



STATE OF MICHIGAN  
DEPARTMENT OF STATE POLICE  
LANSING

RICK SNYDER  
GOVERNOR

RECEIVED  
AUG 25 2011  
NHTSA REGION 5

COL. KRISTE KIBBEY ETUE  
DIRECTOR

August 25, 2011

Mr. Michael Witter  
Regional Administrator  
NHTSA – Region 5  
4749 Lincoln Mall Drive, Suite 300B  
Matteson, Illinois 60443-3800

Dear Mr. Witter:

The Michigan Office of Highway Safety Planning (OHSP) is pleased to transmit three copies of the FY2012 Performance Plan and Highway Safety Plan in accordance with the Uniform Procedures for State Highway Safety Programs. We are looking forward to another year of historic lows in traffic fatalities.

OHSP's plans to address traffic fatalities include:

- High visibility enforcement including enforcement mobilizations, crackdowns, and efforts focused on high-crash times and locations.
- Enforcement of underage drinking laws.
- Support for teen-based traffic safety programs
- Support for community-based traffic safety efforts.
- Support for the prosecution, adjudication, and treatment of drunk drivers.
- Child passenger safety education, training, and equipment.
- Increased public awareness on all aspects of motorcycle safety.
- An employer outreach program.
- Improvement of data systems to make crash data and other records more available, reliable, accurate, and useful.

and, as always, much more.

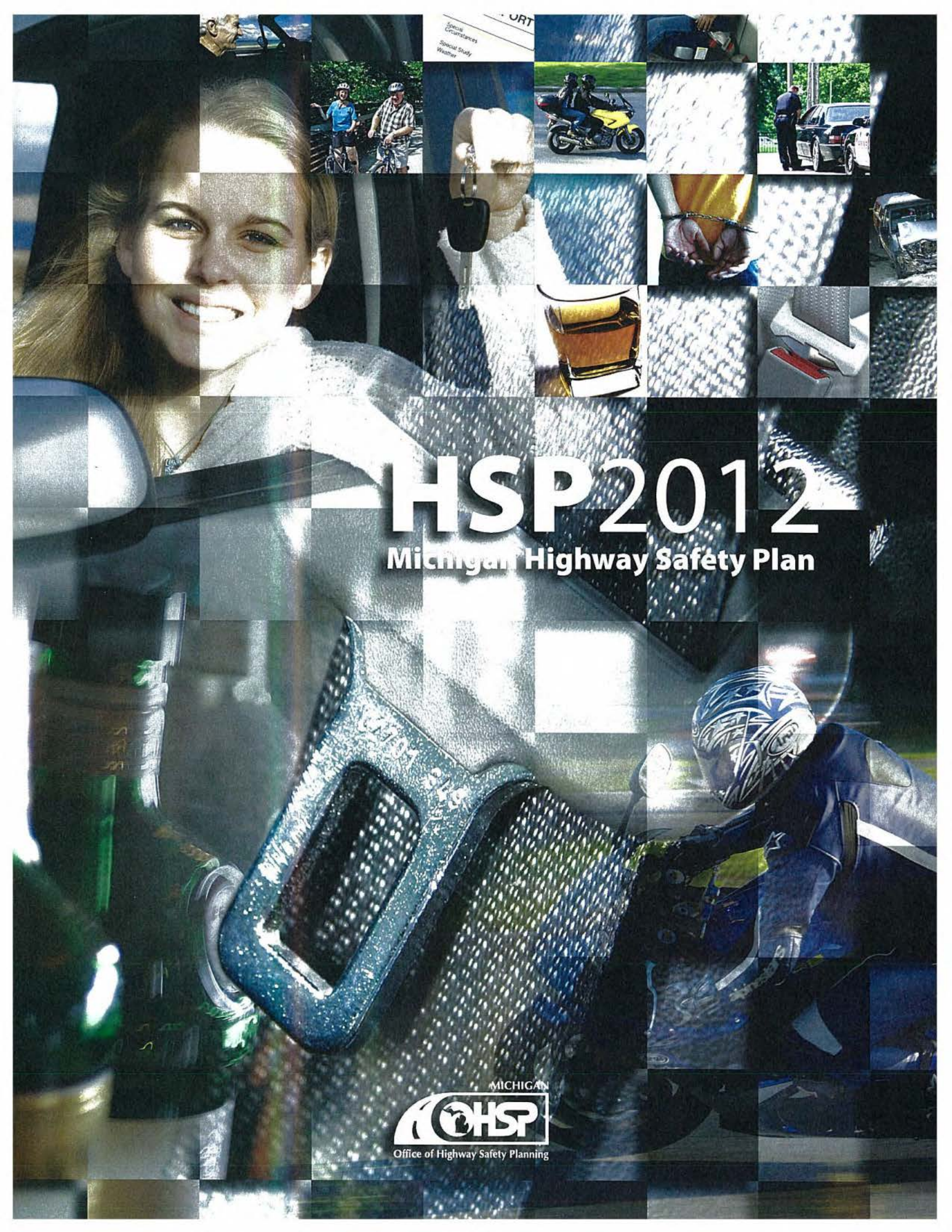
Michigan's 2011 annual safety belt direct observation survey will be completed in early September. OHSP will provide you with the official seat belt use rate certification in mid to late November.

We will continue to focus on the traffic safety problems where scarce dollars can save the most lives. New opportunities arise from the most turbulent times, and OHSP welcomes your continued partnership in making Michigan a safer place to live, drive, walk, and ride.

Sincerely,

MICHAEL L. PRINCE, DIRECTOR  
Office of Highway Safety Planning

MLP/jh



Special Circumstances  
Special Study  
Weather

# HSP 2012

Michigan Highway Safety Plan

**STATE OF MICHIGAN**

**FY 2012 HIGHWAY SAFETY PLAN**

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

**Submitted by:**  
Michigan Office of Highway Safety Planning  
Michael L. Prince, Director

**Prepared under the direction of:**  
Kathy S. Farnum, Senior Section Chief  
Safety Planning and Administration Section

**OHSP MISSION**

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

# 2012 PERFORMANCE PLAN AND HIGHWAY SAFETY PLAN

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STATE OF MICHIGAN  
DEPARTMENT OF STATE POLICE  
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RICK SNYDER  
GOVERNOR

COL. KRISTE KIBBEY ETUE  
DIRECTOR

August 2011

Dear Friend of Traffic Safety:

The Michigan Office of Highway Safety Planning (OHSP) is pleased to present Michigan's "*Highway Safety Plan*" for the 2012 Fiscal Year. We anticipate an exciting year in 2012 as we strive to achieve goals in traffic safety in order to make Michigan roadways the safest in the nation.

At 95.2 percent, Michigan maintains its high ranking as one of the highest safety belt use rates in the country. Michigan fatalities and serious injuries fell six percent from the past year and overall Michigan has decreased 21 percent over the past five years for the same. While these are outstanding achievements, we plan to capitalize on recent successes in order to maintain or improve our current progress and concentrate additional efforts on program areas that are trending slightly in the wrong direction according to traffic crash data analysis.

In 2012, our most prominent plans include:

- High visibility enforcement including enforcement mobilizations, crackdowns, and efforts focused on high-crash times and locations.
- Enforcement of underage drinking laws.
- Support for teen-based traffic safety programs
- Support for community-based traffic safety efforts.
- Support for the prosecution, adjudication, and treatment of drunk drivers.
- Child passenger safety education, training, and equipment.
- Increased public awareness on all aspects of motorcycle safety.
- An employer outreach program.
- Improvement of data systems to make crash data and other records more available, reliable, accurate, and useful.

The 2012 Michigan Highway Safety Plan would not have been possible without the commitment of our partners and stakeholders 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
- 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**

#### **Section 402 Requirements**

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;

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));

**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.**

(23 USC 402 (b)(1)(E));

**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. (23 USC 402(I)).**

#### **Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

### **Federal Funding Accountability and Transparency Act (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsr.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSR.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and (II) \$25,000,000 or more in annual gross revenues from Federal awards; and (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits



discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702);:**

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 (49 U.S.C. 5323(j)) which contains the following requirements:

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

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

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

## **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.

#### POLICY TO BAN TEXT MESSAGING WHILE DRIVING

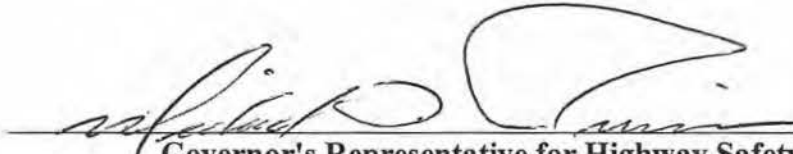
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

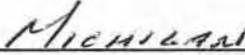
- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
  - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

- b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan 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).

  
\_\_\_\_\_  
Governor's Representative for Highway Safety

  
\_\_\_\_\_  
State or Commonwealth

2012  
For Fiscal Year

8-25-11  
Date



## FY 2012 OVERVIEW

Michigan roads are among the safest in the nation. The Office of Highway Safety Planning (OHSP) enters FY 2012 with a six percent decrease in fatalities and incapacitating injuries in 2010 and a 21 percent decrease over the past five years in the same areas. After the unprecedented lows of 2008 and 2009, the goal is to retain our progress and reduce fatalities and serious injuries even further. The Office of Highway Safety Planning has a long record of successful partnerships with committed traffic safety professionals across the state and the nation. Cooperation and a culture of safety will enable us to further capitalize on efforts to drive down traffic deaths and injuries on Michigan roadways.

Efficient management of Michigan's traffic safety program starts with data-driven problem identification that keeps OHSP continually focused on the greatest threats to Michigan roadway users. In coordination and consultation with national, state and local partners, OHSP utilizes model programs and pilots promising strategies to meet these threats and allocates program funding based on each initiative's potential for reducing crashes, saving lives, and preventing injuries. This potential includes the scope and severity of the problem to be addressed, the effectiveness of the proposed countermeasures, and the availability of a competent, motivated implementation team.

High-visibility traffic enforcement remains a key strategy in FY 2012. Impaired driving remains the top behavioral issue in Michigan traffic deaths. It will be the primary focus on OHSP enforcement, supported by effective public messaging strategies aimed at changing driving behavior. Support for the prosecution, adjudication, and treatment of impaired drivers is also an essential component.

For the past several years, Michigan has maintained its ranking as one of the highest safety belt use rates in the nation. Despite this high belt use ranking, far too many unbelted fatalities and serious injuries continue to occur particularly among impaired crashes during the overnight hours. As a result, enforcement on safety belts will continue, with a focus on nighttime enforcement.

In addition to high-visibility enforcement, public information and education campaigns will be employed to provide enforcement support. Young drivers remain the key target audience for public information efforts. The safe and proper methods of child passenger safety will continue to be promoted through public education, training, and car seat distribution programs. Projects to further improve the timeliness, accessibility, and accuracy of Michigan's traffic crash data, already among the nation's best, are also scheduled.

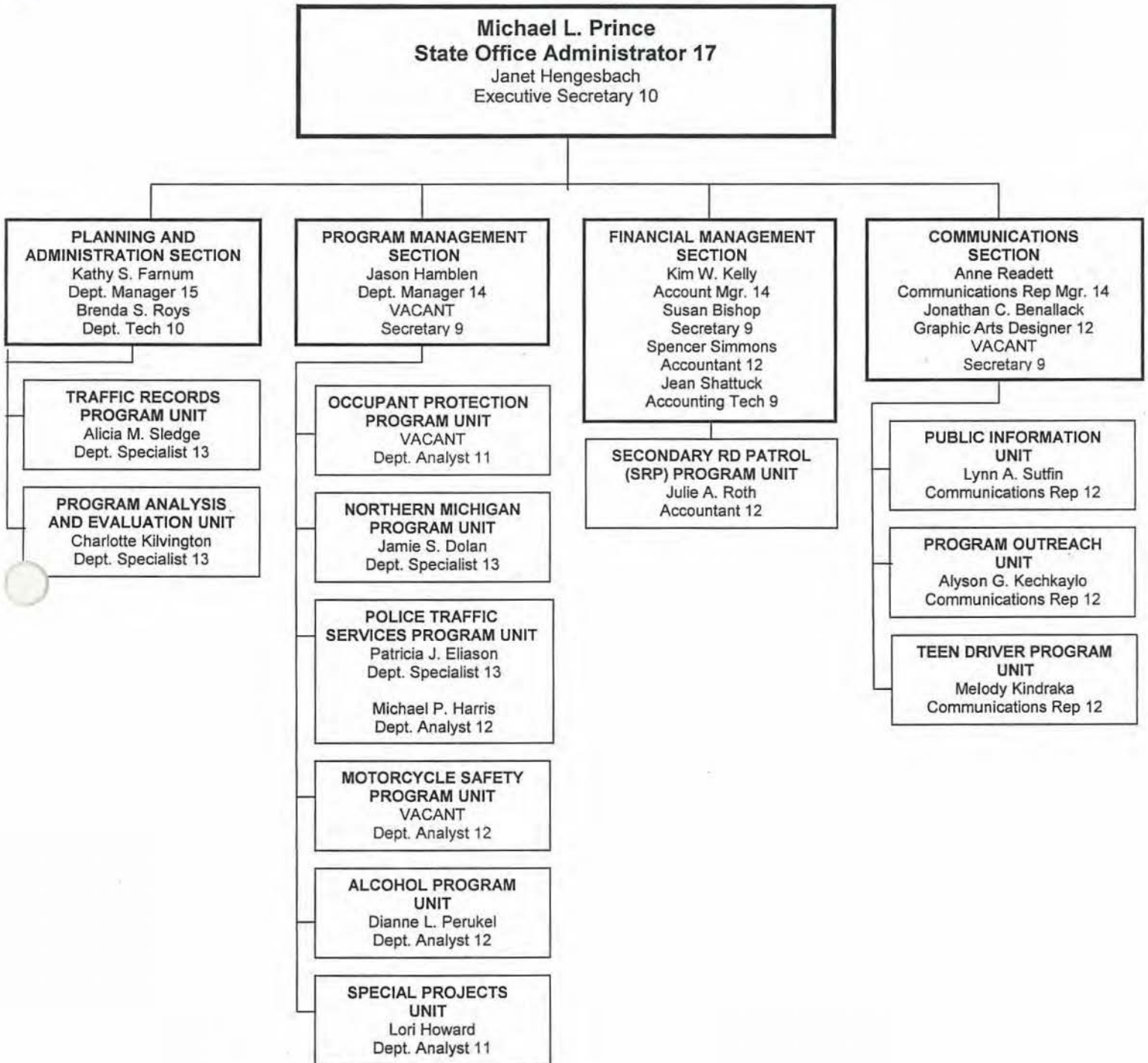
## **Communications Section**

The Communications Section plans, implements, and provides oversight for all of OHSP's communication strategies, including public information and education campaigns, paid advertising, earned media, graphics design and publications, and regional communications with state and local partners. It produces the Annual Evaluation Report (AER) and the OHSP Safety Network Newsletter and is the main contact for all news agencies and informational requests.

## **OHSP Staffing Changes**

Last fall an early retirement program was offered to State of Michigan employees. Six OHSP staff members took advantage of the offer and retired as of January 1, 2011. Due to budget restrictions not all of these positions have been replaced. In addition, other positions within OHSP have become vacant due to staff leaving for promotional opportunities. An updated organization chart precedes the Performance Plan. The Performance Plan explains OHSP's process for identifying goals, strategies, performance measures, data sources, budget development, and project selection.

# OFFICE OF HIGHWAY SAFETY PLANNING



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

State: Michigan

**Highway Safety Plan Cost Summary**

Page: 1

2012-HSP-1

Report Date: 08/25/2011

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2012-00-00-00		\$ .00	\$ 550,000.00	\$ .00	\$ 582,000.00	\$ 582,000.00	\$ .00
	<b>Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$ 550,000.00</b>	<b>\$ .00</b>	<b>\$ 582,000.00</b>	<b>\$ 582,000.00</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	AL-2012-00-00-00		\$ .00	\$ .00	\$ .00	\$ 876,000.00	\$ 876,000.00	\$ 420,000.00
	<b>Alcohol Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 876,000.00</b>	<b>\$ 876,000.00</b>	<b>\$ 420,000.00</b>
<b>Motorcycle Safety</b>								
	MC-2012-00-00-00		\$ .00	\$ .00	\$ .00	\$ 85,000.00	\$ 85,000.00	\$ .00
	<b>Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 85,000.00</b>	<b>\$ 85,000.00</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2012-00-00-00		\$ .00	\$ .00	\$ .00	\$ 270,000.00	\$ 270,000.00	\$ .00
	<b>Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 270,000.00</b>	<b>\$ 270,000.00</b>	<b>\$ .00</b>
<b>Police Traffic Services</b>								
	PT-2012-00-00-00		\$ .00	\$ .00	\$ .00	\$ 2,952,000.00	\$ 2,952,000.00	\$ 1,674,000.00
	<b>Police Traffic Services Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 2,952,000.00</b>	<b>\$ 2,952,000.00</b>	<b>\$ 1,674,000.00</b>
<b>Traffic Records</b>								
	TR-2012-00-00-00		\$ .00	\$ .00	\$ .00	\$ 370,000.00	\$ 370,000.00	\$ 200,000.00
	<b>Traffic Records Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 370,000.00</b>	<b>\$ 370,000.00</b>	<b>\$ 200,000.00</b>
<b>Community Traffic Safety Project</b>								
	CP-2012-00-00-00		\$ .00	\$ .00	\$ .00	\$ 740,000.00	\$ 740,000.00	\$ 80,000.00
	<b>Community Traffic Safety Project Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 740,000.00</b>	<b>\$ 740,000.00</b>	<b>\$ 80,000.00</b>
<b>Driver Education</b>								
	DE-2012-00-00-00		\$ .00	\$ .00	\$ .00	\$ 140,000.00	\$ 140,000.00	\$ 60,000.00

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

State: Michigan

## Highway Safety Plan Cost Summary

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2012-HSP-1

Report Date: 08/25/2011

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	<b>Driver Education Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$140,000.00</b>	<b>\$140,000.00</b>	<b>\$60,000.00</b>
	<b>Paid Advertising</b>							
	PM-2012-00-00-00		\$0.00	\$0.00	\$0.00	\$705,000.00	\$705,000.00	\$480,000.00
	<b>Paid Advertising Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$705,000.00</b>	<b>\$705,000.00</b>	<b>\$480,000.00</b>
	<b>NHTSA 402 Total</b>		<b>\$0.00</b>	<b>\$550,000.00</b>	<b>\$0.00</b>	<b>\$6,720,000.00</b>	<b>\$6,720,000.00</b>	<b>\$2,914,000.00</b>
	<b>405 OP SAFETEA-LU</b>							
	K2-2012-00-00-00		\$0.00	\$0.00	\$0.00	\$237,000.00	\$237,000.00	\$0.00
	<b>405 Occupant Protection Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$237,000.00</b>	<b>\$237,000.00</b>	<b>\$0.00</b>
	<b>405 Paid Media</b>							
	K2PM-2012-00-00-00		\$0.00	\$0.00	\$0.00	\$270,000.00	\$270,000.00	\$0.00
	<b>405 Paid Media Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$270,000.00</b>	<b>\$270,000.00</b>	<b>\$0.00</b>
	<b>405 OP SAFETEA-LU Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$507,000.00</b>	<b>\$507,000.00</b>	<b>\$0.00</b>
	<b>408 Data Program SAFETEA-LU</b>							
	K9-2012-00-00-00		\$0.00	\$0.00	\$0.00	\$600,000.00	\$600,000.00	\$0.00
	<b>408 Data Program Incentive Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$600,000.00</b>	<b>\$600,000.00</b>	<b>\$0.00</b>
	<b>408 Data Program SAFETEA-LU Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$600,000.00</b>	<b>\$600,000.00</b>	<b>\$0.00</b>
	<b>410 Alcohol SAFETEA-LU</b>							
	K8-2012-00-00-00		\$0.00	\$0.00	\$0.00	\$3,028,000.00	\$3,028,000.00	\$0.00
	<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$3,028,000.00</b>	<b>\$3,028,000.00</b>	<b>\$0.00</b>
	<b>410 Alcohol SAFETEA-LU Paid Media</b>							
	K8PM-2012-00-00-00		\$0.00	\$0.00	\$0.00	\$750,000.00	\$750,000.00	\$0.00
	<b>410 Alcohol SAFETEA-LU Paid Media Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$750,000.00</b>	<b>\$750,000.00</b>	<b>\$0.00</b>
	<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$3,778,000.00</b>	<b>\$3,778,000.00</b>	<b>\$0.00</b>
	<b>2010 Motorcycle Safety</b>							
	K6-2012-00-00-00		\$0.00	\$0.00	\$0.00	\$175,000.00	\$175,000.00	\$0.00

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

State: Michigan

**Highway Safety Plan Cost Summary**

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Report Date: 08/25/2011

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	<b>2010 Motorcycle Safety Incentive</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 175,000.00</b>	<b>\$ 175,000.00</b>	<b>\$ .00</b>
	<b>Total</b>							
	<b>2010 Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 175,000.00</b>	<b>\$ 175,000.00</b>	<b>\$ .00</b>
	<b>2011 Child Seats</b>							
		K3-2012-00-00-00	\$ .00	\$ .00	\$ .00	\$ 1,140,000.00	\$ 1,140,000.00	\$ .00
	<b>2011 Child Seat Incentive Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 1,140,000.00</b>	<b>\$ 1,140,000.00</b>	<b>\$ .00</b>
	<b>2011 Child Seats Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 1,140,000.00</b>	<b>\$ 1,140,000.00</b>	<b>\$ .00</b>
	<b>NHTSA Total</b>		<b>\$ .00</b>	<b>\$ 550,000.00</b>	<b>\$ .00</b>	<b>\$ 12,920,000.00</b>	<b>\$ 12,920,000.00</b>	<b>\$ 2,914,000.00</b>
	<b>Total</b>		<b>\$ .00</b>	<b>\$ 550,000.00</b>	<b>\$ .00</b>	<b>\$ 12,920,000.00</b>	<b>\$ 12,920,000.00</b>	<b>\$ 2,914,000.00</b>

# MICHIGAN PERFORMANCE PLAN

In 2010 Michigan experienced an eight percent drop in incapacitating injuries, one percent drop in total injuries, four percent drop in property damage crashes, and three percent drop in total crashes. Although fatalities were up by eight percent for the year, the highway safety snapshot of Michigan represents improved behavior, enforcement, engineering, and medical care, along with decreased exposure. While it is extremely difficult to achieve high rates of continued improvement, it is Michigan's current success with stakeholders that provides the support to continue to maintain a high degree of traffic safety on the roads. The goal to zero fatalities in Michigan is always a focal point in planning.

The annual Highway Safety Plan (HSP) is Michigan's road map to the next hundred lives saved. It identifies the largest traffic crash problems, promising countermeasures, and the partners to enact them.

## PROCESS DESCRIPTION

PROGRAM PURPOSE: REDUCE FATALITIES, INJURIES, AND CRASHES

Limited resources must be directed to effective countermeasures to address significant traffic safety problems. Perennial problems loom ever-larger against a background of declining fatalities, and improved data etches an image with some facets ever-changing, while others are resistant to change. A vast body of research and experience proves the effectiveness of some programs and strategies, sometimes in the face of what "everyone knows." It is key to maintain focus on what will save lives and prevent injuries rather than what is popular or easy. These strategies must be implemented effectively, with attention to local circumstances, and monitored for impact. Success is measured against goals and benchmarks for crash, injury, and fatality reduction.

The Office of Highway Safety Planning (OHSP) cannot pursue these programs without the enthusiastic participation of partners at the national, state, and local levels. In 2007, a National Cooperative Highway Research Program report cited the role of effective cooperation in creating a culture of safety in Michigan. This cooperative culture helps Michigan coordinate efforts in enforcement, engineering, education, and emergency medical services into comprehensive traffic safety programs that save lives.

### **Pre-planning Steps**

Implementation of one year's HSP occurs in conjunction with planning for the next. Planning begins with an After Action Review of the previous year, identifying successful areas, those in need of improvement, and what changes would yield greater success. 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. Budget Development
5. Project Selection
6. Performance Measures



## EXHIBIT 1 – HSP Planning Outline

FY 2012 HSP PLANNING CALENDAR		
ACTION	DATES	DETAILS
HSP Committee Planning Session	NOVEMBER DECEMBER	<ul style="list-style-type: none"> <li>❖ Review past year's activity</li> <li>❖ Review current year's activity</li> <li>❖ Review crash data</li> <li>❖ Review state and national priorities</li> <li>❖ Update problem identification</li> <li>❖ Quantify goals</li> </ul>
Program Partner Meetings	JANUARY FEBRUARY	<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>
Create Grant Development Plans	MARCH APRIL	<ul style="list-style-type: none"> <li>❖ Consult with current and prospective grantees</li> <li>❖ Program area presentations</li> <li>❖ Create draft Grant Development Plans</li> <li>❖ Establish draft budget</li> <li>❖ HSP management team reviews programs and budgets</li> </ul>
Formal Grant Development	MAY JUNE	<ul style="list-style-type: none"> <li>❖ GDPs finalized</li> <li>❖ HSP budget finalized</li> <li>❖ Notify grantees of grant timelines</li> <li>❖ Send grantees grant templates</li> </ul>
Prepare HSP and Performance Plan	JUNE	<ul style="list-style-type: none"> <li>❖ Monitor grant development process</li> <li>❖ Create draft HSP</li> <li>❖ Create draft performance plan</li> </ul>
Approve HSP and Performance Plan	JULY	<ul style="list-style-type: none"> <li>❖ Administrative review of performance plan</li> <li>❖ Administrative review of HSP</li> <li>❖ Approve FY 2012 performance plan and HSP</li> <li>❖ Create in-house grants</li> <li>❖ Begin grant entry in e-grants</li> </ul>
Circulate HSP and Performance Plan	AUGUST	<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>
Grant Approval and Implementation	SEPTEMBER OCTOBER	<ul style="list-style-type: none"> <li>❖ Approve and start implementation of FY 2012 grants.</li> <li>❖ Conduct grant orientation meetings</li> </ul>
Annual Evaluation Report	NOVEMBER	<ul style="list-style-type: none"> <li>❖ Annual evaluation report prepared for FY 2011 HSP</li> </ul>

### Plan Organization

The performance plan follows the steps of OHSP's planning process. Crash data analysis, research and consultation with program partners and stakeholders continue throughout each step. In addition, program and financial staff meet biweekly at

Highway Safety Plan/Program Development Meetings, during which information is exchanged about program activities, and grant and revision activity is monitored to ensure programs remain on-track for successful completion. OHSP staff members incorporate emerging information into program development and implementation whenever possible.

## **1. PROBLEM IDENTIFICATION**

The planning process begins with data analysis. The Office of Highway Safety Planning cannot solve problems if it is not known what problems exist. OHSP looks at many variables such as the location and time of the crash, driver and environmental elements and various mitigating factors in order to determine what emerging and current issues are occurring on the roads in Michigan.

The first pass through the data highlights those factors that contribute to 10% of fatalities and incapacitating injuries. These are key variables that cannot be ignored, and all receive goals in the next section. Other factors may be added to the list for other reasons, such as many severe but non-life-threatening injuries, increasing trends that threaten to increase the fatalities and incapacitating injuries, or “low-hanging fruit” for which strong countermeasures exist and which may have relatively large room for improvement.

Data analysis continues year-round, with intensified efforts early in the Highway Safety Plan and Grant Development Plan processes. The excellent timeliness, accuracy, and accessibility of Michigan traffic crash data allows the latest information to be incorporated into program development and implementation, going beyond a simple crash count to explore the factors involved. Examples include which days of the year have the most alcohol-involved crashes, how driver age affects fatal crash rates, which areas of a given county have the most nighttime crashes, or how demographics differ between fatal and injury pedestrian crashes in urban areas.

Authorized agencies can access the crash database directly through a variety of interfaces, including web sites and query tools. For the general public, the University of Michigan Transportation Research Institute (UMTRI) Transportation Data Center hosts Michigan Traffic Crash Facts. Crash Facts includes more than 100 tables that address the most common crash data needs, with an archive dating back to 1992. The award-winning web site (<http://www.michigantrafficcrashfacts.org>) also includes fact sheets, a version focused on local data, and a query and mapping tool that allows users to submit specific queries, in case the pre-made tables are not quite what is needed. Crash Facts users have access to all the crash data and all the forms, minus personal identifiers. Crash Facts uses the crash data file from the official end of year statistics, creating a consistent set of numbers, while the live database continues to receive updated statistics as data is received from late submitting agencies.

The problem identification is based on previous years’ statistics and trend data reported from the previous five years.

## **2. GOAL DETERMINATION AND ANALYSIS**

Goals are statements of program intent or purpose, consistent with the mission of the organization. The 2012 performance plan retains the goals identified in 2009 based on data analysis and trend data analysis from the previous five years. Target areas are the top factors involved in fatal and incapacitated injury crashes, along with emerging issues, and quantitative targets are set through crash projections based on five-year crash trends.

The following section begins with a summary of Michigan traffic crash statistics from 2005 through 2010 (the most current data available). OHSP's revised long-term goals through 2012 follow, along with annual benchmarks.

**Crash Data Comparison - 2005-2010**

	2005	2006	2007	2008	2009	2010	% Change 05-10
Total Crashes	350,838	315,322	324,174	316,057	290,978	282,075	-20%
Fatal Crashes	1,030	1,002	987	915	806	868	-16%
People Injured	90,510	81,942	80,576	74,568	70,931	70,501	-22%
People Killed	1,129	1,084	1,084	980	871	937	-17%
Death Rate (100M VMT)	1.09	1.05	1.04	0.97	0.91	1.0	-8%
Fatal Crash Rate (100M VMT)	1.00	0.97	0.95	0.91	0.84	.9	-10%
VMT (Billions)	103.2	104.0	104.6	100.9	95.9	97.6	-5%
Registered Vehicles (Millions)	9.69	8.70	8.33	8.38	8.15	8.49	-12%
Population (Millions)	10.11	10.12	10.09	10.00	9.97	9.88	-2%

The 2010 crash numbers were down in several categories and up in other categories noting that perhaps the general upward trend has somewhat slowed and normalized.

Goals for 2008-2012 are based on 2003-2007 data. The annual trend in fatalities was a 4% improvement (geometric mean), and this rate has been applied to each area, after adjusting for annual variation.<sup>1</sup> Exceptions are noted individually. Note that the latest year's results may be better than the next year's goal. Benchmarks

<sup>1</sup> For each goal, an ordinary least squares regression was applied to 2003-2007, yielding a 2007 trend line 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. Fatality and injury counts may differ from previously published sources due to updates.

were set for several years at once, averaging out over good and bad years. Goals have not been changed after an exceptionally good year, such as 2009, because some reversion to the mean is normal and expected.

## EXHIBIT 2: OHSP FY 2012 Goals at a Glance

	2003 actual	2007 actual	2008 actual	2009 actual	2010 actual	2011 goal	2012 goal
Fatalities	1,283	1,084	980	871	937	896	860
Fatalities per 100 million vehicle miles traveled	1.31	1.04	0.97	0.91	1.0	0.86	0.82
Injuries	105,555	80,576	74,568	70,931	70,501	66,382	63,718
Fatalities and incapacitating injuries ("KAs")	11,203	8,569	7,705	7,382	6,917	7,068	6,784
KAs involving alcohol	2,143	1,711	1,504	1,396	1,326	1,451	1,393
fatalities to unrestrained vehicle occupants	346	252	239	194	202	199	191
observed daytime safety belt use (front seat occupants)	84.8%	93.7%	97.2%	97.9%	95.2%	97.0%	97.0%
KAs to vehicle occupants ages 0 to 8	240	131	119	113	108	98	94
KAs at intersections	3,781	2,750	2,391	2,499	2,351	2,274	2,183
KAs involving lane departure	4,102	3,324	3,183	2,922	2,750	2,724	2,614
KAs on local roads	6,964	5,130	4,626	4,396	4,165	4,199	4,030
KAs involving motorcycles	806	991	1,030	865	778	954	954
KAs to pedestrians	762	600	577	552	535	512	491
KAs to males	6,183	4,945	4,487	4,209	4,005	4,101	3,936
KAs involving drivers ages 16 to 20	2,680	1,947	1,691	1,639	1,524	1,558	1,495
KAs involving drivers ages 21 to 24	1,719	1,244	1,050	973	991	1,023	982
KAs from 3pm to 6pm	2,248	1,722	1,537	1,552	1,363	1,425	1,368
KAs from midnight to 3am	1,456	881	741	698	677	681	654
KAs from noon Friday to noon Sunday	3,677	2,928	2,603	2,606	2,261	2,435	2,338
KAs from July to September	3,319	2,566	2,228	2,158	2,124	2,062	1,979

**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 people.

Before 2002, Michigan had not had fewer than 1,300 traffic fatalities since 1945. Fatalities have been steadily dropping: 2002 has had fewer than 1,300, dropping below 1,200 in 2004, 1,100 in 2006, 1,000 in 2008, and 900 in 2009. However in 2010, fatalities increased to 937, still three higher than the 2010 goal.\* *The Statistical Abstract of the United States* lists 1924 as the last year with fewer than 871 Michigan traffic fatalities. There were 863 in 1924, so Michigan's 2012 goal is to get below the 1924 fatality count, ever downward on the path to zero.

Traffic Fatalities					
Year	Actual		Year	Goal	Actual
2003	1,283		2008	1,014	980
2004	1,159		2009	973	871
2005	1,129		2010	934*	937
2006	1,084		2011	896	
2007	1,084		2012	860	

**Vehicle Mileage Fatality Rate:**

The Vehicle Miles Traveled (VMT) fatality rate adjusts the worst outcome of a crash by a common exposure variable. This is defined as how many people have died in a vehicle related crash compared to how many miles are driven on the roads by everyone. The VMT fatality 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 becoming safer. If one is decreasing while the other is increasing, then a closer examination of the activity is warranted in order to determine what is actually happening.

The Michigan Department of Transportation revised the VMT calculation process for 2007, suggesting that previous years may have underestimated VMT. The final effects of said change may bear future consideration.

VMT death rate					
Year	Actual		Year	Goal	Actual
2003	1.31		2008	0.97	0.97
2004	1.16		2009	0.93	0.91
2005	1.11		2010	0.89	1.00**
2006	1.05		2011	0.86	
2007	1.04		2012	0.82	

(number of fatalities/100 million VMT)(\*\*based on 2010 VMT rate)

**Traffic Injuries:**

While Michigan strives to achieve zero fatalities involving traffic crashes, it also seeks to decrease the severity of traffic-related injuries.

Crash avoidance seeks to reduce crashes entirely with no crashes, fatalities, or injuries as the goal. Crash mitigation takes some number of crashes as a given and seeks to reduce the severity of the situations as it relates to injuries.

Traffic Injuries					
Year	Actual		Year	Goal	Actual
2003	105,555		2008	75,062	74,568
2004	99,680		2009	72,049	70,931
2005	90,510		2010	69,158	70,051
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 0=none (property damage only).

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

Fatalities and Incapacitating Injuries (KAs)					
Year	Actual		Year	Goal	Actual
2003	11,203		2008	7,992	7,705
2004	10,429		2009	7,671	7,382
2005	9,615		2010	7,363	6,917
2006	8,702		2011	7,068	
2007	8,569		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-impaired driving remains a devastating traffic safety and public health problem.

Other forms of impairment are also dangerous, but are less apparent in the crash data and often connected to alcohol when present. The year 2009 showed a large increase in drug-impaired fatalities, but increased testing for Schedule 1 drugs played a part in that. Drowsiness and distraction also impair driving, but the data there is poor because it cannot be observed after the crash.

KAs involving alcohol					
Year	Actual		Year	Goal	Actual
2003	2,143		2008	1,640	1,504
2004	2,040		2009	1,575	1,396
2005	1,943		2010	1,511	1,326
2006	1,806		2011	1,451	
2007	1,711		2012	1,393	

KAs involving drugs					
Year	Actual		Year	Goal	Actual
2003	318		2008*	370	399
2004	357		2009	363	358
2005	342		2010	356	451
2006	378		2011	349	
2007	355		2012	342	

There are estimated goals set for drug-involved fatalities and serious injuries. The increased drug testing began in 2008\*, so previous years' results may not provide a consistent basis for comparison – recorded drug-involved crashes are more likely to increase due to updating training for law enforcement officials such as the DRE program better known as drug recognition experts in crash situations.

### 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 substantially improves crash survivability.

Unrestrained fatalities follow changes in the observed safety belt use rate, but note the percentage of people killed restrained 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 still will be room for improvement.

Michigan had the highest safety belt use in the nation in 2009 at 97.9 percent, following 2008's highest rate ever recorded in the state at 97.2 percent. As there are no benchmarks for continued progress from the highest rate, the goal has been set to maintain this record.

<b>Fatalities to unrestrained vehicle occupants</b>					
<b>Year</b>	<b>Actual</b>		<b>Year</b>	<b>Goal</b>	<b>Actual</b>
2003	346		2008	225	239
2004	296		2009	216	194
2005	262		2010	207	202
2006	249		2011	199	
2007	252		2012	191	

(motor vehicle occupants only, excludes unknown and unavailable)

<b>Safety belt use</b>					
<b>Year</b>	<b>Actual</b>		<b>Year</b>	<b>Goal</b>	<b>Actual</b>
2003	84.8%		2008	96.0%	97.2%
2004	90.5%		2009	97.0%	97.9%
2005	92.9%		2010	97.0%	95.2%
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 special child restraint. Parents sometimes do not know what the right seat is, how to install it properly, or why it is 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 the 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	119
2004	191		2009	106	113
2005	162		2010	102	108
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. Of this one-third, 39% occur at signalized intersections, 37% at sign-controlled intersections and 24% occur at intersections with no control at all.

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

KAs at intersections					
Year	Actual		Year	Goal	Actual
2003	3,781		2008	2,571	2,391
2004	3,533		2009	2,468	2,499
2005	3,188		2010	2,369	2,351
2006	2,869		2011	2,274	
2007	2,750		2012	2,183	

(number of KAs coded as roadway area=intersection (values 7,8,9))

### 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 the 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. Focused driving is a key part of avoiding a vehicle crash.

KAs involving lane departure					
Year	Actual		Year	Goal	Actual
2003	4,102		2008	3,080	3,183
2004	3,795		2009	2,956	2,922
2005	3,507		2010	2,838	2,750
2006	3,333		2011	2,724	
2007	3,324		2012	2,614	

(number of KAs coded with any of the three lane departure values)

### 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.

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	4,626
2004	6,236		2009	4,557	4,396
2005	5,845		2010	4,374	4,165
2006	5,230		2011	4,199	
2007	5,130		2012	4,030	

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

### Motorcycles

Motorcycles are the only area of traffic safety consistently increasing in fatalities and injuries. Motorcycle ridership is increasing, and so are motorcycle crashes and fatalities. Some of this effect is from increased exposure: the same crashes happen, only with motorcycles instead of cars. Some is from decreased protection. Rider information also suggests young motorcyclists are not seeking proper training and licensure, while older riders are using more powerful motorcycles which the rider may have less experience with. The largest increase in motorcycle use is among older riders, which also increases the effect of lower crash survivability: older bodies are even more likely to sustain damage and decreased recovery abilities.

OHSP's goal is to reduce motorcycle-involved fatalities and serious injuries back down to the 2004 trend value.

KAs involving motorcycles					
Year	Actual		Year	Goal	Actual
2003	806		2008	954	1,030
2004	794		2009	954	865
2005	931		2010	954	778
2006	833		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 relate to helping drivers avoid pedestrians, while others hope to keep pedestrians out of harms 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 increased bodily frailty and alcohol 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	577
2004	785		2009	555	552
2005	701		2010	533	535
2006	637		2011	512	
2007	600		2012	491	

## Men

Most of the risky behaviors that can kill someone and those present are more common in men. Men buckle up less, drink and drive more, drive faster, and drive more motorcycles. These behaviors are even more prevalent in young men.

Federal surveys of travel trips estimate that men do about 61 percent of the nation's driving, so it is expected men are in more crashes. Traffic fatalities are consistently two-thirds or more male. Women, exposed to the same traffic variables, are still seeing the number of serious and fatal injuries fall faster than that of men.

KAs to males					
Year	Actual		Year	Goal	Actual
2003	6,183		2008	4,637	4,487
2004	5,874		2009	4,451	4,209
2005	5,471		2010	4,272	4,005
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 better 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 passengers with a young driver, and one-third are other drivers, passengers, and pedestrians.

Drivers under age eighteen participate in 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 legally drink, which is not to say that all abstain. Alcohol-involved crashes then peak 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.

Note that the 2007 trend discontinuity in KAs involving drivers ages 16 to 20 is attributable to unusual weather. The winter of 2006 to 2007 came late, with the primary crash effect being shifting young driver crashes from late 2006 to early 2007. The total number was not unusual, just the timing across the calendar.

<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	1,691
2004	2,488		2009	1,691	1,639
2005	2,212		2010	1,623	1,524
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	1,050
2004	1,622		2009	1,110	973
2005	1,503		2010	1,065	991
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 fatalities. It is not disproportionately negative, but it is Michigan's time with the most fatalities.

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 drift after a long day. Dinnertime and happy hour are the peak times for alcohol-involvement for drivers over twenty.

Restraint use is also lower in the evening than the morning.

KAs from 3pm to 6pm					
Year	Actual		Year	Goal	Actual
2003	2,248		2008	1,612	1,537
2004	2,214		2009	1,547	1,552
2005	2,026		2010	1,485	1,363
2006	1,726		2011	1,425	
2007	1,722		2012	1,368	

### Nighttime Driving

Traffic is light late at night, but the crashes are disproportionately severe and likely to involve alcohol. Midnight to 3am includes bar closing time, and it is the peak time for alcohol impaired driving. Alcohol behaves synergistically with drowsiness, making late-night drivers even less competent.

Alcohol-involvement 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. After four AM, traffic is too light to have many crashes.

KAs from midnight to 3am					
Year	Actual		Year	Goal	Actual
2003	1,456		2008	770	741
2004	1,034		2009	739	698
2005	1,000		2010	710	677
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 noted 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.

<b>KAs from noon Friday to noon Sunday</b>					
<b>Year</b>	<b>Actual</b>		<b>Year</b>	<b>Goal</b>	<b>Actual</b>
2003	3,677		2008	2,754	2,603
2004	3,504		2009	2,643	2,606
2005	3,233		2010	2,537	2,261
2006	3,002		2011	2,435	
2007	2,928		2012	2,338	

### **Summer Travel**

While many would expect more crashes in inclement weather, the summer months see more travel, travel to unfamiliar destinations, and all the distractions are associated with such travel.

August is Michigan's worst month for fatalities, overall and alcohol-involved, with July to September as the worst three-month period. Serious crashes are more common from June to November and significantly less common from January to March. If the entire year had the same fatality rate as January to March, Michigan would have had 81 fewer fatalities per year from 2003 to 2007.

<b>KAs from July to September</b>					
<b>Year</b>	<b>Actual</b>		<b>Year</b>	<b>Goal</b>	<b>Actual</b>
2003	3,319		2008	2,332	2,228
2004	3,055		2009	2,238	2,156
2005	2,805		2010	2,148	2,124
2006	2,481		2011	2,062	
2007	2,566		2012	1,979	

## **3. TRAFFIC SAFETY PARTNER INPUT**

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

The importance of external input cannot be overstated. Meetings and conferences, progress reports from grantees, 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 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.

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.

## **Strategic Highway Safety Plan**

In 2006, the GTSAC approved a statewide Strategic Highway Safety Plan, identifying priority areas for all GTSAC member agencies to address 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 staff participates in these Action Teams and incorporate information and recommendations into the Highway Safety Plan.

Having a set of statewide priorities coordinates the OHSP-led Highway Safety Plan with activities undertaken at the variety of Michigan organizations working on traffic safety. Action plans are updated frequently to reflect emerging issues or completed action items. The Strategic Highway Safety Plan itself was updated in 2008.

## **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, highlight problems, and identify appropriate strategies to resolve them. 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 model programs are working (or not, and why) 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. These ensure that Michigan is following best practices and using the most effective means of reducing deaths and injuries. Some of these resources include:

- The Michigan Department of State Police Strategic Plan and other state and local plans.
- National plans, priorities, and programs, including those from the United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), and National Highway Traffic Safety Administration (NHTSA).
- NHTSA publication “Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices.”
- NCHRP Report 622, “Effectiveness of Behavioral Highway Safety Countermeasures”
- 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.
- Academic publications and research reports.
- 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. BUDGET DEVELOPMENT**

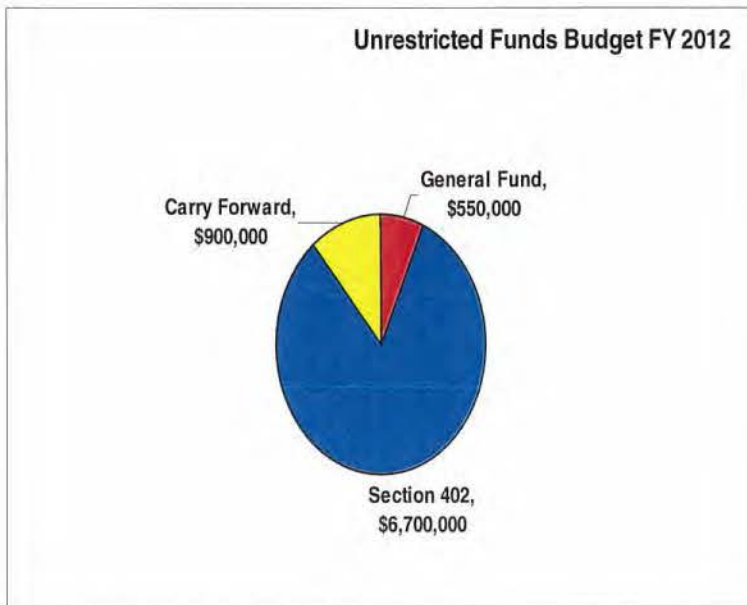
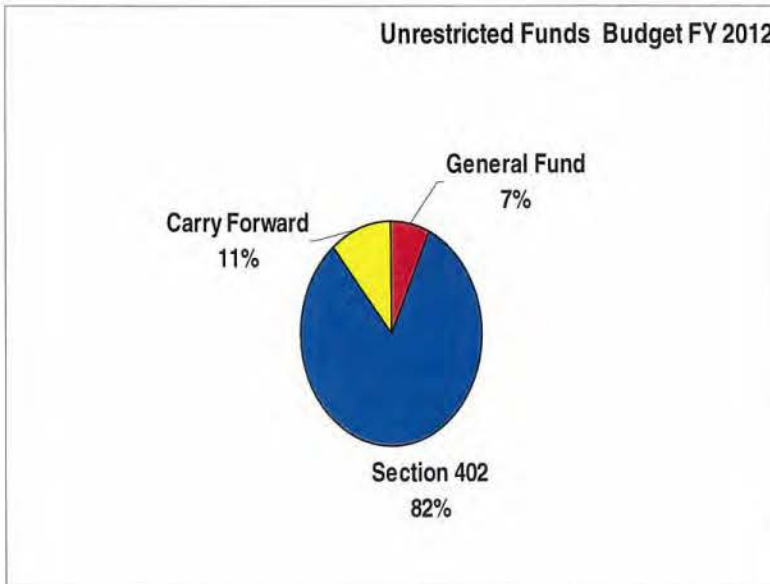
An estimated Highway Safety Planning budget is developed as staff begins drafting grant development plans. Budgeting considers new and existing funding sources, allocated between program areas based on problem identification, promising projects, needs for program continuity, and effectiveness of strategies in prior years.

The HSP management team considers the merits of funding requests along with the level of program funding from previous years, funding of other related programs, special funding sources, and office-wide long-range goals before

approving budgets for each program area. 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.

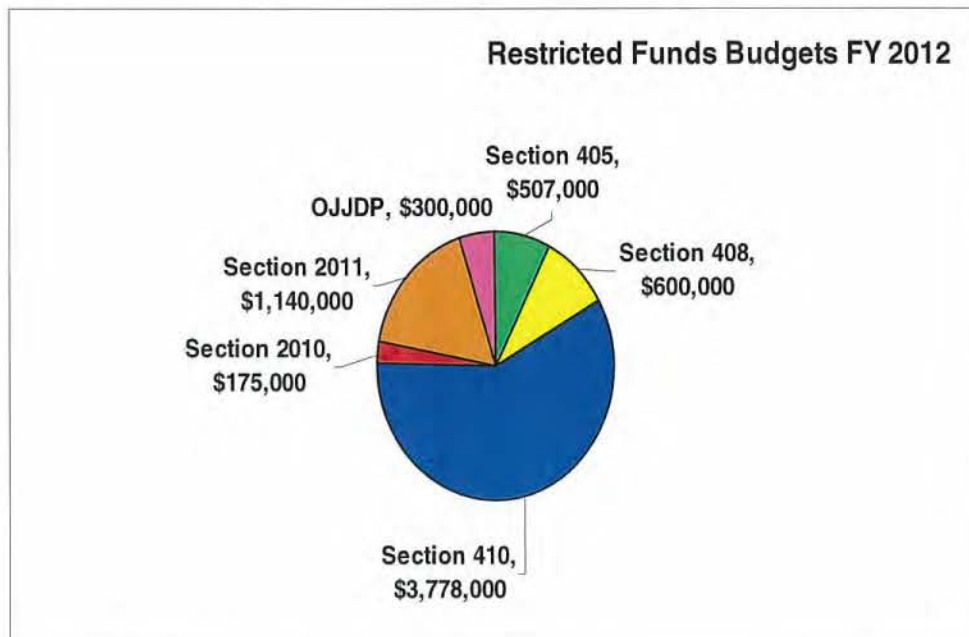
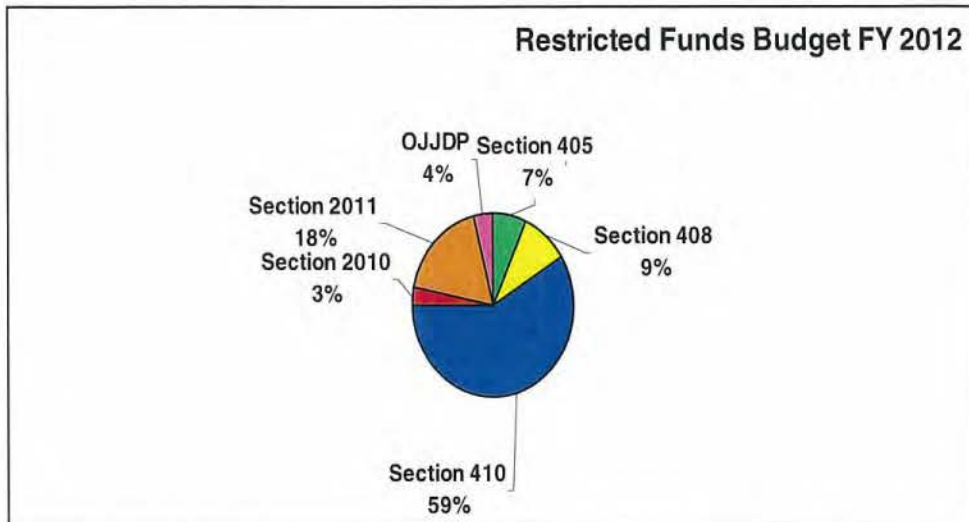
**Exhibits 3, 4, 5, and 6** illustrate the projected sources of funding, program level budgets, and the distribution of funding by type.

**EXHIBIT 3: Unrestricted Program Funding Sources, FY 2012**



State General Fund	Section 402	Carry Forward
\$550,000	\$6,700,000	\$900,000

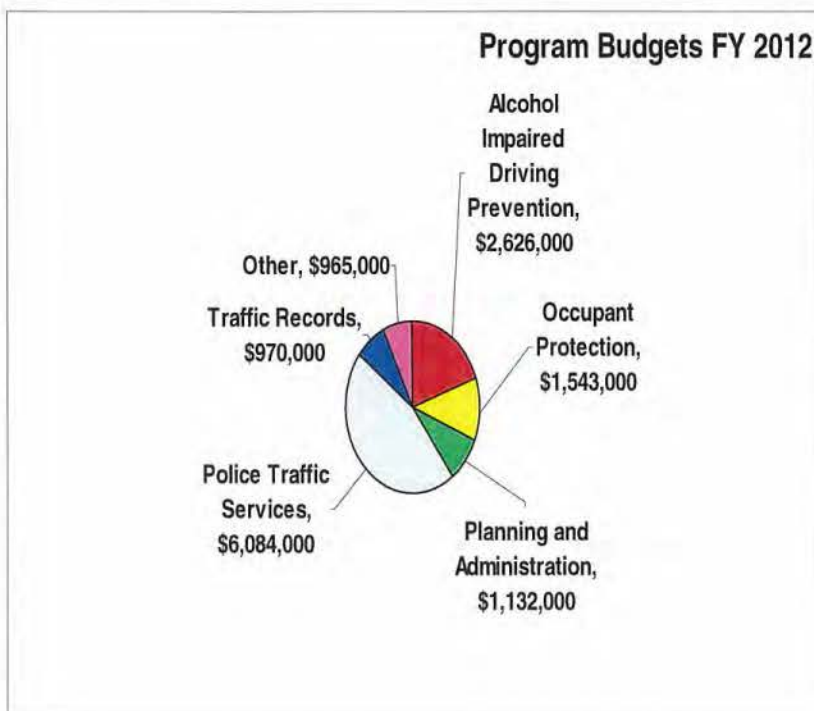
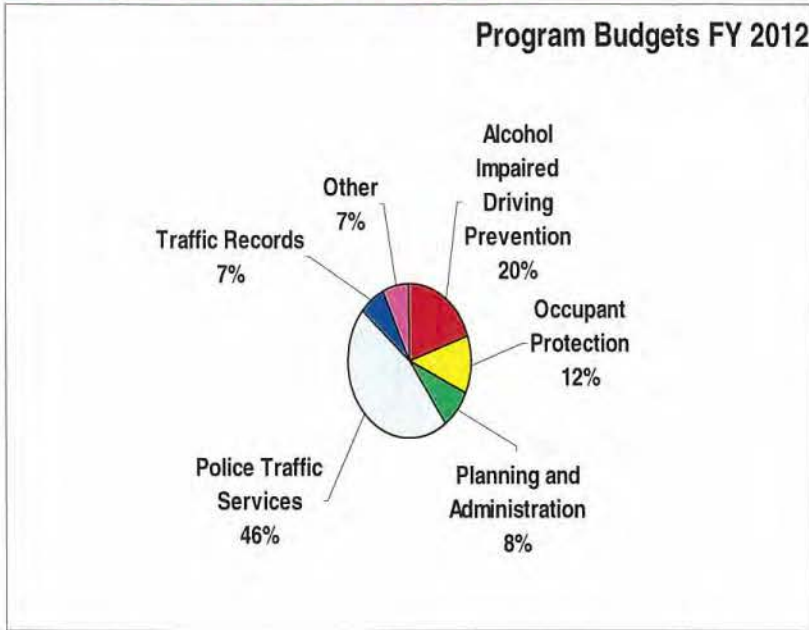
## EXHIBIT 4: Restricted Program Funding Sources, FY 2012



<b>Section 405</b>	<b>Section 408</b>	<b>Section 410</b>	<b>Section 2010</b>
\$507,000	\$600,000	\$3,778,000	\$175,000

<b>Section 2011</b>	<b>OJJDP</b>
\$1,140,000	\$300,000

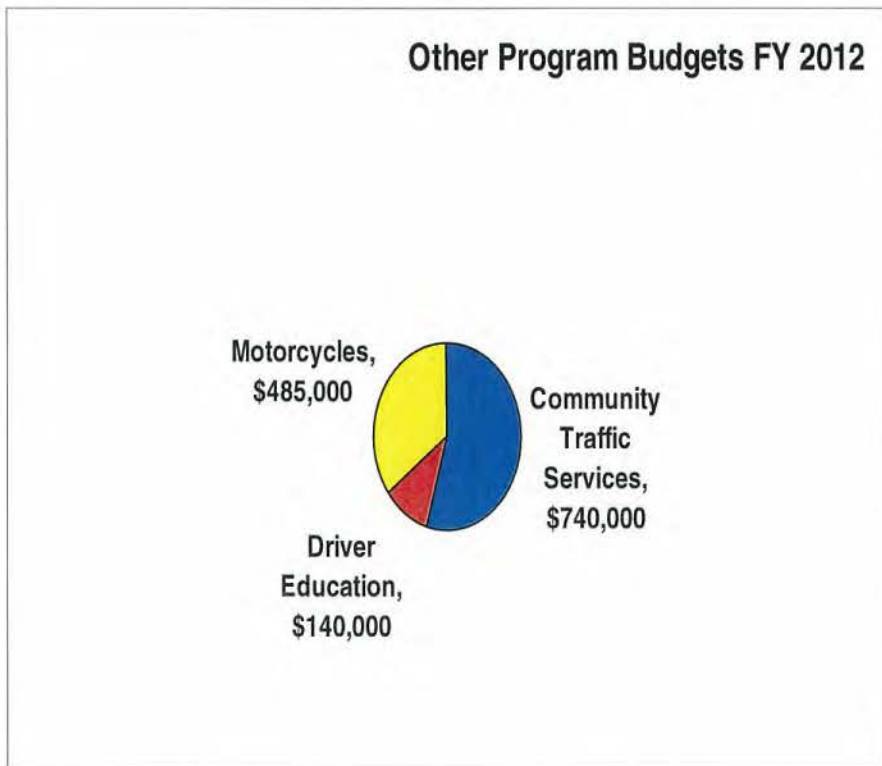
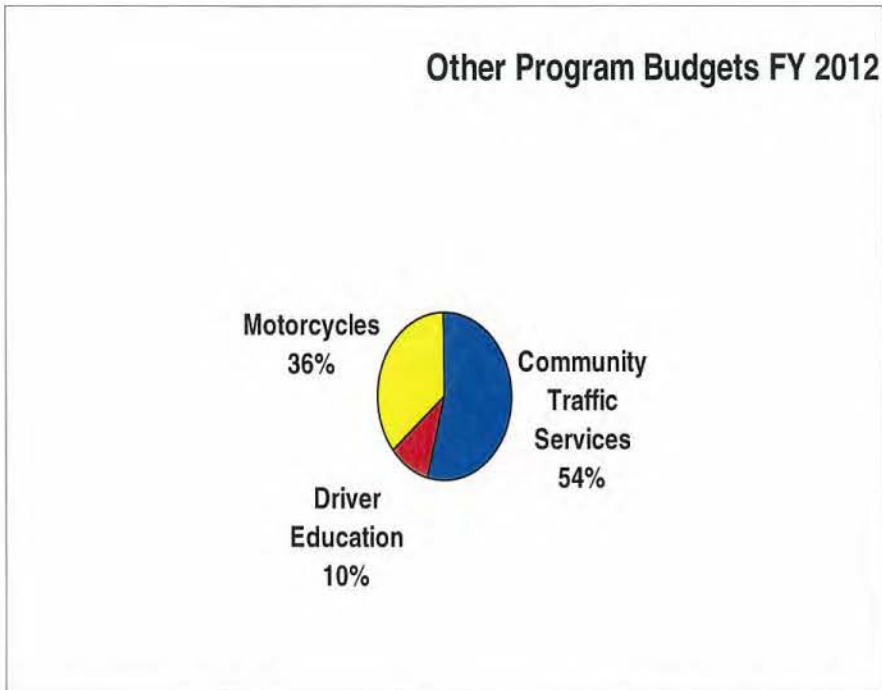
## EXHIBIT 5: Program Budgets, FY 2012



Alcohol	Occupant Protection	Planning/ Administration	Police Traffic Services
\$2,626,000	\$1,543,000	\$1,132,000	\$6,084,000

Traffic Records	Other
\$970,000	\$965,000

**EXHIBIT 6: "Other" Program Budgets, FY 2012**



<b>Motorcycles</b>	<b>Community Traffic Services</b>	<b>Driver Education</b>
<b>\$485,000</b>	<b>\$740,000</b>	<b>\$140,000</b>

## 5. PROJECT SELECTION

Projects are selected based on the potential for impacting traffic safety problems and moving Michigan towards the statewide traffic safety goals. Determination of which projects to pursue precedes grant solicitation in Michigan, flowing from problem identification. Some states have open solicitations in which potential grantees submit the projects which may be a point of interest for pursuit, and the state highway safety office chooses amongst the projects. In Michigan, the problems, target areas, and likely countermeasures are selected in advance, usually in consultation with potential grantees, but not dependant on volunteers or proposals from the field. OHSP actively seeks out grantees in problem areas with particular expertise.

When recommending programs, 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.

In some instances, programs such as training, public information, and mobilization campaigns are most effectively coordinated at the state level. OHSP oversees these programs. Some projects must take place at the local level, where the community experiencing the problem will have unique competence in addressing its causes.

### **Grant Development Plans**

Following dialogue with OHSP leadership about office priorities, staff prepares the grant development plans (GDPs). The GDP assists in ensuring sufficient preparations are made before program implementation, and it also serves as documentation for the program area. OHSP develops GDPs as a team effort where programs cross network areas, and serve as valuable internal planning tools. Each GDP contains:

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

Exhibit 6 is an example of the GDP form.

**EXHIBIT 6: FY2011 Grant Development Form**

Grant Development Plan

due March 4, 2011

**Strategy Name:**

**Background/Problem Statement**

**Desired outcomes/results**

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

**Funding Recommendation**

**HSP Goal/Objective targeted**

**Information sources and partners consulted**

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

Year of funding?		Will the strategy continue next year?	Y N
Expected grantee		Estimated budget	
October 1 start-up required?	Y N	Split-funded from FY2011?	Y N
Seed-funding grant needing post-OHSP continuation plan?	Y N	If so, does it have one?	
Funds for Program Mgt. Section in-house grant?	Y N	Funds for Comm. Section in-house grant?	Y N
For the benefit of locals?	Y N	PI&E materials being made?	Y N
Strategic Highway Safety Plan action item?			Y N
Contractual costs?	Y N	Personnel costs?	Y N
Indirect costs?	Y N	If so, indirect rate	
Program income?	Y N	If so, how much?	
Any equipment?	Y N	If so, matching funds	
Equipment over \$5,000 per item?	Y N	If so, matching funds	
Out-of-state travel?	Y N	If so, purpose of travel?	

**Objectives (Specific, Measurable, Attainable, Relevant, Time-bound)**

(3 or 4: what is the purpose of this grant?)

**Additional notes**

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

Author  
Approval

Date  
Date

OHSP program area staff conduct program area presentations for OHSP leadership and staff. These presentations begin with an overview of the traffic crash data, followed by an overview of the GDP's selected to address the identified problems. This presents an opportunity for back-and-forth questioning and discussion, bringing out detail and emphasis that might be lost in the pages of text. It also allows everyone in the office to become better aware of plans and partnership opportunities in other program areas.

### **Management Review**

OHSP management reviews the material presented for final selection of which programs will receive funding. This recapitulates the list of factors staff consider in the programs and recommendations, providing an office-wide rather than program area-specific perspective. In this way, greater attention can be placed on budget limitations and on balancing demands and opportunities in various program areas.

Grant development begins with final approval.

## **6. PERFORMANCE MEASURES**

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

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

The National Highway Traffic Safety Administration and Governors Highway Safety Association have agreed on a minimum set of performance measures to be used by state and federal agencies in the development and implementation of behavioral highway safety plans and programs. The measures follow. All fatality numbers are from the Fatal Analysis Reporting System (FARS), with the rest coming from state databases and surveys. Goals are copied from Section 2 or set by the same procedure. (Goals may be at or above earlier years' actual crash numbers during especially good years. Goals are set from the normalized trend values to reduce the effects of annual variation. That is, if last year was unusually good for a program area, next year's goal should realistically assume some regression to the mean.)

2009 FARS data was not available before the FY2011 Performance Plan was due. The relevant boxes have been left blank for later completion.



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

	actual (from)						goal (to)	
	2005	2006	2007	2008	2009	2010	2011	2012
Traffic fatalities	1,129	1,086	1,087	980	871	937	896	860
Serious ("A") Injuries in traffic crashes	8,486	7,618	7,485	6,725	6,511	6,917	6,172	5,924
Fatalities per 100 million VMT	1.09	1.04	1.04	0.97	0.91	1.0	0.86	0.82
Rural fatalities per 100 million VMT	2.02	2.03	2.00	1.84	1.27	Pending		
Urban fatalities per 100 million VMT	0.67	0.59	0.61	0.56	.72	Pending		
Unrestrained passenger vehicle occupant fatalities, all seat positions	270	252	256	241	199	202	199	191
Fatalities in crashes involving a driver or motorcycle operator with a BAC of .08+	327	335	304	282	246	174	267	256
Speeding-related fatalities	243	219	242	232	205	170	189	182
Motorcyclist fatalities	124	114	123	128	90	127	128	128
Un-helmeted motorcyclist fatalities	22	13	11	14	11	35	14	14
Drivers age 20 or younger in fatal crashes	208	183	213	166	151	119	163	156
Pedestrian fatalities	137	136	131	114	118	133	108	104
Safety belt use (daytime, observed)	92.9%	94.3%	93.7%	97.2%	97.9%	95.2%	97.0%	97.0%
Safety belt citations issued during grant-funded enforcement activities (FY)	42,481	35,388	25,310	23,924	21,510	11,880		
Impaired driving arrests made during grant-funded enforcement activities (FY)	2,050	2,706	2,200	2,685	2,381	1,638		
Speeding citations issued during grant-funded enforcement activities (FY)	7,081	9,076	6,642	12,711	10,341	5,296		

\* **2009 FARS data used.** Goals are not required for VMT death rate components.

## Traffic Safety Performance Measures for States and Federal Agencies Telephone Survey Responses (Percentages)

Jan 06	Apr 06	May 06	June 06	Aug 06	Sept 06	Aug 07	Sept 07	May 08	June 08	July 08	Aug 08	Sept 08	Mar 09	May 09	June 09	July 09	Aug 09	Sept 09	May 10	June 10	Aug 10	May 11	June 11
"In the past 30 days, have you driven a motor vehicle, let's say, within 2 hours after drinking alcoholic beverages?": "Yes"																							
13	12	12	9	11	9	6	11	6	8	10	9	11	8	9	8	9	8	9	7	2	11	9	6
"In the past 30 days, have you seen or heard of any special effort by police to arrest drivers in your community for drunk driving?": "Yes"																							
44	22	27	28	27	41	23	35	19	20	22	16	29	14	19	17	25	20	24	23	27	31	25	16
"If you drove after having too much to drink and be able to drive safely, how likely are you to be stopped by a police officer?": "Almost certain", "Very likely," or "Somewhat likely"																							
62	63	66	71	62	63	58	51	60	65	65	73	73	71	70	70	64	70	75	75	65	71	64	66
"When driving this vehicle, how often do you wear your safety belt?": "All the time" & "When was the last time you did NOT wear your safety belt while driving?": "I always buckle my seat belt" or "More than one year ago" (always buckles up)																							
69	82	68	71	67	71	79	73	80	67	79	74	80	80	75	83	80	86	87	92	94	94	94	97
"When driving this vehicle, how often do you wear your safety belt?": "Most of the time" or "All the time" (almost always buckles up)																							
99	97	97	99	98	97	98	97	98	97	99	97	98	98	99	99	99	98	98	95	94	96	94	97
"In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for safety belt violations?": "Yes"																							
31	19	30	56	44	42	40	40	16	57	44	36	36	18	16	39	32	25	25	30	31	31	12	36
"Assume for a moment that you do not use your safety belt AT ALL while driving over the next six months. What are the chances you will receive a ticket for NOT wearing a safety belt?": "Very" or "Somewhat likely"																							
58	66	72	75	64	66	64	61	59	69	72	69	71	66	64	75	66	65	74	31	73	51	75	74
"When you drive on a local road that has a speed limit of 35 mph, how often would you say you drive faster than 40 miles per hour?": "Most of the time" or "half the time"																							
																10					8	13	7
"When you drive on a freeway with a speed limit of 70 mph, how often do you drive faster than 75 miles per hour?": "Most of the time" or "half the time"																							
																14					18	21	20
"If you drove 10 miles per hour over the speed limit on a freeway, would you say your chances of getting a ticket would be very likely, somewhat likely, somewhat unlikely or very unlikely?": "very likely, somewhat likely"																							
																70					67	86	51
"In the past 60 days, have you read, seen, or heard anything about speed enforcement by the police?": "Yes"																							
																36					30	28	23

Surveys were of 400 Michigan drivers. The four Traffic Safety Performance Measures survey questions on speed were not asked before being added to a 500-driver survey in 2009. Note that the safety belt use question

appears twice. The first line is “always,” the second is “usually.” “Always” is double-filtered: drivers were first asked how often they wear their belts, and if they report “always,” they were asked when they last failed to wear it; if that was any time in the past year, they were counted as “usually” rather than “always.”

**Traffic Safety Performance Measures for States and Federal Agencies  
GHSA/NHTSA Recommended Standardized Goal Statements**

- C-1) To decrease traffic fatalities 18.5 percent from the normalized 2007 value of 1,056 to 860 by December 31, 2012.
- C-2) To decrease serious ("A") traffic injuries 18.5 percent from the normalized 2007 value of 8,326 to 5,924 by December 31, 2012.
- C-3a) To decrease fatalities/VMT 18.5 percent from the normalized 2007 value of 1.01 to 0.82 by December 31, 2012.
- C-4) To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 18.5 percent from the normalized 2007 value of 234 to 191 by December 31, 2012.
- C-5) To decrease alcohol impaired driving fatalities in which a driver has at least a .08 BAC 18.5 percent from the normalized 2007 value of 314 to 256 by December 31, 2012.
- C-6) To decrease speeding-related fatalities 18.5 percent from the normalized 2007 value of 223 to 182 by December 31, 2012.
- C-7) To maintain motorcyclist fatalities at the normalized 2007 value of 128 through December 31, 2012.
- C-8) To maintain un-helmeted motorcyclist fatalities at the normalized 2007 value of 14 through December 31, 2012.
- C-9) To decrease drivers age 20 or younger involved in fatal crashes 18.5 percent from the normalized 2007 value of 191 to 156 by December 31, 2012.
- C-10) To reduce pedestrian fatalities 18.5 percent from the normalized 2007 value of 127 to 104 by December 31, 2012.
- B-1) To maintain statewide observed seat belt use of front seat outboard occupants in passenger vehicles above the 2008 usage rate of 97 percent through December 31, 2012.

The calculations are explained in Section 2: Goal Determination and Analysis. The "normalized" 2007 value identifies the trend value after muting annual variation. The 18.5 percent reduction goal is the effect of an annual 4 percent improvement  $(1-0.96^5)$ . The actual 2007 values are in the first table in this section.

## Occupant Protection – FY2012

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

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

<b>Task 1: Child Passenger Safety</b>	<b>\$1,040,000</b>
Section 2011 funds	\$1,040,000

### Statewide Child Passenger Safety (CPS) Program

Grant Development Plan form:	OP (p.5-7)	
Benefit to Locals:	No	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	\$250,000	2011
Benefit to Locals:	Yes	
Grantee:	Marquette County Health Department	
Grant Amount, Funding Source:	\$140,000	2011
Grant Start-up:	October 1	

A regional approach will continue to be used for the Child Passenger Safety program, with the activities for the Upper Peninsula coordinated by the Marquette County Sheriff's Office. The Office of Highway Safety Planning will continue to provide overall planning and coordination support for the network in the Lower Peninsula, as well as statewide program oversight.

Funding pays for fitting stations, car seat clinics, child seat distribution, and training or recertifying child passenger safety technicians in the identified areas. The goal is to have at least one child passenger safety technician in each of the 83 Michigan counties.

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

Grant Development Plan form:	OP (p.8-9)	
Benefit to Locals:	No	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	\$650,000	2011
Grant Start-up:	October 1	

The 2010 Wayne State University study of booster seat use showed the rate of booster seat usage is 51 percent, which is the same as the use rate in 2009 but nearly double the 2007 rate of 27.2 percent. Although this is a significant increase in three years, it is still only halfway to the goal of 100 percent booster seat usage. There is a continued need to provide child safety seats, booster seats, and education to low-income and underserved families.

## Occupant Protection – FY2012

Funding will be provided for the purchase of child safety seats and registration fees and travel costs to attend the 32-hour Child Passenger Safety Technician Certification training.

<b>Task 2: Education and Communication</b>		<b>\$6,000</b>
Section 405 funds		\$6,000

### Safety Belt Convincer

Grant Development Plan form:	OP (p.3-4)	
Benefit to Locals:	Yes	
Grantee:	To be determined	
Grant Amount, Funding Source:	\$6,000	405
Grant Start-up:	October 1	

Safety belt convincers are mobile pieces of equipment that simulate low-speed crashes and demonstrate the importance of wearing a safety belt. Agencies with safety belt convincers use them one to two times per month over the summer at local events. One safety belt convincer in the Upper Peninsula will be replaced.

<b>Task 3: Evaluation</b>		<b>\$227,000</b>
Section 405 funds		\$127,000
Section 2011 funds		\$100,000

### Direct Observation Surveys: Safety Belt Use

Grant Development Plan form:	OP (p.1-2)	
Benefit to Locals:	No	
Grantee:	Michigan Technological University	
Grant Amount, Funding Source:	\$127,000	405
Grant Start-up:	October 1	

Seat belt use is one of the few objectives for which progress can be directly measured. The annual survey has tracked safety belt use since 1983, with additional surveys conducted to evaluate the *May Click It or Ticket, Buckle Up or Pay Up* mobilization. These rates assist the Office of Highway Safety Planning to develop safety belt enforcement plans and to identify the focus of the media campaign to support the mobilization. Funding will support the observation study costs.

## Occupant Protection – FY2012

### Strengthening Child Passenger Safety Program Capacity in Minority Communities

Grant Development Plan form:	OP (p.13-14)	
Benefit to Locals:	Yes	
Grantee:	To be determined	
Grant Amount, Funding Source:	\$100,000	2011
Grant Start-up:	October 1	

Restraint use by children in diverse communities is significantly lower than the national average; therefore, African American and Hispanic children have a heightened risk of serious injury or death in a crash. State and local organizations need to effectively increase the public awareness about the importance of child restraint use in the African American and Hispanic communities. In addition, diverse communities need to increase the availability of certified child safety seat technicians in the respective communities.

The Office of Highway Safety Planning will disseminate a Request for Proposals in order to obtain program ideas for addressing Child Passenger Safety in Michigan's African-American and Hispanic-American communities. It is anticipated 2-3 proposals may be considered for grant funding. The selected programs must include certain components such as training, community education, and car seat distribution where appropriate.

<b>Task 4: Program Management</b>	<b>\$270,000</b>
Section 402 funds	\$270,000

#### Program Management

Benefit to Locals:	No	
Grantee:	OHSP-Program Management Section	
Grant Amount, Funding Source:	\$270,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Program Management team required to implement and manage the Office of Highway Safety Planning pro

FY2012 - HSP Budget  
 Occupant Protection - PAP #1

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
OP-1	Child Passenger Safety (CPS)						\$1,040,000				\$1,040,000
OP-2	Education and Communication		\$6,000								\$6,000
OP-3	Evaluation		\$127,000				\$100,000				\$227,000
OP-4	Program Management	\$270,000									\$270,000
	TOTALS	\$270,000	\$133,000	\$0	\$0	\$0	\$1,140,000	\$0	\$0	\$0	\$1,543,000



## Alcohol-Impaired Driving Prevention – FY2012

There were 87,009 alcohol impaired drivers involved in crashes from 2005-2010. Each year approximately 14,502 alcohol impaired drivers are involved in a fatality, injury, or property damage crash which could have potentially been avoided. These statistics do not take into account drug impaired driving crashes. Impaired driving crashes have remained a steady percentage of fatal crashes since the mid 1990s both in Michigan and nationwide. The Office of Highway Safety Planning seeks to decrease the number of impaired drivers on the road in part by increasing the perceived risk of arrest and conviction.

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

<b>Task 1: Enforcement Support</b>	<b>\$1,020,000</b>
Section 402 funds	\$420,000
Section 410 funds	\$600,000

### Impaired Driving Detection Training

Grant Development Plan form:	PTS (p.11-20)	
Benefit to Locals:	No	
Grantee:	MSP Training Division	
Grant Amount, Funding Source:	\$495,000	410
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	\$105,000	410
Grant Start-up:	October 1	

OHSP requires Standardized Field Sobriety Testing (SFST) training for officers participating in grant-funded overtime which is essential for any officer who will participate in impaired driver enforcement. Further training also exists to educate officers for the identification of *drug-impaired* driving. The training improves the successful apprehension and prosecution rate for officers who may not have impaired driving enforcement as a component during the police academy.

Funding will support a training coordinator and expenses to administer Michigan's SFST classes and Advanced Roadside Impaired Driving Enforcement (ARIDE) training classes including instructor costs, scheduling, facilities, and programmatic/financial oversight. OHSP activities will include funding for materials. A second Drug Recognition Expert School (DRE) will also be conducted in Michigan. At least one 8 hour training session for all Michigan certified DRE's will be conducted to fulfill the 8 hour continuing education training requirement.

## Alcohol-Impaired Driving Prevention – FY2012

### Michigan State Police Toxicology Lab Backlog Reduction

Grant Development Plan form:	AL (p.1-3)	
Benefit to Locals:	Yes	
Grantee:	MSP-Forensic Science Division	
Grant Amount, Funding Source:	\$420,000	402
Grant Start-up:	October 1	

The Michigan State Police Toxicology Lab is the central resource for blood analysis for all law enforcement agencies in the event of an impaired driving crash. Since OHSP has funded this project, there has been a reduction in turnaround time for alcohol cases from a high of 37 days to a current FY 2010 level of 13 days. This is still not back to the FY 2002 level of 4 days. The current drug analysis backlog is estimated at 58 days compared to 60 days in FY 2002 which is considerably reduced from an all time high of 120 days in previous years. Due to the implementation of stricter impaired driving statutes in Michigan such as the .08 BAC and *per se* law in 2003 and the new .17 BAC law in 2010, the lab averages approximately 20,000 cases per year.

Funding will support five full-time toxicologists and one lab technician to work on chemical analysis, provide supplies for casework, and fund overtime when needed. These scientists will also provide expert witness testimony for court cases in Michigan. Each scientist can process approximately 1,500 cases per year.

<b>Task 2: Adjudication</b>	<b>\$900,000</b>
Section 410 funds	\$900,000

### Interactive Video Testimony

Grant Development Plan form:	AL (p.11-12)	
Benefit to Locals:	Yes	
Grantee:	State Court Administrative Office	
Grant Amount, Funding Source:	\$75,000	410
Grant Start-up:	October 1	

As the Michigan State Police Toxicology lab screens more blood samples for alcohol and drugs each year, it also receives more requests to testify in the related court cases. The testimony itself takes time, but it takes far more time to travel to the court and wait for the docket schedule in preparation for testifying, particularly for the more distant courts. A day out of the lab is a day added to the blood analysis backlog.

In 2007, the Office of Highway Safety Planning sponsored a pilot of an interactive video testimony system, allowing toxicologists to testify from the lab via live remote video. The system has been very successful, and it earned a Council of State Governments 2008 Innovation Award.

## Alcohol-Impaired Driving Prevention – FY2012

Funding will be granted to purchase and install up to five Polycom video solutions for use in district courts allowing scientists to testify from the lab via live remote video.

### Traffic Safety Resource Prosecutor

Grant Development Plan form:	AL (p.4-6)	
Benefit to Locals:	Yes	
Grantee:	Prosecuting Attorneys Association of Michigan	
Grant Amount, Funding Source:	\$295,000	410
Grant Start-up:	October 1	

Effective prosecution is an essential component for deterring impaired driving in Michigan. If prosecutors do not have traffic-related training, they will be unprepared for the complexities of impaired driving case law and court practices. OHSP has supported a Traffic Safety Resource Prosecutor (TSRP) since 2000 which is now a nationwide best practice.

The TSRP provides training to law enforcement agencies and county prosecutors' offices on impaired driving, court testimony, crash reconstruction, presentation skills, and other topics of value to traffic prosecutors. Funding will support salaries and training expenses for law enforcement grantees.

### Adjudication Training

Grant Development Plan form:	AL (p.7-8)	
Benefit to Locals:	Yes	
Grantee:	Michigan Judicial Institute	
Grant Amount, Funding Source:	\$30,000	410
Grant Start-up:	October 1	

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

The Michigan Judicial Institute will serve as the training resource for the 3½ day National Drug Court Institute's Sobriety Court training and the one day refresher Sobriety Court training.

## Alcohol-Impaired Driving Prevention – FY2012

### Sobriety Court Enhancement

Grant Development Plan form:	AL (p.9-10)	
Benefit to Locals:	Yes	
Grantee:	State Court Administrative Office	
Grant Amount, Funding Source:	\$500,000	410
Grant Start-up:	October 1	

Drug and alcohol-impaired driving courts consistently reduce recidivism among offenders who complete the specialty court program. Michigan's 37 sobriety courts are running at capacity and are unable to expand to meet the full demand for services. The recidivism rate for participants is 29% as compared to 48.5% for non-participants.

Up to thirteen more specialty courts will initiate or expand sobriety court operations in FY 2012. Funding will support probation officers, overtime, drug testing, and transportation along with the increase in sobriety courts.

<b>Task 3: Reducing Underage Drinking</b>	<b>\$285,000</b>
OJJDP	\$285,000

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

Grant Development Plan form:	AL (p.13-15)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$155,000	OJJDP
Benefit to Locals:	No	
Grantee:	Michigan State Police-MCTSI	
Grant Amount, Funding Source:	\$30,000	OJJDP
Grant Start-up:	October 1	

Teens who begin drinking before age fifteen are four times as likely to have alcohol dependency as adults. Despite the fact that individuals under the age of 21 cannot legally drink, since 2005, there has been an average of 174 underage drinking drivers in fatal or serious injury crashes per year. The numbers drop each year with an all-time low in 2010 of 123 but the problem remains constant.

Enforcement can reduce underage drinking by limiting availability of alcohol and intervening in its actual use, in addition to impaired driving patrols after the fact. Officers work with retailers to prevent sales to minors, and compliance checks confirm retailers are following the law. "Party Patrol" task forces enforce underage drinking in private residences and open areas, and controlled dispersal training prevents further problems that can arise from breaking up the parties. Funding will support equipment and fuel and overtime for patrols.

## Alcohol-Impaired Driving Prevention – FY2012

### Innovative Training for Law Enforcement

Grant Development Plan form:	AL (p.16-17)	
Benefit to Locals:	No	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	\$100,000	OJJDP
Grant Start-up:	October 1	

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

<b>Task 4: Program Management</b>	<b>\$471,000</b>
Section 402 funds	\$456,000
OJJDP	\$15,000

### Program Management

Benefit to Locals:	No	
Grantee:	OHSP-Program Management Section	
Grant Amount, Funding Source:	\$456,000	402
Grant Amount, Funding Source:	\$15,000	OJJDP
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Program Management team required to implement and manage the Office of Highway Safety Planning programs.

FY2012 - HSP Budget  
 Alcohol-Impaired Driving - PAP #2

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
AL-1	Enforcement Support	\$420,000			\$600,000					\$420,000	\$1,020,000
AL-2	Adjudication				\$900,000					\$0	\$900,000
AL-3	Reducing Underage Drinking							\$285,000		\$0	\$285,000
AL-4	Program Management	\$456,000						\$15,000		\$0	\$471,000
	TOTALS	\$876,000	\$0	\$0	\$1,500,000	\$0	\$0	\$300,000	\$0	\$420,000	\$2,676,000

## Police Traffic Services – FY2012

The National Highway Traffic Safety Administration requires the Office of Highway Safety Planning (OHSP) to implement activities in support of national highway safety goals to reduce motor vehicle related fatalities and injuries that also reflect the primary data-related crash factors within the state. The activities include participation in national law enforcement mobilizations as well as sustained enforcement of statutes addressing impaired driving and occupant protection.

<b>Task 1: Traffic Enforcement</b>	<b>\$3,256,000</b>
Section 402 funds	\$1,624,000
Section 405 funds	\$ 104,000
Section 410 funds	\$1,528,000

### Overtime Traffic Enforcement

Grant Development Plan form:	PTS (p.1-10)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$1,144,000	402
Grant Amount, Funding Source:	\$1,528,000	410
Benefit to Locals:	Yes	
Grantee:	Michigan State Police-MCTSI	
Grant Amount, Funding Source:	\$ 480,000	402
Grant Amount, Funding Source:	\$ 104,000	405
Grant Start-up:	October 1	

Enforcement increases compliance with traffic laws. The credible threat of a citation or arrest reduces traffic violations, crashes and fatalities and injuries. OHSP will fund cooperative overtime enforcement in twenty-five counties focusing on impaired driving and seat belt compliance particularly during statewide mobilizations and crackdowns. Enforcement will focus on peak crash times.

High visibility enforcement will continue in seven counties with an increased emphasis on impaired driving enforcement during the summer months. Reflective "drunk driving enforcement area" signs will be posted along the enforcement corridor.

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

## Police Traffic Services – FY2012

<b>Task 2: Enforcement Support</b>	<b>\$105,000</b>
Section 402 funds	\$105,000

### Law Enforcement Conference

Grant Development Plan form:	PTS (p.17-20)	
Benefit to Locals:	No	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	55,000	402
Grant Start-up:	October 1	

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

Traffic safety laws have changed and there is no other source in Michigan that provides free training to road patrol officers. OHSP will plan and execute two conferences: one in Lansing and one in the Upper Peninsula.

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

Grant Development Plan form:	PTS (p.15-20)	
Benefit to Locals:	Yes	
Grantee:	Local and county law enforcement	
Grant Amount, Funding Source:	\$50,000	402
Benefit to Locals:	No	
Grant Start-up:	October 1	

Recognition of accomplishments for traffic safety encourage agencies to not only continue to make traffic safety a local priority, but to bolster the quantity and quality of enforcement efforts, adopt effective traffic safety policies, increase training, and improve public information and education efforts in the community.

The Michigan Association of Chiefs of Police (MACP) hosts a Traffic Safety Awards Program each year as part of their Winter Training Conference. The MACP Traffic Safety Committee identifies award selection criteria that include identifying a problem, enforcement strategies deployed to address the problem, public information, and other key elements. Michigan AAA funds the purchase of award plaques, and OHSP offers grant awards to the winning agencies. The award recipients are recognized during the Awards Banquet at the MACP Conference.



## Police Traffic Services – FY2012

<b>Task 3: Education and Communication</b>	<b>\$1,590,000</b>
Section 402 funds	\$ 90,000
Section 402 funds – Paid Media	\$ 480,000
Section 410 funds – Paid Media	\$ 750,000
Section 405 funds – Paid Media	\$ 270,000

### Mobilization Paid Advertising (Click It or Ticket)

Grant Development Plan form:	PTS (p.6-7)	
Benefit to Locals:	Yes	
Grantee:	OHSP-PI&E	
Grant Amount, Funding Source	\$480,000	402 – Paid Media
Grant Amount, Funding Source:	\$750,000	410 – Paid Media
Grant Amount, Funding Source:	\$270,000	405 – Paid Media
Grant Start-up:	October 1	

Special traffic enforcement programs have a far greater likelihood of success when combined with a strong publicity component. As safety belt use increases, the need for paid advertising surrounding statewide enforcement periods becomes even greater because it is more difficult and challenging to reach those motorists who are failing to buckle up. Further, it is imperative that a strong enforcement and penalty message is conveyed to motorists most likely to drive impaired in order to persuade the target audience to make safe and responsible choices.

The target audience in both instances is young men. Since young men typically are not engaged in either reading the news or watching it on television, advertising becomes the prime means for conveying information regarding special traffic enforcement efforts. Funding will cover paid advertising costs during the specified mobilization.

### Mobilization Message Development and Media Planning

Grant Development Plan form	PTS (p.4-5)	
Benefit to Locals:	No	
Grantee:	OHSP-PI&E	
Grant Amount, Funding Source:	\$90,000	402
Grant Start-up:	October 1	

Strong targeted paid advertising messages have helped the Office of Highway Safety Planning achieve one of the highest belt use rates in the nation and reduce alcohol-involved fatalities and serious injuries. This has involved periodically updating and refreshing the advertising message so it remains memorable and a call to action for young men.

The National Highway Traffic Safety Administration has a new campaign theme for the national impaired driving crackdowns. Not only should Michigan refresh its impaired driving enforcement message, it should also support and include the new

## Police Traffic Services – FY2012

national impaired driving campaign theme. Funding will support new message development efforts for media design.

<b>Task 4: Evaluation</b>	<b>\$125,000</b>
Section 402 funds	\$125,000

### Telephone Surveys

Grant Development Plan form:	PTS (p.1-4)	
Benefit to Locals:	No	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	\$125,000	402
Grant Start-up:	October 1	

Michigan has one of the best crash data reporting systems in the United States, but program planning for each new grant cycle based solely on crash data is using the rear-view mirror versus the windshield view approach. Fiscal year 2012 planning begins with the 2009 crash data, because the 2010 crash data is typically not available until May. Formal evaluation studies cannot be utilized for the current year as the publication is often not ready for disbursement until after the current program grant cycle is finished. An alternate method of research is needed to assist in the planning process for the new fiscal grant year.

Telephone surveys give OHSP immediate feedback on how drivers perceive and react to programs. Surveys allow OHSP to make adjustments mid-stream and develop plans based on current-year data. Surveys are also used to identify the need and effectiveness of other public awareness programs, including high visibility enforcement, graduated driver license education, distracted driving and motorcycle safety.

<b>Task 5: Program Management</b>	<b>\$1,008,000</b>
Section 402 funds	\$1,008,000

### Program Management

Benefit to Locals:	No	
Grantee:	OHSP-Program Management Section	
Grant Amount, Funding Source:	\$1,008,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Program Management team required to implement and manage the Office of Highway Safety Planning programs.

FY2012 - MSP Budget  
 Police Traffic Services - PAP #3

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
PT-1	Traffic Enforcement	\$1,304,000	\$104,000		\$1,528,000					\$1,304,000	\$2,936,000
PT-2	Enforcement Support	\$105,000								\$50,000	\$105,000
PT-3	Education and Communication	\$90,000									\$90,000
PT-3 PM	Education and Communication - Paid Media	\$480,000	\$270,000		\$750,000					\$480,000	\$1,500,000
PT-4	Evaluation	\$125,000									\$125,000
PT-5	Program Management	\$1,008,000									\$1,008,000
		\$3,112,000	\$374,000	\$0	\$2,278,000	\$0	\$0	\$0	\$0	\$1,834,000	\$5,764,000

# **FY2012 Traffic Enforcement Plan**



**August 2012**

## **BACKGROUND**

Ongoing enforcement programs to reduce fatal crashes and increase seat belt use have proven successful in Michigan. In 2010 Michigan had a safety belt use rate of 95.2%, and until this year, the number of people killed and injured in traffic crashes was on a downward trend.

*Click It or Ticket* is saving lives. During the three-year span from 2000-2002, right before the high visibility seat belt enforcement mobilizations began nationwide, 53,124 people perished in the 50 States and the District of Columbia while driving or riding unbuckled in passenger motor vehicles. During 2007-2009, that death toll was cut by nearly 15,000, to 38,505. That was a reduction of 27.5 percent. Michigan fared even better than the nation in reducing the unrestrained death toll. Over that same time span (2007-2009), the number of people who died unbuckled declined by 486, a decrease of 41.2 percent, a 14.1 percent improvement over the national average.

The most promising means to continue to reduce traffic deaths and injuries is a focus on impaired driving and seat belt use.

The key to success for impaired driving and seat belt programs is high visibility enforcement. Educational messages, when coupled with periodic, high visibility enforcement, bring about meaningful and lasting behavior change. The primary offenders continue to be men ages 18 to 32, which research shows are less likely to wear seat belts and more likely to drive impaired.

The National Highway Traffic Safety Administration has developed a model for conducting high visibility enforcement campaigns, combining evaluation, earned media, paid media, and enforcement. OHSP adopted this model as the basis for its enforcement campaign strategy.

## **GOALS**

- Reduce the number of vehicle occupants killed or seriously injured who were unrestrained by 8% from the 2010 goal (207) to 191 by December 31, 2012, by conducting safety belt enforcement zones.
- Reduce the number of fatal and serious injury crashes involving alcohol by 8% from the 2010 goal (1,511) to 1,393 by December 31, 2012, by conducting impaired driving patrols.

## **SEAT BELT AND IMPAIRED DRIVING ENFORCEMENT**

NHTSA requires states to participate in a seat belt enforcement mobilization over two weeks surrounding the Memorial Day holiday and an impaired driving crackdown over three weekends surrounding Labor Day.



### Overtime Patrols

Crash trend data in Michigan demonstrates a significant increase in unrestrained KA injuries around June 1, which supports the need to fund stepped-up enforcement during the Memorial Day holiday.

In 2010, 61% of vehicle occupants killed between 10 p.m. and 5 a.m. in Michigan were unrestrained (where belt use was possible and known). In addition, 67% of those people with a positive BAC killed at night were unrestrained, which supports the need to fund stepped-up enforcement during these hours.

Crash trend data also demonstrates there is a marked increase in alcohol/drug impaired drivers involved in fatal and serious injury crashes on New Year's Eve and the 4<sup>th</sup> of July, which supports the need to fund stepped-up enforcement during the Independence Day holiday.

Updated analysis for fatalities and incapacitating injuries involving an impaired driver reveal a statistically significant increase for crash trends from mid-March to early April over the last five years. Imputing the extra days included in the analysis during the "Final Four" basketball season compared to holiday periods such as Christmas and New Year's Eve, the impaired driver crash data indicates a 35% increase in fatalities and incapacitated injuries.

Based on this traffic crash data, OHSP will provide overtime funding for the following enforcement periods:

- December 16, 2011 – January 2, 2012 (impaired driving)
- March 13 – April 2, 2012 (impaired driving)
- May 21 – June 3, 2012 (safety belt (day and night))
- July 1 – July 8, 2012 (impaired driving)
- August 16 - September 3, 2012 (safety belt and impaired driving)

In addition to the mandatory enforcement periods, optional impaired driving enforcement can be scheduled over the summer from June 7 through September 22, 2012, as budgets allow.

Additional crash trend analysis will be conducted for each of the proposed funded counties to determine if additional enforcement periods have the potential to further reduce fatalities, and injuries.

Counties that will receive grant funding for overtime traffic enforcement are determined by crash data and available funding levels. A review of 2005-2010 ranking based on averages of HBD KA's and unrestrained KA's was used to identify where grant-funded overtime has the best potential to impact traffic crashes.

Fewer agencies will receive grant funding in FY12 than did in FY11. Slightly more than 150 state, county and local law enforcement agencies in 26 counties will work together to enforce traffic safety laws, reaching up to 79% of the state's population. Twenty counties in the Central/Lower Peninsula, two counties in Northern Lower Michigan and three counties in the Upper Peninsula with the highest rankings were identified (see map).



During the dedicated **Click It or Ticket** enforcement period, grant-funded safety belt enforcement zones will take place in high-traffic or 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 vehicles that stop drivers and issue citations.

Grantees will be required to conduct nighttime traffic enforcement during the two-week May mobilization. Nighttime traffic enforcement must be mobile (roving) patrols. At least one nighttime patrol will be required each weekend of the two week mobilization period by participating agencies.

At least one safety belt enforcement zone will also be conducted each week of the Labor Day drunk driving crackdown by participating agencies. It is estimated that \$1 million will be expended for overtime enforcement of the seat belt law during the mobilizations.



During the impaired driving enforcement periods, overtime impaired driving enforcement will occur as officers work saturation patrols. Saturation patrols are concentrated enforcement patrols in select high-crash areas where drivers are

observed committing a moving violation and then stopped and screened for possible alcohol violations. It is estimated \$2.1 million will be spent on overtime enforcement of the impaired driving laws during the enforcement periods.

Grant-funded agencies will be allowed to conduct additional saturation patrols during weekends from June 7 through September 22, when most serious and fatal injury crashes occur.

Funding will also support the continued use of BATmobiles in four counties. The vehicles will be used for assisting with impaired driving enforcement processing, local community events or other traffic enforcement programs.

### Earned Media

Traffic enforcement relies on publicity to aid in awareness. Earned media efforts are an important part of publicizing enforcement periods.

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

### Paid Advertising

Paid advertising allows the state to create messages and target them where they stand to have the greatest influence for behavior change.

Advertising is developed with specific enforcement-themed messages directed toward young men and then placed on programs and stations, including the internet and websites most likely to reach this group during the summer mobilizations. A strong emphasis will be placed on reach and frequency during concentrated two-week periods. Ads for the summer enforcement periods will play a week before enforcement and into the first week of enforcement. It is estimated \$1.75 million will be spent on paid advertising to support the summer enforcement periods.

### Non-grant Funded Enforcement

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

### 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 enforcement period, 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 summer enforcement period and will include an over sample of young men.

### **HIGH VISIBILITY IMPAIRED DRIVING ENFORCEMENT (HVE)**

High visibility impaired driving enforcement (HVE) is a strategy Michigan began as a pilot project in 2008. HVE will take place on roadways with a high number of alcohol-involved crashes. During pre-determined dates and times, officers will conduct late-night traffic patrols on a dedicated corridor. Reflective signs will be posted on side streets within the dedicated corridor. In addition, officers will wear reflective traffic vests to aid visibility and recognition of the program. Information cards will be given to motorists stopped for non-alcohol-related traffic offenses that explain the program seeks to reduce drunk driving through high-visibility enforcement.



This strategy for impaired driving enforcement has worked to reduce alcohol involvement in crashes. A review of the rankings of alcohol-involved fatal and serious injuries in crashes in two of the counties that conducted HVE in 2010 demonstrates remarkable results. Kalamazoo County was ranked 6 when the 2004-2008 data was reviewed. When the 2005-2010 data was reviewed, Kalamazoo County ranked 16. Ottawa County was ranked 13 and fell to 18 when the 2005-2010 data was reviewed. These positive results supported continuation of the program in 2012.

Seven counties will continue to participate in HVE enforcement. They include Genesee, Kalamazoo, Kent, Muskegon, Ottawa, Saginaw and Washtenaw.

### **LAW ENFORCEMENT TRAINING**

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

OHSP will host two training conferences in the fall of 2012 in the lower and upper peninsulas.

In addition to the training conferences, the following training courses will be offered to assist officers with detecting drunk/drugged drivers:

- Officers working grant-funded impaired driving overtime enforcement are required to have completed the NHTSA-approved Standardized Field Sobriety Testing (SFST) training. In addition, a refresher course for SFST training has been developed. It is recommended that officers who were certified prior to 2008 attend a four-hour refresher no later than September 30, 2012. SFST training classes will be scheduled throughout the year.
- Advanced Roadside Impaired Driving Enforcement (ARIDE) training will be offered to address the gap between SFST and the Drug Recognition and Evaluation (DRE) program.
- Drug Recognition Expert (DRE) training will be scheduled.
- Introduction to Traffic Engineering for the Municipal Chief training will be offered.
- Prosecuting the Drugged Driver and Cops in Court training will be provided by the Prosecuting Attorney's Association of Michigan for law enforcement officers.

### **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 the American Automobile Association (AAA). The annual awards program recognizes outstanding traffic safety efforts conducted by local police departments, county sheriff's offices, and state police posts.

Up to \$50,000 in grants will be awarded for equipment or overtime for traffic enforcement. AAA Michigan will present each finalist agency with a personalized plaque. Awards will be presented at the MACP mid-winter training conference in February 2012.

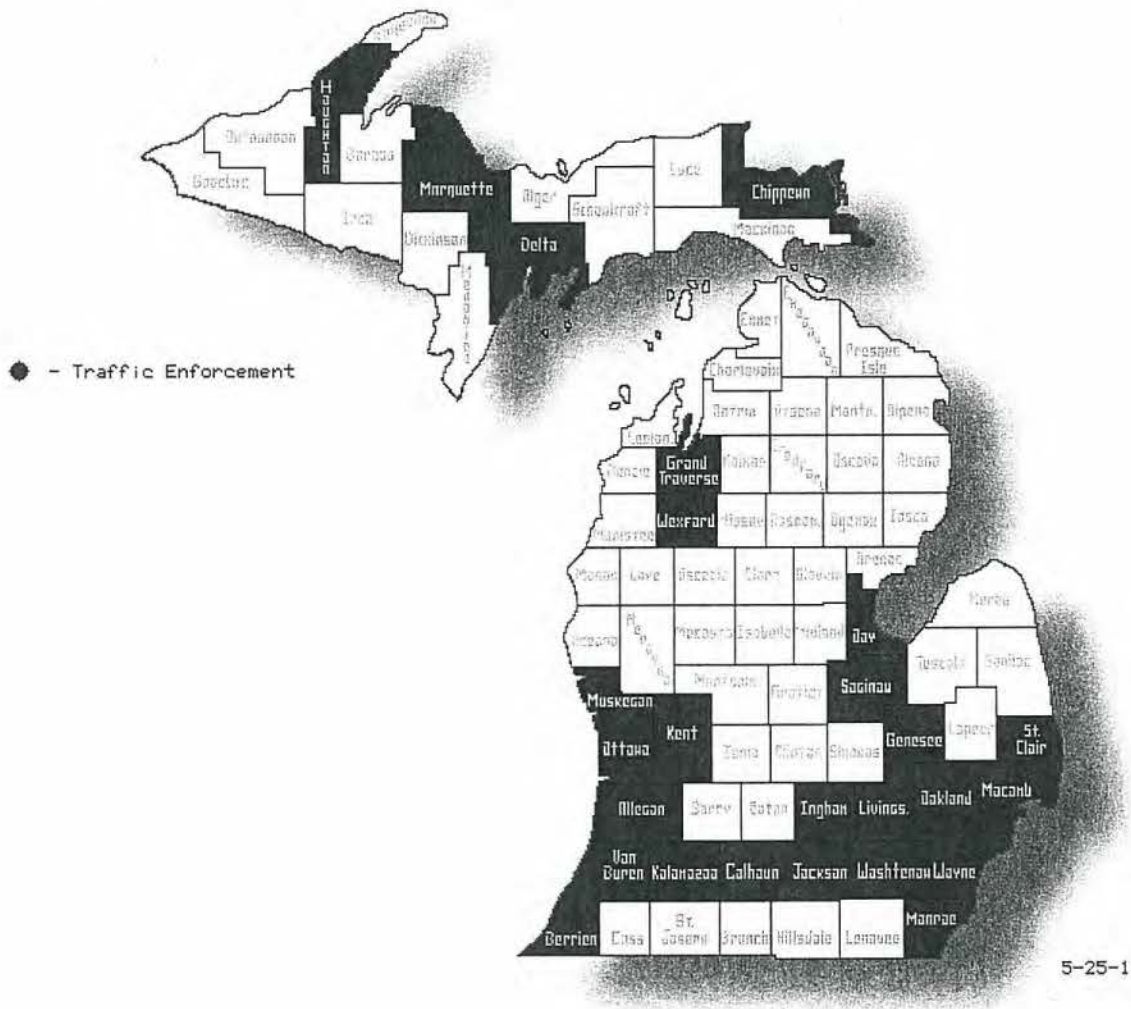


Eligible equipment to purchase with grant funds includes:

- Patrol vehicle (motorcycle, car, sport utility vehicle)
- Speed Trailer
- Total Station (or accessories)
- Operator license scanner and supplies
- In-car camera
- Radar
- Laser
- Crash Data Retrieval system (black box reader)
- Vehicle light bar
- Siren and lighting control
- Preliminary Breath Test (PBT) instrument and mouthpieces
- Digital or 35 mm camera
- Binocular
- Reflective light kit
- Reflective traffic stick
- Flare
- Stop stick
- Traffic cone
- Traffic counter
- Traffic control signs (for direction control at crash)
- Reflective traffic vest and/or rain coat
- Traffic crash software
- Flashlight
- Passive alcohol sensor
- Fatal vision goggles
- Safety belt enforcement zone or HVE road signs

**Items that will not be approved include such things as repairs, extended warranties, car radios, tasers, etc.** These items will not be reimbursed.

# Proposed locations for FY12 Traffic Enforcement Funding



## Pedestrian and Bicyclist Safety – FY2012

Pedestrians and bicyclists represent sixteen percent of traffic deaths in Michigan. They have almost no protection in the event of a crash, while sharing the roadway with multi-ton vehicles.

<b>Task 1: Education and Communication</b>	<b>\$ 0</b>
Section 402 funds	\$ 0

### Non-Motorized Safety Support

Grant Development Plan form:	
Grantee:	To be determined
Grant Amount, Funding Source:	\$ 0   0
Grant Start-up:	October 1

OHSP staff will continue to provide support in this program area by monitoring crash and fatality data and through staff participation in meetings. Bicycle and pedestrian safety public information and education material will continue to be distributed upon request.

FY2012 - TSP Budget  
 Pedestrians and Bicycles - PAP #4

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
PS-1	Education and Communication	\$0									
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

## Traffic Records – FY2012

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

<b>Task 1: Enforcement Support</b>	<b>\$600,000</b>
Section 408 funds	\$600,000

### Electronic Capture and Data Submission (ECCS) Phase #5

Grant Development Plan form:	TR (p.5-7)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$500,000	408
Grant Start-up:	October 1	

The Electronic Capture and Data Submission project is entering its fifth phase in FY 2012. Currently 70 percent of all traffic crashes are submitted electronically by 652 agencies in the state. Electronic processing of crash reports provide significant benefits in cost effectiveness and improved data accuracy, timeliness, and completeness.

Funding will allow 10-20 additional law enforcement agencies to convert from paper submission to electronic submission of traffic crash reports. It will also allow for the tracking of error rates and submission times for traffic crash reports. The goal is to convert over as many agencies as possible to electronic submission where the cost benefits would prove substantial.

### Traffic Records Data Linkage

Grant Development Plan form:	TR (p.1-2)	
Benefit to Locals:	No	
Grantee:	To be determined	
Grant Amount, Funding Source:	\$100,000	408
Grant Start-up:	October 1	

Currently there is not a system or process by which users of multiple databases can link to each other for conducting in-depth data analysis (i.e. Crash Data, Judicial Warehouse Data, Emergency Medical Services Data, Driver Records, Vehicle Records, and Roadways). This analysis would be beneficial for research in planning and evaluating traffic safety initiatives.

The funding would be used to hire a consultant to create a comprehensive technical road map to outline how to link the differing databases for multi-user groups.

## Traffic Records – FY2012

### Data-Driven Approaches to Crime and Traffic Safety (DDACTS)

Grant Development Plan form:	TR - New	
Benefit to Locals:	Yes	
Grantee:	To be determined	
Grant Amount, Funding Source:	\$0	TBD
Grant Start-up:	October 1	

OHSP is exploring law enforcement interest in implementing the DDACTS operational model. Planning for an informational webinar will take place to gauge law enforcement interest in participating in a DDACTS workshop. A workshop will be scheduled based upon response from law enforcement.

<b>Task 2: Education and Communication</b>	<b>\$200,000</b>
Section 402 funds	\$200,000

### Michigan Traffic Crash Facts

Grant Development Plan form:	TR (p.3-4)	
Benefit to Locals:	Yes	
Grantee:	Univ. of MI Transportation Research Institute	
Grant Amount, Funding Source:	\$200,000	402
Grant Start-up:	October 1	

The University of Michigan Transportation Research Institute (UMTRI) currently manages public traffic records data essential to the traffic safety community in order to identify and plan for traffic safety initiatives. The data is easily accessible on the internet through the award winning website: [www.michigantrafficcrashfacts.org](http://www.michigantrafficcrashfacts.org).

Funding would continue to support this operation along with possible improvements to the site such as exploring the need for a simpler data query tool for non-traffic safety users.

<b>Task 3: Program Management</b>	<b>\$170,000</b>
Section 402 funds	\$170,000

### Program Management

Benefit to Locals:	No	
Grantee:	OHSP-Program Management Section	
Grant Amount, Funding Source:	\$170,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Program Management team required to implement and manage the Office of Highway Safety Planning programs.

FY2012 - MSP Budget  
 Traffic Records - PAP #5

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
TR-1	Enforcement Support			\$600,000							\$600,000
TR-2	Education and Communication	\$200,000								\$200,000	\$200,000
TR-3	Program Management	\$170,000									\$170,000
	TOTALS	\$370,000	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$970,000



## Community Traffic Safety – FY2012

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>\$80,000</b>
Section 402 funds	\$80,000

### **Safe Communities: Detroit Comprehensive Traffic Safety Project**

Grant Development Plan form:	CTS (Detroit) (p.1-3)	
Benefit to Locals:	Yes	
Grantee:	Detroit Police Department	
Grant Amount, Funding Source:	\$80,000	402
Grant Start-up:	October 1	

Wayne County contains nearly twenty percent of the entire population of Michigan as well as the state's largest city: Detroit. As a result of its size and population, Detroit experiences the largest percentage of Michigan's traffic crash fatalities and injuries. Detroit is the most densely populated area in Michigan with the greatest proportion of low income and underserved population in the state.

The Detroit Police Department through a partnership involving the Michigan Office of Highway Safety Planning, the City of Detroit, Detroit Safe Community Coalitions, the faith-based community, schools, and multi-cultural groups, has been successful in providing programs directed toward reducing traffic crashes, fatalities, and injuries in the Detroit area. As a result of their knowledge and understanding of the community they serve, the Detroit Police Department is uniquely qualified and positioned to carryout these programs

Funding will support traffic safety education programs, assist with the development of materials for a culturally diverse population, participate on various traffic safety action teams, committees, and coalitions, and work on reducing pedestrian crashes, fatalities, and injuries while improving data collection programs.

## Community Traffic Safety – FY2012

<b>Task 2: Employer Outreach</b>	<b>\$60,000</b>
Section 402 funds	\$60,000

### Employer Outreach

Grant Development Plan form:	CTS (NETS) (p.1-2)	
Benefit to Locals:	No	
Grantee:	OHSP-PI&E	
Grant Amount, Funding Source:	\$60,000	402
Grant Start-up:	October 1	

Vehicle crashes cost employers \$60 billion annually. In 2009, 29 percent of all on-the-job fatalities in Michigan were transportation-related and 33 percent of all injuries at work were caused by vehicles, more than any other cause. Workplace traffic safety messages should not only pertain to "on the job" traffic safety but should encourage employees to adopt safer driving practices off the job as well. Funding will support the development and availability of employer/employee related information, materials, fact sheets, policies, and webinars.

<b>Task 3: Education and Communication</b>	<b>\$370,000</b>
Section 402 funds	\$370,000

### In-House Public Information and Education

Grant Development Plan form:	CTS (PI&E) (p.1-2)	
Benefit to Locals:	No	
Grantee:	OHSP-PI&E	
Grant Amount, Funding Source:	\$120,000	402
Grant Start-up:	October 1	

The Office of Highway Safety Planning is involved in a variety of public information campaigns and activities, all designed to promote traffic safety, safety belt use, and sober driving. As a result, a variety of public information needs arise throughout the year to support communication efforts, campaigns, and media activities. This can range from ordering additional quantities of existing materials, developing new materials to fill voids, replacing outdated items, or communicating information through newsletters and other means.

OHSP also maintains a traffic safety materials catalog and updates this catalog approximately every two years to provide the most current traffic safety information to the public.

Funding from this grant supports materials such as brochures, flyers, banners, posters, etc. Funding also allows OHSP to track its media efforts to determine the amount of news coverage the agency is receiving on various initiatives. This information is required by the National Highway Safety Traffic Administration for reporting media activity during the safety belt and impaired driving enforcement periods.

## Community Traffic Safety – FY2012

### Materials Storage and Distribution

Grant Development Plan form:	CTS (PI&E) (p. 3-5)	
Benefit to Locals:	No	
Grantee:	Michigan State Police	
Grant Amount, Funding Source:	\$200,000	402
Grant Start-up:	October 1	

Education about the state's traffic laws is vital in increasing compliance. When new laws are enacted or changes are made to existing laws such as the .08 impaired driving law, booster seat law, "Move Over" law, texting law, and the ignition interlock law, there is usually much confusion among the general public about compliance and law enforcement. By providing easy-to-understand posters, flyers, bulletins and brochures, the Office of Highway Safety Planning helps educate all audiences.

Over the past five years, an average of approximately one million public information and education items were shipped across the state. Storing and shipping these materials exceeds OHSP's staffing capabilities and organizational expertise.

### Communications Strategic Counsel

Grant Development Plan form:	CTS (PI&E) (p.6-7)	
Benefit to Locals:	No	
Grantee:	OHSP-PI&E	
Grant Amount, Funding Source:	\$50,000	402
Grant Start-up:	October 1	

At times there is a need to utilize the Office of Highway Safety Planning's creative and advertising contractor for strategic counsel on special issues which the office cannot anticipate and plan for in advance. Without access to this special expert, the Office of Highway Safety Planning may not be able to adequately assess and react to new challenges, situations, and opportunities. The contractor will also be able to provide much needed experience and expertise with social media tools to develop and launch applications to support traffic safety programs. Funding to provide for this contractor on a limited basis will allow the Office of Highway Safety Planning to access this service quickly and efficiently only on a special need basis.

## Community Traffic Safety – FY2012

<b>Task 4: Strategic Highway Safety Plan (SHSP) Update</b>	<b>\$100,000</b>
Section 402 funds	\$100,000

### SHSP Update

Benefit to Locals:	No	
Grantee:	TBD	
Grant Amount, Funding Source:	\$100,000	402
Grant Start-up:	October 1	

The SHSP was last updated in 2008 using 2007 traffic crash data. It is time to evaluate the status of the current plan, update the plan with more current up-to-date crash data, and set new goals. With the variety of traffic safety professionals involved with this plan, it is important to maintain a sense of objectivity. Funding for this project will be used to secure the services of a university to review and evaluate the current plan and to create an updated plan.

<b>Task 5: Program Management</b>	<b>\$130,000</b>
Section 402 funds	\$130,000

### Program Management

Benefit to Locals:	No	
Grantee:	OHSP-Program Management Section	
Grant Amount, Funding Source:	\$130,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Program Management team required to implement and manage the Office of Highway Safety Planning programs.

The detailed budget for the FY 2012 grant follows:

#### FY 2012 Program Management – Budget

- Salaries (\$1,029,512)
- E-Grants (\$70,000)
- Supplies (\$16,000)
- Vehicle Operations (\$19,000)
- Team Travel (\$24,000)
- Staff Training (\$5,000)
- Membership Dues (\$2,000)
- Indirect Costs (\$284,268)
- Fringes (\$549,755)
- Postage (\$2,000)
- Office Equipment Leasing (\$4,000)
- Non-OHSP Travel (\$7,000)
- Office Equipment (\$8,000)
- Orientation Meeting Costs (\$4,000)
- Support of Traffic Safety Summit (\$60,000)
- Office of Juvenile Justice and Delinquency Prevention Operating Costs (\$15,000)

FY2012 - TSP Budget  
 Community Traffic Safety - PAP #6

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
CP-1	Safe Communities Coalitions	\$80,000								\$80,000	\$80,000
CP-2	Employer Outreach	\$60,000									\$60,000
CP-3	Education and Communication	\$370,000									\$370,000
CP-4	SHSP Update	\$100,000									\$100,000
CP-5	Program Management	\$130,000									\$130,000
	TOTALS	\$740,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$740,000

## Driver Education – FY2012

Driver education involves improving driver behavior directly by teaching better skills, improving safety awareness, and motivating individuals to drive safely. Younger drivers are learning the needed skills for the very first time. Beginning and continuing education is a key factor for the prevention of crashes in Michigan.

<b>Task 1: Education &amp; Communication</b>	<b>\$90,000</b>
Section 402 funds	\$90,000

### Ford-AAA-OHSP Partnership

Grant Development Plan form:	DE (p.1-2)	
Benefit to Locals:	Yes	
Grantee:	Michigan State University	
Grant Amount, Funding Source:	\$60,000	402
Grant Start-up:	October 1	

Approximately one out of every eight 16- to 17-year-old drivers is involved in a property damage, injury or fatal crash each year. OHSP will partner with AAA, Ford Motor Company and AAA to develop a school-based teen traffic safety program aimed at reducing teen traffic crashes and fatalities. High schools in the state's top 10 counties for teen traffic crashes and fatalities will have the opportunity to receive grant funding from AAA to develop teen, peer-to-peer traffic safety campaigns. Schools determined to have the best campaign will be awarded the opportunity to attend a Ford Motor Company Funded, "Driving Skills For Life, Ride and Drive" event. OHSP will provide funding for management of the daily program operation.

### Upper Peninsula Winter Driving

Grant Development Plan form:	CTS (PI&E) (p.8)	
Benefit to Locals:	No	
Grantee:	OHSP-PI&E	
Grant Amount, Funding Source:	\$30,000	402
Grant Start-up:	October 1	

The five year average during 2005-2009 for fatalities in inclement weather and hazardous road conditions was 22 percent for the entire state while in the Upper Peninsula fatalities averaged 48 percent under these same conditions. Motorists need to be reminded about safe winter driving behaviors in the weeks preceding and following the first snowfall of the season. Funding will cover the cost of developing public service announcements

## Driver Education – FY2012

<b>Task 2: Program Assessment</b>	<b>\$25,000</b>
Section 402 funds	\$25,000

### Teen Program Assessment

Grant Development Plan form:	DE (p.3-4)	
Benefit to Locals:	No	
Grantee:	OHSP-PI&E	
Grant Amount, Funding Source:	\$25,000	402
Grant Start-up:	October 1	

The Office of Highway Safety Planning will partner with National Highway Traffic Safety Administration to select teen driving leaders from across the country to serve on the assessment panel. The Office of Highway Safety Planning will provide leadership and coordination in working with the assessment panel, the assessment facility, scheduling assessment presentations, and developing the assessment binder for Michigan's teen driver program information. The assessment will consist of interviews of teen driving partners and experts from around the state. This strategy was selected because the National Highway Traffic Safety Administration routinely utilizes assessments to evaluate other program areas.

<b>Task 3: Program Management</b>	<b>\$25,000</b>
Section 402 funds	\$25,000

### Program Management

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

Funding will provide for the shared costs of the Program Management team required to implement and manage the Office of Highway Safety Planning programs.

FY2012 - MSP Budget  
 Driver Education - PAP #8

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
DE-1	Education and Communication	\$90,000								\$60,000	\$90,000
DE-2	Program Assessment	\$25,000									\$25,000
DE-3	Program Management	\$25,000									\$25,000
	TOTALS	\$140,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$140,000



## Motorcycle Safety – FY2012

Between 2005-2010, there was an average of 3,519 motorcycle crashes each year. Crashes and fatalities are not increasing as quickly as motorcycle registrations, but motorcycle-involved crashes are usually more severe due to the lack of protection. The six year average for fatalities and incapacitating injuries involving a motorcycle is 904 riders. Approximately 90 percent of motorcycle crashes involve injuries or fatalities.

<b>Task 1: Training and Education</b>	<b>\$400,000</b>
Section 402 funds – Paid Media	\$225,000
Section 2010 funds	\$175,000

### Motorcycle Public Information Campaign

Grant Development Plan form:	MC (p.1-2)	
Benefit to Locals:	No	
Grantee:	OHSP-PI&E	
Grant Amount, Funding Source:	\$225,000	402 – Paid Media
Grant Amount, Funding Source:	\$ 75,000	2010
Grant Start-up:	October 1	

The Office of Highway Safety Planning will continue to fund a strong public information campaign supported by paid advertising or guaranteed public service announcements. Messaging will prevent motorcycle crashes by reminding riders of key issues when riding a motorcycle.

In addition, exhibiting at prime motorcycle events will assist in promoting the campaign along with motorcycle-related giveaways offered at a display booth.

### Advanced Rider Training

Grant Development Plan form:	MC (p.5-6)	
Benefit to Locals:	No	
Grantee:	Michigan Department of State	
Grant Amount, Funding Source:	\$100,000	2010
Grant Start-up:	October 1	

Rider training serves as the first point of preparation for safe motorcycle riding in Michigan. The Michigan Department of State will continue to pilot a training program teaching advanced riding skills to endorsed riders. The advanced course will focus on skill development at real world speeds, which has been shown in crash studies as lacking by those who are fatally crashing on motorcycles. Riders will be trained on proper braking, throttle management, high speed maneuvering, and curve negotiation. An estimated 750-1000 riders will be trained.

## Motorcycle Safety – FY2012

<b>Task 2: Program Management</b>	<b>\$85,000</b>
Section 402 funds	\$85,000

### Program Management

Benefit to Locals:	No	
Grantee:	OHSP-Program Management Section	
Grant Amount, Funding Source:	\$85,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Program Management team required to implement and manage the Office of Highway Safety Planning programs.

FY2012 - HSP Budget  
 Motorcycle Safety - PAP #9

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
MC-1	Training and Education					\$175,000				\$0	\$175,000
MC-1 PM	Training and Education - Paid Media	\$225,000								\$0	\$225,000
MC-2	Program Management	\$85,000								\$0	\$85,000
	TOTALS	\$310,000	\$0	\$0	\$0	\$175,000	\$0	\$0	\$0	\$0	\$485,000

## Emergency Medical Services – FY2012

Traffic safety continues after the crash. Providing medical care within the first hour is critical to preventing fatalities and reducing injury severity. Detection of crashes, timely response, and complete care are key priorities for keeping crash victims alive.

<b>Task 1: EMS Support</b>
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<b>\$ 0</b>
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### Emergency Medical Services Support

Grant Development Plan form:	
Grantee:	OHSP-Program Management Section
Grant Amount, Funding Source:	\$ 0
Grant Start-up:	October 1

The Office of Highway Safety Planning will work with the Emergency Management Services Coordination Committee to promote data sharing and training relevant to traffic safety.

FY2012 - HSP Budget  
 Emergency Medical Services - PAP #10

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
EM-1	EMS Support	\$0									\$0
	TOTALS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

## Planning and Administration – FY2012

<b>Task 1: Planning and Administration</b>	<b>\$1,132,000</b>
Section 402 funds	\$582,000
State general funds	\$550,000

### Planning and Administration

Benefit to Locals:	No	
Grantee:	OHSP	
Grant Amount, Funding Source:	\$582,000	402
Grant Amount, Funding Source:	\$550,000	State general funds
Grant Start-up:	October 1	

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

- Division Director (98%)
- Executive Secretary (for Division Director) (92%)
- Safety Planning and Administration Section Manager (60%)
- Analysis and Evaluation Coordinator (10%)
- Departmental Technician (for Program Management Section) (10%)
- Fiscal Management Section Manager (82%)
- Accountants (92% and 8%)
- Accounting Technician (for Fiscal Management Section) (98%)
- Secretary (for Fiscal Management Section) (48%)

FY2012 - HSP Budget  
 Planning and Administration - PAP #11

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
PA-1	Planning and Administration	\$582,000							\$550,000	\$0	\$1,132,000
	TOTALS	\$582,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000	\$0	\$1,132,000

## 2011-12 OHSP Communications Calendar

### October

National Teen Driver Safety Week Oct. 16-22	Statewide news release
School Bus Safety Week, Oct. 18-22	Statewide news release – back to school

### November

Thanksgiving holiday travel	Statewide release
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### December

Christmas/New Year's alcohol enforcement kickoff Dec. 16-Jan.2	Localized enforcement news releases; media event
Annual Evaluation Report	Final layout complete

### January

Super Bowl Sunday	General release
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### February

### March

Impaired driving enforcement March 13-April 2	Statewide release; localized releases
Michigan Traffic Safety Summit, March 20-22	Annual statewide conference; media advisory. Localized GTSAC award releases
2011 Traffic Fatalities	Statewide news release

### April

### May

Motorcycle Awareness Month	Statewide news release
Click It or Ticket mobilization, May 21 -June 3	News conferences, localized releases; \$750,000 in paid advertising targeted at young men, outreach

### June



**July**

Fourth of July alcohol enforcement July 1-8	Localized news releases; kickoff media event
Drunk Driving Audit	Statewide news release

**August**

Over The Limit. Under Arrest. crackdown, Aug. 16-Sept. 3	News conferences, \$750,000 in paid media targeted at young men, outreach
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**September**

Deer Crash Awareness activities	Michigan Deer Crash Coalition will host media event. Statewide news release.
Child Passenger Safety Week, Sept. 16-22	Statewide news release

Additional paid advertising will run in support of a motorcycle campaign. A start date has not been determined.

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

The most effective communications programs start first with policy. Once a policy is established, then program planning can take place, based on traffic research, FARS, enforcement and VMT data. From here follows communications which involves:

- Market Research
- Communications Plan
- Creative Development

## Office of Highway Safety Planning 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> Nonprofit organization committed to enhancing safety and security through motor vehicle administration and law enforcement.
<b>AASHTO</b>	<b>American Association of State Highway and Transportation Officials.</b> Standards setting body which publishes specifications, test protocols and guidelines that are used in highway design and construction throughout the United States.
<b>Accident</b>	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 " <i>crash</i> " is preferred as a more accurate description of such an event.
<b>Alcohol-Impaired Driving</b>	Drinking and driving behavior resulting in impairment of driving ability, usually where the driver has a BAC ( <i>Blood Alcohol Concentration</i> ) of .08 or higher in Michigan. Less evocative but more accurate than " <i>drunk driving</i> ," because driving ability has been shown to be affected at blood alcohol levels well before someone would generally be considered " <i>drunk</i> ". See also " <i>OWI</i> ."
<b>ARIDE</b>	<b>Advanced Roadside Impaired Driver Enforcement.</b> A class offered to law enforcement officers to detect impaired driving.
<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>CATS</b>	<b>Customer Automated Tracking System.</b> Customized data reports located on the FARS web-site regarding traffic fatalities.

<b>CIOT</b>	<b>“Click It or Ticket”</b> National safety belt enforcement campaign around Memorial Day.
<b>CODES</b>	<b>Crash Outcome Data Evaluation System.</b> A collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making.
<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> Often used to refer to vehicle restraints for children too small for safety belts such as child safety seats and booster seats.
<b>CJIC</b>	<b>Criminal Justice Information Center.</b> Division within Michigan State Police responsible for processing data, some of which is from the Michigan Traffic Crash Report ( <i>UD-10</i> ).
<b>CRAM</b>	<b>County Road Association of Michigan.</b> Promotes higher efficiency in the operation of Michigan's county road systems through the cooperative efforts of the member county road agencies.
<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 <i>“accident”</i> as this implies unpreventable random occurrence.
<b>DDACTS</b>	<b>Data Driven Approaches to Crime and Traffic Safety.</b> Integrates location-based crime and traffic crash data to determine the most effective methods for deploying law enforcement and other resources. Drawing on the deterrent value of highly visible traffic enforcement and the knowledge that crimes often involve motor vehicles, the goal of DDACTS is to reduce crime, crashes, and traffic violations across the country.
<b>DLN</b>	<b>Driver’s License Number.</b> Official document which states that a person may operate a motorized vehicle, such as a motorcycle, car, truck, or bus, on a public roadway. Issued

by a governing body and usually contains the person's driving history and other personal identifiers.

<b>DUI/DUIL</b>	<b>Driving Under the Influence / Driving Under the Influence of Liquor.</b> Operating a motor vehicle with a BAC of .08 or greater. ( <i>"Drunk driving"</i> )/Former term for <b>OWI</b> ( <i>Operating While Intoxicated</i> ).
<b>DRE</b>	<b>Drug Recognition Expert.</b> A class offered to law enforcement officers to identify drug impaired drivers.
<b>EMHSD</b>	<b>Emergency Management and Homeland Security Division.</b> Division of the Michigan State Police dedicated to emergency management between multi-jurisdictional stakeholders.
<b>EMS</b>	<b>Emergency Medical Services.</b> Incorporated within Michigan Department of Community Health and 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> Refers to the programs established and managed by many agencies in conjunction with the Office of Juvenile Justice and Delinquency Prevention which focus on underage drinking issues.
<b>FACT</b>	<b>Fatal Alcohol Crash Team.</b> Cooperative project between law enforcement and prosecutors to ensure that serious alcohol-involved crashes receive proper investigation in case a trial results from the crash.
<b>FARS</b>	<b>Fatality Analysis Reporting System.</b> Nationwide census providing National Highway Safety Traffic Administration ( <i>NHSTA</i> ), Congress and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes.
<b>FHWA</b>	<b>Federal Highway Administration.</b> Provides expertise, resources, and information to continually improve the quality of the nation's highway system and its safety programs.
<b>FMCSA</b>	<b>Federal Motor Carrier Safety Administration.</b> Responsible for the issuance, administration, and

enforcement of safety regulations, and hazardous materials regulations, as it pertains to the commercial vehicle code.

<b>FTE</b>	<b>Full-Time Employee.</b> An employee who does not work park-time, intermittent, limited-term, or seasonal hours.
<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> Represents the state and territorial highway safety offices that implement programs to address behavioral highway safety issues.
<b>GIS</b>	<b>Geographic Information System.</b> A system that captures, stores, analyzes, manages, and presents data that are linked to location(s). In the simplest terms, GIS is the merging of cartography, statistical analysis, and database technology.
<b>GTSAC</b>	<b>Governor's Traffic Safety Advisory Commission.</b> Works to identify traffic safety challenges and develops, promotes, and implements strategies to address those challenges
<b>HBD</b>	<b>"Had-Been-Drinking"</b> Used synonymously with <i>"alcohol-impaired,"</i> although it implies <i>any</i> amount of alcohol. When applied to a crash rather than a person, it means at least one driver, pedestrian, or bicyclist was drinking.
<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. Must describe the projects and activities the state plans to implement to reach the goals identified in the performance plan.
<b>ITE</b>	<b>Institute of Transportation Engineers.</b> International educational and scientific association of transportation professionals who are responsible for meeting mobility and safety needs.
<b>KA</b>	<b>Fatal and incapacitating injuries.</b> Subset of "KABCO" scale.

<b>KABCO</b>	Injury severity scale for traffic crash-related injuries. <i>K-level</i> injuries refer to injuries caused by a crash that result in death within 90 days of the incident. <i>A-level</i> injuries refer to incapacitating injuries that prevent injured persons from continuing activities they were capable of performing prior to the injury. <i>B-level</i> injuries refer to non-incapacitating injuries that are evident to observers at the scene of the crash in which the injury occurred. <i>C-level</i> injuries are non-evident but might be referenced. Crashes with only property damage are noted as “0” severity (no injury or property damage only: PDO).
<b>MACP</b>	<b>Michigan Association of Chiefs of Police.</b> Strives to improve the criminal justice system by fostering cooperation, safety, education, and administration.
<b>MADD</b>	<b>Mothers Against Drunk Driving.</b> Mission is to stop drunk driving, support victims, and prevent underage drinking.
<b>MCRUD</b>	<b>Michigan Coalition to Reduce Underage Drinking.</b> Develops and provides support to statewide coalitions and community groups working to address the issue of underage alcohol use.
<b>MCTSI</b>	<b>Michigan Comprehensive Traffic Safety Initiative.</b> The Michigan State Police component of several enforcement programs.
<b>MDCC</b>	<b>Michigan Deer Crash Coalition.</b> Mitigates both the frequency and severity of vehicle-deer crashes through public information, driver education, and applied research.
<b>MDCH</b>	<b>Michigan Department of Community Health (<i>formerly Michigan Department of Public Health</i>).</b> 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> Responsible for overall technology infrastructure and direction for state government.

<b>MDOS</b>	<b>Michigan Department of State.</b> Operates services and programs in four major areas including traffic safety and motor vehicle-related activities ( <i>e.g., driver licensing, vehicle registration, administration of driver-point system</i> ), election-related activities, activities related to presenting and preserving Michigan history, and receiving and maintaining important records of state and local governmental units. Sometimes abbreviated <b>SOS</b> ( <i>Secretary of State</i> ).
<b>MDOT</b>	<b>Michigan Department of Transportation.</b> Department of state government whose 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> Oversees various driving programs in Michigan.
<b>MJI</b>	<b>Michigan Judicial Institute.</b> Primary services include providing a comprehensive continuing education program for judicial branch employees; assisting judicial associations and external organizations to plan and conduct training events; providing complete and up-to-date legal reference materials for judges, quasi-judicial hearing officers, and others; maintaining a reference library for use by judicial branch employees; and conducting tours of and other public outreach activities for the Michigan Supreme Court Learning Center.
<b>Michigan Model</b>	Comprehensive school health curriculum which includes traffic safety - grades K-8.
<b>MTCF</b>	<b>Michigan Traffic Crash Facts.</b> Annual report and data query tool maintained by the University of Michigan Transportation Institute ( <i>UMTRI</i> ) that summarizes the yearly crash statistics for Michigan, now online at <a href="http://www.michigantrafficcrashfacts.org">http://www.michigantrafficcrashfacts.org</a> . This document and tool helps determine the areas in which programs should be targeted to reduce fatalities and injuries caused by crashes.
<b>MIP</b>	<b>Minor in Possession.</b> Term to describe the Michigan statute outlining that a minor ( <i>under age 21</i> ) shall not purchase or attempt to purchase alcoholic liquor, consume or attempt to consume alcoholic liquor, possess or attempt

to possess alcoholic liquor, or have any bodily alcohol content.

<b>MMUTCD</b>	<b>Michigan Manual of Uniform Traffic Control Devices.</b> Publication that sets forth the basic principles which govern the design and use of traffic control devices
<b>MPHI</b>	<b>Michigan Public Health Institute.</b> Dedicated to improving community health through collaboration.
<b>MPO</b>	<b>Metropolitan Planning Organization.</b> Federally-mandated and funded local decision making body that is responsible for carrying out metropolitan transportation planning processes. Within each state, a MPO must be designated for each urban area with populations of more than 50,000 people.
<b>MSA</b>	<b>Michigan Sheriffs' Association.</b> Ensures the safety and security of Michigan citizens by assisting the elected Sheriffs and their personnel in the development of resources and skills through education and training.
<b>MSP</b>	<b>Michigan State Police.</b> The Michigan state government policing authority.
<b>MSSC</b>	<b>Michigan State Safety Commission.</b> Renamed the Governor's Traffic Safety Advisory Commission in 2001. See <i>GTSAC</i> .
<b>MSU</b>	<b>Michigan State University.</b> A research and educational university located in East Lansing, Michigan.
<b>MTSC</b>	<b>Michigan Truck Safety Commission.</b> Improves truck safety by providing Michigan's trucking industry and the citizens with effective educational programs, and by addressing significant truck safety issues.
<b>MTSMS</b>	<b>Michigan Traffic Safety Management System.</b> Absorbed into the Governor's Traffic Safety Advisory Commission in 2002. See <i>GTSAC</i> .
<b>MTU</b>	<b>Michigan Technological University.</b> A research and educational university located in Houghton, Michigan.
<b>NASS</b>	<b>National Automotive Sampling System.</b> Data collected for NHTSA based on cases selected from a sample of police



crash reports composed of two systems: Crashworthiness Data System (CDS) and the General Estimates System (GES). CDS data focus on passenger vehicle crashes, and are used to investigate injury mechanisms to identify potential improvements in vehicle design. GES data focus on the bigger overall crash picture, and are used for problem size assessments and tracking trends. CDS data focus on passenger vehicle crashes, and are used to investigate injury mechanisms to identify potential improvements in vehicle design. GES data focus on the bigger overall crash picture, and are used for problem size assessments and tracking trends.

<b>NETS</b>	<b>Network of Employers for Traffic Safety.</b> National 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> Established by the Highway Safety Act of 1970 to carry out safety programs previously administered by the National Highway Safety Bureau. Directs the highway safety and consumer programs established by the National Traffic and Motor Vehicle Safety Act of 1966, the Highway Safety Act of 1966, the 1972 Motor Vehicle Information and Cost Savings Act, and succeeding amendments to these laws.
<b>NMU</b>	<b>Northern Michigan University.</b> A research and educational university located in Marquette, Michigan.
<b>NMVCCS</b>	<b>National Motor Vehicle Crash Causation Survey.</b> A nationally representative survey specifically focused toward documenting events and conditions leading up to crashes which finally captured distracted driving as an associated factor to contributing to a crash.
<b>NOPUS</b>	<b>National Occupant Protection Use Survey.</b> Collects detailed information on a national level about shoulder belt, child restraint and motorcycle helmet use.
<b>NSC</b>	<b>National Safety Council.</b> Partners with businesses, elected officials and the public to make an impact in areas such as distracted driving, teen driving, workplace safety, and safety in the home and community.
<b>NSUBS</b>	<b>National Survey on Use of Booster Seats.</b> Results of a

probability-based nationwide child restraint survey. The survey is based on observed restraint use and interviews with adult occupants to collect race, ethnicity, and other data.

- OHSP**                    **Office of Highway Safety Planning.** Division within the Department of State Police in Michigan that serves as the coordinating agency for traffic safety within the state and distributes federal funds for development, implementation, and evaluation of traffic safety programs.
- OJJDP**                    **Office of Juvenile Justice and Delinquency Prevention.** Sponsors research, program, and training initiatives; develops priorities and goals and sets policies to guide federal juvenile justice issues; disseminates information about juvenile justice issues; and awards funds to states to support local programming.
- OUID**                    **Operating Under the Influence of Drugs.** Drugged driving. Driving with any detectable amount of a schedule 1 drug in one's system is illegal in Michigan. Schedule 1 includes everything most people would mean by "*illegal drugs*," including cocaine, ecstasy, heroin, LSD, marijuana, methamphetamine, and PCP.
- OUIL**                    **Operating Under the Influence of Liquor.** Former term for *OWI*.
- OWI**                    **Operating While Intoxicated.** Refers to driving while impaired by alcohol. Drivers with blood alcohol concentration levels of 0.08 percent or greater are legally assumed to be impaired, but some drivers may exhibit impairment at lower levels. This is the law most people mean by "*drunk driving*."
- P&A**                    **Planning and Administration.** One of program area plans included in the Highway Safety Plan. The focus is on administrative side of planning and implementing traffic safety programs.
- P&P**                    **Policy and Procedures.** Set of documents that describe an organization's policies for operation and the procedures necessary to fulfill the policies
- PAAM**                    **Prosecuting Attorneys Association of Michigan.** Keeps the prosecuting attorneys informed of all changes in legislation, law, and matters pertaining to their office, to the

end that a uniform system of conduct, duty and procedure be established in each county of the state.

- PAP** **Program Area Plan.** The Highway Safety Plan includes the following program area plans: occupant protection, alcohol-impaired driving prevention, police traffic services, pedestrian/bicycle safety, traffic records, community traffic safety, driver education, motorcycle safety, emergency medical services, and planning and administration.
- PBT** **Preliminary Breath Test.** A device used by law enforcement officers for estimating the concentration of alcohol in the body by measuring the amount of alcohol exhaled from the lungs.
- Performance Plan** A component of the state's application submitted to the Federal Government each year to obtain federal funds for traffic safety. Must contain a description of the process used by the state to identify its highway safety problems, a list of measurable highway safety goals developed through the problem identification process, and a description of how projects are selected for funding.
- PI&E** **Public Information and Education.** Important for supporting traffic safety programs and creating a supportive environment for policy changes. Not effective as a stand-alone strategy for behavior change.
- PIO** **Public Information Officer.** Communications coordinators or spokespersons of certain governmental organizations (i.e. city, county, school district, state government and police/fire departments).
- PN** **Prevention Network.** Educates, trains, and provides prevention services and education pertaining to substance use, abuse, and addictions in the community.
- PSA** **Public Service Announcement.** One component of public information and education campaigns.
- PTS** **Police Traffic Services.** A program area of the Highway Safety Plan.
- SADD** **Students Against Drunk Driving renamed Student Against Destructive Decisions.** Provide students with the best prevention tools possible to deal with the issues of

underage drinking, other drug use, impaired driving and other destructive decisions.

- Safe Communities** 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.
- SAFETEA-LU** **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.** The current federal transportation legislation: Title 23.
- SCAO** **State Court Administrative Office.** Administrative agency of the Michigan Supreme Court.
- SCI** **Special Crash Investigations.** Cases are intended to be an anecdotal data set useful for examining special crash circumstances or outcomes from an engineering perspective. The benefit of this program lies in its ability to locate unique real-world crashes anywhere in the country, and perform in depth clinical investigations in a timely manner which can be utilized by the automotive safety community to improve the performance of its state-of-the-art safety systems.
- SCRC** **Safe Community Resource Consultants.** Provide technical assistance, strategic plans, and injury prevention initiatives to the coalitions of the assessing community traffic safety tool initiative.
- SDS** **State Data System.** The Not-in-Traffic Surveillance (NiTS) system is a virtual data collection system designed to provide counts and details regarding fatalities and injuries that occur in non-traffic crashes and in non-crash incidents.
- SEMCOG** **Southeastern Michigan Council of Governments.** Brings together all of the region's governments in SE Michigan to solve regional challenges.
- SFST** **Standardized Field Sobriety Testing.** A battery of three tests administered and evaluated in a standardized manner to obtain validated indicators of impairment and establish probable cause for arrest.
- SMS** **Safety Management System.** Refers to a comprehensive business management system designed to manage

occupational safety and health elements in the workplace.

**Standard Enforcement**

Enforcement provision of safety belt laws that allow police to stop motorists solely for failure to use safety belts. Michigan has had standard enforcement since 2000.

**STEP**

**Selective Traffic Enforcement Program.** The use of targeted long- or short-term enforcement for areas with specific traffic problems.

**STSI**

**State Traffic Safety Information.** A variety of state-specific traffic safety statistics, including crash-related information.

**TCRS**

**Traffic Crash Reporting System.** State crash database (*UD-10s*)

**TEA-21**

**Transportation Equity Act for the 21st Century.** The previous transportation legislation before *SAFETEA-LU*.

**TSEAC**

**Traffic Safety Engineering Action Committee.**

**TIA**

**Traffic Improvement Association** (of Oakland County). Facilitates engineering, education, and enforcement programs that reduce human and economic losses caused by traffic crashes, and improve mobility in Michigan.

**TSA**

**Traffic Safety Association.** Provide superior leadership relating to highway safety issues so that deaths, injuries, and property losses are continuously reduced.

**TSC**

**Traffic Safety Committee.** A committee formed to assist in traffic safety issues.

**UD-8**

Form used by law enforcement in Michigan to record traffic citations.

**UD-10**

The Michigan traffic crash report form. Available electronic and paper.

**UMTRI**

**University of Michigan Transportation Research Institute.** Established to address the problem of motor vehicle injury. Primary focus of research is road

transportation, with some efforts directed at marine and air transport.

<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.
<b>VIN</b>	<b>Vehicle Identification Number.</b> Unique serial number used by the automotive industry to identify individual motor vehicles.
<b>VMT</b>	<b>Vehicle Miles Traveled.</b> Number of miles that residential vehicles are driven--is probably the most important information collected by the Residential Transportation Energy Consumption Survey.
<b>WSU</b>	<b>Wayne State University.</b> A research and education university located in Detroit, Michigan.
<b>YDYDYL</b>	<b>"You Drink. You Drive. You Lose"</b> The impaired driving enforcement campaign preceding <i>"Over the Limit. Under Arrest"</i> .
<b>Zero Tolerance</b>	The State of Michigan policy of no acceptance of any level of BAC above .02 in drivers under the age of 21.

## 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
- 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

#### Section 402 Requirements

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;

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));

**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.**

(23 USC 402 (b)(1)(E));

**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. (23 USC 402(I)).**

#### **Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

**Federal Funding Accountability and Transparency Act (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded;

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits

discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702):**

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 --

*State Certifications 8/19/11*

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 (49 U.S.C. 5323(j)) which contains the following requirements:

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

**POLITICAL ACTIVITY (HATCH ACT).**

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

## **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.

## POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:


- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
  
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
  - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and



- b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan 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).

  
\_\_\_\_\_  
Governor's Representative for Highway Safety

MICHIGAN  
\_\_\_\_\_  
State or Commonwealth

2012  
For Fiscal Year

8-25-11  
Date