pedestrian/cyclist analysis.

HUMAN FACTORS IN TRAFFIC CRASH RECONSTRUCTION.

While many crash investigation courses focus on the interpretation of physical evidence to determine how a collision occurred, human factors training examines a variety of human factors to determine why a collision occurred. The training also addressed the factors affecting the crash investigator's choice of perception-reaction values as well as eyewitness reliability.

A total of 105 law enforcement officers attended the training courses.

TRAFFIC SAFETY AND ENFORCEMENT CONFERENCE

Section 402 FAST Act

CP-17-01; Awarded: \$27,000; Expended: \$20,317

BACKGROUND

Training enables law enforcement officers to address traffic safety issues. It is important for law enforcement officers to stay current with techniques that enhance their effectiveness as well as protect their safety. The information can increase the knowledge and skills of officers who use traffic enforcement as a means to reduce crime, traffic fatalities, and injuries. Possible conference topics may include the Below 100 officer safety program, a legal update, hidden compartments on traffic stops, CMV enforcement, and drugged driving.

Funding will support conference coordination costs.

PROJECT GOAL AND RESULTS

- Conduct a law enforcement conference for secondary road patrol officers by September 30, 2017. **Goal achieved**

A law enforcement training conference was held May 15-17. Topics focused on officer safety, traffic enforcement, and legal updates. Training included CMV enforcement, legal updates, Below 100, Why Do We Crash/UD-10, Beyond the Stop, and drug impaired driving. There were nearly 100 attendees.

EVALUATION**TELEPHONE SURVEYS**

Section 402, 402 FAST Act

CP-17-03; Awarded: \$100,000; Expended: \$94,600

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 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, 2017. **Goal not achieved**

Only five surveys were completed during the fiscal year. Because of a staff error, one of the surveys was not ordered. Detailed survey results can be found in the Paid Advertising section, starting on page 51.

GRANT PERFORMANCE AND DATA ANALYSIS SUPPORT

Section 402, 402 FAST Act

PT-17-01; Awarded: \$129,868; Expended: \$112,994

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.

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

PROJECT GOALS AND RESULTS

- Recommend locations, strategies, and periods for funding in FY2018 based on the county crash data analysis by April 30, 2017. **Goal achieved**
- Collect and analyze enforcement reports quarterly for performance through September 30, 2017. **Goal achieved**
- Review 2011-2015 crash files and provide an in-depth county analysis for performance and crashes by September 30, 2017. **Goal not achieved**
- Research performance standards for distracted driving, disregard of traffic control devices, and speed enforcement and recommend performance metrics for implementation in FY2018 by September 30, 2017. **Goal achieved**

Analysis of crash data was performed based on weekly data through 2015 and provided by the deadline. However, 2016 crash data were not available in time to be included in this analysis and coinciding recommendations. Because there were increases in fatalities and serious injuries in 2016, and the trend in 2017 was increasing as well, the decision was made to continue funding the same locations that were funded in FY2017.

The research team utilized geographic information systems to create "hot-spot" maps for both unrestrained KA injuries and impaired driving KA crashes. These maps were created at state, district, and county level. Review of the hot spot maps will be utilized when planning for FY2019.

Enforcement reports were collected and analyzed for performance on a quarterly basis. Only 3.7 percent (6 of 161) agencies failed to meet the minimum performance measure for seat belt enforcement and 5.6 percent (10 of 178) agencies failed to meet the minimum performance measure for impaired driving enforcement.

The approaches used by other states for evaluating grant-funded traffic enforcement, including speeding, red-light running, and distracted driving, were reviewed. In addition, enforcement activity reported to the OHSP for these enforcement focuses during the first half of FY2017 were analyzed. The average performance of agencies when conducting seat belt, impaired driving and these additional enforcement focuses was not significantly different. Based on the two quarters, there is an indication that only one performance measure may be needed for all types of grant-funded enforcement activities.

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 (DSOGPO)	MARCH (DSOGPO)	MAY - JUNE (CIOT)	AUGUST-SEPTEMBER (DSOGPO)	TOTALS
Participating law enforcement agencies	93	185	190	190	n/a
Traffic stops	3,817	13,599	19,479	15,555	52,450
Safety belt citations	139	273	5,655	1,564	7,631
Child restraint citations	7	24	108	27	166
Drunk driving arrests	97	468	100	319	984
Other felony arrests	57	187	155	155	554
Other misdemeanor arrests	166	671	703	620	2,160
Other citations and arrests	2,086	5,952	7,366	6,351	21,755
Media events	0	1	1	2	4
News stories	15	28	57	11	111
Paid advertising	0	\$500,000	\$900,000	\$750,000	\$2,150,000
Overtime enforcement hours	2,505	9,401	10,923	9,935	32,764
Enforcement funding (estimated)	\$137,775	\$517,055	\$600,765	\$546,425	\$1,802,020



Pedestrian and Bicyclist Safety

In 2016, Michigan pedestrian fatalities decreased 2 percent from 2015, and bicyclist fatalities increased 12 percent for the same period. Total pedestrian-involved crashes were down 6 percent, and bicyclist crashes were up 4 percent from the previous year, indicating a significant underlying problem affecting and involving bicyclists.

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

PROGRAM GOALS

- *Decrease fatalities and incapacitating injuries involving pedestrians by 2 percent from 560 in 2015 to 549 by December 31, 2018.*
- *Decrease fatalities and incapacitating injuries involving bicyclists by 6 percent from 175 in 2015 to 165 by December 31, 2018.*

EVALUATION

PEDESTRIAN AND BICYCLE SAFETY PROGRAM ASSESSMENT RECOMMENDATION

Section 405(h) Fast Act

PS-17-01; Awarded: \$0; Expended: \$0

BACKGROUND

A recent study by Western Michigan University found that nearly 40 percent of all pedestrian and bicyclist involved crashes that included another vehicle over the last five years were the result of failure to yield on the part of the pedestrian or bicyclist. This evidence led to the OHSP’s Pedestrian/Bicycle Safety program strategy for FY2017.

PROJECT GOALS AND RESULTS

- The OHSP will work with the Ped/Bike Safety Action Team network and other traffic safety partners to identify and implement additional strategies addressing pedestrian and bicyclist crashes by September 30, 2017.

Goal achieved

The OHSP continued to work with the Ped/Bike Safety Action Team on identification and implementation of strategies. The OHSP also researched opportunities and stakeholder feedback on the ability to pursue an in-house statewide pedestrian and bicycle safety communications campaign.

New information from the NHTSA that Michigan qualified for \$922,000 of new federal funding for pedestrian and bicycle safety programs presented an opportunity. In March, the OHSP disseminated a statewide Request for Proposals for project ideas involving law enforcement training, law

enforcement mobilizations, and public education specific to pedestrian and bicycle safety laws as dictated by the funding criteria. Federal regulations also require projects to provide a minimum 20 percent match. A limited number of proposals that were eligible for the funding, as well as shortened time constraints were some challenges faced in implementation of these projects during FY2017.

FY2017 funding awards were provided in support of the following projects:

GRAND RAPIDS PEDESTRIAN SAFETY PROGRAM

Section 405(h) FAST Act

PS-17-02; Awarded: \$122,500; Expended: \$102,289

BACKGROUND

The city of Grand Rapids will work with the Grand Rapids Police Department (GRPD), WMU, and a marketing/outreach consultant to implement the high-visibility enforcement model. This is a proven technique to change driver behavior, thereby enhancing the effectiveness of traffic laws. This is a two-year project. Funding will support costs related to law enforcement training and mobilization, public education campaign development, and implementation and evaluation.

PROJECT GOAL AND RESULTS

- Develop law enforcement and public information campaigns and evaluations on pedestrian safety in Kent County by September 30, 2017. **Goal achieved**

The city of Grand Rapids conducted one law enforcement training with 14 GRPD officers in attendance. GRPD officers

and staff conducted warning-based enforcement mobilizations at nine locations over two days in September. More than 2,000 motorists were stopped and educated at these nine locations. They also developed a communications plan with the creative direction for the public education campaign based on the outcomes of the crash analysis task. A project summary outcomes report was produced and provided to OHSP.

MUSKEGON COUNTY BICYCLE AND PEDESTRIAN SAFETY INITIATIVE

Section 405(h) FAST Act

PS-17-03; Awarded: \$22,000; Expended: \$1,005

BACKGROUND

Muskegon County deputies will attend community events, educate law enforcement officers about laws specific to bicyclists, pedestrians and drivers, and raise public awareness about bicycle and pedestrian laws through public education. This is a two-year project. Funding will support costs related to law enforcement training and public education.

PROJECT GOAL AND RESULTS

- To educate on Michigan's bicycle and pedestrian safety laws through community events by September 30, 2017. **Goal achieved**

The Muskegon County Sheriff's Department conducted one bicycle and pedestrian educational event to increase knowledge of personal safety risk and protective factors that reached hundreds of pedestrians. Additionally, eight stops were made which included educational warnings issued to three motorists and five pedestrians.

- To train law enforcement officers on bicycle and pedestrian safety by September 30, 2017. **Goal not achieved**

Due to time and resource constraints the project objective to increase knowledge of Michigan laws, effective education strategies, and best practices in crash investigation for five law enforcement officers was not accomplished in FY2017. There are plans to pursue this project in FY2018.

BICYCLE SAFETY VIDEO, TRAINING AND QUIZ

Section 405(h) FAST Act

PS-17-04; Awarded: \$30,000; Expended: \$21,004

BACKGROUND

The League of Michigan Bicyclists (LMB) will educate law enforcement, drivers, and bicyclists by producing a series of education videos that demonstrates bicyclists' rights and responsibilities on the roads. They will also conduct regional law enforcement training programs on bicycle safety laws as well as create and promote an online roadways safety quiz to provide detailed information to both bicyclists and drivers about how to share the road safely. This is a two-year

project. Funding will support costs related to law enforcement training and public education.

PROJECT GOALS AND RESULTS

- To begin production of a series of education videos that demonstrates cyclists' rights and responsibilities on the roads by September 30, 2017. **Goal achieved**

The LMB completed initial tasks for the bicycle safety video including securing a video production company, initial research, scripting, story boarding, volunteer recruitment and site scouting. The league partnered with a MSP lieutenant to serve as a resource and narrator of the video.

- To conduct regional law enforcement trainings across the state on bicycle safety laws by September 30, 2017. **Goal achieved**

The LMB identified one law enforcement co-facilitator, completed the curriculum, and conducted one pilot training course with 11 attendees in Traverse City at Northwest Michigan College in September.

- To begin development of an online roadway safety quiz to provide detailed information on how to share the road safely by September 30, 2017. **Goal achieved**

The LMB contracted with a local company to develop a custom website for the traffic safety quiz project. An initial website skeleton has been developed including the creation of site navigation, template, and style sheets. Preliminary work on the actual question and answer interface and corresponding graphic design work is also underway. The LMB also reviewed materials in their Outreach and Education Committee and have received feedback from numerous individuals with expertise on this subject, including suggestions from a Michigan CyclingSavvy instructor. The LMB plans to continue this project in FY2018.

CHANGING DRIVER BEHAVIOR PROGRAM

Section 405(h) FAST Act

PS-17-05; Awarded: \$0; Expended: \$0

BACKGROUND

The city of Ann Arbor will develop and distribute educational materials through community partners, social media, and other communications opportunities on pedestrian safety laws. The city will also work with the Ann Arbor Police Department on high visibility crosswalk enforcement. This is a two-year project. Funding will support costs related to law enforcement mobilization and public education.

PROJECT GOALS AND RESULTS

- To develop and distribute educational materials and seek earned media on changing driver behavior related to yielding to pedestrians at crosswalks by September 30, 2017. **Goal not achieved**

- To provide law enforcement mobilization for high visibility crosswalk enforcement by September 30, 2017.

Goal not achieved

While there was much discussion and interest in the initial planning stages, the city of Ann Arbor did not submit an application in the OHSP's online grants system by. The city does not have plans to pursue this project in FY2018.

ROYAL OAK BICYCLE SAFETY EDUCATION CAMPAIGN

Section 405(h) FAST Act

PS-17-06; Awarded: \$2,000; Expended: \$144

BACKGROUND

The city of Royal Oak will work with Beaumont Hospital to conduct bicycle safety classes with the third graders at Royal Oak's six elementary schools. Educational flyers will also be distributed through local businesses and community education events. This is a two-year project. Funding will support costs related to public education.

PROJECT GOAL AND RESULTS

- To conduct bicycle safety classes at Royal Oak's six elementary schools by September 30, 2017. **Goal not achieved**

The city of Royal Oak's community engagement specialist created a larger guidebook to convey all the bicycle safety law information for elementary students. Due to the expanded material, they were unable to complete the review and update process for printing approval. The city plans to pursue this project in FY2018.

Additionally, the city of Royal Oak developed four real-estate boxes for the city's downtown bike racks for safety information distribution and distributed 75 Ride On bicycle safety law decals to local businesses and community partners that have committed to making bicycle safety law information available to their patrons.

DETROIT BIKE AND PEDESTRIAN SAFETY EDUCATION CAMPAIGN

Section 405(h) FAST Act

PS-17-07; Awarded: \$42,000; Expended: \$0

BACKGROUND

The Detroit Greenways Coalition will work with the city of Detroit, Jefferson East, Inc., and other partners to develop materials to promote pedestrian and bicycle safety laws. The campaign will also include earned media activities and events to emphasize laws about sharing roadways with pedestrians and bicyclists. This is a two-year project. Funding will support costs related to public education.

PROJECT GOALS AND RESULTS

- To create, promote, and distribute up to 6,000 copies of a Detroit bike and walking map with substantial

safety and education content specific to local issues by September 30, 2017. **Goal not achieved**

- To execute marketing tactics to create visibility for a cycling and pedestrian safety campaign by September 30, 2017. **Goal not achieved**

Due to challenges of a limited approved grant time frame and staffing shortages, the Detroit Greenways Coalition was unable to complete grant activities in FY2017. They plan to pursue this project in FY2018.



Traffic Records

It is essential for stakeholders to submit data on all traffic crashes. This information is important 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

- Decrease fatalities by 18 percent from 901 in 2014 to 742 by December 31, 2018.
- Decrease serious injuries by 12 percent from 4,909 in 2014 to 4,308 by December 31, 2018.
- Decrease the vehicle mileage fatality rate by 9 percent from .93 in 2014 to .85 by December 31, 2018.

TRAFFIC CRASH DATA SUPPORT AND TRAINING

DATA INTEGRATION FOR THE REDUCTION OF TRAFFIC FATALITIES

Section 405(c)

CP-17-01; TR-17-06; Awarded: \$1,287,320; Expended: \$1,202,820

BACKGROUND

Based on the 2009 and 2015 Traffic Records Assessment recommendations, the Traffic Records Coordinating Committee (TRCC) recognized data integration was a priority and allocated federal funding in FY2012-FY2016 to develop a roadmap and plan of action for data integration between state agency traffic records databases.

The roadmap document was completed and presented to the TRCC in FY2013. The Crash Process Redesign group prioritized a list of traffic records data integration projects which can be implemented over several years.

In FY2014, funding was requested to begin implementation of data integration. Funding was allocated for DTMB contractual costs to bring on a project manager to facilitate development of data integration among participating state agencies. The funding would also support software development, testing, and implementation of data integration between the appropriate traffic records databases. Progress continued in FY2016 with the introduction of the project to the Governor's Enterprise Information Management team to incorporate this project into their overall plan. When successfully completed, this may become a model project for overall state agency data integration.

PROJECT GOAL AND RESULTS

- Begin implementation of data integration project facilitated by the MSP Criminal Justice Information Center (CJIC) by September 30, 2017. **Goal achieved**

Development and implementation of the first phase of the data integration project, which is being facilitated by CJIC, was completed. CJIC integrated data from the following data sets: Michigan Incident Crime Reporting, Michigan Traffic Crash Reporting System, MDOS's Vehicle and Driver's License, and the MDHHS's Death File. The setup of new role-based portals for analysts to create and share visualizations with their department end users and law enforcement within the MSP WebFOCUS environment was created. The project also includes MSP crash predictive model prototypes. Lastly, the project includes sharing MSP base crash maps that can be re-used and pulled into the end user traffic crash portals.

Subject matter expert meetings began at the end of FY2017 and will continue through FY2018. This will begin the expansion into user acceptance scenarios and use cases. The project continuation includes the expansion of data sets with the involved state departments, as well as visualization tools for each end user. Michigan will continue to move toward predictive modeling, crash mapping, multi-agency data sharing, and cutting-edge tools to reduce traffic fatalities and improve traffic safety planning measures.

TRAFFIC CRASH REPORTING FORM (UD-10) TRAINING SUPPORT

Section 405(c)

TR-17-02; Awarded: \$50,000; Expended: \$28,403

BACKGROUND

This project is a continuation of the FY2016 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 form, as well as on the crash form revisions that were effective January 1, 2016.

Funding will support the costs of 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, 2017. **Goal achieved**

The UD-10 crash trainer conducted 81 trainings, for nearly 2,000 attendees from 223 agencies. The trainings have been conducted for various groups such as: a traffic safety network, law enforcement agencies, regional police academies, traffic safety and vehicle engineers, and an insurance company. Presentations were also made to the following groups:

- 2017 Michigan Traffic Safety Summit
- Michigan Truck Safety Commission
- Traffic Records Coordinating Committee
- Crash Data User Group
- Veterans Affairs Police Department
- Commercial Motor Vehicle Enforcement Team

Other significant activities completed by the UD-10 trainer were:

- Creation of an instructional flyer for the field to assist with recording drug and alcohol results of fatal traffic crashes.
- Creation of a flyer to assist with the new M-Line in Detroit, which is a 6.6 mile circulating streetcar loop.
- Published multiple Traffic Crash Advisories to keep law enforcement aware of changes to the crash report as well as provide tips in areas that officers may be filling out incorrectly.
- Provided articles for the OHSP's Safety Network newsletter, including UD-10 updates, changes to the crash reporting system, and enhancements to the crash report.
- Participated on the national Model Minimum Uniform Crash Criteria Expert Panel.

CRASH LOCATING IMPROVEMENT PROJECT (CLIP) VENDOR IMPLEMENTATION

Section 405(c)

TR-17-02; Awarded: \$125,000; Expended: \$0

BACKGROUND

This project will assist the 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 time consuming

and increases the possibility for human errors. This crash locating interface would free up Traffic Crash Reporting Unit (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, 2017. **Goal not achieved**

The vendors were unable to incorporate CLIP into their electronic crash reporting systems by the end of FY2017. Several of the remaining vendor systems have not yet been certified in the State of Michigan to submit traffic crash reports. The plan for FY2018 is to concentrate on Michigan's largest vendor providing CLIP to their partner law enforcement agencies.

ROADSOFT UPGRADES FOR MODEL INVENTORY OF ROADWAY ELEMENTS (MIRE) DATA

Section 405(c)

TR-17-03; Awarded: \$88,257; Expended: \$79,580

BACKGROUND

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

Funding will support DTMB contractors to develop the necessary Roadsoft software upgrades to collect the required data fields.

PROJECT GOAL AND RESULTS

- To upgrade the statewide roadway data system by September 30, 2017. **Goal achieved**

In FY2017, the Center for Technology and Training at Michigan Technological University completed work on MDOT's MIRE FDE. This included addition of the new MIRE road segment and intersection fields as well as standard MIRE reports in the production version of Roadsoft. This data is now ready to be used by the 616 local agencies which are responsible for maintaining the roadway system in Michigan.

TRAFFIC RECORDS PROGRAM ASSESSMENT RECOMMENDATION IMPLEMENTATION

Section 405(c)

TR-17-04; Awarded: \$0; 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. The OHSP will work with traffic records partners on implementation of projects to address assessment recommendations.

PROJECT GOAL AND RESULTS

- Implement at least 40 percent of the recommendations from the Traffic Records Program Assessment by September 30, 2017. **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 begun efforts to implement 12 of the 24 (50 percent) of the strategies identified in the strategic plan. This number was slightly lower than FY2016, due to locating additional partners and resources to assist in the areas of adjudication, trauma and emergency medical services. It is anticipated that this will strengthen the goals and projects sought out for the coming years. Additional projects were identified; however, there was not ample time to complete them in FY2017. These projects will begin in FY2018. The TRCC continues to reach out via partners seeking new traffic records project proposals for FY2018.

EDUCATION AND COMMUNICATION

MICHIGAN TRAFFIC CRASH FACTS

Section 405 (c)

TR-17-01; Awarded: \$707,341; Expended: \$707,341

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

PROJECT GOAL AND RESULTS

- Produce the 2016 traffic crash data on the MTCF website, including reports, profiles, and new data query capabilities by September 30, 2017. **Goal not achieved**

The UMTRI continued to provide 2016 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 a road segments query tool, and updates to infographics on various MTCF publications.

The UMTRI continued to provide one part-time on-site statistician to provide in-depth crash data analysis for nearly 75 requests as well as crash data presentations at regional Traffic Safety Network meetings, GTSAC action team meetings, and other traffic safety partner meetings.

The MTCF website had 108,526 page views and 94,829 queries on the data query tool.

Michigan's final 2016 crash data was released later than in recent years. This delayed the completion of MTCF publications in FY2017. This led to some of the publications being finished approximately one month later than the originally anticipated deadline, which ran into the FY2018 grant year.

SOCIETAL COSTS OF CRIME AND CRASHES IN MICHIGAN: A 2016 UPDATE

Section 402, 402 FAST Act

TR-17-05; Awarded: \$73,828; Expended: \$73,828

BACKGROUND

Traffic crashes and crime impose significant economic and social burdens on Michigan through injury, loss of life, and property damage. Comparable and up-to-date cost data on state crashes and crime can help policymakers and law enforcement leaders make informed decisions and prioritize resource expenditures relative to reducing these burdens.

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

Funding will support research and analysis.

PROJECT GOAL AND RESULTS

- Complete the analysis and report by September 30, 2017. **Goal not achieved**

A final report was submitted to the OHSP by the end of the calendar year.



Keep your thumbs on the wheel and cash in your pocket.

txt back L&R

Texting while driving is against the law in Michigan. A ticket will cost \$100 for first time and \$200 for each subsequent offense.

IT'S THE LAW.



Kelsey's Law
Put your phone in park

ATTENTION PARENTS AND TEENS
Level 1 and Level 2 License holders under the Graduated Driver Licensing program are prohibited from using a cell phone while driving.

Violations will be a civil infraction and fees associated with the original ticket may be up to \$260. No points will be assessed.

Exemptions are:

- Reporting a traffic crash, medical emergency, or serious road hazard
- Reporting a situation if the person believes his or her personal safety is in jeopardy
- Reporting or averting the perpetration or potential perpetration of a criminal act
- Using a voice-operated system integrated into the vehicle

Be a Safe Cyclist



Under 21?

If you have alcohol in your possession, you can get in trouble with the law.

EMERGENCY INFORMATION

MOVE OVER!
Michigan's Emergency Vehicle Caution Law

SAVE LIFE ALONE
It's the Move Over Law

Got your CY?

GET YOUR MOTORCYCLE ENGAGEMENT AND RIDE SAFELY

Always always always wear your seat belt.

SAFETY'S ALWAYS BABY?

WALK WISELY

If a driver, front-seat passenger, or passenger younger than 16 is not properly buckled up—you can be ticketed and

pay up to **\$65** in fines, costs, and fees.

Start Seeing

MOTORCYCLE

Help Child Up S

49"

Is your ch...

Michigan law children young age 8 or shorter 4' 9" to be propped up in a car or booster seat.

Booster Seats
Children over age 4 are not riding in a booster seat unless in a seat belt alone.

Community Programs

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

PROGRAM GOALS

- *Decrease fatalities by 18 percent from 901 in 2014 to 742 by December 31, 2018.*
- *Decrease serious injuries by 12 percent from 4,909 in 2014 to 4,308 by December 31, 2018.*
- *Decrease the vehicle mileage fatality rate by 9 percent from .93 in 2014 to .85 by December 31, 2018.*
- *Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 98 percent through December 31, 2018.*

EDUCATION AND COMMUNICATION

IN-HOUSE PUBLIC INFORMATION AND EDUCATION

Sections 402, 402-Paid Media, 405 (d), 402 FAST Act, 405(d) FAST Act CP-17-03; Awarded: \$145,000; Expended: \$104,485

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, 2017. **Goal achieved**
- Issue up to 12 news releases by September 30, 2017. **Goal achieved**
- Conduct up to seven news events by September 30, 2017. **Goal not achieved**

During the year, six issues of the Safety Network newsletter were published and 12 statewide news releases were issued

to media. In addition, there were four earned media events to support traffic enforcement mobilizations.

The OHSP conducted a review of all print materials, making updates and changes where needed. In addition, the materials catalogue was revised to reflect current print materials available to the public.

Traffic enforcement mobilizations were supported through earned media efforts. The OHSP promoted Secure Your Load Day in June, National Distracted Driving Awareness Month in April, and Teen Driver Safety Week in November.

News coverage was tracked through a media monitoring service. Results are provided in the Enforcement Mobilization section on page 37.

MATERIALS STORAGE AND DISTRIBUTION

Section 402, 402 FAST Act

CP-17-04; Awarded: \$162,829; Expended: \$134,160

Section 405d, 405(d) FAST Act

CP-17-04; Awarded: \$20,000; Expended: \$13,274

BACKGROUND

For more than 25 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 informa-

tion. Most items are available in English, Arabic, and Spanish. The OHSP maintains a traffic safety materials catalog and updates 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 public by September 30, 2017. **Goal achieved**

The OHSP distributes traffic safety materials statewide. New flyers, brochures, or other traffic safety-related items are distributed through a targeted mailing to pertinent audiences.

Seventeen special mailings were shipped to 21,850 locations (including law enforcement agencies, high schools, child passenger safety partners, libraries, government agencies, businesses, parks, driving schools, and fire departments) for a total of 407,331 items.

Safety partners and the public requested 624,702 items during FY2017, an increase of 18,907 items from FY2016. In addition, crash test dummy costumes were borrowed 18 times and Click It the Cricket costumes were borrowed 20 times.

COMMUNICATIONS ACCOUNT MANAGEMENT AND STRATEGIC COUNSEL

Section 402, 402 FAST Act

CP-17-03; Awarded: \$100,000; Expended: \$92,932

BACKGROUND

The OHSP relies on strategic counsel for communications projects of a small nature as well as those that arise outside the annual planning process.

PROJECT GOAL AND RESULTS

- Provide expertise related to new situations, opportunities, and challenges through September 30, 2017. **Goal achieved**

For communications campaigns, the OHSP uses the services of a professional marketing and advertising firm to conduct research, develop creative concepts and finished campaign assets, and plan and place paid advertising.

Services range from providing recommendations for future projects and strategy to advising the OHSP on the newest social media trends and tools. The agency provided graphic design assistance with newsletters and created a publication that provided a 75-year historical perspective of traffic safety in Michigan. This was shared at the annual Michigan Traffic Safety Summit.

Other projects included developing air bag recall information directed at owners of late-model Hondas living in Detroit, Dearborn, and Warren.

WINTER DRIVING

Section 402, 402-Paid Media, 402 FAST Act

CP-17-03; Awarded: \$160,000; Expended: \$156,276

BACKGROUND

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

PROJECT GOAL AND RESULTS

- Promote the winter driving campaign by September 30, 2017. **Goal achieved**

Southwest Michigan often bears the brunt of winter snow storms that build when weather systems move across Lake Michigan. Likewise, Michigan's Upper Peninsula (U.P.) typically experiences frequent and heavy snow, as early as October and into the following spring.

Winter driving messages were directed at motorists in southwest Michigan, particularly along I-94 west of Battle Creek to the Indiana border; U.S.-131 south of Grand Rapids; I-196 south of Holland; and in the U.P. on U.S.-41 near Marquette.

Using a mix of radio, outdoor, digital, and social media, *Drive Slow on Ice and Snow* messages were directed at drivers in these areas, urging them to slow down in inclement weather. This included messages on the Weather Channel website, as well as desktop and mobile applications.

Following the campaign, 38 percent of motorists reported hearing *Drive Slow on Ice and Snow* within the last 30 days. Nearly half of motorists said they had seen or heard messages that encourage safe winter driving.





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.

RESULTS

MARCH 2017 WINTER DRIVING. *DRIVE SLOW ON ICE AND SNOW.*

Recognition of the *Drive Slow On Ice and Snow* slogan more than tripled after the campaign.

In the past 30 days, have you seen or heard any message encouraging safe winter driving?
(strongly agree/somewhat agree)

	2017	
	PRE SURVEY	POST SURVEY
General population	15%	48.5%

So you recall hearing or seeing the following slogan in the past 30 days?
(*Drive Slow On Ice and Snow*)

	2017	
	PRE SURVEY	POST SURVEY
General population	12%	38.3%

MARCH 2017 DRUNK DRIVING. *DRIVE SOBER OR GET PULLED OVER.*

The number of respondents that remember hearing the *Drive Sober or Get Pulled Over* slogan during the crackdown period has declined since 2015 among the general population.

Police in my community are arresting more people for drunk driving now than they were a few months ago.
(strongly agree/somewhat agree)

	2015		2016		2017	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	33.6%	33%	35.8%	39.3%	31.1%	29.6%
Young men	40.6%	40%	43.6%	42.0%	n/a	n/a

In the past 30 days, have you seen or heard of any special effort by police to arrest drivers in your community for drunk driving?
(yes)

	2015		2016		2017	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	13.8%	22.5%	14.8%	20.1%	11.8%	16.5%
Young men	8.0%	20.7%	18.1%	26.2%	n/a	n/a

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)

	2015		2016		2017	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	68.5%	73.5%	67.0%	66.0%	73.3%	70.3%
Young men	74.5%	72.0%	72.7%	70.0%	n/a	n/a

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)

	2015		2016		2017	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	11.7%	29.6%	14.9%	10.2%	9.2%	13.5%
Young men	12.5%	31.5%	14.7%	17.1%	n/a	n/a

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

	2015		2016		2017	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	52.3%	63.5%	55.5%	61.3%	55.3%	54%
Young men	71.3%	75.3%	74.7%	73.3%	n/a	n/a

MAY 2017 SEAT BELT. CLICK IT OR TICKET

The responses regarding awareness of special efforts to ticket drivers for seat belt violations were down from 2015 among the general population and the targeted audience of the campaign, young men.
(strongly agree/somewhat agree)

	2015		2016		2017	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	23.5%	27.8%	28.8%	26.8%	21.8%	26.8%
Young men	36.0%	37.3%	34.3%	39.8%	30.7%	31.3%

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)

	2015		2016		2017	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	58.3%	58.3%	63.7%	64.9%	60.3%	58.2%
Young men	60.0%	57.7%	52.3%	57.6%	53.3%	54.8%

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)

	2015		2016		2017	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	11.0%	30.8%	12.3%	27.8%	11%	25.8%
Young men	8.0%	28.7%	16.8%	24.8%	15.3%	24%

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)

	2015		2016		2017	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	12.3%	26.5%	13.8%	20.5%	10.5%	21.5%
Young men	17.3%	32.7%	24.0%	28.8%	22.7%	24.7%

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)

	2015		2016		2017	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	7.3%	25.6%	6.7%	25.6%	9%	20%
Young men	9.1%	25.4%	10.9%	29.3%	9.3%	20%

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

	2015		2016		2017	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	76.0%	85.0%	77.5%	86.5%	72%	78.3%
Young men	83.3%	90.0%	84.3%	90.3%	78%	84.7%

AUGUST 2017 DRUNK DRIVING. DRIVE SOBER OR GET PULLED OVER

In 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 but rebounded to almost 80 percent in 2017. The percentage of young men that have heard about special efforts to arrest drunk drivers following the drunk driving crackdown has continued to decline since 2015.

Police in my community are arresting more people for drunk driving now than they were a few months ago.
(Strongly agree/somewhat agree)

	2015		2016		2017	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	35.5%	38.3%	29.6%	28.8%	25.6%	30.6%
Young men	38.7%	50.7%	39.0%	43.6%	34.6%	44.7%

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

(yes)

	2015		2016		2017	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	16.5%	32.0%	18.8%	22.3%	15.3%	18.0%
Young men	16.7%	32.7%	24.0%	27.3%	19.3%	44.7%

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)

	2015		2016		2017	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	15.5%	32.7%	10.6%	19.0%	8.4%	11.6%
Young men	12.5%	38.1%	11.7%	21.7%	8.5%	16.8%

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

(Drive Sober or Get Pulled Over) (yes)

	2015		2016		2017	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	52.8%	63.3%	55%	59.5%	49.8%	58.5%
Young men	63.3%	84.0%	73.8%	73.3%	72.7%	79.3%

2016/2017 WINTER DRIVING CAMPAIGN SUMMARY

Internet Target: Adults 35-60 Geo-Targeted Detroit, Grand Rapids, Lansing, Kalamazoo, Battle Creek, Marquette, and Escanaba Flight Dates: November 28, 2016 - March 14, 2017

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
The Weather Channel	2,086,241	\$14.38	77,353	\$30,000.00
Facebook	199,717	-	-	\$1,863.00
Totals:	2,285,958	\$13.94		\$31,863.00
Assessed Value Added:				\$1,160.00

2016/2017 WINTER DRIVING CAMPAIGN

Outdoor: Target: Adults 35-60 Geo-Targeted along I-94, I-196, US-131 & US-41 Highways Flight Dates: December 12, 2016 - March 13, 2017

MARKET	NUMBER OF BOARDS	IMPRESSIONS	ADDED VALUE BOARDS	TOTAL \$\$ (NET)
Adams Outdoor	8	9,405,501	2	\$29,400.00
CBS Outfront	5	8,943,267	-	\$29,025.00
Lamar (Upper Peninsula)	6	1,690,182	-	\$5,050.00
Totals:	19	20,038,950	-	\$63,475.00
Assessed Value Added				\$6,000.00

2016/2017 WINTER DRIVING CAMPAIGN SUMMARY

Radio Target: Adults 35-64 Flight Dates: December 5, 2016 - February 13, 2017

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :60/:15	ADDED VALUE :60 SPOTS	ADDED VALUE :05, :10 AND :15	TOTAL \$\$ (NET)
Battle Creek	50.4%	19.6	982.4	634	14	21	\$5,469.75
Kalamazoo	51.4%	18.2	681.4	613	56	-	\$11,538.76
Marquette/ Escanaba	X	X	X	700	91	-	\$15,951.95
Houghton	X	X	X	140	21	-	\$10,305.40
Sault Ste. Marie	X	X	X	448	49	-	\$2,142.00
Totals:			1,664	2,535	231	21	\$45,407.86
Assessed Value Added:							\$4,463.00

Total Winter Driving Media Spend: \$140,746

Total Assessed Value Added: \$11,623

8.26% Added Value Relative to Media Spend

MARCH 2017 IMPAIRED DRIVING ENFORCEMENT SUMMARY

MARCH 2017 IMPAIRED DRIVING

Fox Sports Network Detroit Detroit Tigers Baseball, Detroit Pistons Basketball, Detroit Red Wing Hockey Target: Men 21-34
Flight Dates: March 13 - April 2

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :30	ADDED VALUE:30 SPOTS	ADDED VALUE :05 AND :10	TOTAL \$\$ (NET)
Statewide Coverage	39.3%	2.3	90.2	80	120	10	\$61,242.50
Totals:			90.2	80	120	10	\$61,242.50
Assessed Value Added:							\$11,200.00

MARCH 2017 IMPAIRED DRIVING

CBS March Madness Packages Target: Men 21-34 Flight Dates: March 6 - April 9

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :30	ADDED VALUE:30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	59.6%	1.7	87.4	15	0	0	\$67,320.00
Flint	22.2%	1.7	57	11	17	0	\$13,260.00
Grand Rapids	50.9%	2.1	130	24	17	0	\$34,850.00
Lansing	65.7%	1.9	131.7	14	4	0	\$12,877.50
Totals:			406.1	64	38	0	\$128,307.50
Assessed Value Added:							\$8,600.00

MARCH 2017 IMPAIRED DRIVING

Radio Target: Men 21-34 Flight Dates: March 13 - 26

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :60	ADDED VALUE:60 SPOTS	ADDED VALUE :05, :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	67.7%	4.1	328.3	385	48	75	\$43,231.00
Grand Rapids	58.9%	4.6	270.2	279	38	22	\$10,922.50
Saginaw	61.4%	5.1	310.8	260	18	24	\$6,732.00
Totals:			909.3	924	104	121	\$60,885.50
Assessed Value Added:							\$9,860.00

MARCH 2017 IMPAIRED 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)
WWJ - March Madness	1,155,856	\$14.71	155,856	\$17,000.00
YouTube	262,707	\$16.75	0	\$4,400.00
Facebook	397,185	\$3.78	0	\$1,500.00
Twitter	170,014	\$5.88	0	\$1,000.00
Kortx	9,940,150	\$10.06	19,516	\$100,000.00
Hulu	764,557	\$42.77	0	\$32,078.00
Spotify	912,488	\$22.82	0	\$20,825.00
Pandora	3,666,667	\$13.84	3,897,071	\$50,000.00
Totals	17,269,624	\$13.13	4,072,443	\$226,803.00
		Assessed Value Added:		\$3,363.00

Total Impaired Driving Media Spend: \$477,239

Total Assessed Value Added: \$33,023

6.92% Added Value Relative to Media Spend

APRIL 2017 TWEEN SEAT BELTS CAMPAIGN SUMMARY

Internet Target: Adults 25-54 who are parents of preteens or teenagers Flight
Dates: April 7 - April 30

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Pandora	1,147,861	\$21.77	11,497	\$25,000.00
Facebook	356,245	\$5.61	-	\$2,000.00
Totals:	1,504,106	\$17.95		\$27,000.00
		Assessed Value Added:		\$252.00

APRIL 2017 TWEEN SEAT BELTS CAMPAIGN SUMMARY

Radio Target: Adults 25-54 Flight Dates: April 10 - April 23

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :30	ADDED VALUE:30 SPOTS	ADDED VALUE :05 :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	68.7%	4.5	266.6	504	10	130	\$36,626.50
Flint	47.5%	5.3	251.2	212	24	-	\$4,207.50
Grand Rapids	69.5%	4.6	332.0	560	56	-	\$11,784.40
Saginaw - Bay City	67.0%	4.8	326.8	324	22	18	\$6,070.70
Totals:			1,176.6	1,600	112	148	\$58,689.10
Assessed Value Added:							\$7,255.00

Total Tween Seatbelts Media Spend: \$85,689

Total Assessed Value Added: \$7,507

8.76% Added Value Relative to Media Spend

AUGUST 2017 IMPAIRED DRIVING ENFORCEMENT SUMMARY

AUGUST 2017 IMPAIRED DRIVING

Fox Sports Network Detroit, Detroit Tigers Baseball/Detroit Lions Football Target: Men 21-34 Flight Dates: August 14 - August 27

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :30	ADDED VALUE:30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS	TOTAL \$\$ (NET)
Statewide Coverage	60.00%	3.8	209.0	157	43	-	\$105,825.00
Totals:			209.0	157	43	-	\$105,825.00
Assessed Value Added:							\$12,500.00

AUGUST 2017 IMPAIRED DRIVING

Cable Target: Men 21-34 Flight Dates: August 14 - August 27

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :60	ADDED VALUE TAGGABLES	ADDED VALUE :05 :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	57.00%	3.1	172.8	684	100	-	\$107,480.00
Flint	40.00%	4.1	167.2	658	100	-	\$31,000.00
Grand Rapids	50.20%	3.0	153.9	836	100	-	\$49,300.00
Lansing	54.10%	2.5	132.5	563	100	-	\$17,855.00
Totals:			626.4	2741	400	0	\$205,635.00
Assessed Value Added:							\$35,902.00

AUGUST 2017 IMPAIRED DRIVING

Radio Target: Men 21-34 Flight Dates: August 14 - August 27

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :60	ADDED VALUE:60 SPOTS	ADDED VALUE :05, :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	81.70%	4.8	390.0	679	16	156	\$60,010.00
Flint	57.10%	6.1	347.6	250	34	0	\$5,993.00
Grand Rapids	54.40%	6.0	324.4	426	28	0	\$13,502.00
Saginaw	57.70%	6.9	397.2	294	24	12	\$7,135.00
Totals:			1459.2	1649.0	102.0	168.0	\$86,640.00
Assessed Value Added:							\$9,712.00

AUGUST 2017 IMPAIRED DRIVING

Internet Target: Men 21-34 Geo-Targeted to State of Michigan Flight Dates: August 14 - September 4

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Cross-Screen & 360 Video	10,088,248	\$7.43	394,885	\$75,000
Cross-Screen Digital	11,202,000	\$8.93	913,773	\$100,000
Pandora	4,878,288	\$10.25	1,603,219	\$50,000
Social	469,668	\$5.32	-	\$2,500
Spotify	1,492,136	\$16.75	-	\$25,000
YouTube	278,501	\$17.95	-	\$5,000
Totals	28,408,841	\$9.06	2,911,877	\$257,500.00
Assessed Value Added:				\$27,527.00

2017 CLICK IT OR TICKET CAMPAIGN SUMMARY

Outdoor Target: Men 18-31 Detroit Tigers Baseball Stadium Flight Dates: August 18 - September 6

MARKET	NUMBER OF BOARDS	IMPRESSIONS	ADDED VALUE BOARDS	TOTAL \$\$ (NET)
Tigers In-Stadium	In-stadium signage	388,981	-	\$50,000.00
Totals:		388,981	0	\$50,000.00
Assessed Value Added				\$0.00

Total Impaired Driving Media Spend: \$705,600.00

Total Assessed Value Added: \$85,641.00

2017 CLICK IT OR TICKET CAMPAIGN SUMMARY

Radio Target: Men 18-31 Flight Dates: May 15 - May 28

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :60	ADDED VALUE: :60/:15 SPOTS	ADDED VALUE :05, :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Ann Arbor	X	X	X	175	18	-	\$7,263.25
Detroit	81.5%	5.0	404.3	749	51	241	\$61,612.25
Flint	57.2%	5.6	316.3	286	36	-	\$6,355.45
Grand Rapids	58.2%	6.2	363.6	475	28	-	\$13,256.60
Kalamazoo	47.8%	5.3	253.6	242	24	-	\$6,970.00
Lansing	55.6%	4.6	253.5	321	38	-	\$8,024.85
Marquette	X	X	X	260	48	-	\$5,100.00
Muskegon	33.2%	8.1	268.4	217	18	-	\$2,541.50
Saginaw	58.1%	5.7	334.5	271	24	12	\$7,134.05
Traverse City	58.0%	6.8	391.4	353	42	-	\$6,815.30
Totals:			2,585.6	3,349	327	253	\$125,073.25
Assessed Value Added:							\$17,315.00

2017 CLICK IT OR TICKET CAMPAIGN SUMMARY

Cable Target: Men 18-31 Flight Dates: May 15 - May 28

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :30	ADDED VALUE TAGGABLES	ADDED VALUE :05, :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	63.5%	4.1	303.5	700	100	-	\$142,705.65
Flint	43.3%	4.0	198.1	450	100	-	\$25,011.25
Grand Rapids	43.6%	4.0	159.8	686	100	-	\$42,380.15
Lansing	34.9%	3.0	110.9	380	100	-	\$14,824.00
Totals:			772.3	2,216	400	-	\$224,921.05
Assessed Value Added:							\$17,000.00

2017 CLICK IT OR TICKET CAMPAIGN SUMMARY

Fox Sports Statewide Target: Men 18-31 Flight Dates: May 15 - May 28

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :30	ADDED VALUE: :30 SPOTS	ADDED VALUE :05, :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Fox Sports	74.5%	3.3	281.7	60	116	36	\$125,970.00
Totals:			281.7	60	116	36	\$125,970.00
Assessed Value Added:							\$21,280.00

INTERNET TARGET: MEN 18-31 FLIGHT DATES: MAY 15 - JUNE 4

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Adobe - Snapchat, Facebook, Instagram	9,591,320	\$12.51	2,591,320	\$120,000.00
Pandora	3,506,028	\$12.48	1,600,093	\$43,741.63
Social	167,376	\$8.96	-	\$1,500.00
Spotify	1,054,483	\$23.71	289	\$25,000.00
YuMe - Connected TV	4,220,945	\$17.77	142,059	\$75,000.00
Totals:	18,540,152	\$14.31	4,333,761	\$265,241.63
Assessed Value Added:				\$38,883.00

2017 CLICK IT OR TICKET CAMPAIGN SUMMARY

Cinema Target: Men 18-31 Flight Dates: May 19 - June 1

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Screenvision - Cinema	826,997	\$42.60	122,384	\$35,231.00
Totals:	826,997	\$42.60		\$35,231.00
Assessed Value Added:				\$6,119.00

2017 CLICK IT OR TICKET CAMPAIGN SUMMARY

Outdoor Target: Men 18-31 Geo-Targeted along I-94, I-75, I-696, and US-131 Highways Flight Dates: May 18 - June 4

MARKET	NUMBER OF BOARDS	IMPRESSIONS	ADDED VALUE BOARDS	TOTAL \$\$ (NET)
CBS Outfront	18	3,133,147	-	\$27,600.00
Tigers In-Stadium	In-stadium signage	162,934	-	\$45,000.00
Totals:	18	3,296,081	0	\$72,600.00
Assessed Value Added				\$0.00

Total Click it or Ticket Media Spend: \$849,037

Total Assessed Value Added: \$100,597



Driver Education

Driver education involves teaching 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 29 percent from 1,095 in 2015 to 774 by December 31, 2018.*
- *Decrease fatalities and incapacitating injuries involving drivers ages 65 and older by 2 percent from 1,017 in 2015 to 997 by December 31, 2018.*
- *Increase observed seat belt use of front seat outboard occupants in passenger to 98 percent by December 31, 2017.*

EDUCATION AND COMMUNICATION

TEEN DEFENSIVE DRIVING SCHOOL

Section 402 FAST Act

DE-17-01; Awarded: \$13,468; Expended: \$10,349

BACKGROUND

Motor vehicle crashes are the leading cause of death for teens and account for almost one-third of deaths among people age 16-19, according to the Insurance Institute for Highway Safety.

The MSP Precision Driving Unit conducts 10 one-day teenage defensive driving classes each year for up to 180 students. In 2015, pre- and post-tests were administered and teens showed a 20 percent increase in knowledge after taking the teen defensive driving course.

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

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

PROJECT GOAL AND RESULTS

- Conduct up to four teen defensive driving classes by September 30, 2017. **Goal achieved**

In addition to the regularly scheduled Teen Defensive Driving Course, the MSP Precision Driving Unit conducted four additional courses and trained 44 students. The additional courses were held on Saturdays as opposed to the regularly scheduled courses, which are held on weekdays during the summer. 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 grant-funded courses were limited to a maximum of 12 students. The topics taught included defensive driving, skid control, serpentine control, controlled braking, evasive maneuvering, confined area maneuvering, off-road recovery, and distracted driving. The students participated in skill areas that encourage proper hand placement on the steering wheel, proper turning and braking movements, and the ability to recognize and recover from an oversteer skid. Parents were encouraged to participate or observe at any time. Pre- and post-tests were administered to each student and indicated an average of a 17 percent increase in knowledge.

STRIVE FOR A SAFER DRIVE (S4SD) PARTNERSHIP WITH FORD MOTOR COMPANY

Section 402, 402 FAST Act

DE-17-02; Awarded: \$53,391; Expended: \$47,406

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 a Ford 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, 2017. **Goal achieved**

S4SD was managed by the Transportation Improvement Association (TIA). The program was promoted through the Michigan Department of Education, high schools, law enforcement officers, teen conferences, traffic safety meetings, and teen coalitions. Fifty 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 drinking and impaired driving, seat belts, winter driving, or speeding. Participation guidelines included involving the entire 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 54,000 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, 2017. **Goal achieved**

Goal achieved

Nearly 200 students and advisors from 25 schools attended a Ford Ride and Drive event at the Ford Dearborn Professional Development Center. The OHSP also provided funding assistance to schools that needed transportation to the event.

Students experienced firsthand defensive driving skills in a safe environment. Professional drivers instructed students in hazard recognition, vehicle handling, speed and space management, and the dangers of distracted and impaired driving. 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 led the distracted and impaired portions of the program.

THINKFAST: INTERACTIVE SCHOOL PROGRAM FOR YOUNG DRIVERS

Section 402, 402 FAST Act

DE-17-02; Awarded: \$20,000; Expended: \$20,000

BACKGROUND

ThinkFast specializes in interactive and education awareness productions. ThinkFast Interactive is an experiential team building and awareness program that appeals to all ages. This program can involve the entire school community in traffic safety by bringing them together in the school auditorium. This innovative concept utilizes remote controls, which allows the entire audience to participate in the game show-type event. A message of prevention, responsibility, and awareness are non-intrusively reinforced. A host guides participants through the program by providing memory hooks to promote retention and retrieval. The program employs multiple forms of visual games to involve limbic functioning as well as visual memory. This type of learning activity is the mental counterpart to memory, and makes learning a fun, enthusiastic, and challenging experience. The program is simple for schools to participate in, as ThinkFast travels to the schools. Minimal effort, outside of scheduling, is required by school administrators, for schools that don't have an advisor to run a full-blown traffic safety campaign.

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

PROJECT GOALS AND RESULTS

- Provide a teen driver safety interactive program for up to five high schools by September 30, 2017. **Goal achieved**

ThinkFast Interactive provided a program at five high schools, Gladstone, Schoolcraft, Olivet, Benzie, and Columbia Central. Although it is hard to determine the impact these programs have on students, principals often reach out to convey their assessment of the program. From an administrator at Benzie High School, "ThinkFast Interactive was AWESOME! We are still talking about it today! In fact, it paired so well with my Health Safety Unit that I could lead right into a project assignment with the idea that they could create a game like they were a part of yesterday to make their presentation more exciting! Thank you for working with the Michigan

Office of Highway Safety Planning to provide this experience for our students!" Approximately 2,600 high school students were reached through this program.

- Provide a teen driver safety interactive program for up to three colleges or universities by September 30, 2017.

Goal achieved

Programming was also delivered to Siena Heights University, Grand Valley University, and Albion College. Positive feedback was received from the college and university administrators, including from Albion College: "We had a great crowd for a Tuesday night, the second day of classes... and they had a blast. It was really good at educating on highway safety, and I'm glad we were able to be a part of the program." Approximately 350 college students attended the interactive program.

CARFIT EQUIPMENT

402 FAST Act

CP-17-01; Awarded: \$2,000; Expended: \$1,995

BACKGROUND

The CarFit program is designed to assist senior drivers in adapting themselves and their vehicles to maximize their control of the vehicle as well as offer the most protection in the event of a crash.

Eight CarFit kits will be placed with injury prevention coordinators in specified locations. Funding will support printed educational materials, signs, banners, and CarFit kits.

PROJECT GOAL AND RESULTS

- Distribute up to eight CarFit event kits throughout the state by September 30, 2017. **Goal not achieved**

The Michigan Trauma Coalition partnered with American Association of Retired Persons (AARP) to provide CarFit event coordinator and technician training to nearly 30 hospital Injury prevention coordinators. CarFit event coordinators were identified and eight CarFit kits were ordered. Four kits have been delivered to coordinators. Two will be delivered before the beginning of the 2018 CarFit season in Michigan which begins in May and two kits will be held at the OHSP for coordinators to borrow as needed.



DRIVER ORIENTATION SCREEN FOR COGNITIVE IMPAIRMENT TOOL (DOSCI) FOR LAW ENFORCEMENT

Section 402

CP-17-03; Awarded: \$0; Expended: \$0

BACKGROUND

The DOSCI, developed in California, will be customized by adding Michigan information, resources, and referral

services. The card will be sent to law enforcement agencies throughout the state with a letter explaining its use.

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

PROJECT GOAL AND RESULTS

- Develop, print, and distribute an older driver assessment tool/tip card for law enforcement by September 30, 2017. **Goal not achieved**

A committee developed the aging driver tip card for law enforcement and the electronic request for driver evaluation (eOC-88). Committee members included representatives from the MDOS, the OHSP, as well as state, county, and local law enforcement officers. The new tip card, Identifying cognitive impaired or medically at-risk drivers, includes guidance on traffic stops, questions to ask, signs of potential medical or cognitive impairment, indicators, making a referral by completing the OC-88 form, and additional resources. A letter to law enforcement has been completed to go along with distribution of the tip cards.

Printing and distribution of the tip cards will be completed in FY2018.

DISTRACTED DRIVING EDUCATIONAL VIDEO ASSETS AND PRINTED MATERIALS

Section 402, 402 FAST Act

CP-17-03; Awarded: \$55,000; Expended: \$53,346

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

- Develop video and printed materials by September 30, 2017. **Goal not achieved**

To develop effective messaging, distracted driving focus groups and telephone surveys were conducted. The focus group results indicated that most of the participants continue to text while driving, even though they are aware of

the numerous risks. So, the question remains, why do people still text and drive?

The phenomena that people are driving distracted but know it is a deadly risk lends credit to recent studies that indicate cell phone use may be an addiction. These studies have shown that brains get a hit of dopamine whenever phones beep or ring. With this mind, an addiction video was developed and features a Michigan family that fell victim to a life-changing distracted driving crash.

There is some confusion surrounding research that concludes that cell phone use or texting is addictive. With this in mind, the video will be edited to portray a behavioral correlation but not necessarily an addictive correlation. Pending completion of the editing process, the video will be distributed in FY2018.

DRIVING SIMULATORS

402 FAST Act

CP-17-01; Awarded: \$3,000; Expended: \$71

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. Teenagers and young adults ages 15-20 are disproportionately involved in motor vehicle crashes.

Funding for this task will provide for any needed repairs to twelve previously purchased driving simulators. The simulators are used in the S4SD program and at other safety events throughout the state.

PROJECT GOAL AND RESULTS

- Provide funding for maintenance and repair for twelve driving simulators that were purchased in 2014 and 2015. **Goal achieved**

There was only one maintenance issue that occurred this past year. The simulator at the MSP Seventh District fell into disrepair and it was determined it could not be repaired at the local level. The OHSP approved sending the simulator to the California manufacturer where the equipment was originally purchased. The shipping charge for the simulator is the only expense that was incurred over the course of FY2017.



Motorcycle Safety

Motorcyclist fatalities have steadily grown over the past decade, largely because of the increased number of motorcycle riders. Motorcyclists in Michigan constitute 15 percent of all fatalities. Nearly 50 percent of those fatalities occur in Wayne (Metro Detroit), Oakland, Macomb, Washtenaw, Genesee, Muskegon, Ottawa and Kent counties (West Michigan); eight of the 83 counties in Michigan.

PROGRAM GOAL

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

TRAINING AND EDUCATION

MOTORCYCLE PUBLIC EDUCATION AND OUTREACH

Section 402 FAST Act

CP-17-03; Awarded: \$10,000; Expended: \$20

BACKGROUND

The education and outreach campaign will seek to increase the number of endorsed motorcyclists, encourage training, and promote high-visibility gear.

Funding will also support exhibiting at motorcycle events. These events include Muskegon 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, 2017. **Goal achieved**

Due to changes in the NHTSA policy for allowable safety equipment (Memorandum dated May 18, 2016), the OHSP had limited materials and resources to distribute. After an extensive review of the top motorcycle shows and events around Michigan and the remaining materials for distribution, it was determined that only one event was feasible to attend, Flint Bikes on the Bricks. This event had minimal costs, including materials for the rider surveys and registration, funded by general Public Information and Education funds.

The OHSP and MDOS partnered to attend one major motorcycle event in September, Flint Bikes on the Bricks. At this event eight high-visibility vests were raffled. More than 300 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, high-visibility colors, and getting trained.

RETURNING RIDER TRAINING AND ADVANCED RIDER TRAINING

Section 405(f), Section 405 (f) FAST Act, Section 402 FAST Act

MC-17-01; Awarded: \$185,000; Expended: \$158,914

CP-17-01; Awarded: \$14,000; Expended: \$13,650

BACKGROUND

A proven way to improve rider safety is through training and endorsement of riders.

Formal motorcyclist training and licensing are critical components necessary to operate a motorcycle safely. The Michigan Motorcycle Training Program administered by the MDOS offers returning rider and advanced rider courses through public and private sponsors. These programs train nearly 10,000 motorcyclists annually at nearly 50 training sites.

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

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

PROJECT GOALS AND RESULTS

- Train up to 700 students in returning rider and advanced rider courses by September 30, 2017. **Goal achieved**
- Provide up to eight professional development sessions for current and newly recruited Motorcycle Rider Coaches by September 30, 2017. **Goal achieved**

The OHSP and MDOS continued to support the Advanced Rider Course (ARC) training. Returning rider courses were not conducted with federal funding; MDOS utilized state funding to support this portion of the project. There were 16 ARCs offered throughout the state by three different training sponsor organizations and 176 students were trained.

This was a transition year as Michigan training sites finished adopting the newly revised Basic Rider Course (BRC) curriculum from the MSF. This process entailed continuing training and recertifying the state's remaining eligible Rider Coaches, allowing them to instruct new riders on the updated curriculum. Eleven Rider Coaches were certified in the one Transitional Rider Coach Preparation session held in April.

Additionally, 39 new Rider Coaches were certified in the new MSF Basic Rider Course (BRC) program offered through four Novice Rider Coach Preparation sessions. Funding also provided all currently certified public program Michigan Rider Coaches with high-visibility long sleeve, light weight, work shirts to be used while they are coaching and instructing riders during motorcycle training on the range to continue promoting the use of riders wearing high-viz gear.

Eleven new training motorcycles were purchased by Delta College, Glen Oaks Community College, Mott Community College, and Schoolcraft College to supplement the aging fleet of motorcycles, some of which are more than 25 years old.

OPERATION SHADOW RIDER

Section 402 FAST Act

CP-17-03; Awarded: \$40,000; Expended: \$33,895

BACKGROUND

The OHSP will continue to collaborate with the MDOS and UMTRI to locate unendorsed riders based on the addresses on file with motorcycle registrations. In conjunction with motorcycle traffic safety partners, the OHSP will contact unendorsed riders by mail to inform the rider about the availability of the Returning Rider Training classes and the BRC 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, 2017. **Goal achieved**

The OHSP continued to collaborate with MDOS to develop a message that resonates 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 2017, two postcards were created and mailed directly to those found to be unendorsed. The first mailing was sent out in early March. 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 mailer was sent to 38,000 recognized unendorsed motorcyclists.

This was the first time that a second data pull and analysis was completed between the first and second mailers to help determine a more accurate number of people who may have been encouraged to get their endorsement by the

first-round mailer. This data showed a 20 percent decrease in the number of recognized unendorsed motorcyclists. The second mailer was sent out in early July to approximately 30,000 recognized unendorsed motorcyclists.

MOTORCYCLIST IMPAIRED PREVENTION CAMPAIGN

Section 405(d), 405(d) FAST Act

CP-17-03; Awarded: \$50,000; Expended: \$45,903

BACKGROUND

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

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

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

PROJECT GOAL AND RESULTS

- Develop and distribute education and outreach materials by September 30, 2017. **Goal not achieved**

The OHSP collaborated with the MLBA, determining that this project and messaging is important to pursue. Due to schedule restrictions, the development and distribution of materials for this project was not completed.

Messaging will be expanded beyond the MLBA in the upcoming fiscal year to incorporate additional communications elements that will be supported by paid advertising. Planning began to determine the creative campaign, including pre-production work for broadcast and radio elements.

MOTORCYCLIST FOCUS GROUPS

Section 405(d), 405(d) FAST Act

CP-17-03; Awarded: \$50,000; Expended: \$25,000

BACKGROUND

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

Focus groups of motorcyclists who have acknowledged using alcohol and riding will help identify and develop

effective public awareness messages designed to reduce impaired riding.

Funding will support costs related to the focus groups.

PROJECT GOAL AND RESULTS

- Conduct up to two motorcycle focus groups by September 30, 2017. **Goal achieved**

The OHSP conducted two days of motorcycle focus groups in September, one in Grand Rapids and one in Southfield. Preliminary research through phone surveys indicated that males over the age of 50 are most likely to drink and ride and the focus groups indicated a strong reaction to the greater fear of paralysis over death. In the focus groups, most respondents indicated the one-word reason why they ride is “freedom” and not one respondent thought that the greatest cause of motorcycle rider fatalities in 2016 was due to bikers drinking; more than 80 percent thought it was due to error of automobile drivers. This information will be used to develop the FY2018 motorcyclist impaired prevention campaign, including the filming of the creative concept that had the most impact on the focus groups.

MOTORCYCLE HELMET AND HIGH VISIBILITY OBSERVATION STUDY

Section 402 FAST Act

MC-17-02; Awarded: \$39,890; Expended: \$39,860

BACKGROUND

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

The survey’s sampling size would increase by 20 percent from the previously conducted FY2013 survey in order to ensure more accurate data. Motorcycle helmet use/misuse will be measured as well as if the rider is wearing high visibility clothing or gear.

Funding will support observation and analysis costs.

PROJECT GOAL AND RESULTS

- Determine motorcycle helmet and high visibility gear use rates by September 30, 2017. **Goal achieved**

Michigan State University conducted observation surveys on helmet and high-visibility gear use rates. The surveys were completed between June and August with more than 2,000 riders observed. A written report detailing the survey analysis conducted indicated the Michigan helmet use rate to be approximately 71.4 percent, which is substantially lower than the 99.4 percent helmet use rate observed in 2006 when all riders were required by law to wear a helmet, but is not statistically lower than the 73.0 percent helmet use rate observed in 2013, which is the year following the change of the Michigan helmet law. The high visibility gear rate is at 3.6 percent which is down from 5.6 percent rate observed in 2013 and observations showed that non-helmeted riders were less likely to wear such equipment.



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Caution: Rx Only
Do not use if you are allergic to any of the ingredients listed on the label.
Keep out of reach of children.
Store at room temperature.
See back of box for complete directions.
NEOSPORIN[®] First Aid Antibiotic

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 18 percent from 901 in 2014 to 742 by December 31, 2018.
- Decrease serious injuries by 12 percent from 4,909 in 2014 to 4,038 by December 31, 2018.
- Decrease the vehicle mileage fatality rate by 9 percent from .93 in 2014 to .85 by December 31, 2018.

EVALUATION

EMERGENCY MEDICAL SERVICES (EMS) ASSESSMENT

Section 402, 402 FAST Act

CP-17-01; Awarded: \$23,000; Expended: \$21,018

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 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, 2017. **Goal achieved**

The 2017 reassessment of EMS in Michigan took place March 28-30. The assessment team, including two physicians and three EMS office professionals, reviewed prepared materials and heard testimony from more than 20 experts in various fields of EMS, trauma, transport, hospital care, and rural health systems.

As with all assessments, the team identified strengths and growth since the last assessment in 2007 as well as areas to improve to provide a more complete EMS and trauma system.

The report's recommendations included:

- Having the OHSP continue to provide financial support for EMS data collection and analysis to improve trauma systems and care.
- Developing regulations to ensure ambulance drivers are trained and licensed.
- Establishing a state EMS transportation plan.
- Developing EMS transportation plans and accountability systems.
- Improving public information efforts with partners, including the OHSP.



• Successful program and court-kitchen determination

Administrative Issues

GOVERNOR'S TRAFFIC SAFETY ADVISORY COMMISSION (GTSAC)



The GTSAC met quarterly. Meetings gave commissioners an opportunity to provide an update on traffic safety-related activities taking place within their respective agency or area of responsibility. An update on traffic safety legislation was also provided by MSP legislative staff. Updates were also provided on activities undertaken by the Strategic Highway Safety Plan action teams.

During the past year, commissioners and meeting attendees heard a variety of presentations on topics including: *Strive for a Safer Drive*, DRE program update, roundabouts, and the oral fluid roadside testing pilot program.

MICHIGAN TRAFFIC SAFETY SUMMIT

The 22nd annual Michigan Traffic Safety Summit featured sessions on connected vehicles, distracted driving, and cannabis and driving.

The event drew more than 600 participants on March 21-23 at the Kellogg Hotel and Conference Center in East Lansing. Law enforcement, traffic engineers, researchers, and traffic safety advocates attended general sessions and workshops, exhibits, and networking opportunities with people from throughout the state.



Some of the highlights included:

- Discussing the future of autonomous vehicles and what the new technology will mean for traffic safety professionals.
- A presentation on the neurobiology behind smart-phone addiction and why it is so hard to simply put down the phone.
- Sharing strategies to remove drug impaired commercial motor vehicle operators from the road.

In addition, seven awards for outstanding achievement in traffic safety and three awards for long-term service were given at the GTSAC awards presentation.

LEGISLATIVE UPDATE

The Michigan Legislature did not enact any major changes to traffic safety laws by September 30, 2017.

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 citizens living in and visiting Michigan. TSNs meet at least 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.

The networks hosted meetings with expanded agendas which included pupil transportation, establishing realistic speed limits, and traffic signals among others. Efforts are also underway to restart inactive TSNs.

A number of legislative breakfasts took place and allowed dialogue between local citizens and legislators on traffic safety issues and legislative bills that were introduced. Each year, the OHSP sponsors the chairs and vice chairs of the TSNs to attend the Michigan Traffic Safety Summit to keep them informed on current traffic safety technologies, methodologies, and best practices in Michigan and nationally. It also allows the opportunity 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 and regional traffic safety issues and concerns, provide guidance, and stay connected with our partners in the 83 counties. It also allows the TSNs to grow future traffic safety leaders by rotating chair/vice chair responsibilities periodically.

Planning and Administration

The Planning and Administration Section is responsible for developing budgets, the annual Highway Safety Plan (HSP), and providing procedural support for statewide traffic safety programming. Section activities include planning, traffic records, data analysis, project evaluation, grant monitoring, and coordination of the SHSP.

PROGRAM GOALS

- *Funding is provided to support various positions within the State Highway Safety Office. These personnel are charged with administering funding for statewide traffic safety programming.*

PLANNING AND ADMINISTRATION

Section 402, Section 402 FAST Act

PA-17-01; Awarded: \$538,457 (federal) and \$519,341 (local match); Expended: \$504,468 (federal) and \$485,371.

BACKGROUND

The goal for the FY2017 HSP is to reduce deaths and serious injuries on Michigan's roads by 5 percent from 5,828 in 2015 to 5,550 in 2016. Achievement of this goal will require continuing efforts to reduce ongoing traffic safety problems, developing countermeasures to address emerging issues, and creating new opportunities to address traffic crashes through innovative techniques and technology. This will be

accomplished through the support of an efficient and effectively managed highway safety program.

PROJECT GOAL AND RESULTS

- To support the goals and activities identified in the HSP. The OHSP continued administration of the FY2017 HSP via various methods of program coordination and oversight. The OHSP conducted several management team and staff meetings to stay abreast of any issues needing to be addressed. Monthly metrics were also monitored to ensure priority program area projects were accomplished. The financial section continues to process financial reimbursement requests as promptly as possible.

Program Management

Program Management is responsible for developing and implementing grants and projects with state and local agencies, providing technical support to grantees, monitoring of grant projects, reviewing financial expenditures and ensuring that program activities are in support of the HSP and the current transportation bill regulatory requirements. Program areas include occupant protection/CPS, impaired driving, motorcycles, pedestrians and bicycles, impaired driver detection training support through SFST/ARIDE/DRE, underage drinking enforcement, teens, traffic records, police traffic services and communications.

Program Goals

- *Funding is provided to support various positions within the SHSO. These personnel are charged with administering funding for statewide traffic safety programming.*
- *Funding is provided to support office-wide administrative activities such as staff travel, staff training and professional development, office supplies, equipment purchases, the electronic grants management system and the Michigan Traffic Safety Summit.*

PROGRAM MANAGEMENT

SECTIONS 402, 402 FAST ACT

CP-17-02; Awarded: \$2,536,430; Expended: \$2,070,577

BACKGROUND

The goal for the FY2017 HSP is to reduce deaths and serious injuries on Michigan's roads by 5 percent from 5,828 in 2015 to 5,550 in 2016. The annual HSP identifies areas with significant traffic crash problems, proposed countermeasures, and selects the partners to implement them. Limited resources must be directed to implement effective countermeasures to address prevalent traffic safety problems. Research and experience has proven the effectiveness of key programs and strategies such as sobriety courts, traffic safety resource prosecutors, and the NHTSA mobilization model. Program management begins with a focus on the data by conducting analysis, and implementing strategies that will save lives and prevent injuries. These strategies must then be implemented effectively through grants managed by the SHSO

staff. Once performance goals are determined and grants awarded, monitoring and evaluation of the grant projects continues throughout the year. Results are then used to determine if goals were met and if the grant project should be continued.

PROJECT GOAL AND RESULTS

- To support the goals and activities identified in the HSP.
- To reduce crashes and fatalities in various areas as listed in the HSP.

The OHSP continued office administrative support of the FY2017 HSP and the many grants and projects managed by the various program coordination staff and management. Funds were expended in support of 23 staff salaries and fringes, staff travel, professional development, operational overhead for the office including expenses for vehicles, supplies and materials, equipment purchases and leases, the Michigan Traffic Safety Summit, and maintenance of OHSP's online grants management system.



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Motor/Efferent Nerves

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FY2018 Focus

Achieving the OHSP's mission of reducing deaths and serious injuries requires continual coordination with national, state, and local partners. Working with its partners in FY2018, the OHSP will focus on model programs and promising strategies for reducing crashes, saving lives, and preventing injuries. While continued improvements in vehicle and roadway engineering and design will enhance the environment in and around the vehicle, programming efforts to improve driver behavior must also continue aggressively.

Recent analysis by the UMTRI and Texas A & M University Center for Transportation Safety indicate that post-recession economic factors may continue to challenge state highway safety offices in suppressing crash fatalities and injuries in the near term. These factors include reduction in unemployment of *high risk* young drivers, increases in median household income, decreasing fuel costs, and increased vehicle miles traveled.

Impaired driving continues to be one of the most significant behavioral issues in Michigan traffic fatalities. Strategies to reduce impaired driving in FY2018 target alcohol and drug involvement. Support will continue for:

- Overtime enforcement of impaired driving laws.
- Effective prosecution, adjudication, and treatment of impaired drivers.
- Law enforcement training for SFST, ARIDE, and DRE.

A nationwide survey conducted in April and May of 2017 by Liberty Mutual Group indicated that roughly one-third of teens and a quarter of parents of licensed teen drivers believe it is legal to drive under the influence of marijuana in states that permit recreational use of the drug for adults. New OHSP programs in FY2018 involve a drug-impaired messaging campaign to begin building awareness regarding the potential dangers of driving under the influence of both legal and illegal drugs.

Efforts will continue to promote the use of seat belts, with a use rate goal of 98 percent. Impaired driving and seat belt enforcement will be the primary focus of the OHSP high-visibility enforcement, a key strategy in FY2018, and will be supported by messages aimed at changing driving behavior.

In addition, the proper use of car seats and booster seats will continue to be promoted through public education, training, and car seat distribution programs. This will include efforts targeting booster seat use and encouraging belt use among 'tweens.

The *Strive for a Safer Drive* program continues to expand its reach across the state, involving students in the devel-

opment of peer-to-peer teen traffic safety campaigns. New programs will seek to expand the number of high schools promoting teen safe driving messages. A pilot program will look at improving the involvement of parents in the graduated driver licensing process.

The OHSP will also continue to expand the newly created Vulnerable Roadway Users programming to address crash injuries and fatalities of pedestrians and bicyclists. This will include the conducting of the first ever statewide assessment of pedestrian and bicycle safety and collaborating on a statewide bicycle safety conference. The results of a comprehensive study of pedestrian and bicycle crashes, conducted in FY2015, will help guide new pedestrian and bicycle safety projects supported with 405(h) FAST Act funds.

Projects will further improve the integration, accessibility, and accuracy of traffic crash data, already among the nation's best. Efforts to encourage unendorsed motorcyclists to get trained and endorsed will continue through the *Shadow Riders* direct mail campaign.

Other projects include:

- Training the state's Child Protective Services staff on car seat use and properly transporting children.
- Hosting the 23rd Michigan Traffic Safety Summit in East Lansing, March 20-22, 2018.
- Sponsoring a statewide CPS conference.
- Enhancing training for all sectors of the criminal justice community, including training on the latest alcohol and drug trends.
- Developing strategies to increase the level of engagement between law enforcement and traffic safety;
- Providing regional training opportunities for law enforcement to enhance traffic enforcement knowledge and skills development.
- Enhancing training for law enforcement traffic crash reconstruction professionals in the areas of human factors, occupant kinematics, and advanced motorcycle and commercial vehicle reconstruction.;
- Providing interactive school programs for young drivers.
- Enhancing Michigan's DRE Program through the pilot testing of tablet technology.

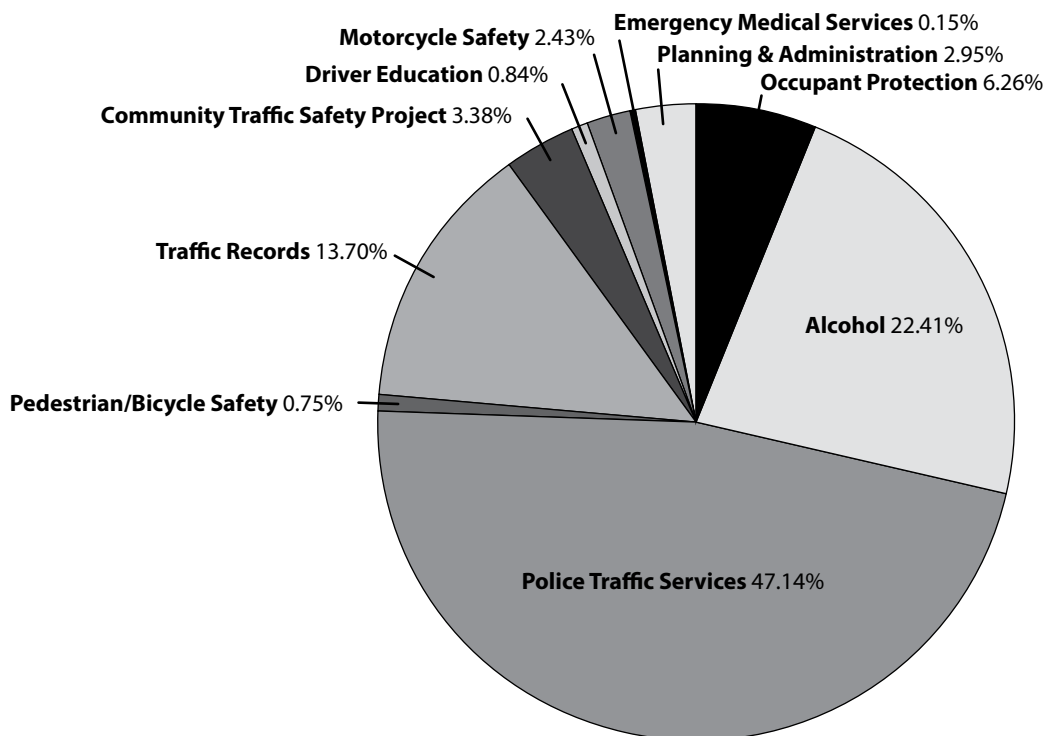
We look forward to working with our traffic safety partners on these and many other initiatives to reduce traffic deaths and injuries.

OHSP 2017 Status Report

FISCAL YEAR 2017

Updated as of: 12/15/2017

	402	405B	405C	405D	405F	405H	402 PM	405B PM	405D PM	TOTAL	PERCENT
Occupant Protection	289,823	692,556						89,899		1,072,278	6.26%
Alcohol	426,222			3,411,455						3,837,677	22.41%
Police Traffic Services	5,640,441		98,879	233,213				891,019	1,206,959	8,070,511	47.14%
Pedestrian/Bicycle Safety	3,832					124,482				128,314	0.75%
Traffic Records	327,477		2,018,144							2,345,621	13.70%
Community Traffic Safety Project	408,095			28,271			142,560			578,926	3.38%
Driver Education	143,129									143,129	0.84%
Motorcycle Safety	186,279			70,903	158,914					416,096	2.43%
Emergency Medical Services	24,851									24,851	0.15%
Planning & Administration	504,468									504,468	2.95%
Grand Total	7,954,617	692,556	2,117,023	3,743,842	158,914	124,482	142,560	980,918	1,206,959	17,121,871	100.00%



Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
OP	402	TK #1 Child Passenger Safety	Planned Amount	146,000.00	0.00		
			CP-17-01 OHSP - Michigan Department of State Police		125,000.00	125,000.00	125,000.00
			OP-17-01 City of St. Ignace		21,000.00	21,000.00	21,000.00
		TK #1 Child Passenger Safety Total		146,000.00	146,000.00	146,000.00	146,000.00
		TK #2 Evaluation	Planned Amount	45,000.00			0.00
		TK #2 Evaluation Total		45,000.00			0.00
		TK #4 Program Management	CP-17-02 OHSP - Michigan Department of State Police		140,808.00	140,808.00	114,948.00
		TK #4 Program Management Total			140,808.00	140,808.00	114,948.00
		Unallocated to Grants	Oblig Bal 402 funds		31,306.00		0.00
		Unallocated to Grants Total			31,306.00		0.00
		TK #3 Education and Outreach	Planned Amount	40,000.00	0.00		0.00
		TK #3 Education and Outreach Total		40,000.00	0.00		0.00
		TK #3 Education & Communication	CP-17-03 OHSP - Michigan Department of State Police		40,000.00	40,000.00	28,875.00
		TK #3 Education & Communication Total			40,000.00	40,000.00	28,875.00
		TK #4 Program Support	Planned Amount	150,000.00	0.00		0.00
		TK #4 Program Support Total		150,000.00	0.00		0.00
	402 Total			381,000.00	358,114.00	326,808.00	289,823.00
	405	(blank)	Planned Amount	0.04			
		(blank) Total		0.04			
		Unallocated to Grants	Oblig Bal 405 funds		0.00		0.00
		Unallocated to Grants Total			0.00		0.00
	405 Total			0.04	0.00		0.00
	2011	(blank)	Planned Amount	0.33			
		(blank) Total		0.33			
		Unallocated to Grants	Oblig Bal 2011 funds		0.00		0.00
		Unallocated to Grants Total			0.00		0.00
	2011 Total			0.33	0.00		0.00
	405b	TK #1 Child Passenger Safety	Planned Amount	507,135.00	0.00		0.00
			CP-17-01 OHSP - Michigan Department of State Police		260,000.00	260,000.00	223,137.00
			OP-17-01 City of St. Ignace		178,000.00	178,000.00	178,000.00
			OP-17-04 City of St. Ignace		69,135.00	69,135.00	56,136.00
		TK #1 Child Passenger Safety Total		507,135.00	507,135.00	507,135.00	457,273.00
		TK #2 Evaluation	Planned Amount	245,780.00	0.00		0.00
			OP-17-02 Michigan State University		150,000.00	150,000.00	149,959.00
			OP-17-03 Western Michigan University - Civil and Construction Engineering		95,780.00	95,780.00	85,324.00
		TK #2 Evaluation Total		245,780.00	245,780.00	245,780.00	235,283.00
		TK #3 Education and Outreach	Planned Amount	10,000.00	0.00		
		TK #3 Education and Outreach Total		10,000.00	0.00		
		TK #3 Education & Communication	CP-17-01 OHSP - Michigan Department of State Police		10,000.00	10,000.00	0.00
		TK #3 Education & Communication Total			10,000.00	10,000.00	0.00
	405b Total			762,915.00	762,915.00	762,915.00	692,556.00
	405b PM	TK #3 Education and Outreach	Planned Amount	90,000.00	0.00		0.00
		TK #3 Education and Outreach Total		90,000.00	0.00		0.00
		TK #3 Education & Communication	CP-17-03 OHSP - Michigan Department of State Police		90,000.00	90,000.00	89,899.00

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Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
		TK #3 Education & Communication Total			90,000.00	90,000.00	89,899.00
	405b PM Total			90,000.00	90,000.00	90,000.00	89,899.00
OP Total				1,233,915.37	1,211,029.00	1,179,723.00	1,072,278.00
AL	402	TK #1 Enforcement Support	Planned Amount	15,000.00	0.00		0.00
		TK #1 Enforcement Support Total		15,000.00	0.00		0.00
		TK #2 Adjudication	AL-17-03 PAAM		7,500.00	7,500.00	4,750.00
			Planned Amount	8,000.00	0.00		
		TK #2 Adjudication Total		8,000.00	7,500.00	7,500.00	4,750.00
		TK #4 Program Management	Planned Amount	550,000.00	0.00		0.00
			CP-17-02 OHSP - Michigan Department of State Police		516,298.00	516,298.00	421,472.00
		TK #4 Program Management Total		550,000.00	516,298.00	516,298.00	421,472.00
		Unallocated to Grants	Oblig Bal 402 funds		49,039.00		0.00
		Unallocated to Grants Total			49,039.00		0.00
	402 Total			573,000.00	572,837.00	523,798.00	426,222.00
	410	(blank)	Planned Amount	0.17			
		(blank) Total		0.17			
		Unallocated to Grants	Oblig Bal 410 funds		0.00		0.00
		Unallocated to Grants Total			0.00		0.00
	410 Total			0.17	0.00		0.00
	405d	TK #1 Enforcement Support	Planned Amount	974,000.00	0.00		0.00
			AL-17-01 Training Division - MSP		321,431.00	321,431.00	314,347.00
			AL-17-02 Michigan Department of State		249,997.00	249,997.00	249,973.00
			CP-17-01 OHSP - Michigan Department of State Police		217,487.00	217,487.00	172,950.00
			CP-17-03 OHSP - Michigan Department of State Police		175,000.00	175,000.00	127,785.00
		TK #1 Enforcement Support Total		974,000.00	963,915.00	963,915.00	865,055.00
		TK #2 Adjudication	Planned Amount	2,380,000.00	0.00		0.00
			AL-17-03 PAAM		548,200.00	548,200.00	535,049.00
			AL-17-04 Michigan Judicial Institute		70,000.00	70,000.00	65,002.00
			AL-17-05 SCAO		1,710,000.00	1,710,000.00	1,549,250.00
			CP-17-01 OHSP - Michigan Department of State Police		50,000.00	50,000.00	22,556.00
		TK #2 Adjudication Total		2,380,000.00	2,378,200.00	2,378,200.00	2,171,857.00
		TK #3 Reducing Underage Drinking	Planned Amount	533,500.00	0.00		
			AL-17-06 Mt. Pleasant Police Department		25,751.00	25,751.00	23,090.00
			AL-17-07 Chippewa County Sheriff's Office		7,469.00	7,469.00	6,707.00
			AL-17-08 Washtenaw County Sheriff's Office		34,969.00	34,969.00	21,288.00
			AL-17-09 St. Clair County Sheriff's Office		14,991.00	14,991.00	8,849.00
			AL-17-10 Grand Blanc Township Police Department		7,486.00	7,486.00	7,426.00
			AL-17-16 Allegan County Sheriff's Department		7,525.00	7,525.00	7,525.00
			AL-17-11 Mescosta County Sheriff's Office		9,999.00	9,999.00	3,809.00
			AL-17-12 Grosse Ile Police Department		60,000.00	60,000.00	59,266.00

Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
			AL-17-13 Muskegon County Sheriff's Office		15,000.00	15,000.00	3,612.00
			AL-17-14 TIA		19,932.00	19,932.00	19,188.00
			AL-17-15 Ottawa County Sheriff's Office		49,061.00	49,061.00	34,877.00
			CP-17-01 OHSP - Michigan Department of State Police		65,000.00	65,000.00	33,231.00
			AL-17-18 Macomb County Sheriff's Office		19,952.00	19,952.00	19,075.00
			AL-17-17 Detroit Police Department - Grants and Contracts		60,000.00	60,000.00	57,500.00
			AL-17-20 Bay County Sheriff's Office		10,000.00	10,000.00	6,163.00
			AL-17-21 Berrien County Sheriff's Office		7,182.00	7,182.00	7,182.00
			AL-17-19 Saginaw County Sheriff's Office		7,427.00	7,427.00	3,468.00
			AL-17-22 Meridian Township Police Department		29,929.00	29,929.00	22,105.00
			AL-17-24 Escanaba Public Safety		12,454.00	12,454.00	11,084.00
			AL-17-26 Marquette County Sheriff's Office		7,494.00	7,494.00	3,489.00
			AL-17-23 Eaton County Sheriff's Office		7,274.00	7,274.00	7,026.00
			AL-17-27 Manistee Police Department		9,942.00	9,942.00	1,694.00
			AL-17-25 Royal Oak Police Department		12,661.00	12,661.00	6,889.00
		TK #3 Reducing Underage Drinking Total		533,500.00	501,498.00	501,498.00	374,543.00
		Unallocated to Grants	Oblig Bal 405d funds		2,189,516.22		
		Unallocated to Grants Total			2,189,516.22		
	405d Total			3,887,500.00	6,033,129.22	3,843,613.00	3,411,455.00
AL Total				4,460,500.17	6,605,966.22	4,367,411.00	3,837,677.00
PT	402	TK #1 Traffic Enforcement	Planned Amount	4,500,000.00	0.00		0.00
			PT-17-21 Allegan County Sheriff's Office		43,991.00	43,991.00	43,968.00
			PT-17-10 Berrien County Sheriff's Office		33,197.00	33,197.00	21,624.00
			PT-17-30 Bay County Sheriff's Office		25,000.00	25,000.00	22,704.00
			PT-17-02 Leelanau County Sheriff's Office		10,714.00	10,714.00	10,714.00
			PT-17-03 Eighth District Headquarters - Michigan Department of State Police		332,297.00	332,297.00	332,279.00
			PT-17-04 Fifth District Headquarters - Michigan Department of State Police		221,913.00	221,913.00	221,905.00
			PT-17-05 First District Headquarters - Michigan Department of State Police		198,498.00	198,498.00	197,482.00
			PT-17-06 Second District Headquarters - Michigan Department of State Police		244,564.00	244,564.00	244,560.00
			PT-17-07 Seventh District Headquarters - Michigan State Police		223,201.00	223,201.00	223,098.00
			PT-17-08 Sixth District Headquarters - Michigan Department of State Police		230,410.00	230,410.00	227,488.00

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Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
			PT-17-09 Third District Headquarters - Michigan Department of State Police		336,931.00	336,931.00	331,470.00
			PT-17-11 Clinton County Sheriff's Office		20,000.00	20,000.00	19,951.00
			PT-17-12 Tuscola County Sheriff's Office		14,952.00	14,952.00	13,624.00
			PT-17-13 Newaygo County Sheriff's Office		19,999.00	19,999.00	17,345.00
			PT-17-14 Chippewa County Sheriff's Office		19,995.00	19,995.00	16,465.00
			PT-17-15 Washtenaw County Sheriff's Office		84,968.00	84,968.00	84,962.00
			PT-17-16 Wayne County Sheriff's Office		249,999.00	249,999.00	201,487.00
			PT-17-17 Escanaba Public Safety		13,528.00	13,528.00	13,494.00
			PT-17-18 Cheboygan County Sheriff's Office		12,983.00	12,983.00	12,417.00
			PT-17-19 Eaton County Sheriff's Office		21,973.00	21,973.00	13,768.00
			PT-17-20 Kalkaska County Sheriff's Office		9,599.00	9,599.00	6,607.00
			PT-17-22 St. Clair County Sheriff's Office		72,432.00	72,432.00	57,637.00
			PT-17-23 TIA		502,000.00	502,000.00	498,446.00
			PT-17-24 Ottawa County Sheriff's Office		46,487.00	46,487.00	41,339.00
			PT-17-25 Muskegon County Sheriff's Office		60,499.00	60,499.00	51,170.00
			PT-17-26 Monroe County Sheriff's Office		74,000.00	74,000.00	71,780.00
			PT-17-27 Flint Township Police Department		172,551.00	172,551.00	170,290.00
			PT-17-28 Wyoming Department of Public Safety		155,993.00	155,993.00	148,656.00
			PT-17-29 Macomb County Sheriff's Office		184,998.00	184,998.00	171,665.00
			PT-17-31 Grosse Ile Police Department		258,991.00	258,991.00	248,146.00
			PT-17-32 Jackson Traffic Safety		39,668.00	39,668.00	36,139.00
			PT-17-33 Detroit Police Department - Grants and Contracts		272,000.00	272,000.00	270,167.00
			PT-17-34 Marquette County Sheriff's Office		16,939.00	16,939.00	9,407.00
			PT-17-35 Hamburg Township Police Department		31,631.00	31,631.00	31,275.00
			PT-17-36 Calhoun County Sheriff's Office		14,889.00	14,889.00	11,685.00
			PT-17-37 Menominee Police Department		9,986.00	9,986.00	9,986.00
			PT-17-38 Kalamazoo County Sheriff's Office		64,942.00	64,942.00	64,942.00
			PT-17-39 Saginaw County Sheriff's Office		61,563.00	61,563.00	51,990.00
			PT-17-40 VanBuren County Sheriff's Office		25,651.00	25,651.00	21,034.00
			PT-17-41 Sanilac County Sheriff's Office		9,498.00	9,498.00	8,840.00

Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
			PT-17-42 Meridian Township Police Department		55,995.00	55,995.00	50,537.00
		TK #1 Traffic Enforcement Total		4,500,000.00	4,499,425.00	4,499,425.00	4,302,543.00
		TK #4 Evaluation	Planned Amount	230,000.00	0.00		0.00
			CP-17-03 OHSP - Michigan Department of State Police		100,000.00	100,000.00	94,600.00
			PT-17-01 Western Michigan University - Civil and Construction Engineering		129,868.00	129,868.00	112,994.00
		TK #4 Evaluation Total		230,000.00	229,868.00	229,868.00	207,594.00
		TK #5 Program Management	Planned Amount	1,424,000.00	0.00		0.00
			CP-17-02 OHSP - Michigan Department of State Police		1,336,742.00	1,336,742.00	1,091,228.00
		TK #5 Program Management Total		1,424,000.00	1,336,742.00	1,336,742.00	1,091,228.00
		Unallocated to Grants	Oblig Bal 402 funds		27,447.99		0.00
		Unallocated to Grants Total			27,447.99		0.00
		TK #3 Law Enforcement Training	Planned Amount	27,000.00	0.00		
			CP-17-01 OHSP - Michigan Department of State Police		27,000.00	27,000.00	20,317.00
		TK #3 Law Enforcement Training Total		27,000.00	27,000.00	27,000.00	20,317.00
		TK #2 Education & Communication	Planned Amount	30,000.00	0.00		0.00
			CP-17-03 OHSP - Michigan Department of State Police		30,000.00	30,000.00	18,759.00
		TK #2 Education & Communication Total		30,000.00	30,000.00	30,000.00	18,759.00
	402 Total			6,211,000.00	6,150,482.99	6,123,035.00	5,640,441.00
	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
	405c	TK #3 Law Enforcement Training	Planned Amount	160,000.00	0.00		0.00
			CP-17-01 OHSP - Michigan Department of State Police		65,500.00	65,500.00	42,368.00
			PT-17-47 TIA		58,989.00	58,989.00	56,511.00
		TK #3 Law Enforcement Training Total		160,000.00	124,489.00	124,489.00	98,879.00
	405c Total			160,000.00	124,489.00	124,489.00	98,879.00
	405d	TK #1 Traffic Enforcement	Planned Amount	44,000.00	0.00		
			PT-17-43 Lapeer County Sheriff's Office		35,134.00	35,134.00	30,222.00
			PT-17-44 Houghton County Sheriff's Office		3,930.00	3,930.00	3,882.00
		TK #1 Traffic Enforcement Total		44,000.00	39,064.00	39,064.00	34,104.00
		TK #2 Education & Communication	Planned Amount	4,892,000.00	0.00		0.00
			CP-17-03 OHSP - Michigan Department of State Police		200,000.00	200,000.00	199,109.00
		TK #2 Education & Communication Total		4,892,000.00	200,000.00	200,000.00	199,109.00
	405d Total			4,936,000.00	239,064.00	239,064.00	233,213.00
	405b PM	TK #2 Education & Communication	Planned Amount	936,058.00	0.00		0.00
			CP-17-03 OHSP - Michigan Department of State Police		925,000.00	925,000.00	891,019.00
		TK #2 Education & Communication Total		936,058.00	925,000.00	925,000.00	891,019.00
	405b PM Total			936,058.00	925,000.00	925,000.00	891,019.00

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Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
	405d PM	Unallocated to Grants	(blank)		0.00		
		Unallocated to Grants Total			0.00		
		TK #2 Education & Communication	Planned Amount	1,210,000.00	0.00		0.00
			CP-17-03 OHSP - Michigan Department of State Police		1,210,000.00	1,210,000.00	1,206,959.00
		TK #2 Education & Communication Total		1,210,000.00	1,210,000.00	1,210,000.00	1,206,959.00
	405d PM Total			1,210,000.00	1,210,000.00	1,210,000.00	1,206,959.00
PT Total				13,453,058.00	8,649,035.99	8,621,588.00	8,070,511.00
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 #2 Evaluation	CP-17-02 OHSP - Michigan Department of State Police		4,694.00	4,694.00	3,832.00
		TK #2 Evaluation Total			4,694.00	4,694.00	3,832.00
		Unallocated to Grants	Oblig Bal 402 funds		32.00		0.00
		Unallocated to Grants Total			32.00		0.00
	402 Total			5,000.00	4,726.00	4,694.00	3,832.00
	405h	Unallocated to Grants	(blank)		603,241.57		
		Unallocated to Grants Total			603,241.57		
		TK #1 Evaluation	Planned Amount	668,000.00	0.00		0.00
			CP-17-01 OHSP - Michigan Department of State Police		50,000.00	50,000.00	0.00
			CP-17-03 OHSP - Michigan Department of State Police		50,000.00	50,000.00	0.00
		TK #1 Evaluation Total		668,000.00	100,000.00	100,000.00	0.00
		TK #3 Public Safety Program	Planned Amount	254,000.00	0.00		
			PS-17-02 City of Grand Rapids		122,500.00	122,500.00	102,289.00
			PS-17-03 Muskegon County Sheriff's Office		22,000.00	22,000.00	1,005.00
			PS-17-04 League of Michigan Bicyclists		30,000.00	30,000.00	21,044.00
			PS-17-06 Royal Oak Bicycle Safety Education Campaign		2,000.00	2,000.00	144.00
			PS-17-07 Detroit Greenways Coalition		42,000.00	42,000.00	0.00
		TK #3 Public Safety Program Total		254,000.00	218,500.00	218,500.00	124,482.00
	405h Total			922,000.00	921,741.57	318,500.00	124,482.00
PS Total				927,000.00	926,467.57	323,194.00	128,314.00
TR	402	TK #2 Education and Communication	Planned Amount	74,000.00	0.00		0.00
		TK #2 Education and Communication Total		74,000.00	0.00		0.00
		TK #3 Program Management	Planned Amount	331,000.00	0.00		0.00
			CP-17-02 OHSP - Michigan Department of State Police		310,717.00	310,717.00	253,649.00
		TK #3 Program Management Total		331,000.00	310,717.00	310,717.00	253,649.00
		Unallocated to Grants	Oblig Bal 402 funds		20,018.00		0.00
		Unallocated to Grants Total			20,018.00		0.00
		TK #2 Education & Communication	TR-17-05 Regents of the University of Michigan		73,828.00	73,828.00	73,828.00
		TK #2 Education & Communication Total			73,828.00	73,828.00	73,828.00
	402 Total			405,000.00	404,563.00	384,545.00	327,477.00
	408	(blank)	Planned Amount	0.78			
		(blank) Total		0.78			
		Unallocated to Grants	Oblig Bal 408 funds		0.00		0.00
		Unallocated to Grants Total			0.00		0.00

Program Area	Fund	Task Description	Grantee ID	Planned	Obligory	Approved Grant	Total Payments
	408 Total			0.78	0.00		0.00
	405c	TK #2 Education and Communication	Planned Amount	712,000.00	0.00		0.00
		TK #2 Education and Communication Total		712,000.00	0.00		0.00
		TK #1 Traffic Crash Data Support and Training	Planned Amount	4,662,000.00	0.00		0.00
			CP-17-01 OHSP - Michigan Department of State Police		84,500.00	84,500.00	0.00
			TR-17-02 CJIC - Michigan Department of State Police		175,000.00	175,000.00	28,403.00
			TR-17-03 Michigan Department of Transportation		88,257.00	88,257.00	79,580.00
			TR-17-06 CJIC - Michigan Department of State Police		1,202,820.00	1,202,820.00	1,202,820.00
		TK #1 Traffic Crash Data Support and Training Total		4,662,000.00	1,550,577.00	1,550,577.00	1,310,803.00
		TK #2 Education & Communication	TR-17-01 Regents of the University of Michigan		707,341.00	707,341.00	707,341.00
		TK #2 Education & Communication Total			707,341.00	707,341.00	707,341.00
	405c Total			5,374,000.00	2,257,918.00	2,257,918.00	2,018,144.00
TR Total				5,779,000.78	2,662,481.00	2,642,463.00	2,345,621.00
CP	402	TK #1 Education and Communication	Planned Amount	395,000.00	0.00		0.00
		TK #1 Education and Communication Total		395,000.00	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		7,527.00		0.00
		Unallocated to Grants Total			7,527.00		0.00
		TK #1 Education & Communication	CP-17-03 OHSP - Michigan Department of State Police		225,000.00	225,000.00	201,136.00
			CP-17-04 MSP Departmental Services Divison Warehouse		162,829.00	162,829.00	134,160.00
		TK #1 Education & Communication Total			387,829.00	387,829.00	335,296.00
		TK #2 Education & Communication	CP-17-02 OHSP - Michigan Department of State Police		89,179.00	89,179.00	72,799.00
		TK #2 Education & Communication Total			89,179.00	89,179.00	72,799.00
	402 Total			490,000.00	484,535.00	477,008.00	408,095.00
	402 PM	TK #1 Education and Communication	Planned Amount	145,000.00	0.00		0.00
		TK #1 Education and Communication Total		145,000.00	0.00		0.00
		Unallocated to Grants	Oblig Bal 402 funds		0.00		0.00
		Unallocated to Grants Total			0.00		0.00
		TK #1 Education & Communication	CP-17-03 OHSP - Michigan Department of State Police		145,000.00	145,000.00	142,560.00
		TK #1 Education & Communication Total			145,000.00	145,000.00	142,560.00
	402 PM Total			145,000.00	145,000.00	145,000.00	142,560.00
	405d	TK #1 Education and Communication	Planned Amount	55,000.00	0.00		
		TK #1 Education and Communication Total		55,000.00	0.00		
		TK #1 Enforcement Support	CP-17-04 MSP Departmental Services Divison Warehouse		20,000.00	20,000.00	13,274.00
		TK #1 Enforcement Support Total			20,000.00	20,000.00	13,274.00
		TK #1 Education & Communication	CP-17-03 OHSP - Michigan Department of State Police		35,000.00	35,000.00	14,997.00
		TK #1 Education & Communication Total			35,000.00	35,000.00	14,997.00
	405d Total			55,000.00	55,000.00	55,000.00	28,271.00
CP Total				690,000.00	684,535.00	677,008.00	578,926.00

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Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
DE	402	TK #1 Education and Communication	Planned Amount	148,500.00	0.00		0.00
		TK #1 Education and Communication Total		148,500.00	0.00		0.00
		TK #2 Program Management	Planned Amount	13,000.00	0.00		0.00
			CP-17-02 OHSP - Michigan Department of State Police		12,203.00	12,203.00	9,962.00
		TK #2 Program Management Total		13,000.00	12,203.00	12,203.00	9,962.00
		Unallocated to Grants	Oblig Bal 402 funds		(610.00)		0.00
		Unallocated to Grants Total			(610.00)		0.00
		TK #1 Education & Communication	CP-17-01 OHSP - Michigan Department of State Police		5,000.00	5,000.00	2,066.00
			CP-17-03 OHSP - Michigan Department of State Police		55,000.00	55,000.00	53,346.00
			DE-17-01 Training Division - Michigan Department of State Police		13,468.00	13,468.00	10,349.00
			DE-17-02 TIA		73,391.00	73,391.00	67,406.00
		TK #1 Education & Communication Total			146,859.00	146,859.00	133,167.00
	402 Total			161,500.00	158,452.00	159,062.00	143,129.00
DE Total				161,500.00	158,452.00	159,062.00	143,129.00
MC	402	TK #1 Training and Education	Planned Amount	64,000.00	0.00		0.00
			CP-17-01 OHSP - Michigan Department of State Police		14,000.00	14,000.00	13,650.00
			CP-17-03 OHSP - Michigan Department of State Police		50,000.00	50,000.00	33,915.00
			MC-17-01 Michigan Department of State		0.00	0.00	0.00
		TK #1 Training and Education Total		64,000.00	64,000.00	64,000.00	47,565.00
		TK #2 Evaluation	Planned Amount	40,000.00	0.00		0.00
			MC-17-02 Michigan State University		39,890.00	39,890.00	39,860.00
		TK #2 Evaluation Total		40,000.00	39,890.00	39,890.00	39,860.00
		TK #3 Program Management	Planned Amount	129,000.00	0.00		0.00
			CP-17-02 OHSP - Michigan Department of State Police		121,095.00	121,095.00	98,854.00
		TK #3 Program Management Total		129,000.00	121,095.00	121,095.00	98,854.00
		Unallocated to Grants	Oblig Bal 402 funds		2,640.00		0.00
		Unallocated to Grants Total			2,640.00		0.00
	402 Total			233,000.00	227,625.00	224,985.00	186,279.00
	2010	(blank)	Planned Amount	1.05			
		(blank) Total		1.05			
		Unallocated to Grants	Oblig Bal 2010 funds		0.00		0.00
		Unallocated to Grants Total			0.00		0.00
	2010 Total			1.05	0.00		0.00
	405d	TK #1 Training and Education	Planned Amount	50,000.00	0.00		0.00
			CP-17-03 OHSP - Michigan Department of State Police		50,000.00	50,000.00	45,903.00
		TK #1 Training and Education Total		50,000.00	50,000.00	50,000.00	45,903.00
		TK #2 Evaluation	Planned Amount	50,000.00	0.00		
			CP-17-03 OHSP - Michigan Department of State Police		50,000.00	50,000.00	25,000.00
		TK #2 Evaluation Total		50,000.00	50,000.00	50,000.00	25,000.00
	405d Total			100,000.00	100,000.00	100,000.00	70,903.00
	405f	TK #1 Training and Education	Planned Amount	186,000.00	0.00		0.00
			MC-17-01 Michigan Department of State		185,000.00	185,000.00	158,914.00

Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
		TK #1 Training and Education Total		186,000.00	185,000.00	185,000.00	158,914.00
		Unallocated to Grants	Oblig Bal 405f funds		514.45		
		Unallocated to Grants Total			514.45		
	405f Total			186,000.00	185,514.45	185,000.00	158,914.00
MC Total				519,001.05	513,139.45	509,985.00	416,096.00
EM	402	TK #2 Program Management	Planned Amount	5,000.00	0.00		0.00
			CP-17-02 OHSP - Michigan Department of State Police		4,694.00	4,694.00	3,833.00
		TK #2 Program Management Total		5,000.00	4,694.00	4,694.00	3,833.00
		Unallocated to Grants	Oblig Bal 402 funds		32.00		0.00
		Unallocated to Grants Total			32.00		0.00
		TK #1 Evaluation	Planned Amount	23,000.00	0.00		0.00
		TK #1 Evaluation Total		23,000.00	0.00		0.00
		TK #1 EMS Conference Support	CP-17-01 OHSP - Michigan Department of State Police		23,000.00	23,000.00	21,018.00
		TK #1 EMS Conference Support Total			23,000.00	23,000.00	21,018.00
	402 Total			28,000.00	27,726.00	27,694.00	24,851.00
EM Total				28,000.00	27,726.00	27,694.00	24,851.00
PA	402	TK #1 Planning and Administration	Planned Amount	542,200.00	0.00		0.00
			PA-17-01 OHSP - Michigan Department of State Police		538,259.00	538,259.00	504,468.00
		TK #1 Planning and Administration Total		542,200.00	538,259.00	538,259.00	504,468.00
		Unallocated to Grants	Oblig Bal 402 funds		3,863.00		0.00
		Unallocated to Grants Total			3,863.00		0.00
	402 Total			542,200.00	542,122.00	538,259.00	504,468.00
PA Total				542,200.00	542,122.00	538,259.00	504,468.00
(blank)	(blank)				0.00		0.00
		Total			0.00		0.00
		(blank)	(blank)				
		(blank) Total			0.00		0.00
		Total			0.00		0.00
	(blank) Total				0.00		0.00
	405b	Unallocated to Grants	Oblig Bal 405b funds		(60,743.92)"		0.00
		Unallocated to Grants Total			(60,743.92)"		0.00
	405b Total				(60,743.92)"		0.00
	405c	Unallocated to Grants	(blank)		3,151,073.71		
		Unallocated to Grants Total			3,151,073.71		
	405c Total				3,151,073.71		
	405b PM	Unallocated to Grants			(34,082.00)"		
		Unallocated to Grants Total			(34,082.00)"		
	405b PM Total				(34,082.00)"		
(blank) Total					3,056,247.79		0.00
Grand Total				27,794,175.37	25,037,202.02	19,046,387.00	17,121,871.00

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FUND	PLANNED AMT	OBLIGATED AMT	APPROVED GRANTS	TOTAL PAID	LIQUIDATION %	FUND
Total 402 w/o PM	9,029,700.00	8,931,182.99	8,789,888.00	7,954,617.00		
Total 402 PM	145,000.00	145,000.00	145,000.00	142,560.00	89.21%	402 + 402 PM
Total 405 w/o PM	0.04	0.00	0.00	0.00		
Total 405 PM	0.00	0.00	0.00	0.00		405 + 405 PM
Total 410	0.17	0.00	0.00	0.00		
Total 410 PM	0.00	0.00	0.00	0.00		410 + 410 PM
Total 408	0.78	0.00	0.00	0.00		408
Total 2010	1.05	0.00	0.00	0.00		2010
Total 2011	0.33	0.00	0.00	0.00		2011
Total 405b w/o PM	762,915.00	702,171.08	762,915.00	692,556.00	98.63%	405b
Total 405b PM	1,026,058.00	980,918.00	1,015,000.00	980,918.00	100.00%	405b PM
Total 405c	5,534,000.00	5,533,480.71	2,382,407.00	2,117,023.00	38.26%	405c
Total 405d w/o PM	8,978,500.00	6,427,193.22	4,237,677.00	3,743,842.00	58.25%	405d
Total 405d PM	1,210,000.00	1,210,000.00	1,210,000.00	1,206,959.00	99.75%	405d PM
Total 405f	186,000.00	185,514.45	185,000.00	158,914.00	85.66%	405f
Total 405h	922,000.00	921,741.57	318,500.00	124,482.00	13.51%	405h
Total NHTSA GTS Funds	27,794,175.37	25,037,202.02	19,046,387.00	17,121,871.00	68.39%	Total GTS Funds

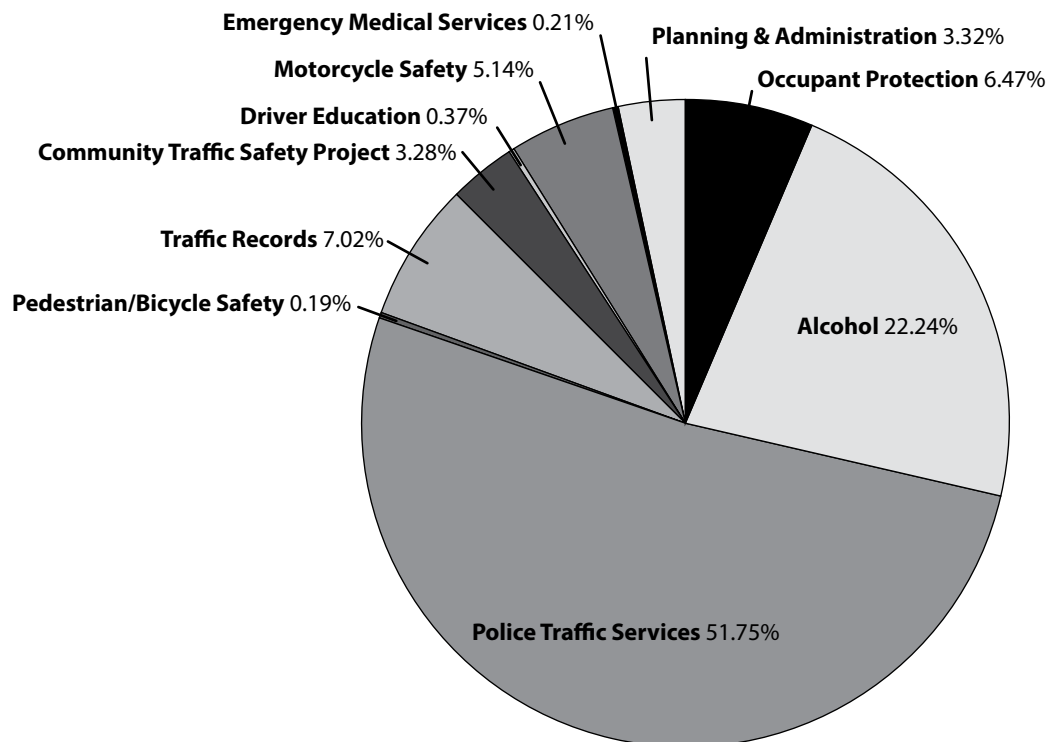
OHSP 2016 Status Report

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 ¹	4,415,282			1,368,290		779,650		0	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 ²	447,081					50,677		35,874			533,632	3.28%
Driver Education	60,628										60,628	0.37%
Motorcycle Safety ³	658,403						178,868				837,271	5.14%
Emergency Medical Services	5,920				27,523						33,443	0.21%
Planning & Administration	540,228										540,228	3.32%
Grand Total	8,277,712	88,187	11,965	1,824,918	397,251	3,570,622	178,868	35,874	911,141	978,770	16,275,308	100.00%

- 1 \$467,042 of Police Traffic Services (PTS) 402-Paid Advertising funding was requested from PTS 402, because of problems within OHSP's Electronic-grants system.
- 2 \$68,544 of Community Traffic Safety Programs (CP) 402-Paid Advertising funding was requested from CP 402, because of problems within OHSP's Electronic-grants system.
- 3 \$452 was taken from Motorcycle Safety instead of Driver Education because of problems within OHSP's Electronic-grants system.



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
			CP-16-03 OHSP—Michigan Department of State Police	0.00	20,000.00	20,000.00	11,034.00
			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	312,294.00	312,294.00	278,967.00
		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 #3 Education & Communication					
			CP-16-03 OHSP—Michigan Department of State Police		10,000.00	10,000.00	6,644.00
		TK #3 Education & 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
			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

ANNUAL EVALUATION REPORT 2017

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
		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 & Communication					
			CP-16-03 OHSP—Michigan Department of State Police		20,000.00	20,000.00	19,985.00
		TK #3 Education & 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 & Communication					
			CP-16-03 OHSP—Michigan Department of State Police	0.00	30,000.00	30,000.00	30,000.00
		TK #3 Education & 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 PAAM	0.00	15,000.00	15,000.00	15,000.00
		TK #1 Enforcement Support Total		15,000.00	15,000.00	15,000.00	15,000.00
		TK #2 Adjudication					
			(blank)	304,000.00	0.00		
			AL-16-03 PAAM	0.00	304,000.00	304,000.00	290,257.00
		TK #2 Adjudication Total		304,000.00	304,000.00	304,000.00	290,257.00
		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
			AL-16-03 PAAM	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

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
		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 PAAM	0.00	5,000.00	5,000.00	4,999.00
			AL-16-01 Training Division—MSP	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 SCAO	0.00	1,900,000.00	1,900,000.00	1,540,847.00
			AL-16-03 PAAM	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 Sheriffs 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 Department	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 TIA	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
		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					

ANNUAL EVALUATION REPORT 2017

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
			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 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 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 Dept. 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 TIA	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 & 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
			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		379,558.73		0.00
			Unallocated to Grants Total		379,558.73		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

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
		TK #2 Education & Communication					
			Planned Amount	160,000.00	0.00		0.00
			CP-16-03 OHSP—Michigan Department of State Police	0.00	660,000.00	660,000.00	607,829.00
		TK #2 Education & Communication Total		160,000.00	660,000.00	660,000.00	607,829.00
	402 Total			5,029,000.00	5,367,844.73	4,988,286.00	4,415,282.00
	402 PM	TK #2 Education & Communication					
			Planned Amount	852,000.00	0.00		0.00
		TK #2 Education & Communication Total		852,000.00	0.00		0.00
	402 PM Total			852,000.00	0.00		0.00
	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 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 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 Dept. 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
			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 TIA	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

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PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
			PT-16-32 Meridian Township Police Department	0.00	27,998.00	27,998.00	20,512.00
			PT-16-33 Chippewa Co 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 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 & 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 & 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
			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 Co 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

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
			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 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 & 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 & 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 & 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 & 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	9,759,693.73	9,380,135.00	8,423,133.00
PS	402	TK #2 Program Management					
			Planned Amount	5,000.00	0.00		0.00
			CP-16-02 OHSP—Michigan Department of State Police		4,882.00	4,882.00	4,425.00
		TK #2 Program Management Total		5,000.00	4,882.00	4,882.00	4,425.00
		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
		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
			CP-16-01 OHSP—Michigan Department of State Police		20,000.00	20,000.00	12,113.00
			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	38,140.00	38,140.00	26,887.00
	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					

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PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
			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 & Communication					
			TR-16-01 Regents of the University of Michigan	0.00	480,000.00	480,000.00	480,000.00
		TK #2 Education & 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
			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 TIA	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 & Communication					
			TR-16-01 Regents of the University of Michigan	0.00	120,396.00	120,396.00	120,047.00
		TK #2 Education & 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

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
			CP-16-02 OHSP—Michigan Department of State Police		92,752.00	92,752.00	84,038.00
		TK #2 Program Management Total		95,000.00	92,752.00	92,752.00	84,038.00
		Unallocated to Grants					
			Oblig Bal 402 funds		(73,145.00)		0.00
		Unallocated to Grants Total			(73,145.00)		0.00
		TK #1 Education & Communication					
			CP-16-03 OHSP—Michigan Department of State Police	0.00	284,126.00	284,126.00	209,632.00
			CP-16-04 MSP Departmental Services Divison Warehouse	0.00	173,267.00	173,267.00	153,411.00
		TK #1 Education & Communication Total		0.00	457,393.00	457,393.00	363,043.00
	402 Total			487,000.00	477,000.00	550,145.00	447,081.00
	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 & Communication					
			CP-16-03 OHSP—Michigan Department of State Police	0.00	35,874.00	35,874.00	35,874.00
		TK #1 Education & Communication Total		0.00	35,874.00	35,874.00	35,874.00
	402 PM Total			110,000.00	35,874.00	35,874.00	35,874.00
	405b	TK #1 Education and Communication					
			Planned Amount	20,000.00	0.00		0.00
		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 & Communication					
			CP-16-03 OHSP—Michigan Department of State Police	0.00	51,000.00	51,000.00	50,677.00
		TK #1 Education & 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	563,874.00	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

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PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
		TK #1 Education & Communication					
			CP-16-01 OHSP—Michigan Department of State Police	0.00	12,000.00	12,000.00	2,825.00
			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 & Communication Total		0.00	75,241.00	75,241.00	49,129.00
	402 Total			89,000.00	89,000.00	87,933.00	60,628.00
DE Total				89,000.00	89,000.00	87,933.00	60,628.00
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	499,929.00
			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	521,410.00
		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
			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	658,403.00
	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					

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
			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	837,271.00
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
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	546,281.00	546,281.00	523,036.00
		TK #1 Planning and Administration Total		668,000.00	546,281.00	546,281.00	523,036.00
		Unallocated to Grants					
			Oblig Bal 402 funds		74,239.00		0.00
		Unallocated to Grants Total			74,239.00		0.00
		TK # 2 Planning and Administration					
			PA-16-02 Governors Highway Safety Administration		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	563,761.00	540,228.00
PA Total				668,000.00	638,000.00	563,761.00	540,228.00
PM	402 PM	Unallocated to Grants					
			Oblig Bal 402 funds		0.00		0.00
		Unallocated to Grants Total			0.00		0.00
	402 PM Total				0.00		0.00
PM Total					0.00		0.00
Grand Total				25,984,000.00	25,546,566.04	19,347,658.00	16,275,308.00
		TK # 2 Planning and Administration					

ANNUAL EVALUATION REPORT 2017

PROGRAM AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANNED	OBLIGATORY	APPROVED GRANT	TOTAL PAYMENTS
			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		0.00		0.00
		Unallocated to Grants Total			0.00		0.00
	402 PM Total				0.00		0.00
PM Total					0.00		0.00
Grand Total				25,984,000.00	25,546,566.04	19,347,658.00	16,275,308.00
Grand Total				25,984,000.00	25,546,566.04	19,347,658.00	16,275,308.00

Fund	Planned Amt	Obligated Amt	Approved Grants	Total Paid	Liquidation %	Fund
Total 402 w/o PM	9,405,000.00	9,652,577.73	9,223,997.00	8,277,712.00		
Total 402 PM	962,000.00	35,874.00	35,874.00	35,874.00	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	19,347,658.00	16,275,308.00	63.71%	Total GTS Funds

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