

**STATE OF MICHIGAN**

**FY 2009 HIGHWAY SAFETY PLAN**

**Prepared for:**  
U.S. Department of Transportation  
National Highway Traffic Safety Administration

**Submitted by:**  
Michigan Office of Highway Safety Planning  
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Planning and Program Operations

**OHSP MISSION**

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

# 2009 PERFORMANCE PLAN AND HIGHWAY SAFETY PLAN

## TABLE OF CONTENTS

Director's Letter .....	i
State Certifications and Assurances.....	ii
Overview.....	xi
Highway Safety Plan Cost Summary.....	xiii



JENNIFER M. GRANHOLM  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF STATE POLICE  
LANSING



COL. PETER C. MUNOZ  
DIRECTOR

September 2008

Dear Friend of Traffic Safety:

The Michigan Office of Highway Safety Planning (OHSP) is pleased to present Michigan's "*Highway Safety Plan*" for the 2009 Fiscal Year. We are looking forward to another year of historic accomplishments in roadway safety.

Michigan has traditionally been a state of "firsts" in traffic safety. Michigan was the first state to establish a state-level traffic safety commission in 1941. In 1978, Michigan created the sheriff's Secondary Road Patrol and Accident Prevention Program, the first state-funded program in the nation specifically to address traffic safety and enforcement on the state's rural roadways. In the early 1980's, Michigan was the first state to host the National Lifesavers traffic safety conference. In 1988, Michigan established the nation's first Truck Safety Commission that celebrated its 20<sup>th</sup> Anniversary in 2008. Perhaps it is fitting that the birthplace of the automobile has such a long-standing tradition in traffic safety.

In 2009, we will continue to focus on traffic safety issues where scarce dollars can save the most lives. OHSP's most prominent plans to reduce fatalities in 2009 include:

- High visibility enforcement, including enforcement mobilizations, crackdowns, and efforts focused on high-crash times and locations.
- Michigan's Safe Communities Program, supporting local coalitions and community-based traffic safety efforts.
- Support for the prosecution, adjudication, and treatment of drunk drivers.
- Child passenger safety education, training, and equipment.
- Enforcement of underage drinking laws and youth alcohol prevention programs.
- Public information programs to raise awareness and support of safety programs and efforts.
- Improve data systems to make crash data and other records more available, reliable, accurate, and useful.

The 2009 Michigan Highway Safety Plan would not have been possible without the commitment of our partners in traffic safety from across our great state and around the nation. We extend our sincere thanks and welcome your continued contributions to make Michigan a safer place to drive, walk, and ride.

Sincerely,

MICHAEL L. PRINCE, DIRECTOR  
Michigan Office of Highway Safety Planning

**STATE CERTIFICATIONS AND ASSURANCES**

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

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

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

**Certifications and Assurances**

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

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

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

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

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

**The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.**

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

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

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

### **BUY AMERICA ACT**

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

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

### **POLITICAL ACTIVITY (HATCH ACT).**

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

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

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

### **RESTRICTION ON STATE LOBBYING**

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

#### **Instructions for Primary Certification**

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Instructions for Lower Tier Certification

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

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

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

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

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

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

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

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

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

## ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



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Governor's Representative for Highway Safety

8/27/08

**Date**

## FY2009 OVERVIEW

The Office of Highway Safety Planning (OHSP) is looking forward to an exciting year in 2009. The ongoing practice of using data-driven planning to target the most essential traffic safety problems has been wedded to an increased focus on regional programs and partners. OHSP has a long record of successful partnerships with committed traffic safety professionals across the state and the nation. Capitalizing on this strength will further drive-down traffic deaths and injuries on Michigan roads.

Effective problem identification keeps OHSP aiming at key crash targets, the greatest threats to Michigan drivers. In coordination with our national, state and local partners, OHSP program coordinators develop strategies to meet these threats and award grants based on each project's potential for saving lives and preventing injuries. This potential includes the severity of the problem addressed, the efficacy and reach of countermeasures, and the availability of highly-competent grantees to implement programs.

High-visibility enforcement remains a top priority in FY2009. Recent years' successes have shown the value of strong enforcement supported by effective messaging. OHSP looks to project evaluations, pilot programs, research, and time-proven strategies to find effective means of developing and implementing traffic safety programs, along with promising ideas for new pilots.

Production of this Highway Safety Plan would not have been possible without the dedicated support and contributions of our many strategic traffic safety partners at the local, state, and national level.

## **Organization Overview**

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

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

### **Planning and Program Operations Section**

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

### **Fiscal Section**

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

### **Communications Section**

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

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

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

State: Michigan

Highway Safety Plan Cost Summary

Page: 1

2009-HSP-1

Report Date: 08/29/2008

For Approval

<b>Program Area</b>	<b>Project</b>	<b>Description</b>	<b>Prior Approved Program Funds</b>	<b>State Funds</b>	<b>Previous Bal.</b>	<b>Incre/(Decre)</b>	<b>Current Balance</b>
NHTSA							
NHTSA 402							
Planning and Administration							
	PA-2009-00-00-00		\$ .00	\$502,000.00	\$ .00	\$698,000.00	\$698,000.
	Planning and Administration Total		\$ .00	\$502,000.00	\$ .00	\$698,000.00	\$698,000.
Alcohol							
	AL-2009-00-00-00		\$ .00	\$ .00	\$ .00	\$398,000.00	\$398,000.
	Alcohol Total		\$ .00	\$ .00	\$ .00	\$398,000.00	\$398,000.
Emergency Medical Services							
	EM-2009-00-00-00		\$ .00	\$ .00	\$ .00	\$25,000.00	\$25,000.
	Emergency Medical Services Total		\$ .00	\$ .00	\$ .00	\$25,000.00	\$25,000.
Motorcycle Safety							
	MC-2009-00-00-00		\$ .00	\$ .00	\$ .00	\$21,000.00	\$21,000.
	Motorcycle Safety Total		\$ .00	\$ .00	\$ .00	\$21,000.00	\$21,000.
Occupant Protection							
	OP-2009-00-00-00		\$ .00	\$ .00	\$ .00	\$137,000.00	\$137,000.
	Occupant Protection Total		\$ .00	\$ .00	\$ .00	\$137,000.00	\$137,000.
Pedestrian/Bicycle Safety							
	PS-2009-00-00-00		\$ .00	\$ .00	\$ .00	\$28,000.00	\$28,000.
	Pedestrian/Bicycle Safety Total		\$ .00	\$ .00	\$ .00	\$28,000.00	\$28,000.
Police Traffic Services							
	PT-2009-00-00-00		\$ .00	\$ .00	\$ .00	\$4,667,000.00	\$4,667,000.
	Police Traffic Services Total		\$ .00	\$ .00	\$ .00	\$4,667,000.00	\$4,667,000.
Traffic Records							
	TR-2009-00-00-00		\$ .00	\$ .00	\$ .00	\$621,000.00	\$621,000.

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

State: Michigan

Highway Safety Plan Cost Summary

Page: 2

2009-HSP-1

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For Approval

<b>Program Area</b>	<b>Project</b>	<b>Description</b>	<b>Prior Approved Program Funds</b>	<b>State Funds</b>	<b>Previous Bal.</b>	<b>Incre/(Decre)</b>	<b>Current Balance</b>
		Traffic Records Total	\$ .00	\$ .00	\$ .00	\$ 621,000.00	\$ 621,000.
		Community Traffic Safety Project					
		CP-2009-00-00-00	\$ .00	\$ .00	\$ .00	\$ 678,000.00	\$ 678,000.
		Community Traffic Safety Project Total	\$ .00	\$ .00	\$ .00	\$ 678,000.00	\$ 678,000.
		Roadway Safety					
		RS-2009-00-00-00	\$ .00	\$ .00	\$ .00	\$ 62,000.00	\$ 62,000.
		Roadway Safety Total	\$ .00	\$ .00	\$ .00	\$ 62,000.00	\$ 62,000.
		Paid Advertising					
		PM-2009-00-00-00	\$ .00	\$ .00	\$ .00	\$ 1,000,000.00	\$ 1,000,000.
		Paid Advertising Total	\$ .00	\$ .00	\$ .00	\$ 1,000,000.00	\$ 1,000,000.
		NHTSA 402 Total	\$ .00	\$ 502,000.00	\$ .00	\$ 8,335,000.00	\$ 8,335,000.
		405 OP SAFETEA-LU					
		K2-2009-00-00-00	\$ .00	\$ .00	\$ .00	\$ 1,075,000.00	\$ 1,075,000.
		405 Occupant Protection Total	\$ .00	\$ .00	\$ .00	\$ 1,075,000.00	\$ 1,075,000.
		405 OP SAFETEA-LU Total	\$ .00	\$ .00	\$ .00	\$ 1,075,000.00	\$ 1,075,000.
		NHTSA 406					
		K4-2009-00-00-00	\$ .00	\$ .00	\$ .00	\$ 2,000,000.00	\$ 2,000,000.
		406 Safety Belts Incentive Total	\$ .00	\$ .00	\$ .00	\$ 2,000,000.00	\$ 2,000,000.
		NHTSA 406 Total	\$ .00	\$ .00	\$ .00	\$ 2,000,000.00	\$ 2,000,000.
		408 Data Program SAFETEA-LU					
		K9-2009-00-00-00	\$ .00	\$ .00	\$ .00	\$ 1,800,000.00	\$ 1,800,000.
		408 Data Program Incentive Total	\$ .00	\$ .00	\$ .00	\$ 1,800,000.00	\$ 1,800,000.
		408 Data Program SAFETEA-LU Total	\$ .00	\$ .00	\$ .00	\$ 1,800,000.00	\$ 1,800,000.
		410 Alcohol SAFETEA-LU					
		K8-2009-00-00-00	\$ .00	\$ .00	\$ .00	\$ 2,775,000.00	\$ 2,775,000.



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

State: Michigan

Highway Safety Plan Cost Summary

Page: 3

2009-HSP-1

Report Date: 08/29/2008

For Approval

<b>Program Area</b>	<b>Project</b>	<b>Description</b>	<b>Prior Approved Program Funds</b>	<b>State Funds</b>	<b>Previous Bal.</b>	<b>Incre/(Decre)</b>	<b>Cur Bal.</b>
	410 Alcohol SAFETEA-LU		\$ .00	\$ .00	\$ .00	\$2,775,000.00	\$2,775,000.00
		Total					
410 Alcohol SAFETEA-LU		Paid Media					
	K8PM-2009-00-00-00		\$ .00	\$ .00	\$ .00	\$1,300,000.00	\$1,300,000.00
410 Alcohol SAFETEA-LU		Paid Media Total	\$ .00	\$ .00	\$ .00	\$1,300,000.00	\$1,300,000.00
410 Alcohol SAFETEA-LU		Total	\$ .00	\$ .00	\$ .00	\$4,075,000.00	\$4,075,000.00
2010 Motorcycle Safety							
	K6-2009-00-00-00		\$ .00	\$ .00	\$ .00	\$167,000.00	\$167,000.00
2010 Motorcycle Safety		Incentive Total	\$ .00	\$ .00	\$ .00	\$167,000.00	\$167,000.00
2010 Motorcycle Safety		Total	\$ .00	\$ .00	\$ .00	\$167,000.00	\$167,000.00
		NHTSA Total	\$ .00	\$502,000.00	\$ .00	\$17,452,000.00	\$17,452,000.00
		Total	\$ .00	\$502,000.00	\$ .00	\$17,452,000.00	\$17,452,000.00

# MICHIGAN PERFORMANCE PLAN

Michigan has a traffic safety record to be proud of. Fatalities have fallen by twenty-five percent over the past decade, to the lowest levels since the creation of the Office of Highway Safety Planning (OHSP) in 1969, despite increases in the number of drivers, vehicles, and vehicle miles traveled. It appears the roads have never been safer, and yet more than 1,000 people continue to die each year on Michigan roads.

During 2007, 1,084 people lost their lives in Michigan due to motor vehicle related crashes. Michigan's death rate is low compared to national benchmarks. While this means lives saved, it also means that someone has died on Michigan roads the equivalent of three times a day, every day, all year. It is impossible to fully grasp the impact of 1,084 deaths. We try to grasp the magnitude of these deaths with numbers like 300,000 crashes or nine billion dollars in costs, but every death is a unique loss, a separate tragedy that ends one life and affects many more. Three times a day, every day, all year.

With that in mind, Michigan's Highway Safety Plan is not a bureaucratic document or an abstract formality. It is a concrete guide to show how Michigan is going to reduce those deaths. There are more than one thousand precious lives to be saved, and it is a sacred trust to find the best ways to do that. A 1 percent improvement means half a week when no one loses their life; if we can document how we did it and show the rest of the country, that is more than four hundred lives; teach the world, and that is twelve thousand lives. We cannot imagine the suffering of a thousand deaths, but we can share in the joy of every life saved.

The goal for 2009 is to have the fewest deaths of any year on record.

## PROCESS DESCRIPTION

OHSP's Highway Safety Plan (HSP) for fiscal year 2009 combines continuing efforts to reduce ongoing problems, countermeasures to emerging issues, and new opportunities to address traffic crashes through innovative techniques and technology.

A report published in 2007 for the National Cooperative Highway Research Program conducted a review of four states with exemplary traffic safety records, one of them being Michigan. The report, entitled "Creating a Traffic Safety Culture - A Case Study of Four Successful States," highlighted the key elements in the four states for creating this "safety culture." OHSP hopes to promote this safety culture in communities at the local level, through the establishment of more comprehensive traffic safety programs that build upon the county-wide overtime enforcement grants of previous years. These comprehensive traffic safety programs will utilize the ever-improving stream of traffic crash data to answer the key questions of how, why, when, and where crashes are occurring, who is involved, what countermeasures can be implemented, and most importantly, how to apply limited federal, state, and local

resources to reduce or mitigate them. Most importantly, it will encourage the creation of new partnerships and enhancement of existing ones.

Michigan's budgetary situation has reinforced the need for effective programs within tight constraints. OHSP's range of available options requires a focus on programs with demonstrated effectiveness. Scarce resources at all levels of government underscore the need for flexible and productive partnerships. OHSP cannot excel without the partners whose teamwork and commitment have made possible the attainment of shared traffic safety goals.





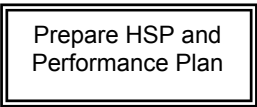
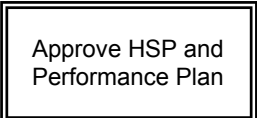
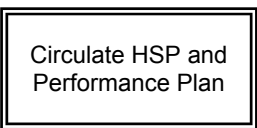


### **Pre-planning Steps**

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

Each step of the planning process is identified below:

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

## EXHIBIT 1 – HSP Planning Outline

<b>FY2009 HSP PLANNING CALENDAR</b>		
<b>ACTION</b>	<b>DATES</b>	<b>DETAILS</b>
	<b>NOVEMBER DECEMBER</b>	<ul style="list-style-type: none"> <li>❖ Review past years' activity</li> <li>❖ Review current year's activity</li> <li>❖ Review crash data</li> <li>❖ Review state and national priorities</li> <li>❖ Identify problem areas</li> <li>❖ Identify long-term goals (5 years)</li> <li>❖ Identify short-term goals (1 year)</li> </ul>
	<b>JANUARY FEBRUARY</b>	<ul style="list-style-type: none"> <li>❖ Meet with program partners, obtain input</li> <li>❖ Review planning session output</li> <li>❖ Review data specific to the program</li> <li>❖ Review quantitative goals</li> <li>❖ Outline grant opportunities</li> <li>❖ Identify long-term strategies (&gt;3 years)</li> </ul>
	<b>MARCH APRIL</b>	<ul style="list-style-type: none"> <li>❖ Consult with current and prospective grantees</li> <li>❖ Identify short-term strategies (1 year)</li> <li>❖ Program presentations to management and staff</li> <li>❖ Create draft Grant Development Plans</li> <li>❖ Establish draft budget</li> </ul>
	<b>MAY JUNE</b>	<ul style="list-style-type: none"> <li>❖ HSP management team reviews programs and budgets</li> <li>❖ GDPs finalized</li> <li>❖ HSP budget finalized</li> <li>❖ Notify grantees of grant timelines</li> <li>❖ Send grantees grant templates</li> </ul>
	<b>JUNE</b>	<ul style="list-style-type: none"> <li>❖ Create in-house grants</li> <li>❖ Monitor grant development process</li> <li>❖ Create draft performance plan</li> <li>❖ Create draft HSP</li> </ul>
	<b>JULY</b>	<ul style="list-style-type: none"> <li>❖ Administrative review of performance plan</li> <li>❖ Administrative review of HSP</li> <li>❖ Approve FY2009 performance plan and HSP</li> </ul>
	<b>AUGUST</b>	<ul style="list-style-type: none"> <li>❖ Print and distribute performance plan and HSP to: NHTSA, FHWA, State and Local Agencies</li> <li>❖ Post to web site</li> </ul>
	<b>SEPTEMBER OCTOBER</b>	<ul style="list-style-type: none"> <li>❖ Approve and start implementation of FY2009 grants.</li> <li>❖ Conduct grant orientation meetings</li> </ul>
	<b>NOVEMBER</b>	<ul style="list-style-type: none"> <li>❖ Annual evaluation report prepared for FY2008 HSP</li> </ul>

## Plan Organization

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

### 1. PROBLEM IDENTIFICATION

Problem identification is a key function of the planning process. Problems cannot be solved without knowing what they are. Identifying the largest problems and their components directs attention to where progress is possible.

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

Michigan Traffic Crash Facts: Through a partnership with the University of Michigan Transportation Research Institute (UMTRI), a compilation of Michigan's traffic crash data is completed annually and published as the Michigan Traffic Crash Facts. Crash Facts back to 1992 are available at <http://www.michigantrafficcrashfacts.com> web site.

Direct data analysis: With improvements in the quality and availability of electronic crash data, OHSP can go directly to the crash database, running queries of the updated data without intermediaries. Having reached the last year of the previous Highway Safety Plan's goals, FY2009's planning started with a *tabula rasa* look at the crash data, leading to the goals listed below. In addition to statewide analysis, OHSP provides Safe Communities and partners with information and tools for local problem identification.

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

### 2. GOAL DETERMINATION AND ANALYSIS

Goals are statements of program intent or purpose, consistent with the mission of the organization. 2009 will be the first year in a new set of long-term targets, setting goals for reducing the factors most prevalent in severe crashes. This list of goals was based on the top factors involved in fatal crashes, determined by previous years' experience, crash projections, the best available data and research, and attention to those areas for which OHSP has the responsibility and capacity to respond. Quantitative targets were based on projections from five-year crash trends.

The following section begins with a summary of Michigan traffic crash statistics from 2003 through 2007 (the most current data available). OHSP's revised long-term goals through 2012 follow, along with annual benchmarks. It should be understood that there will be limited time in FY2009 to affect 2008 benchmarks.

**Crash Data Comparison - 2003-2007**

	2003	2004	2005	2006	2007	% Change 03-07
Total Crashes	391,485	373,028	350,838	315,322	324,174	-17%
Fatal Crashes	1,172	1,055	1,030	1,002	987	-16%
People Injured	105,555	99,680	90,510	81,942	80,576	-24%
People Killed	1,283	1,159	1,129	1,084	1,084	-16%
Death Rate (100M VMT)	1.28	1.14	1.09	1.05	1.04	-19%
Fatal Crash Rate (100M VMT)	1.17	1.06	1.00	0.97	.95	-19%
VMT (Billions)	98.2	100.2	101.8	103.2	104.0	+6%
Registered Vehicles (Millions)	9.92	9.93	9.69	8.70	8.33	-16%
Population (Millions)	10.08	10.08	10.11	10.12	10.09	+0%

2007 crash numbers were largely similar to 2006, remaining at a post-WWII low. The largest difference between the two years was crashes on winter-weather roads. Snowfall came late in the winter of 2006-2007, and while the winter had the usual number of fatal crashes, most of them came in early 2007 rather than late 2006. Michigan ranks fifth in the nation for safety belt use, behind the Pacific-coast states.

OHSP remains committed to maintaining excellence and achieving aggressive goals. Continuous improvement in established programs and development of innovative approaches to traffic safety will save further lives on Michigan roadways. The proper response to exceptional success is to try to repeat it.

Goals for 2008-2012 are based on 2003-2007 data. The annual trend in fatalities was a 4% improvement, and this rate has been applied to each area, after adjusting for annual variation.<sup>1</sup> Exceptions are noted individually.

<sup>1</sup> For each goal, an ordinary least squares regression was applied to 2003-2007, yielding a 2007 trendline value that smoothed the year-to-year variance. The 4% annual improvement was deducted from this value. The improvement value is 4% of the previous year, not 4% of the 2007 baseline year, so 2009's goal is 96% of the 2008 goal, and so on. Crash data for goals came from a query of the live crash database, which has received updates since the annual Michigan Traffic Crash Facts. Fatality and injury counts may differ from previously published sources due to updates.

## EXHIBIT 2: OHSP FY2009 Goals at a Glance

	2003 actual	2007 actual	2008 goal	2009 goal	2010 goal	2011 goal	2012 goal
fatalities	1,283	1,084	1,014	973	934	896	860
fatalities per 100 million vehicle miles traveled	1.31	1.04	0.97	0.93	0.89	0.86	0.82
injuries	105,555	80,576	75,062	72,049	69,158	66,382	63,718
fatalities and incapacitating injuries ("KAs")	11,230	8,582	7,992	7,671	7,363	7,068	6,784
KAs involving alcohol	2,143	1,711	1,640	1,575	1,511	1,451	1,393
fatalities to unrestrained vehicle occupants	346	252	225	216	207	199	191
observed daytime safety belt use (front seat occupants)	84.8%	93.7%	96.0%	97.0%	97.0%	97.0%	97.0%
KAs to vehicle occupants ages 0 to 8	240	131	110	106	102	98	94
KAs at intersections	3,781	2,750	2,571	2,468	2,369	2,274	2,183
KAs involving lane departure	4,102	3,324	3,080	2,956	2,838	2,724	2,614
KAs on local roads	6,964	5,130	4,748	4,557	4,374	4,199	4,030
KAs involving motorcycles	806	991	954	954	954	954	954
KAs to pedestrians	762	600	578	555	533	512	491
KAs to males	6,183	4,945	4,637	4,451	4,272	4,101	3,936
KAs involving drivers ages 16 to 20	2,680	1,947	1,761	1,691	1,623	1,558	1,495
KAs involving drivers ages 21 to 24	1,719	1,244	1,157	1,110	1,065	1,023	982
KAs from 3pm to 6pm	2,248	1,722	1,612	1,547	1,485	1,425	1,368
KAs from midnight to 3am	1,456	881	770	739	710	681	654
KAs from noon Friday to noon Sunday	3,677	2,928	2,754	2,643	2,537	2,435	2,338

### Traffic Fatalities:

The single most important goal in traffic safety is to reduce traffic fatalities. Whatever other factors may be considered, the final measure of success must always be the lives of Michigan citizens.

Before 2002, Michigan had not had fewer than 1,300 traffic fatalities since 1945. Every year since 2002 has had fewer than 1,300, dropping below 1,200 in 2004 and 1,100 in 2006. Michigan has not been below 1,000 traffic fatalities since 1943, the oldest year on record. Michigan's goal is for 2009 to have the fewest traffic fatalities in history, ever working towards zero.

Traffic Fatalities					
Year	Actual		Year	Goal	Actual
2003	1,283		2008	1,014	
2004	1,159		2009	973	
2005	1,129		2010	934	
2006	1,084		2011	896	
2007	1,084		2012	860	

### Vehicle Mileage Death Rate:

The Vehicle Miles Traveled ("VMT," how many miles are driven on the state's roads each year) death rate adjusts this worst outcome of a crash by a common exposure variable. The VMT death rate has been a consistent measure used nationally for many years, and it provides a reliable means of tracking progress over a long period of time.

If fatalities are decreasing while miles driven are increasing, the state is getting safer faster than the simple fatality count suggests. If both are decreasing, then some of the improvement is just a factor of people driving less, rather than the roads' being any safer. Michigan's previous goal was to reach 1.0 by 2008.

VMT death rate					
Year	Actual		Year	Goal	Actual
2003	1.31		2008	0.97	
2004	1.16		2009	0.93	
2005	1.11		2010	0.89	
2006	1.05		2011	0.86	
2007	1.04		2012	0.82	

(# fatalities/100 million VMT)

### Traffic Injuries:

While being hurt in a crash is better than being killed, we would prefer for people not to be hurt either. Failing that, making the injuries less severe is also a better outcome.

Crash avoidance seeks to reduce crashes entirely: no one crashed, no one was hurt, no one died. Crash mitigation takes some number of crashes as a given



and seeks to reduce how bad the crash is. Either approach, and they are often combined, reduces total suffering.

Traffic Injuries					
Year	Actual		Year	Goal	Actual
2003	105,555		2008	75,062	
2004	99,680		2009	72,049	
2005	90,510		2010	69,158	
2006	81,942		2011	66,382	
2007	80,576		2012	63,718	

### Fatalities and Incapacitating Injuries (“KAs”):

Michigan classifies injuries according to the KABCO scale: K: fatal, A: incapacitating, B: non-incapacitating, C: possible, and O: none. In the bluntest terms, you can walk away from a crash with a B or C injury, but KAs will be driven away in an ambulance or a hearse.

Fatal and incapacitating injuries are the most consistent measure of severe crashes available for traffic safety planning. They include the most worrisome crashes with the greatest harm, and they happen in large enough numbers to perform meaningful analysis.

Fatalities and Incapacitating Injuries (“KAs”)					
Year	Actual		Year	Goal	Actual
2003	11,230		2008	7,992	
2004	10,470		2009	7,671	
2005	9,649		2010	7,363	
2006	8,732		2011	7,068	
2007	8,582		2012	6,784	

### Alcohol-Impaired Driving

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

Other forms of impairment are also dangerous, but they are less apparent in the crash data and often connected to alcohol when they are present. A few percent of KA injuries will involve drug-impairment without alcohol. Some percentage is the results of drowsy or distracted driving, but the data there is poor because they are difficult to observe after the fact.

KAs involving alcohol					
Year	Actual		Year	Goal	Actual
2003	2,143		2008	1,640	
2004	2,040		2009	1,575	
2005	1,943		2010	1,511	
2006	1,806		2011	1,451	
2007	1,711		2012	1,393	

## Safety Belt Use

Safety belts are the most effective means of reducing injury severity and preventing death in the event of a crash. Reducing non-use of safety belts will substantially improve crash survivability.

Unrestrained deaths follow changes in the observed safety belt use rate, but the reader will note that the percentage of people killed unrestrained is much higher than the percentage of people unrestrained. This is partly due to the life-saving effect of belts, partly to lower risk-aversion among people who do not use safety belts, and partly to differences in observed use and actual use. In compliance with federal guidelines, Michigan observes daytime front-seat occupants in an area covering at least 85% of the state's population. Belt use may be lower at night, in the back seat (where it is not legally required above age 16), or in more rural counties outside the survey area. Even if observed use hits 100%, there will be room for improvement.

Before the HSP went to print, Michigan reached a new record for safety belt use. This was higher than the planned long-term goal, and there are no known benchmarks for realistic progress beyond 95%. The goal has been set to maintaining this record, pending consideration of how attainable and sustainable further gains are.

Fatalities to unrestrained vehicle occupants					
Year	Actual		Year	Goal	Actual
2003	346		2008	225	
2004	296		2009	216	
2005	262		2010	207	
2006	249		2011	199	
2007	252		2012	191	

(motor vehicle occupants only, excludes unknown and unavailable)

Safety belt use					
Year	Actual		Year	Goal	Actual
2003	84.8%		2008	96.0%	
2004	90.5%		2009	97.0%	
2005	92.9%		2010	97.0%	
2006	94.3%		2011	97.0%	
2007	93.7%		2012	97.0%	

(observed, daytime, front seat occupants)

## Child Passenger Safety

Safety belts are designed for adults. Children under eight need a booster seat for the belt to fit properly, and children under four need a child restraint. Parents sometimes do not know what the right seat is, how to install it properly, or why they are necessary. Officers may not have much more training, and it is difficult to observe violations of child safety seat laws. Children are often under-protected in the event of a crash.

The effects of child passenger safety show up more in injury than fatality data. The belt alone is often enough to prevent a death, but the proper child restraint is what keeps that crash from causing massive internal injuries, particularly to the neck, spine, and intestines.

<b>KA injuries, passenger vehicle occupants ages 0-8</b>					
<b>Year</b>	<b>Actual</b>		<b>Year</b>	<b>Goal</b>	<b>Actual</b>
2003	240		2008	110	
2004	191		2009	106	
2005	162		2010	102	
2006	130		2011	98	
2007	131		2012	94	

(excludes motorcycles)

### **Intersection Crashes**

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

Intersection problems can be related to engineering, behavior, or exposure. OHSP will be supporting some intersection-specific efforts, but any program working to improve safety in urban areas will affect intersection crashes.

<b>KAs at intersections</b>					
<b>Year</b>	<b>Actual</b>		<b>Year</b>	<b>Goal</b>	<b>Actual</b>
2003	3,781		2008	2,571	
2004	3,533		2009	2,468	
2005	3,188		2010	2,369	
2006	2,869		2011	2,274	
2007	2,750		2012	2,183	

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

### **Lane Departure**

Most fatal crashes happen when a car leaves its lane. The driver steers into a ditch, misses a turn, crosses the center line, or otherwise puts his car into conflict with a large object. "Lane departure" includes not just roadway departure, but also sideswipes and highly dangerous head-on crashes.

Lane departure is connected to drunk, drowsy, and distracted driving. Any sort of impairment makes someone more likely to drift or miss a turn. Staying coherent and keeping your eyes on the road is a good way to keep your car on the road.

<b>KAs involving lane departure</b>					
<b>Year</b>	<b>Actual</b>		<b>Year</b>	<b>Goal</b>	<b>Actual</b>
2003	4,102		2008	3,080	
2004	3,795		2009	2,956	
2005	3,507		2010	2,838	
2006	3,333		2011	2,724	

2007	3,324	2012	2,614	
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(The query for this variable is complex, including roadway departure, sideswipe and head-on crashes, and collisions with parked cars.)

### City-County Roads

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

OHSP has few operations that address local roads specifically, but most enforcement activity takes place there. With most serious crashes taking place on local roads, any effort directed to the whole will affect this part, and anything targeting a high-crash location is almost certain to take place on local roads.

KAs on local roads					
Year	Actual		Year	Goal	Actual
2003	6,964		2008	4,748	
2004	6,236		2009	4,557	
2005	5,845		2010	4,374	
2006	5,230		2011	4,199	
2007	5,130		2012	4,030	

(# KAs in crashes coded as: "County road, city street, or unknown")

### Motorcycles

Motorcycles are the only area of traffic safety consistently getting worse. Motorcycle ridership is increasing, and so are motorcycle crashes and deaths. Some of this effect is from increased exposure: the same crashes happen, only with motorcycles instead of cars. Some is from decreased protection: when those crashes happen, cars bend but humans break. Rider information also suggests that young motorcyclists are not seeking proper training and licensure, while older riders are using more powerful motorcycles than they may be used to. The largest increase in motorcycle use is among older riders, which also increases the effect of lower crash survivability: older bodies are even more likely to break.

The goal below reflects the 2007 trend value. OHSP will work to hold the line against continued increases.

KAs involving motorcycles					
Year	Actual		Year	Goal	Actual
2003	806		2008	954	
2004	779		2009	954	
2005	933		2010	954	
2006	835		2011	954	
2007	991		2012	954	

(any KAs in the crash, not just to motorcyclists)

### Pedestrians

Pedestrians are about one-eighth of traffic fatalities each year. There are relatively few effective behavioral interventions for improving pedestrian safety. Some of them

relate to helping drivers avoid pedestrians, while others hope to keep pedestrians out of harm's way. An issue for pedestrian safety education is the difference between those hit and those killed. Due to relatively high exposure, those most likely to be hit are young non-drivers during the day; due to bodily frailty and high alcohol and drug use, older pedestrians at night are more likely to be hit and killed.

KAs to pedestrians					
Year	Actual		Year	Goal	Actual
2003	762		2008	578	
2004	785		2009	555	
2005	701		2010	533	
2006	637		2011	512	
2007	600		2012	491	

### Men

Traffic safety is fundamentally a male problem. Most of the risky behaviors that can kill you or those around you are more common in men. Men buckle up less, drink and drive more, speed more, and drive more motorcycles. Men crash more and die more. Young men are even worse.

Federal surveys of travel trips estimate that men do about 61 percent of the nation's driving, so we should expect men to be in more crashes. Since men are roughly 50 percent to 75 percent of any crash problem, this may reveal that a problem is not specific to men or highlight that men die even more than their exposure would predict. Traffic fatalities are consistently two-thirds or more male, so reducing fatalities mostly means reducing the number of men killed. Even when men are not the problem group, because they do most of the driving, they are the key audience for traffic safety messages.

KAs to males					
Year	Actual		Year	Goal	Actual
2003	6,183		2008	4,637	
2004	5,874		2009	4,451	
2005	5,471		2010	4,272	
2006	5,016		2011	4,101	
2007	4,945		2012	3,936	

### Young Drivers

Younger drivers crash more often. Superior reflexes and more practice using cell phones do not overcome inexperience and higher risk taking. Crash survivability is not as bad in youth, because young bodies break less and heal more quickly, but making more severe errors can offset this. Of those killed in crashes with teen drivers, about one-third are the drivers themselves, one-third are their passengers, and one-third are other drivers, passengers, and pedestrians.

Drivers under age eighteen face graduated driver licensing, which allows gradual exposure to greater driving demands under structure and supervision. Crash involvement per driver then peaks at age eighteen, with no supervision, more

exposure, and still incomplete driving skills. Persons under age twenty-one may not drink, which is not to say that all abstain. Alcohol-involved crashes then peaks at age twenty-one, with increased opportunity. As responsibilities increase and brain development completes in the mid-twenties, crash involvement drops precipitously. By age twenty-five, the most dangerous years are past, and after thirty-five risk is average.

<b>KAs involving drivers ages 16 to 20</b>					
<b>Year</b>	<b>Actual</b>		<b>Year</b>	<b>Goal</b>	<b>Actual</b>
2003	2,680		2008	1,761	
2004	2,488		2009	1,691	
2005	2,212		2010	1,623	
2006	1,883		2011	1,558	
2007	1,947		2012	1,495	

<b>KAs involving drivers ages 21 to 24</b>					
<b>Year</b>	<b>Actual</b>		<b>Year</b>	<b>Goal</b>	<b>Actual</b>
2003	1,719		2008	1,157	
2004	1,622		2009	1,110	
2005	1,503		2010	1,065	
2006	1,274		2011	1,023	
2007	1,244		2012	982	

### **Afternoon Rush Hour**

High exposure leads to high crash numbers. At the end of the work- and school-day, there are more cars on the road, with more crashes and deaths. It is not disproportionately horrible, but it is Michigan's time with the most deaths.

The morning rush hour does not show as much of a peak. Late-day drivers are more likely to be tired and less likely to be caffeinated. This becomes worse over the week as sleep deprivation builds up, with Friday being the worst at this time slot. Drivers have shorter tempers and attention spans after a long day. Dinnertime and happy hour are the peak times for alcohol-involvement for drivers past their twenties. Restraint use is also lower in the evening than the morning.

<b>KAs from 3pm to 6pm</b>					
<b>Year</b>	<b>Actual</b>		<b>Year</b>	<b>Goal</b>	<b>Actual</b>
2003	2,248		2008	1,612	
2004	2,214		2009	1,547	
2005	2,026		2010	1,485	
2006	1,726		2011	1,425	
2007	1,722		2012	1,368	

### **Nighttime Driving**

Traffic is light late at night, but you will find no time with more severe crashes or higher alcohol-involvement rates. Midnight to three AM includes bar closing time,

and it is the peak time for drunk driving. Alcohol behaves synergistically with drowsiness, making late-night drivers even less competent.

After four AM, traffic is too light to have many crashes. Alcohol starts heading up around 9pm, but does not start spiking until midnight. Alcohol-involved crashes peak in the 2am to 3am hour, when bars close.

KAs from midnight to 3am					
Year	Actual		Year	Goal	Actual
2003	1,456		2008	770	
2004	1,034		2009	739	
2005	1,000		2010	710	
2006	913		2011	681	
2007	881		2012	654	

### Weekend Driving

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

Noon to noon was selected as the crash peak to include both Friday after-work and Saturday/Sunday night. The Saturday night crash peak actually takes place on Sunday morning (after midnight), while the weekend peak starts early Friday afternoon as people leave work or school.

KAs from noon Friday to noon Sunday					
Year	Actual		Year	Goal	Actual
2003	3,677		2008	2,754	
2004	3,504		2009	2,643	
2005	3,233		2010	2,537	
2006	3,002		2011	2,435	
2007	2,928		2012	2,338	

## 3. TRAFFIC SAFETY PARTNER INPUT

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

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

### Governor's Traffic Safety Advisory Commission

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

In 2004, the GTSAC developed a statewide Strategic Highway Safety Plan, identifying priority areas for all GTSAC member agencies to address as they are able and to set an agenda for traffic safety efforts in the state. Each priority area has an associated Action Team to keep progress moving forward. OHSP participates in these Action Teams and incorporates their information and recommendations into the Highway Safety Plan. This coordinates the OHSP-led Highway Safety Plan with the Strategic Highway Safety Plan that keeps a variety of Michigan agencies working from the same page. This Strategic Highway Safety Plan is under revision as the HSP goes to print.

The GTSAC meets on a bi-monthly basis. Agenda development is a process open to all traffic safety advocates within the state and is available through OHSP's web site (<http://www.michigan.gov/ohsp-gtsac>). Communication between GTSAC members and among traffic safety advocates throughout Michigan is also accomplished through a web site and LISTSERV<sup>®</sup> that has more than 200 members. Listserv members receive GTSAC and traffic safety news and information.

### **Program Area Network Meetings**

In addition to the GTSAC Action Teams, OHSP program staff have traffic safety networks across the state and nation that help generate ideas and identify appropriate strategies to solve traffic safety problems. Meetings with partners across the state allow OHSP to determine where resources are available to leverage, which partners have enthusiasm or unique expertise, and whether and why model programs are working (or not) in Michigan communities.

### **Traffic Safety Summit**

The annual Michigan Traffic Safety Summit is the state's central event for traffic safety information-sharing and networking. It allows OHSP and other partners to promote promising ideas, solicit input and feedback from partners, and showcase programs from the local, state, and national levels.

### **Additional Planning Resources**

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

- Michigan's statewide Strategic Highway Safety Plan
- The Michigan Department of State Police Strategic Plan and other state and local plans.



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

#### 4. STRATEGY DEVELOPMENT PROCESS

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

##### FY 2009 OHSP PRIORITIES

**Improve compliance with Michigan traffic laws** by increasing the public's perceived threat of ticketing, arrest, and conviction.

**Enhance the knowledge and expertise of highway traffic safety professionals** through improved, accessible, and cost-effective education and training.

**Increase the awareness and support of traffic safety as a priority** through improved communications with state and local stakeholders and the public.

**Enhance the availability, timeliness, and use of traffic crash records and other planning data and information** through improvements to the State's traffic records system, research studies, and evaluations.

**Improve the effectiveness of traffic crash emergency medical response and treatment** by strengthening ties to hospitals, emergency medical systems, and injury prevention and treatment.

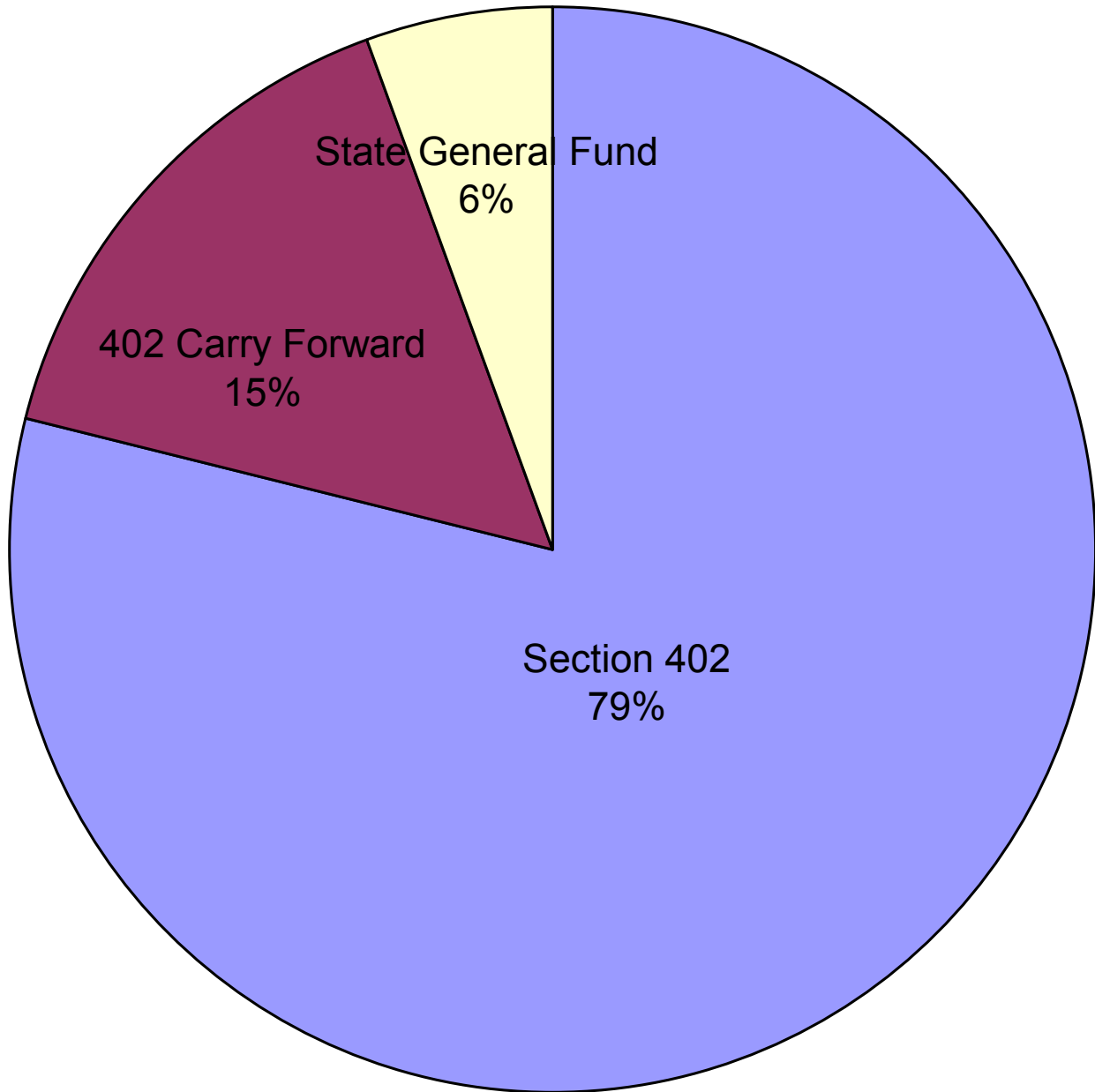
## **5. BUDGET DEVELOPMENT PROCESS**

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

The HSP management team considers the merits of funding requests along with the level of program funding from previous years, funding of other related programs, special funding sources, and long-range goals for the overall program before approving budgets for each program area. Program managers share responsibility for reviewing strategies to determine which should be fully funded, which can proceed with amendments, and which are not feasible. This process can shift the initial budget allocation between program areas to accommodate essential and/or promising projects that warrant special support.

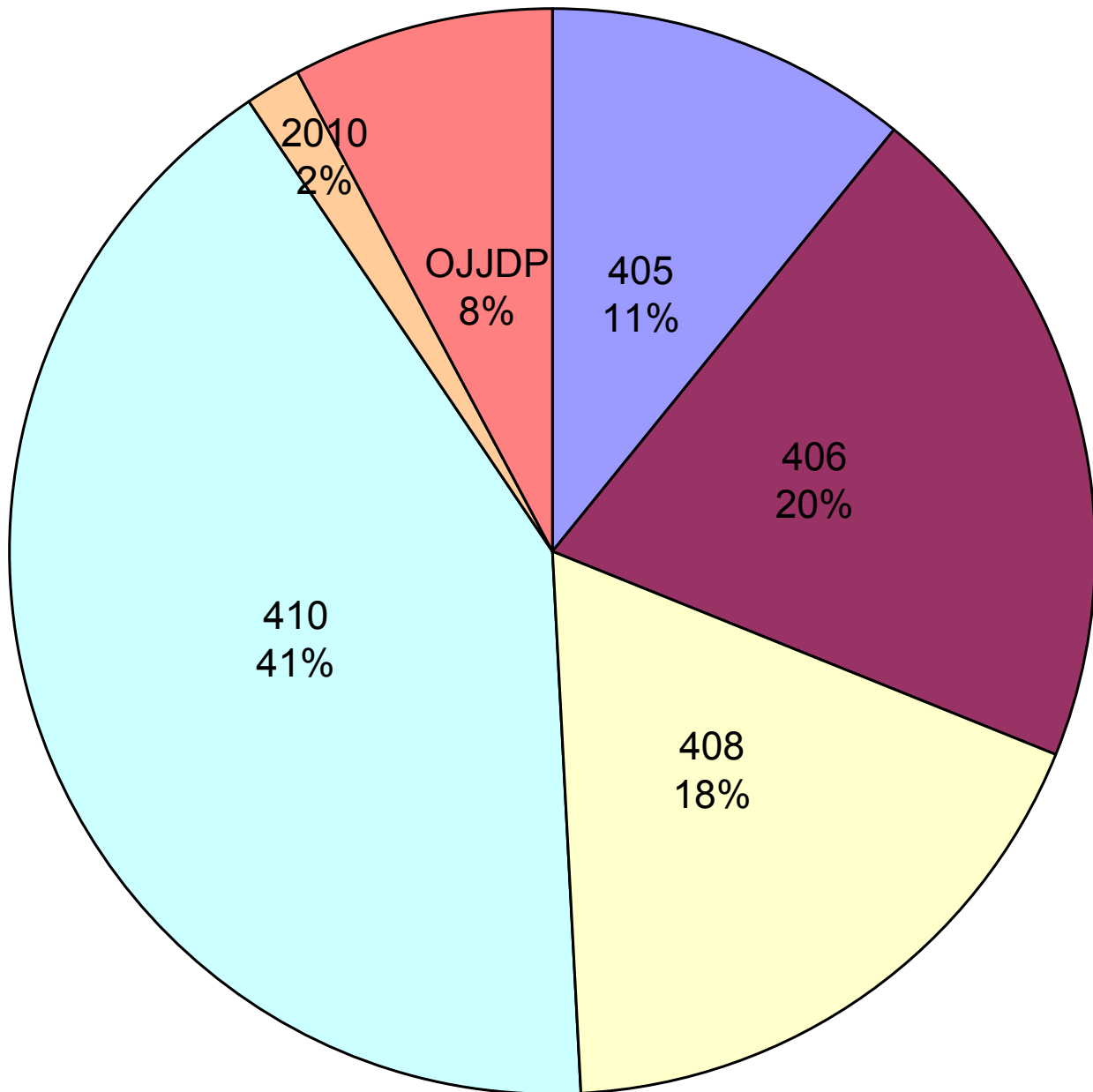
**Exhibits 3, 4, 5, and 6** illustrate the projected sources of funding, program level budgets, and the distribution of funding by type.

**EXHIBIT 3: Unrestricted Program Funding Sources, FY2009 - \$8,837,000**



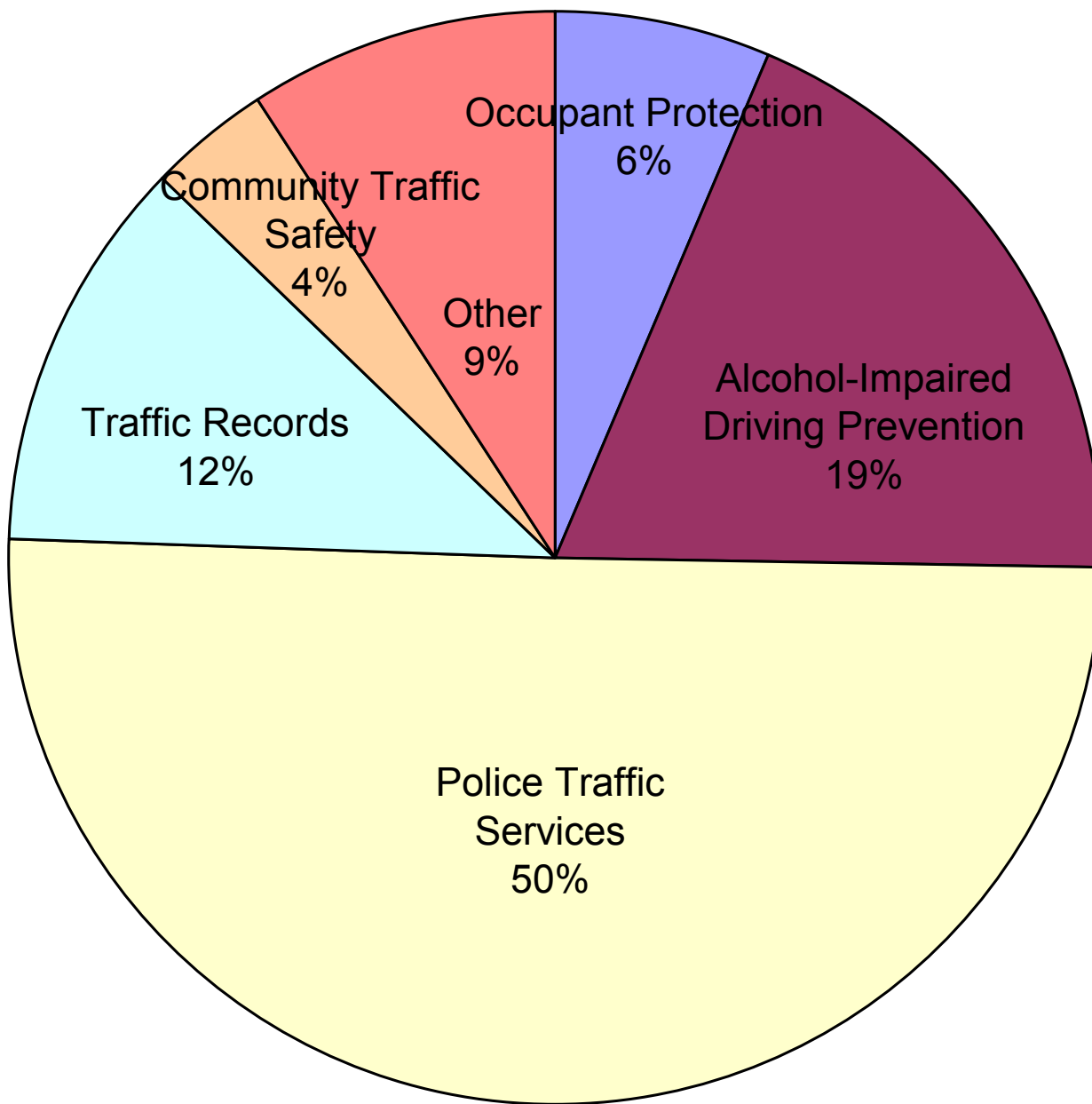
<b>State General Fund</b>	<b>Section 402</b>	<b>402 Carry Forward</b>
\$502,000	\$6,973,000	\$1,362,000

**EXHIBIT 4: Restricted Program Funding Sources, FY2009 - \$9,885,000**



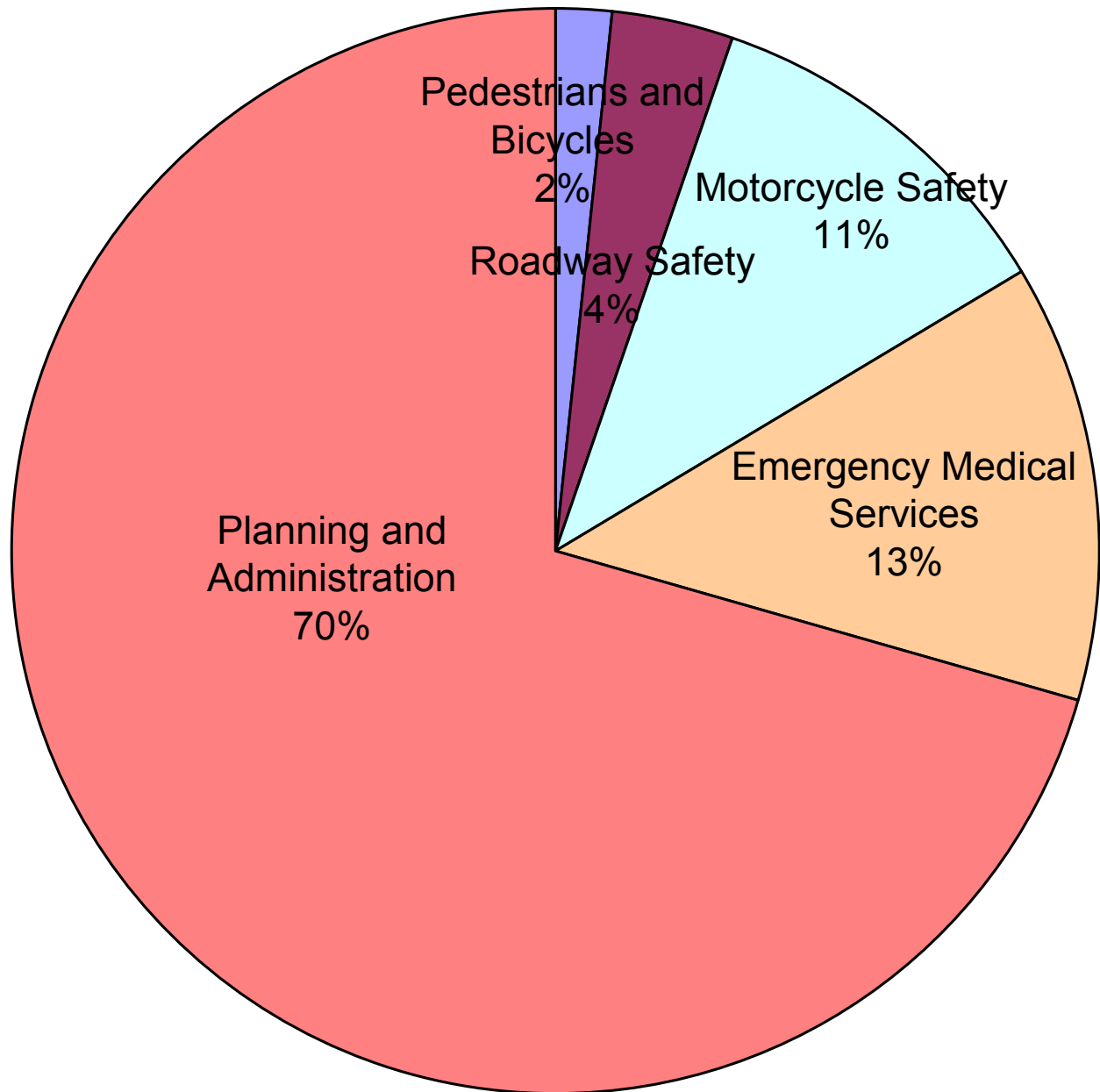
405	406	408	410	2010	OJJDP
\$1,075,000	\$2,000,000	\$1,800,000	\$4,075,000	\$167,000	\$768,000

**EXHIBIT 5: Program Budgets, FY2009 - \$18,722,000**



<b>Alcohol-Impaired Driving Prevention</b>	<b>Community Traffic Safety</b>	<b>Occupant Protection</b>	<b>Police Traffic Services</b>	<b>Traffic Records</b>	<b>Other</b>
\$3,541,000	\$678,000	\$1,212,000	\$9,367,000	\$2,221,000	\$1,703,000

**EXHIBIT 6: "Other" Program Budgets, FY2009 - \$1,703,000**



Driver Education	Emergency Medical	Motorcycle Safety	Pedestrians & Bicycles	Planning & Administration	Roadway Safety
\$0	\$225,000	\$188,000	\$28,000	\$1,200,000	\$62,000

## 6. PROJECT SELECTION PROCESS

Projects are selected based on potential for impacting traffic safety problems and moving Michigan towards the statewide traffic safety goals. OHSP program staff consider:

- the population to be reached;
- the extent of the problem in the target population;
- where and when implementation must take place;
- the expected effectiveness of the proposed project;
- which partners are available and competent to implement projects;
- the most efficient and effective means of implementing programs;
- available funding sources.

Every program must have an impact. If it does not contribute to reducing deaths and injuries on Michigan roadways, OHSP should not be doing it.

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

### Grant Development Plans

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

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

**Exhibit 7** is an example of the GDP form.

## EXHIBIT 7: FY2009 Strategy and Grant Development Form

Strategy

due April 10, 2008

**Strategy Name**

**Problem Statement**

**HSP Goal/Objective targeted**

**information sources and partners consulted**

**How will this strategy be achieved? Why was this strategy selected?  
(please use more detail if new or involves personnel, equipment, or communications campaigns)**

Year of funding?		Will the strategy continue next year?	
Expected grantee		Estimated budget	\$

Author

Date

Approval

Date

Grant Development Plan

due May 12, 2008

Grantee		Total grant amount	\$
Grant due at OHSP	July 15	Final approval needed by	Sept 15
October 1 start-up required?		Multi-agency grant?	
Split-funded from FY2007?		Split-funded into FY2009?	
Continuation plan needed?		If so, does it have one?	
Funds for Savage's in-house grant?		Funds for Readett's in-house grant?	
For the benefit of locals?		PI&E materials being made?	
Strategic Highway Safety Plan action item?			
Contractual costs?		Personnel costs?	
Indirect costs?		If so, indirect rate	
Program income?		If so, how much?	
Any equipment?		If so, matching funds	
Equipment over \$5,000 per item?		If so, matching funds	
Out-of-state travel?		If so, purpose of travel?	

**Objectives (Specific, Measurable, Attainable, Relevant, Time-bound)** (3 or 4 – less is more)

**Activities** (Do not repeat objectives, but activities should be directly related to them.)

**How will we evaluate this project?** (Ask yourself what method will be used. Is the project measurable? If so, how? See page 201-3 of Dummies guide.)

**Special forms or due dates**

**Supporting documentation**

Funding Source	Amount	Funding Source	Amount
	\$		\$
	\$		\$

Author

Date

Approval

Date



## 7. PERFORMANCE MEASURES

The ability to measure programmatic success is critical to planning and implementing successful programs. Programs that work may be able to be improved; programs that do not must be fixed or scrapped. As explained under Section 2, Goal Determination and Analysis, OHSP tracks many variables to monitor progress on crash problems and set program goals, with revisions as appropriate. Evaluation is an ongoing process throughout the year, supported by trend analysis to determine the significance of changes and the long-term effects of activities.

### **Statewide Performance Measures**

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

### **Program Specific Performance Measures**

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

### ***Key references and resources:***

- Crash data, including Michigan Traffic Crash Facts
- Review of quarterly progress and financial reports
- Annual Evaluation Report
- Evaluation from the annual Traffic Safety Summit
- Public requests for OHSP and traffic safety materials
- Results of state and national research

## GHSA “Bottom Line Performance Measures”

The GHSA’s 2004 guidelines for state highway safety plans includes a list of core performance measures. Most of them are included in or computable from this Performance Plan, but they are collected here for convenience. The list below contains the ten national measures, along with the three other measures needed to compute the rates listed. A new list is under discussion, circulated to the states in a white paper of March 2008; that list may be used in future years, pending approval and the availability of FARS data in time. The following numbers come from the state database.

	2003	2004	2005	2006	2007
Fatalities	1,283	1,159	1,129	1,084	1,084
Fatalities per 100 million VMT	1.28	1.14	1.09	1.05	1.04
Injuries	105,555	99,680	90,510	81,942	80,576
KAs* per 100 million VMT	11.41	10.41	9.44	8.43	8.24
Fatalities per 100 thousand population	12.73	11.50	11.17	10.71	10.74
KAs* per 100 thousand population	111.14	103.46	95.10	85.99	84.93
Alcohol-related fatalities	399	364	360	383	345
Proportion of fatalities involving alcohol	31.1%	31.4%	31.9%	35.3%	31.8%
Alcohol-related fatalities per 100 M VMT	0.41	0.36	0.35	0.37	0.33
Observed safety belt use rate	84.8%	90.5%	92.9%	94.3%	93.7%
Serious injuries	9,920	9,270	8,486	7,618	7,485
100 million VMT	982	1,002	1,018	1,032	1,040
100 thousand population	100.8	100.8	101.1	101.2	100.9

\* KAs: fatalities and serious injuries

## Occupant Protection – FY2009

Occupant protection includes safety belts, child restraints, and air bags. These are all the factors that keep a vehicle occupant safe in the event of a crash, preventing injuries and reducing injury severity. Every adult should be buckled up, and every child should be properly restrained in the rear seat.

Please see the Police Traffic Services section for overtime enforcement.

<b>Task 1: Child Passenger Safety (CPS)</b>	<b>\$600,000</b>
Section 405 funds	\$600,000

### Lower Peninsula Child Passenger Safety (CPS) Program

Grant Development Plan form:	OP 1 (p 1-3)	
Benefit to Locals:	No	
Grantee:	Michigan Department of Community Health	
Grant Amount, Funding Source:	\$195,000	405
Grant Start-up:	October 1	

Almost all passengers ages 0-3 are restrained, but almost none are *properly* restrained. The problem repeats itself in the 4- to 8-year-old population, with fewer restrained and very low use of booster seats.

Child passenger safety technicians instruct parents on the proper use of child restraints and help with the installation of child safety seats. This grant will support CPS training for new and existing technicians. It will also include outreach and educational activities for the general public and booster seat distribution to low-income families.

### Upper Peninsula Child Passenger Safety (CPS) Program

Grant Development Plan form:	OP 2 (p 4-6)	
Benefit to Locals:	Yes	
Grantee:	Marquette County Sheriff's Office	
Grant Amount, Funding Source:	\$115,000	405
Grant Start-up:	October 1	

The Upper Peninsula faces the same CPS problems that Michigan as a whole does, compounded by a more geographically dispersed population. Serving and educating a scattered population requires special efforts to reach the rural parts of the state, where there are fewer resources available.

The grantee will conduct training and facilitate information sharing in the Upper Peninsula. This will include technical assistance, education, and community outreach across the Peninsula. Expenses will include travel and the purchase of child safety seats for distribution.

## Occupant Protection – FY2009

### Safe Communities: Child Safety Seat Distribution & Training

Grant Development Plan form:	OP 4 (p 9-10)	
Benefit to Locals:	Yes	
Grantee:	Local, county, and state law enforcement	
Grant Amount, Funding Source:	\$290,000	405
Grant Start-up:	October 1	

Adult occupant protection is easy: buckle up. Child passenger safety is harder. Different seats are needed for infants, toddlers, and small children. The seats must be installed properly and adjusted as the child grows. This requires hardware that does not come with the vehicle, and child passenger safety is not a standard part of law enforcement training.

Safe Communities partners will be reimbursed for registration and travel expenses for child passenger safety training. Child safety seats may be purchased and distributed as necessary, in cooperation with local CPS partners. Other education and enforcement events may also be scheduled under this grant.

<b>Task 2: Education and Communication</b>	<b>\$107,000</b>
Section 405 funds	\$107,000

### Child Passenger Safety (CPS) Parental Education Video Update

Grant Development Plan form:	OP 8 (p 18-19)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$7,000	405
Grant Start-up:	October 1	

The 2008 booster seat law necessitates an update to the 2006 educational video “CPS: A Parent’s Guide to Child Safety Seats.”

OHSP will work with a video contractor to make revisions as necessary. Funding will also support duplication and distribution of the revised video, with supporting print materials as appropriate.

## Occupant Protection – FY2009

### High School Safety Belt Program

Grant Development Plan form:	OP 3 (p 7-8)	
Benefit to Locals:	Yes	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$100,000	405
Grant Start-up:	October 1	

Safety belt use is lowest among young drivers and passengers, from high school years into early adulthood. This contributes to making traffic crashes the leading cause of death before age thirty.

OHSP will work with safety partners in three pilot communities to implement a high school safety belt program, as developed during FY2008. Program activities will include school competitions and materials such as banners, posters, and public service announcement scripts.

<b>Task 3: Evaluation</b>	<b>\$368,000</b>
Section 405 funds	\$368,000

### Direct Observation Surveys: Safety Belt Use

Grant Development Plan form:	OP 5 (p 11-12)	
Benefit to Locals:	No	
Grantee:	Wayne State University	
Grant Amount, Funding Source:	\$207,000	405
Grant Start-up:	October 1	

The grantee will train observers and estimate statewide safety belt use rates by front-seat drivers and passengers. Surveys will take place in May, June, and September. Funding may also support the completion of reporting on FY2008 observations.

### Direct Observation Surveys: Child Passenger Safety

Grant Development Plan form:	OP 6 (p 13-15)	
Benefit to Locals:	No	
Grantee:	Wayne State University	
Grant Amount, Funding Source:	\$161,000	405
Grant Start-up:	October 1	

The grantee will train observers and estimate statewide use rates for child safety seats and booster seats. Child seat observations will include interviews to estimate misuse rates and severity. The child seat survey will take place in the summer. Booster seat surveys will take place in January and July.

## Occupant Protection – FY2009

<b>Task 4: Grant Development &amp; Community Outreach</b>	<b>\$137,000</b>
Section 402 funds	\$137,000

### Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP – GDCO	
Grant Amount, Funding Source:	\$137,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

## Alcohol-Impaired Driving Prevention – FY2009

Alcohol decreases inhibitions and increases reaction times, a dangerous combination that leaves many wrecks and bodies on the roadway. Despite decades of work, alcohol-related crashes still kill someone every day in Michigan. OHSP seeks to decrease the number of impaired drivers on the road, in part by increasing the risk (and perceived risk) of being arrested and convicted.

Please see the Police Traffic Services section for overtime enforcement.

<b>Task 1: Enforcement Support</b>	<b>\$635,000</b>
Section 410 funds	\$635,000

### Standardized Field Sobriety Testing (SFST) Training

Grant Development Plan form:	AL 2 (p 4-6)	
Benefit to Locals:	No	
Grantee:	Michigan State Police	
Grant Amount, Funding Source:	\$210,000	410
Grantee:	OHSP – GDCO	
Grant Amount, Funding Source:	\$20,000	410
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$50,000	410
Grant Start-up:	October 1	

SFST certification is required for officers to participate in OHSP-funded alcohol enforcement overtime, and it is useful for any officer who will engage in traffic enforcement. This training improves the apprehension and prosecution of impaired drivers, but far from all Michigan police have it.

Funding will support a training coordinator and related expenses to administer Michigan's SFST training program, including scheduling, facilities, materials, and programmatic and financial oversight. This will cover approximately fifty courses. Funding may also support a federal assessment of the SFST program. OHSP funding will go towards course materials.

## Alcohol-Impaired Driving Prevention – FY2009

### Michigan State Police (MSP) Toxicology Lab

Grant Development Plan form:	AL 7 (p 17-18)	
Benefit to Locals:	No	
Grantee:	Michigan State Police	
Grant Amount, Funding Source:	\$350,000	410
Grant Start-up:	October 1	

The MSP Toxicology Lab is the central resource for blood tests in the event of an impaired crash, serving all of Michigan. The case backlog increased significantly following the .08 BAC and drug *per se* laws in 2003. Efforts to reduce the backlog to pre-2003 levels proceeded well from 2005 to 2007, stalling in 2008 due to personnel and computer issues.

Funding will support five full-time toxicologists and one lab technician, to work on chemical analysis and serve as expert witnesses in court cases, with some overtime allocation. The objective is to reduce the backlog to 5 days for alcohol testing and 30 days for schedule one drug testing.

### Mothers Against Drunk Driving (MADD) Recognition and Training

Grant Development Plan form:	AL 6 (p 15-16)	
Benefit to Locals:	No	
Grantee:	Mothers Against Drunk Driving	
Grant Amount, Funding Source:	\$5,000	410
Grant Start-up:	October 1	

OHSP will sponsor attendance to the annual Michigan Traffic Safety Summit for MADD Lifesaver award winners.

<b>Task 2: Adjudication</b>	<b>\$675,000</b>
Section 410 funds	\$675,000

### Fatal Alcohol Crash Team (FACT)

Grant Development Plan form:	AL 3 (p 7-9)	
Benefit to Locals:	Yes	
Grantee:	Genesee County	
Grant Amount, Funding Source:	\$60,000	410
Grant Start-up:	October 1	

Alcohol-involved fatal crashes prevent unique prosecution challenges. Crash investigation must be thorough to document and preserve evidence and to determine the proper charges, if any. The FACT seeks to overcome gaps between the field and the court room by connecting prosecutors to police, involving attorneys in the on-site crash investigation, and providing extra training to all parties.

FACT members will investigate all fatal and potentially fatal impaired driving crashes in Genesee County. Funding will support continued crash investigation training.



## Alcohol-Impaired Driving Prevention – FY2009

### Prosecutorial Training

Grant Development Plan form:	AL 1 (p 1-3)	
Benefit to Locals:	Yes	
Grantee:	Prosecuting Attorneys Association of Michigan	
Grant Amount, Funding Source:	\$290,000	410
Grant Start-up:	October 1	

Traffic cases are frequently the responsibility of the newest member of the prosecutor's office. No one leaves law school knowing all the statutes, precedents, and procedures, to say nothing of annual changes and what they can expect from veteran defense attorneys in the courtroom. Traffic-specific training can back the threat of an arrest with the credible threat of effective prosecution.

PAAM's Traffic Safety Resource Prosecutor will provide training to law enforcement agencies and county prosecutor offices on impaired driving, court testimony, crash reconstruction, presentation skills, and other topics of value to traffic prosecution. Funding will support salaries along with some law enforcement grantees' costs to attend needed training.

### Adjudication Training

Grant Development Plan form:	AL 4 (p 10-12)	
Benefit to Locals:	Yes	
Grantee:	Michigan Judicial Institute	
Grant Amount, Funding Source:	\$25,000	410
Grant Start-up:	October 1	

Effective adjudication of traffic crimes requires knowledgeable judges, magistrates, judicial staff, and other adjudication partners. Court officers need to know what works in sentencing, treatment, probation, and other factors after the arrest.

MJI will provide training and information on drunk driving, traffic issues, and DUI/drug courts, along with conference speakers and materials for these issues for annual conferences of the Michigan Supreme Court, the Michigan Association of Drug Court Professionals, the Michigan Association of District Court Probation Officers, and the Michigan Association of District Court Magistrates. MJI will also provide stand-alone and online programs

## Alcohol-Impaired Driving Prevention – FY2009

### DUI Court Enhancement

Grant Development Plan form:	AL 5 (p 13-14)	
Benefit to Locals:	Yes	
Grantee:	State Court Administrative Office	
Grant Amount, Funding Source:	\$300,000	410
Grant Start-up:	October 1	

Evaluations have shown DUI courts to be effective in reducing impaired-driving recidivism and long-run judicial/corrections costs. They channel eligible offenders into treatment and behavioral modification.

SCAO will request proposals from Michigan courts to establish or enhance DUI court programs. At least seven local courts will be selected.

<b>Task 3: Reducing Underage Drinking</b>	<b>\$1,815,000</b>
Section 410 funds	\$1,465,000
OJJDP funds	\$350,000

### Safe Communities: Enforcement of Underage Drinking Laws (EUDL)

Grant Development Plan form:	UD 1 (p 1-4)	
Benefit to Locals:	Yes	
Grantee:	Local and county law enforcement	
Grant Amount, Funding Source:	\$1,200,000	410
Grant Amount, Funding Source:	\$350,000	OJJDP
Grant Start-up:	October 1	

Teens who begin drinking before age fifteen are four times as likely to have alcohol dependency as adults. Drivers under age 21 cannot legally drink, but they are the number two age category for drunk driving crashes.

Enforcement can reduce underage drinking at several points before drinking and driving occurs. Compliance checks at retailers will reduce the availability of alcohol, as will having a police presence at special events where alcohol is served. The perceived risk of enforcement will be increased through actual enforcement, notably at parties. Grantees across the state will combine dedicated enforcement with earned media support. Funding may also support training and equipment.

## Alcohol-Impaired Driving Prevention – FY2009

### Youth Alcohol Prevention

Grant Development Plan form:	UD 2 (p 5-7)	
Benefit to Locals:	Yes	
Grantee:	Michigan Department of Community Health	
Grant Amount, Funding Source:	\$265,000	410
Grant Start-up:	October 1	

About three-quarters of Michigan high school students have tried alcohol in their lifetimes, and about one-quarter reported binge drinking in the previous month. Underage binge drinking rates are nearly as high as those of newly legal adults. Binge drinking is correlated with drinking and driving, and teen drinking is correlated with alcohol abuse in later life.

Prevention Network seeks to reduce harms by keeping them from coming into existence. If high school and college students do not start drinking, the problem to be solved later will be much smaller. The grantee will develop and maintain programs supporting cultures with non-drinking social norms.

<b>Task 4: Grant Development &amp; Community Outreach</b>	<b>\$416,000</b>
Section 402 funds	\$398,000
OJJDP funds	\$18,000

### Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP – GDCO	
Grant Amount, Funding Source:	\$398,000	402
Grant Amount, Funding Source:	\$18,000	OJJDP
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

## Police Traffic Services – FY2009

In trying to change driver behavior, tickets and arrests have proven far more successful than appeals to safety, morality, or respect for the rule of law. As such, enforcement is the 'E' most likely to make large improvements in driver behavior in a short time frame.

<b>Task 1: Traffic Enforcement</b>	<b>\$5,140,000</b>
Section 402 funds	\$3,140,000
Section 406 funds	\$2,000,000

### Safe Communities: Overtime Traffic Enforcement

Grant Development Plan form:	PTS-Eli 1a,b (p 1-6)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$2,000,000	402
Grant Amount, Funding Source:	\$2,000,000	406
Benefit to Locals:	No	
Grantee:	Michigan State Police	
Grant Amount, Funding Source:	\$1,000,000	402
Grant Start-up:	October 1	

If everyone followed existing traffic laws, very few people would die on the roads. There are very few fatal crashes in which everyone involved was sober, attentive, proceeding at a reasonable speed, yielding the right-of-way as appropriate, and using the required restraints or helmets.

A primary method of increasing compliance with traffic laws is enforcing them. The credible threat of citation or arrest reduces traffic violations, crashes, and deaths. OHSP will fund cooperative, high-visibility overtime enforcement of traffic laws in fifty-five counties, focusing on alcohol-impaired driving and safety belts, particularly during statewide cooperative mobilizations and crackdowns. Enforcement will focus on peak crash periods. Funding will also support the continued use of traffic enforcement vans in four counties.

Please see the attached Traffic Enforcement Action Plan for further enforcement details.

## Police Traffic Services – FY2009

### Safety Belt Enforcement Zone Signs

Grant Development Plan form:	PTS-Eli 1c (p 6)	
Benefit to Locals:	Yes	
Grantee:	OHSP – GDCO	
Grant Amount, Funding Source:	\$20,000	402
Grant Start-up:	October 1	

Survey data shows that when drivers see a stopped car, they are most likely to assume that the stop was for speeding. This makes it difficult for high visibility enforcement to visibly be on non-speeding enforcement, barring some visual cue to inform drivers.

Since 2003, Michigan has been using “Safety Belt Enforcement Zone” signs around grant-funded safety belt enforcement to alert drivers that police are out and enforcing the law. Funding will support the purchase of signs for new grantees and to replace damaged or stolen signs.

### Safe Communities: Speed Enforcement Pilot

Grant Development Plan form:	PTS-Eli 3 (p 11-13)	
Benefit to Locals:	Yes	
Grantee:	Alger, Clinton, and Ottawa County Sheriffs	
Grant Amount, Funding Source:	\$120,000	402
Grant Start-up:	October 1	

Excessive speed is a factor in many crashes, increasing their likelihood and severity. Enforcement of posted limits is not enough to ensure that crashes and injuries will fall: posted limits may be too low or high, enforcement may not be feasible in some locations, or road design issues may prevent enforcement from having a lasting impact.

In FY2007, Wayne State University identified locations in three counties (Alger, Clinton, and Ottawa) for a model speed enforcement program. These counties have high rates and/or numbers of speed-related crashes, and the selected locations have crash problems that could be solved by effective speed enforcement. Grantees will enforce safe speeds in these areas.

Please see the attached Traffic Enforcement Action Plan for further enforcement details.

## Police Traffic Services – FY2009

<b>Task 2: Enforcement Support</b>	<b>\$120,000</b>
Section 402 funds	\$120,000

### Michigan Association of Chiefs of Police (MACP) Awards

Grant Development Plan form:	PTS-Eli 4 (p 14-16)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$70,000	402
Grant Start-up:	October 1	

MACP annually provides awards to agencies based on the quality of traffic enforcement programs. Law enforcement is divided into size-based categories and compared based on applications submitted. Winning agencies receive grants for traffic safety equipment or overtime.

### Speed Measurement Standards

Grant Development Plan form:	PTS-Eli (p 16-18)	
Benefit to Locals:	No	
Grantee:	Michigan State Police	
Grant Amount, Funding Source:	\$50,000	402
Grant Start-up:	October 1	

Michigan does not have formal standards in place to address issues related to speed measurement. Standards should address equipment, training, operation, and adjudication.

The Michigan Commission on Law Enforcement Standards will convene a group of subject matter experts to develop and/or adopt formal standards for speed measurement in Michigan, then promulgate these standards. Funding will support contracting and communication costs.

## Police Traffic Services – FY2009

<b>Task 3: Education and Communication</b>	<b>\$2,650,000</b>
Section 402 funds	\$350,000
Section 402 funds – Paid Media	\$1,000,000
Section 410 funds – Paid Media	\$1,300,000

### **Paid Advertising**

Grant Development Plan form:	PTS-Oth 2 (p 3-4)	
Benefit to Locals:	Yes	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$1,000,000	402-PM
Grant Amount, Funding Source:	\$1,300,000	410-PM
Grant Start-up:	October 1	

Advertising brings visibility to high visibility enforcement. Media efforts bring the enforcement message to those who never see the patrol cars, and they prime drivers to notice the enforcement that takes place. Multiple exposures to messages are necessary to change behavior, and paid media reaches the target audience of high-risk drivers in ways that press releases do not.

In compliance with federal guidelines, OHSP uses paid advertising in combination with law enforcement mobilizations and crackdowns. Paid placement of ads allows OHSP to reach specified audiences with measured calibration. Problem identification points to young men as the key demographic to reach.

### **Mobilization Message Development and Media Planning**

Grant Development Plan form:	PTS-Oth 3&4 (p 5-8)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$153,000	402
Grant Start-up:	October 1	

OHSP communications contractors will assist with planning communications strategies for safety belt mobilizations and drunk driving crackdowns. This may include market research and creative work. New television and radio spots will be developed for paid media campaigns.

## Police Traffic Services – FY2009

### Mobilization Outreach Development

Grant Development Plan form:	PTS-Oth 5 (p 9-10)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$117,000	402
Grant Start-up:	October 1	

Network outreach campaigns have been valuable additions to OHSP communications efforts in recent years. Going beyond default paid and earned media options allows OHSP to find hard-to-reach audiences or deliver the mobilization message in unexpected venues. This increases the conspicuity of the message and provides additional exposure that reinforces awareness and impact.

OHSP will support the development and distribution of fresh outreach materials for FY2009 mobilizations and crackdowns.

### Evaluation: Telephone Surveys

Grant Development Plan form:	PTS-Oth 1 (p 1-2)	
Benefit to Locals:	No	
Grantee:	OHSP – GDCO	
Grant Amount, Funding Source:	\$80,000	402
Grant Start-up:	October 1	

In compliance with federal guidelines, OHSP contracts for professional telephone surveys of driver attitudes and beliefs. Surveys before and after enforcement campaigns measure driver awareness and establish whether changes in final outcomes can be attributed to program activities. The primary focus of the surveys is the extent to which the campaign message has been received, along with enforcement perceptions and changes to behavior. Surveys may also evaluate other OHSP programs.

<b>Task 4: Underage Drinking Prevention</b>	<b>\$400,000</b>
OJJDP funds	\$400,000

### Underage Alcohol Enforcement Awareness

Grant Development Plan form:	PTS-Oth 6 (p 11-12)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$400,000	OJJDP
Grant Start-up:	October 1	

Paid advertising will support enforcement campaigns to reduce underage drinking. New ads will be developed, and ads will be deployed online and in traditional media.



## Police Traffic Services – FY2009

<b>Task 5: Grant Development &amp; Community Outreach</b>	<b>\$1,057,000</b>
Section 402 funds	\$1,057,000

### Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP – GDCO	
Grant Amount, Funding Source:	\$1,057,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

# **FY2009 Traffic Enforcement Plan**



**August 2008**

## **BACKGROUND**

Ongoing programs to reduce alcohol-involved fatal crashes and increase safety belt use have proven successful in Michigan. Safety belt use is at record levels, and the number of people killed in alcohol-involved crashes has been on a general downward trend.

Since the mid-1990s, alcohol-involved fatalities have fallen only as a result of all fatalities' decreasing. Progress in Michigan and the nation has stalled around 35 percent alcohol-involvement in fatal crashes. OHSP must tackle this difficult problem with an intense focus.

To continue positive progress, an emphasis on drunk driving and safety belt use remains the most promising means to reduce traffic deaths and injuries.

The backbone of drunk driving and safety belt programs is high visibility enforcement. Numerous studies have shown that educational messages alone do little to change driver behavior. However, educational messages, when coupled with periodic, high visibility enforcement, bring about meaningful and lasting behavior change. The National Highway Traffic Safety Administration has developed a detailed model for conducting high visibility enforcement campaigns, combining evaluation, earned media, paid media, and enforcement. OHSP has adopted this model as the basis for its enforcement campaign strategy and incorporates all aspects of the model into statewide safety belt and drunk driving mobilizations.

## **GOALS**

- Maintain the proportion of vehicle occupants killed or seriously injured statewide who were unrestrained at or below 20.4% in 2009.
- Maintain the proportion of fatal and serious injury crashes statewide that involved alcohol at or below 19.7% in 2009.
- Maintain the proportion of drivers under age 21 in fatal or serious injury crashes who had been drinking at or below 7.0% in 2009.

## **SAFETY BELT AND DRUNK DRIVING MOBILIZATIONS**

The data shows there is a marked increase in alcohol/drug impaired drivers involved in fatal and serious injury crashes on New Year's Eve and during the month of July, with the highest number recorded on the Fourth of July. Based on this data, OHSP will provide funding for two additional drunk driving crackdowns in 2009.

### Mobilization enforcement dates:

- December 19, 2008 through January 4, 2009 – impaired driving
- May 18 through May 31, 2009 - safety belt (day and night)
- June 26 through July 5, 2009 – impaired driving and safety belt
- August 21 through September 7, 2009– impaired driving

These mobilizations will be supported by grant-funded overtime patrols, earned and paid media and evaluation.

### Grant-Funded Overtime Patrols

2003 - 2007 crash data was used to identify where grant-funded overtime has the best potential to impact the traffic crash picture in 2009. OHSP will be launching a two-tiered approach to the enforcement strategy. Tier 1 includes thirty-four (34) counties that ranked highest for people seriously injured or killed in all crashes, including Had-Been Drinking (HBD) crashes. Tier 2 includes twenty-one (21) counties ranking high for people seriously injured or killed in all crashes.

In FY09:

- law enforcement agencies in 55 of the state's 83 counties will receive grant funds for traffic enforcement through county level **Michigan Safe Communities** grants;
- the 55 counties will cover more than 95 percent of the population of the state;
- Tier 1 counties will conduct enforcement during 8 periods surrounding major holidays – Halloween, Thanksgiving, Christmas/New Years, Superbowl Sunday, St. Patrick's Day, Memorial Day, Independence Day and Labor Day;
- Tier 2 counties will conduct enforcement during 3 summer mobilizations – Memorial Day, Independence Day and Labor Day;
- an estimated 300 law enforcement agencies, including local police departments, county sheriff offices, and Michigan State Police, will receive federal funds.



During the **Click It or Ticket** mobilization, grant-funded safety belt enforcement zones will take place in high-traffic, high-crash areas. Portable signs will mark the entry into an enforcement zone where a law enforcement officer will serve as a spotter to identify unbelted drivers, conveying that information to several marked patrol cars that stop drivers and issue citations. This enforcement strategy has dramatically increased the public's awareness of increased enforcement activity. Without marked zones, motorists were left to wonder why a vehicle was stopped, often thinking it was for a speeding violation. It is estimated \$750,000 will be expended for overtime enforcement of the safety belt law during the mobilization.

OHSP will require all Safe Communities grantees to conduct nighttime enforcement during the two-week May mobilization. In addition, grantees will be encouraged to begin patrols in the late afternoon, early evening to maximize their presence to the public.

During the *Over the Limit. Under Arrest.* crackdowns, overtime impaired driving enforcement will occur primarily during late-night



hours as officers work “saturation patrols.” Saturation patrols are concentrated enforcement patrols in selected high-crash areas where drivers observed committing a moving violation are stopped and screened for possible alcohol violations. It is estimated \$2 million will be expended for overtime enforcement of the impaired driving laws during the crackdowns.

Funding will also support the continued use of BATmobiles in four counties.

### **Earned Media**

Mobilizations will be supported by a five-week earned media strategy. A series of media releases and advisories will announce the upcoming mobilization, the start of paid advertising, the launch of enforcement through actual media events, a mid-mobilization announcement, and finally the enforcement results.

### **Paid Advertising**

While news coverage is one way to generate awareness of enforcement, it lacks the ability to target and segment messages especially for a young, male audience.

With paid advertising, specific enforcement-themed messages will be developed for young men and then placed on programs and stations most likely to reach this group. A strong emphasis will be placed on reach and frequency during a concentrated two-week period. Ads for the safety belt mobilization and impaired driving crackdowns will play a week before enforcement and into the first week of actual enforcement.

### **Non-grant Funded Enforcement**

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

### **Evaluation**

A comprehensive and ongoing evaluation program can locate areas for improvement and more accurately pinpoint weaknesses or areas of particular success.

The two primary evaluation tools will be observational surveys of safety belt use and phone surveys to gauge awareness of messages and change in behaviors. Safety belt direct observation surveys will take place before and after the Memorial Day mobilization, as well as during the Labor Day period. Phone surveys will measure drivers’ knowledge, beliefs, and experiences concerning law enforcement activities and media efforts. The surveys will take place before and after each mobilization and crackdown and will include an over sample of young men.

## HIGH VISIBILITY ENFORCEMENT (HVE)



In July 2008, OHSP piloted the Minnesota High Visibility Enforcement project with two west Michigan counties. Enforcement was conducted over the July 4<sup>th</sup> holiday accompanied by a newly developed paid advertisement highly publicizing the *West Michigan Night Patrol*.

The enforcement was conducted on four nights using officers from local, county and state agencies. The officers were required to wear highly reflective vests. The agencies arranged to use the Michigan Department of Transportation lighted highway signs at intersections to make the public aware of the stepped up enforcement. The message on the signs read:

DUI+Belt	and	Drive
Patrols		Sober +
In Force		Belted

The results of the pilot project were encouraging enough for OHSP to decide to expand the project for 2009. The lessons learned will be incorporated into a High Visibility Enforcement program package, still under development, and offered to agencies that can demonstrate that all components can be executed.

## SPEED ENFORCEMENT

Excessive speed is a factor in many crashes. In Michigan, more than 20 percent of the fatalities in Michigan are speed-related. To address this problem effectively, a statewide crash analysis was conducted to identify the top three counties with a predominance of speed-related crashes. A pilot program was developed within the three counties during FY2008, using targeted enforcement at specific locations with the greatest potential to reduce speed-related crashes. Because results were inconclusive in 2008, the pilot project will continue in 2009.

## UNDERAGE DRINKING ENFORCEMENT

Teens who begin drinking before age fifteen are four times as likely to have alcohol dependency as adults. Drivers under age 21 cannot legally drink, but they are the number two age category for drunk driving crashes.

Enforcement can reduce underage drinking at several points before drinking and driving occurs. Compliance checks at retailers will reduce the availability of alcohol,

as will having a police presence at special events where alcohol is served. The perceived risk of enforcement will be increased through actual enforcement.

Counties for underage drinking enforcement were identified through a combination of crash data, demographics, alcohol use, and liquor law violations.

Nearly 70 state, county and local law enforcement agencies in 55 counties across the state will work together to enforce underage drinking laws.



Under 21? It'll cost you. Seriously.

Youth alcohol enforcement seeks to:

- Reduce underage access to and consumption of alcohol
- Prevent adults furnishing alcohol to minors
- Reduce the number of alcohol-related traffic crashes

These programs emphasize education, prevention, enforcement, and adjudication to discourage minors from consuming or attempting to consume alcohol.

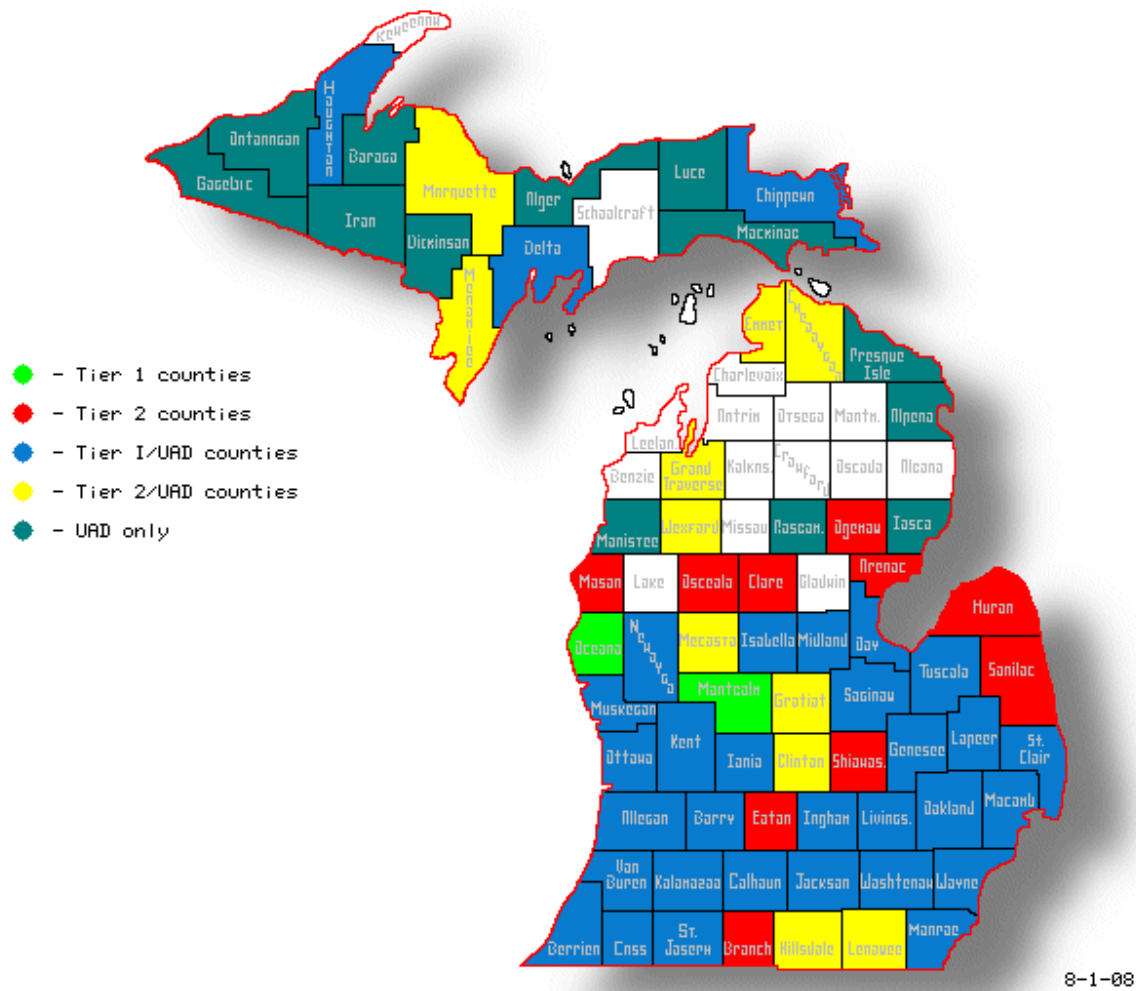
#### **MACP AWARD FOR EXCELLENCE IN TRAFFIC SAFETY**

The Award for Excellence in Traffic Safety program is a cooperative effort with the Michigan Association of Chiefs of Police (MACP), OHSP, and AAA. The awards program recognizes outstanding traffic safety efforts conducted by local police departments, county sheriff's offices, and state police posts.

Winning safety programs have demonstrated a commitment to officer training, public information, and enforcement to reduce crashes and injuries. AAA Michigan will present each finalist agency with a personalized plaque at the MACP winter training conference in February 2009. Michigan applications will automatically be forwarded to the International Association of Chiefs of Police (IACP) for inclusion in the national competition.



# Invites to FY2009 grants (as of 8/1/08)



8-1-08



## Pedestrian and Bicycle Safety – FY2009

Interactions are hard. Bicyclists and pedestrians can have problems sharing space with each other, to say nothing of the multi-ton vehicles that dominate the roadways. When brought into conflict, the unprotected non-motorists inevitably lose. They represent nearly twenty percent of Michigan traffic deaths, and preventing these crashes and increasing survivability are important aspects of reducing Michigan traffic crash fatalities.

<b>Task 1: Bicycle Safety</b>	<b>\$25,000</b>
Section 402 funds	\$25,000

### Safe Communities: Bicycle Helmets

Grant Development Plan form:	PB 2 (p 3-5)	
Benefit to Locals:	Yes	
Grantee:	County and local groups	
Grant Amount, Funding Source:	\$25,000	402
Grant Start-up:	October 1	

Michigan has twenty to thirty bicyclist fatalities each year. Bicycle helmets are the best protection available in the event of a crash, but they are neither required nor universally used in Michigan.

Safe Communities coalitions and law enforcement agencies will distribute bicycle helmets to needy families, at local events and in cooperation with partners.

<b>Task 2: Grant Development &amp; Community Outreach</b>	<b>\$3,000</b>
Section 402 funds	\$3,000

### Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP - GDCO	
Grant Amount, Funding Source:	\$3,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

## Traffic Records – FY2009

Good data is the foundation of traffic safety. If we do not know when, where, why, and how crashes happen, we cannot understand the problem and develop effective solutions. Enhancing the availability, timeliness, and use of traffic crash records will improve the state of traffic safety knowledge and allow efforts to be targeted where they are needed most.

<b>Task 1: Enforcement Support</b>	<b>\$1,170,000</b>
Section 402 funds	\$170,000
Section 408 funds	\$1,000,000

### Criminal Justice Information Center Trainer

Grant Development Plan form:	TR 2 (p 5-7)	
Benefit to Locals:	No	
Grantee:	Michigan State Police	
Grant Amount, Funding Source:	\$170,000	402
Grant Start-up:	October 1	

22,000 employees work in more than 600 law enforcement agencies in Michigan. That is a lot of points at which errors can enter the crash reporting system. Training needs to cover the tools available to gather and report on crash data. Without this, we have delays and errors.

The Criminal Justice Information Center will identify crash records training needs then develop and conduct training throughout Michigan to rectify those deficits. Training will improve the timeliness and accuracy of crash reports, reducing the number of unknowns and errors in the crash file.

### Electronic Capture and Data Submission

Grant Development Plan form:	TR 2 (p 5-7)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$1,000,000	408
Grant Start-up:	October 1	

The modern crash database is a *computerized database*, not a wall of filing cabinets filled with paper forms. Electronic reports can automate tasks for officers, make sure that reports are complete, provide instant error-checking, and transmit reports for central processing. Paper is handy for some things, but the sooner a crash reaches its final electronic form, the sooner everyone can make use of it.

Grantees will pilot methods of implementing electronic capture and data submission. Beyond the immediate benefits for participating agencies, the lessons learned can be used to streamline other agencies' movement to computerized crash reports.

## Traffic Records – FY2009

<b>Task 2: Data Systems</b>	<b>\$600,000</b>
Section 408 funds	\$600,000

### Crash Process Redesign – Release 7

Grant Development Plan form:	TR 5 (p 14-17)	
Benefit to Locals:	No	
Grantee:	Michigan Dept. of Information Technology	
Grant Amount, Funding Source:	\$300,000	408
Grant Start-up:	October 1	

Continuing the annual process of developing the crash database, the Department of Information Technology will improve database integration and availability of crash data. Planned expansions include developing automated “sanitized” crash reports that hide personal information, speeding Department of State vehicle file queries, including crash diagramming in online reporting, and tying the crash file to MFARS and the Drunk Driving Audit.

### MDOS Business Application Modernization (BAM)

Grant Development Plan form:	TR 6 (p 18-20)	
Benefit to Locals:	No	
Grantee:	Michigan Department of State	
Grant Amount, Funding Source:	\$300,000	408
Grant Start-up:	October 1	

Funding will be used to support the Business Application Modernization (BAM) enhancement to the MSP image retrieval process. Funding will also be used to support the MDOS BAM program. BAM will develop a Unified Network Interface to enable Michigan driver data to be shared with other states, employers, and record users as required by MCSIA.

## Traffic Records – FY2009

<b>Task 3: Education and Communication</b>	<b>\$200,000</b>
Section 402 funds	\$200,000

### Michigan Traffic Crash Facts

Grant Development Plan form:	TR 1 (p 1-4)	
Benefit to Locals:	No	
Grantee:	Univ. of Mich. Transportation Research Institute	
Grant Amount, Funding Source:	\$200,000	402
Grant Start-up:	October 1	

The Michigan Traffic Crash Facts website is available at <http://www.michigantrafficcrashfacts.org>. It provides comprehensive crash statistics for traffic safety partners and the general public, at the statewide and community levels. It now includes a query and mapping tool that allows advanced users to ask very specific questions of the database, complete with “sanitized” crash forms that provide all details except personal identifiers. The Association of Traffic Safety Information Professionals has twice awarded Michigan Traffic Crash Facts the “Best Traffic Web Site Award,” in 2005 and 2007.

Grant activities include data analysis, creating statistical presentations, and maintaining the Crash Facts web site.

<b>Task 4: Grant Development &amp; Community Outreach</b>	<b>\$251,000</b>
Section 402 funds	\$251,000

### Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP – GDCO	
Grant Amount, Funding Source:	\$251,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

## Community Traffic Safety – FY2009

OHSP programs engage partners both statewide and within communities. Local coalitions advance safety at the community level with a precision that statewide efforts cannot match, while the larger campaigns provide tools that localities can employ to address their problems. This combination of top-level expertise with local experience is part of what makes traffic safety so effective in Michigan.

<b>Task 1: Safe Community Coalitions</b>	<b>\$120,000</b>
Section 402 funds	\$120,000

### Safe Communities: Coalition Mini-Grants

Grant Development Plan form:	CTS-SC 1 (p 1-2)	
Benefit to Locals:	Yes	
Grantee:	Local coalitions	
Grant Amount, Funding Source:	\$20,000	402
Grant Start-up:	October 1	

Funding will support \$5,000 grants to Safe Community Coalitions and Traffic Safety Committees to address locally identified traffic safety projects. Problems and projects will vary by community based on problem identification.

### Safe Communities: Detroit Comprehensive Traffic Safety Project

Grant Development Plan form:	CTS-SC 2 (p 3-5)	
Benefit to Locals:	Yes	
Grantee:	Detroit Police Department	
Grant Amount, Funding Source:	\$100,000	402
Grant Start-up:	October 1	

Metropolitan Detroit includes about a third of Michigan's population, with nearly one million people living in the city itself. As the population center, Detroit and Wayne County experience the largest percentage of Michigan's traffic crashes. Reaching communities in this critical area is not optional.

Detroit Police Department Community Services Unit officers will work with OHSP and existing Safe Community coalitions in Detroit to help high-need areas with priority traffic safety issues. Activities will include data-driven, culturally relevant education in minority communities.

## Community Traffic Safety – FY2009

<b>Task 2: Network of Employers for Traffic Safety</b>	<b>\$10,000</b>
Section 402 funds	\$10,000

### Drive Safely Work Week

Grant Development Plan form:	CTS-NETS 1 (p 1-3)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$10,000	402
Grant Start-up:	October 1	

Traffic crashes cost American employers \$60 billion annually. These are not just losses in the transportation industry, but also from people who drive as a part of their jobs and commuters. The workplace presents a valuable forum for promoting traffic safety, instilling habits that employees take home to their families and communities.

OHSP's corporate outreach coordinator will work with employers in the state to promote traffic safety in the workplace. This will include traffic safety news updates, highlighting model programs, promoting the Drive Safely Work Week campaign, and encouraging corporate participation in OHSP activities. Funding may support NETS promotions, materials for NETS partners, and support for participation in programs.

<b>Task 3: Education and Communication</b>	<b>\$471,000</b>
Section 402 funds	\$471,000

### In-House Public Information and Education

Grant Development Plan form:	CTS-PI&E 4 (p 7-8)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$120,000	402
Grant Start-up:	October 1	

Public information needs arise throughout the year for OHSP, independently or in support of other programs. Public information and education is an essential component of any traffic safety program.

OHSP communications staff will develop media campaigns and materials, educating the public about traffic safety information and programs. Funding will support development, production, and some distribution.

## Community Traffic Safety – FY2009

### Materials Storage and Distribution

Grant Development Plan form:	CTS-PI&E 3 (p 5-6)	
Benefit to Locals:	No	
Grantee:	Michigan State Police	
Grant Amount, Funding Source:	\$235,000	402
Grant Start-up:	October 1	

OHSP has a wide variety of materials and equipment to support traffic safety programs. Storing and filling thousands of orders exceeds OHSP's staffing capabilities and organizational expertise. A central distribution center will fulfill requests for traffic safety materials.

### Communications Strategic Counsel

Grant Development Plan form:	CTS-PI&E 5 (p 9-10)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$16,000	402
Grant Start-up:	October 1	

From time to time, there is a need to utilize OHSP's creative development contractor for strategic counsel on special issues. Funding will support this technical assistance on a limited, as-needed basis, along with compensation for review of traffic safety information and research as relevant to communications.

### Communications Outreach

Grant Development Plan form:	CTS-PI&E 1 & 2 (p 1-4)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$100,000	402
Grant Start-up:	October 1	

OHSP increases its effectiveness by taking creative approaches to earned media and by engaging partners who can reach key audiences in interesting and unexpected ways. Targeted earned media identifies problem populations for traffic safety issues and develops ways to reach them where they are most susceptible to influence. Partnerships simultaneously allow broader reach of campaigns and narrower targeting of who receives which message and presentation.

OHSP will continue and expand outreach efforts, developing new campaign materials and employing them to reach target audiences in innovative venues. Proposed approaches include sports marketing, a camping and outdoor theme, exhibiting at events, and other partnership activities.

## Community Traffic Safety – FY2009

<b>Task 4: Grant Development &amp; Community Outreach</b>	<b>\$77,000</b>
Section 402 funds	\$77,000

### Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP – GDCO	
Grant Amount, Funding Source:	\$77,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs. Expenditures incurred carrying out program activities often cross program area boundaries, making it difficult to allocate those costs to individual program areas. As a result, total funding for this grant is allocated across program areas based upon each program's share of the total programmed amount. Each program area includes a task entitled "Grant Development & Community Outreach" indicating the amount that has been allocated to this grant. Total across all funding areas:

Grant Amount, Funding Source:	\$1,976,000	402
Grant Amount, Funding Source:	\$18,000	OJJDP

The detailed budget for the FY2009 grant follows:

#### FY2009 Network Operations – Budget

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Salaries (1,045,315)</li> <li>• E-Grants (50,000)</li> <li>• Supplies (12,000)</li> <li>• Vehicle Operations (15,000)</li> <li>• Team Travel – Out State (12,000)</li> <li>• Staff Training (5,000)</li> <li>• Membership Dues (2,000)</li> <li>• Office Equipment (10,000)</li> <li>• Support of Traffic Safety Summit (55,000)</li> </ul> | <ul style="list-style-type: none"> <li>• Fringes (515,968)</li> <li>• Postage (2,000)</li> <li>• Office Equipment Leasing (5,000)</li> <li>• Non-OHSP Travel (10,000)</li> <li>• Team Travel – In State (13,000)</li> <li>• Orientation Meeting Costs (5,000)</li> <li>• Security Guard-Collins Rd (3,000)</li> <li>• Indirect Costs (232,631)</li> </ul> |
|--|---|



## Roadway Safety – FY2009

While most OHSP programs address driver behavior, some crash problems are uniquely issues of the roadway itself. It is hard to be a safe driver on unsafe roads, and pedestrians are especially at the mercy of others in seeking a safe space to walk.

<b>Task 1: Local Safety Analysis</b>	<b>\$55,000</b>
Section 402 funds	\$55,000

### Metropolitan Planning Organization (MPO) Safety Analysis

Grant Development Plan form:	RS 1 (p 1-3)	
Benefit to Locals:	Yes	
Grantee:	Wayne State University	
Grant Amount, Funding Source:	\$55,000	402
Grant Start-up:	October 1	

MPOs conduct the majority of urban transportation planning. They fill the key roles of identifying and filling operational and safety needs. Most localities, however, have limited engineering resources for identifying problems and solutions, so safety problems persist.

In several counties seeking their assistance, Wayne State University will identify high crash locations and performed detailed analyses. Safety audits will determine likely causes of crash problems and develop countermeasures, with an emphasis on corrections that can be made quickly and inexpensively.

<b>Task 2: Grant Development &amp; Community Outreach</b>	<b>\$7,000</b>
Section 402 funds	\$7,000

### Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP - GDCO	
Grant Amount, Funding Source:	\$7,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

## Driver Education – FY2009

Driver education is about improving driver behavior directly, through better skills, awareness, and motivation to drive safely. Drivers cannot do better if they do not know better. Older drivers face diminishing abilities while younger drivers are learning the needed skills for the first time.

<b>Task 1: Senior Mobility</b>	<b>\$0</b>
Section 402 funds	\$0

### Senior Mobility Workgroup Support

Benefit to Locals:	No	
Grantee:	Michigan Department of State	
Grant Amount, Funding Source:	\$0	402
Grant Start-up:	October 1	

The population of seniors (65+) in Michigan is expected to double to 17 percent of the total population of the state by the year 2020. As the number of older people continues to increase, important issues affecting this population need to be addressed. One of the most pressing is preserving the mobility and enhancing the safety of seniors.

The Senior Mobility Workgroup will continue to oversee implementation of the strategies identified in the Michigan Senior Mobility Action Plan.

## Motorcycle Safety – FY2009

As motorcycles become increasingly popular to ride, they become increasingly common in crashes. Unlike the driver of a car or truck, a motorcyclist has almost nothing to protect him in the event of a crash. Approximately 90% of motorcycle crashes involve injuries or fatalities.

<b>Task 1: Training and Education</b>	<b>\$167,000</b>
Section 2010 funds	\$167,000

### Motorcycle Safety and Training

Grant Development Plan form:	MC 2 (p 3-4)	
Benefit to Locals:	No	
Grantee:	Michigan Department of State (MDOS)	
Grant Amount, Funding Source:	\$167,000	2010
Grant Start-up:	October 1	

With motorcycle use increasing, demand for motorcyclist training is increasing. As many as half of crash-involved motorcyclists were riding without a license endorsement. The 2004 Michigan Motorcycle Assessment recommended that training be a focus for the state in insuring that riders have all the skills to ride safely and an endorsement to ride legally in Michigan.

MDOS will work with two training consortiums to support additional Basic Rider Courses. Approximately fifty additional courses will be funded.

<b>Task 2: Grant Development &amp; Community Outreach</b>	<b>\$21,000</b>
Section 402 funds	\$21,000

### Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP - GDCO	
Grant Amount, Funding Source:	\$21,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

## Emergency Medical Services – FY2009

Even after the crash, traffic safety continues. An effective medical response can save lives in what would otherwise be a fatal crash. Detection of crashes, timely response, and complete care are key priorities for keeping crash victims alive.

<b>Task 1: Records Improvement</b>	<b>\$200,000</b>
Section 408 funds	\$200,000

### Emergency Medical Database

Grant Development Plan form:	EMS 1 (p 1-2)	
Benefit to Locals:	No	
Grantee:	Michigan Dept. of Community Health (MDCH)	
Grant Amount, Funding Source:	\$200,000	408
Grant Start-up:	October 1	

Data is the foundation of everything. Improving care requires knowing what is happening and what is missing. Completing a project from FY2008, Michigan is establishing a statewide EMS/trauma database. This will fill a large gap in our knowledge of crash and injury outcomes.

MDCH will maintain the new EMS database and develop connections to other record systems, including the crash database. MDCH will promote its use, train and support medical care providers, and identify development opportunities.

<b>Task 2: Grant Development &amp; Community Outreach</b>	<b>\$25,000</b>
Section 402 funds	\$25,000

### Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP – GDCO	
Grant Amount, Funding Source:	\$25,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

## Planning and Administration – FY2009

<b>Task 1: Planning and Administration</b>	<b>\$1,200,000</b>
Section 402 funds	\$698,000
State general funds	\$502,000

### Planning and Administration

Benefit to Locals:	No	
Grantee:	OHSP	
Grant Amount, Funding Source:	\$698,000	402
Grant Amount, Funding Source:	\$502,000	State general funds
Grant Start-up:	October 1	

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

Positions supported by Planning and Administration funds (and percentage of salary supported) include:

- Division Director (96%)
- Executive Secretary (for Division Director) (90%)
- Planning and Program Operations Section Manager (70%)
- Planning and Evaluation Coordinator (8%)
- Secretary (for Planning and Program Operations Section) (100%)
- Departmental Technician (for Grant Management Unit) (20%)
- Fiscal Section Manager (75%)
- Accountant (96%)
- Accountant (10%)
- Accounting Technician (for Fiscal Section) (90%)
- Secretary (for Fiscal Section) (30%)
- Secretary (for Communications Section) (100%)

## 2008-09 OHSP Media Relations Calendar

### October

Drive Safely Work Week, Oct. 6-10	Statewide news release
School Bus Safety Week, Oct. 21-27	Statewide news release
Halloween alcohol enforcement	Localized enforcement news releases

### November

Thanksgiving belt/alcohol enforcement	Localized enforcement news releases
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### December

Christmas/New Year's alcohol enforcement Dec. 19 – Jan. 4, 2009	Localized enforcement news releases
Annual Evaluation Report	Final layout complete

### January

Super Bowl alcohol enforcement	Localized enforcement news releases
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### February

### March

Michigan Traffic Safety Summit, March 24-26 advisory	Annual statewide conference; media
St. Patrick's Day alcohol enforcement	Localized enforcement news releases
2008 Traffic Fatalities	Statewide news release

### April

### May

Motorcycle Awareness Month State	Partner news event with Department of
Click It or Ticket mobilization, May 18-31	Six regional news conferences, \$1 in paid advertising targeted at young men, outreach

**June**

**July**

Fourth of July alcohol enforcement June 26 –July 5	Media events, localized news releases
Drunk Driving Audit	Statewide news release

**August**

Over The Limit. Under Arrest. crackdown, Aug. 21-Sept. 7	Six regional news conferences, \$800,000 in paid media targeted at young men, outreach
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**September**

Deer Crash Awareness activities	TBD
Child Passenger Safety Week	News conference, release issued

## OHSP State Programs Section

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

### **Secondary Road Patrol & Traffic Accident Prevention Program**

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

The SRP program supported the full-time equivalent of 174.9 deputies in FY 2007 (the most recent completed period), as reported through semi-annual reports submitted to OHSP by participating counties. A total of 81 counties currently participate, out of 83 counties in the state. For FY 2008, a total of \$12,300,000 was allocated to these counties for use in patrolling secondary roads.

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

### **Michigan Truck Safety Commission**

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

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



In 2008, grant funds were provided to the Michigan State Police Motor Carrier Division for enforcement and for a United States Department of Transportation (USDOT) Intrastate Number project, to Michigan Center for Truck Safety for education, and to the University of Michigan Traffic Research Institute (UMTRI) for research. A total of \$ 3,081,569 was made available to the three grantees for the 2008 fiscal year.

Motor Carrier grant funds are used to conduct STET enforcement efforts, for publication of a Commercial Vehicle Enforcement Information bulletin, to collaborate with the Michigan Association of Chiefs of Police in award programs to promote highway safety and to provide Federal Motor Carrier Regulations to officers, judges, prosecutors and magistrates around the state. The USDOT project is a multi-year project implementing a USDOT numbering system for intrastate motor carriers, in order to improve data collection useful to traffic safety planning and homeland security.

The grant to the Michigan Center for Truck Safety is used to fund a hotline for truck information, public information and education efforts, safety reviews, videos, hands-on training through two Decision Driving Courses and various other training programs. In 2007, a truck simulator was also purchased by the Center for use in training truck drivers throughout the state.

The grant to UMTRI was for research into strategies to reduce Commercial Motor Vehicle involved crashes. This will be used to assist in strategic planning by the Commission.

Goals and objectives for the Michigan Truck Safety Commission are determined through a yearly strategic planning process involving MTSC Commissioners, OHSP staff, and grantees. Truck crash statistics and other related research on truck safety trends is used to develop the strategic plan. The plan is then used to establish the goals and objectives for the grants awarded by the Commission during the year. The progress achieved towards meeting the goals is reviewed at Commission meetings and is used to revise the plan as needed.

## OHSP Glossary

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

<b>CIPO</b>	<b>Community Injury Prevention Officers.</b>
<b>CP</b>	<b>Community Traffic Safety Program.</b> Community-level program intended to coordinate traffic safety activities, maximize use of available resources, and better respond to unique needs of community.
<b>CPS</b>	<b>Child Passenger Safety.</b>
<b>CJIC</b>	<b>Criminal Justice Information Center.</b> Center within Michigan State Police responsible for processing data from the Michigan Traffic Crash Report.
<b>CRAM</b>	<b>County Road Association of Michigan</b>
<b>Crash</b>	Term used to describe collision between motor vehicle and one or more other motor vehicles, bicycles, pedestrians, or objects. Results from combination of driver, vehicle, and road factors-is not random, unpreventable occurrence. Preferred to term "accident" which implies unpreventable random occurrence.
<b>DLN</b>	<b>Drivers License Number.</b>
<b>DMSTF</b>	<b>Drive Michigan Safety Task Force.</b>
<b>DSAQP</b>	<b>Division of Substance Abuse Quality Planning.</b>
<b>DUI/DUIL</b>	<b>Driving Under the Influence / Driving Under the Influence of Liquor</b>
<b>EMD</b>	<b>Emergency Management Division.</b>
<b>EMS</b>	<b>Emergency Medical Services.</b> Incorporated within Michigan Department of Community Health. Facilitates administration of licensing, pre-hospital patient care examinations, ambulance inspections, communication, training, and related activities.
<b>EUDL</b>	<b>Enforcement of Underage Drinking Laws.</b>
<b>FACT</b>	<b>Fatal Alcohol Crash Team.</b> A cooperative project between law enforcement and prosecutors to make sure that serious alcohol-involved crashes receive proper investigation so that a case can be made if a trial arises from the crash.
<b>FARS</b>	<b>Fatal Accident Reporting System.</b>
<b>FHWA</b>	<b>Federal Highway Administration.</b>
<b>FMCSA</b>	<b>Federal Motor Carrier Safety Administration.</b>

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

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

<b>MPO</b>	<b>Metropolitan Planning Organization.</b>
<b>MRC</b>	<b>Michigan Resource Center.</b>
<b>MSA</b>	<b>Michigan Sheriff's Association.</b>
<b>MSP</b>	<b>Michigan State Police.</b>
<b>MSSC</b>	<b>Michigan State Safety Commission.</b>
<b>MSU</b>	<b>Michigan State University.</b>
<b>MTSC</b>	<b>Michigan Truck Safety Commission.</b>
<b>MTSMS</b>	<b>Michigan Traffic Safety Management System.</b>
<b>MTU</b>	<b>Michigan Technological University.</b>
<b>NETS</b>	<b>Network of Employers for Traffic Safety.</b> Non-profit, public/private partnership working to help employers develop and implement comprehensive workplace traffic safety programs.
<b>NHTSA</b>	<b>National Highway Traffic Safety Administration.</b>
<b>NMU</b>	<b>Northern Michigan University.</b>
<b>NSC</b>	<b>National Safety Council.</b>
<b>OHSP</b>	<b>Office of Highway Safety Planning.</b> Division within the Department of State Police in Michigan. Serves as coordinating agency for traffic safety within the state and distributes federal funds for development, implementation, and evaluation of traffic safety programs.
<b>OJJDP</b>	<b>Office of Juvenile Justice and Delinquency Prevention.</b>
<b>OUIL</b>	<b>Operating Under the Influence of Liquor.</b> More serious of the drinking and driving violations in Michigan. Refers to driving with blood alcohol concentration level at or above 0.10 percent.
<b>OWI</b>	<b>Operating While Impaired.</b> Less serious of the drinking and driving violations in Michigan. Refers to driving with blood alcohol concentration levels of 0.08 or 0.09 percent.
<b>P&amp;A</b>	<b>Planning and Administration.</b> One of 10 program area plans included in the 2001 Highway Safety Plan.
<b>P&amp;P</b>	<b>Policy and Procedures.</b>

<b>PAAM</b>	<b>Prosecuting Attorneys Association of Michigan.</b>
<b>PAP</b>	<b>Program Area Plan.</b> The 2002 Highway Safety Plan includes the following ten program area plans: occupant protection, alcohol-impaired driving prevention, police traffic services, pedestrian/bicycle safety, traffic records, community traffic safety, roadway safety, driver education/issues, motorcycle safety, and planning and administration.
<b>PBT</b>	<b>Preliminary Breath Testing.</b>
<b>Performance Plan</b>	A component of the state's application submitted to the Federal Government each year to obtain federal funds for traffic safety. The plan must contain a description of the process used by the state to identify its highway safety problems, a list of measurable highway safety goals developed through the problem identification process, and a description of how projects are selected for funding.
<b>PI&amp;E</b>	<b>Public Information and Education.</b> Important for supporting traffic safety programs and creating a supportive environment for policy changes. Not effective as a stand-alone strategy for behavior change.
<b>PIO</b>	<b>Public Information Officer.</b>
<b>PN</b>	<b>Prevention Network.</b>
<b>PSA</b>	<b>Public Service Announcement.</b> One component of public information and education campaigns.
<b>PTS</b>	<b>Police Traffic Services.</b>
<b>SADD</b>	<b>Students Against Drunk Driving / Student Against Destructive Decisions.</b>
<b>Safe Communities</b>	The Safe Communities initiative is a dedicated fund program designed to provide resources to communities to develop local highway safety coalitions involving non-traditional partners, in partnership with our traditional partners. The focus of the coalitions is prevention of traffic crash injuries and fatalities.
<b>SALTS</b>	<b>Safe and Legal Traffic Stops.</b>
<b>SCAO</b>	<b>State Court Administrative Office.</b>
<b>SCRC</b>	<b>Safe Community Resource Consultants.</b>
<b>SEMCOG</b>	<b>Southeastern Michigan Council of Governments.</b>

<b>SFST</b>	<b>Standardized Field Sobriety Testing.</b>
<b>SMS</b>	<b>Safety Management System.</b>
<b>Standard Enforcement</b>	Enforcement provision of safety belt laws that allows police to stop motorists solely for failure to use safety belts. On March 10, 2000 Michigan's safety belt law changed to allow for standard enforcement.
<b>STEP</b>	<b>Selective Traffic Enforcement Program.</b> The use of targeted long- or short-term enforcement for areas with specific traffic problems.
<b>STORM</b>	<b>Sobriety Trained Officers Representing Michigan.</b>
<b>SWM</b>	<b>Southwest Michigan Systems, Inc.</b> Public nonprofit organization serving as the resource and coordinating agency for EMS activities in the Lower Peninsula.
<b>TEA-21</b>	<b>Transportation Equity Act for the 21st Century.</b> The federal funding source for OHSP.
<b>TEECC</b>	<b>Traffic Engineering/Enforcement Coordinating Committee.</b>
<b>TIA</b>	<b>Traffic Improvement Association</b> (of Oakland County).
<b>TSA</b>	<b>Traffic Safety Association.</b>
<b>TSAM</b>	<b>Traffic Safety Association of Michigan.</b>
<b>TSC</b>	<b>Traffic Safety Committee.</b>
<b>UD-8</b>	Form used by law enforcement in Michigan to record traffic citations.
<b>UD-10</b>	The Michigan Traffic Crash Report form.
<b>UMTRI</b>	<b>University of Michigan Transportation Research Institute.</b> Established to address the problem of motor vehicle injury. Primary focus of research is road transportation, with some efforts directed at marine and air transport.
<b>UP-EMS</b>	<b>Upper Peninsula Emergency Medical Services Corporation.</b> Public nonprofit organization serving as the resource and coordinating agency for provision of emergency medical services in the Upper Peninsula.
<b>USDOT</b>	<b>United States Department of Transportation.</b> Federal department responsible for establishing the nation's overall



transportation policy. Contains nine administrations whose jurisdictions include highway planning, development, and construction; urban mass transit; railroads; aviation; and the safety of waterways, ports, highways, and oil and gas pipelines.

**VIN**                      **Vehicle Identification Number.**

**VMT**                      **Vehicle Miles Traveled.**

**Walk Alert Program** National program developed to promote safe walking and to reduce the number of pedestrian traffic crashes.

**WSU**                      **Wayne State University.**

**YDYDYL**                **You Drink You Drive You Lose.** Alternately **YD&DYL.**

**Zero Tolerance**        The State of Michigan policy of no acceptance of any level of BAC above .02 in drivers under the age of 21.