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2018



ANNUAL EVALUATION REPORT
MICHIGAN
CHSP
Office of Highway Safety Planning



2018 Annual Evaluation Report

MICHIGAN OFFICE OF HIGHWAY SAFETY PLANNING

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Guiding Values and Principles

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

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

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

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

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

We are committed to providing resources in an objective manner.

Office of Highway Safety Planning Mission

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

Director's Message

On behalf of everyone at the Michigan Office of Highway Safety Planning (OHSP) I am pleased to present the Fiscal Year 2018 Annual Evaluation Report (AER).

The AER is our official report to the National Highway Traffic Safety Administration (NHTSA) and the people of the state of Michigan, on how we utilized federal traffic safety funding to improve traffic safety in Michigan. The projects and programs detailed in this report are part of an ongoing process toward achieving our ultimate goal of zero fatalities on Michigan roadways.

Our FY2018 achievements included, but were not limited to, the following:

- Providing 6,431 car seats to low-income families;
- Addressing dangerous driving behavior by funding high-visibility campaigns which included more than 60,000 hours of overtime traffic law enforcement as well as paid and earned media. These campaigns removed 1,719 impaired drivers on Michigan roadways;
- In partnership with Ford Driving Skills for Life, enrolling a record number of Michigan high schools (61) to participate in *Strive for a Safer Drive*, our flag-ship teen safe driving program;
- Producing an all-new information campaign designed to remind motorcyclists to Ride Sober;
- Using innovative messaging to reduce the number of unendorsed motorcyclists in Michigan to 26,215 in 2018 from 38,000 in 2017;
- Training 27 new police Drug Recognition Experts (DREs) and providing 861 law enforcement officers with Advanced Roadside Impaired Driving Enforcement (ARIDE) training to enhance their ability to detect drugged-driving;
- Providing nearly 8,000 criminal justice professionals in-service training through the Traffic Safety Resource Prosecutor Program;
- Adding six new sobriety/hybrid court programs accepting DUI offenders and expanding the number of DUI offenders accepted by three courts;
- Conducting advanced crash reconstruction training for law enforcement in specialized crash including pedestrian/bicycle, motorcycle, and commercial vehicles;
- Providing citizens with improved access to traffic crash data and analysis through the Michigan Traffic Crash Facts Website.

These projects and many others are highly dependent on the passion, commitment, and involvement of thousands of traffic safety practitioners and partners from all over Michigan and the nation. Through their contributions on commissions, action teams, committees, networks, and projects, we are making great strides in strengthening our safety culture in Michigan.

We are proud of the work accomplished through our traffic safety partners and look forward to continued progress in 2019.



Michael L. Prince
 Director
 Office of Highway Safety Planning

Vehicle Crash Statistics

MICHIGAN CORE PERFORMANCE MEASURES
FROM NATIONAL FATALITY ANALYSIS REPORTING SYSTEM (FARS) DATABASE AS OF DECEMBER 2017

*PMI	Core Performance Measures and Targets	2013	2014	2015	2016	2017
C-1	Traffic fatalities	947	901	967	1,064	1,030
C-2	Serious injuries in traffic crashes**	5,283	4,909	4,865	5,634	6,084
C-3	Fatalities per 100 million vehicle miles traveled	1.00	.93	.99	1.07	PENDING
C-4	Unrestrained passenger vehicle occupant fatalities, all seating positions	183	196	190	198	193
C-5	Fatalities involving a driver or motorcycle operator with a BAC of .08+	249	212	266	244	311
C-6	Speed-related fatalities	255	235	264	245	241
C-7	Motorcyclist fatalities	138	112	141	152	150
C-8	Unhelmeted motorcyclist fatalities	67	52	57	78	69
C-9	Drivers age 20 or younger in fatal crashes	130	119	153	140	120
C-10	Pedestrian fatalities	148	148	166	163	156
C-11	Bicyclist fatalities	27	22	33	38	21
Live Behavior Measure						
B-1	Seat belt use (daytime, observed)	93.0%	93.3%	92.8%	94.5%	94.1%
Activity Measure						
A-1	Seat belt citations***	15,772	16,496	18,843	21,099	12,482
A-2	Impaired driving arrests***	2,196	1,196	2,109	1,269	1,871
A-3	Speeding citations***	4,175	5,061	8,317	6,926	18,154

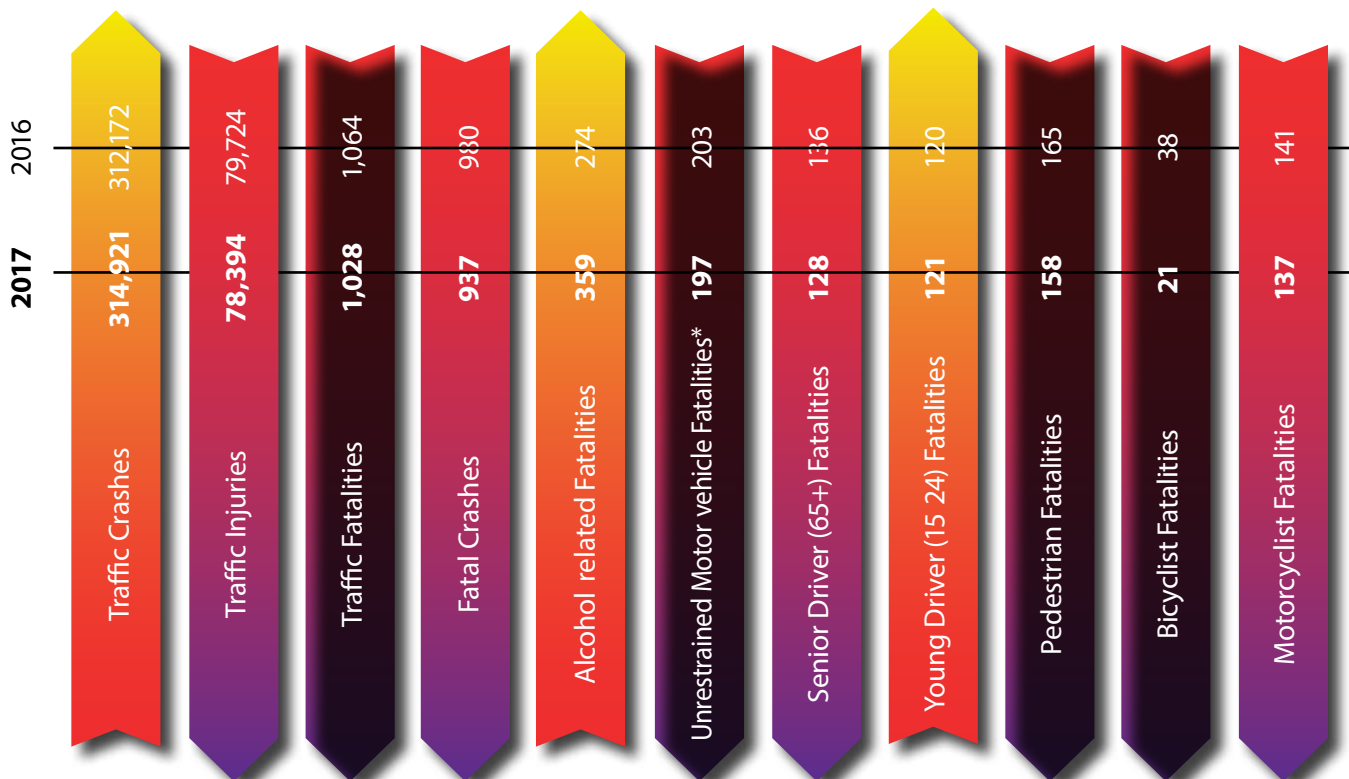
* Performance Measure Identifier.

** FARS data is displayed unless noted by * that indicates data is from the state database. The FARS is a separate dataset from Michigan's Traffic Crash Reporting System (TCRS).

Differences in data collection policies may result in slight differences between the two systems.

*** Citations shown resulted from grant-funded activities.

MICHIGAN CRASH CHANGES 2016-2017 (FROM MICHIGAN TRAFFIC CRASH FACTS DATASET)

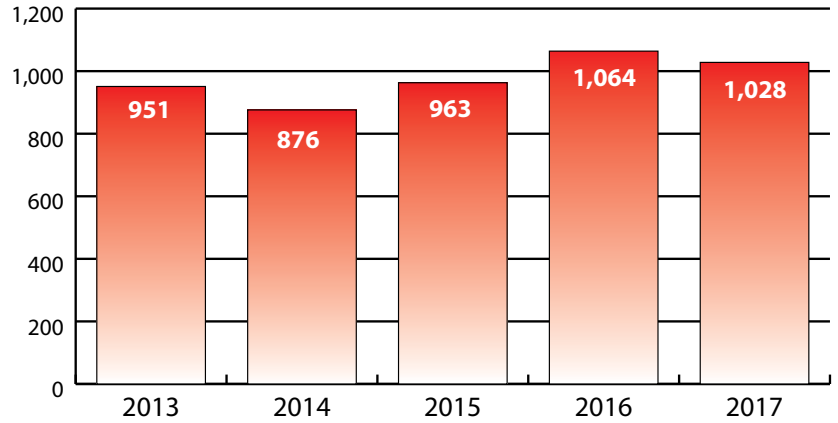


*Unrestrained Motor-vehicle Fatalities is actually Unrestrained Passenger Vehicle (veh type=1-4) Fatalities

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

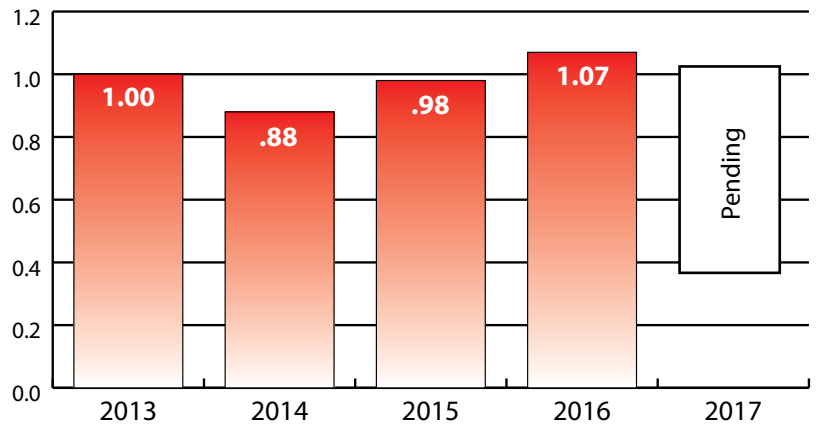
TRAFFIC FATALITIES

GOAL: reduce fatalities to 742 by 2017. **Goal not achieved**



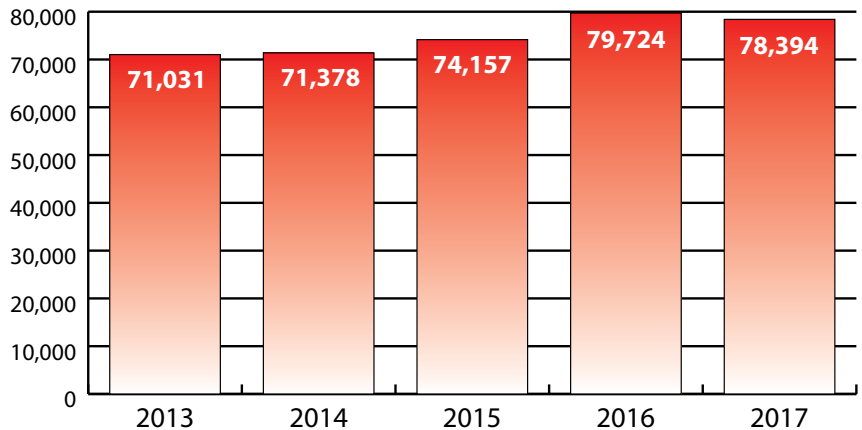
DEATHS PER 100 MILLION VEHICLE MILES TRAVELED (VMT)

GOAL: reduce the VMT death rate (per 100 million miles) to 0.85 by 2017. **Goal pending**



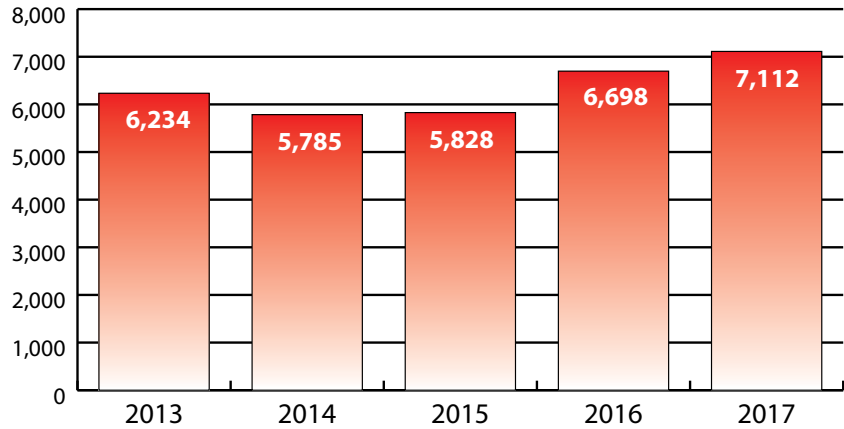
TRAFFIC INJURIES

GOAL: reduce the number of injuries of all severities to 72,682 by 2017. **Goal not achieved**



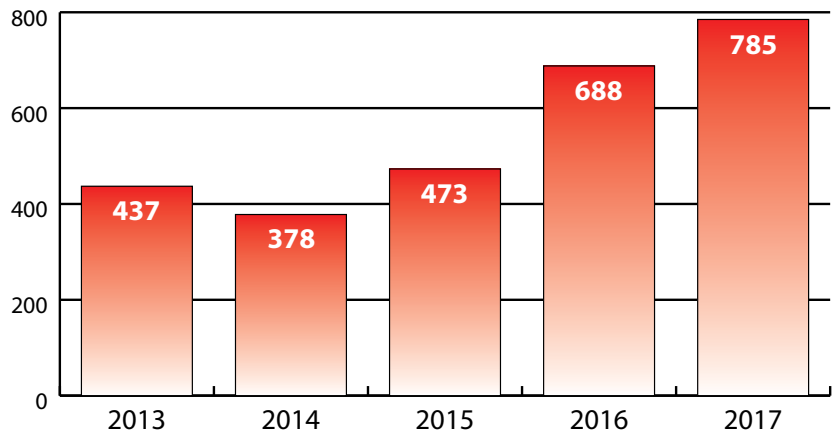
FATAL AND INCAPACITATING INJURIES

GOAL: reduce the number of fatalities and incapacitating injuries to 5,266 by 2017. **Goal not achieved**



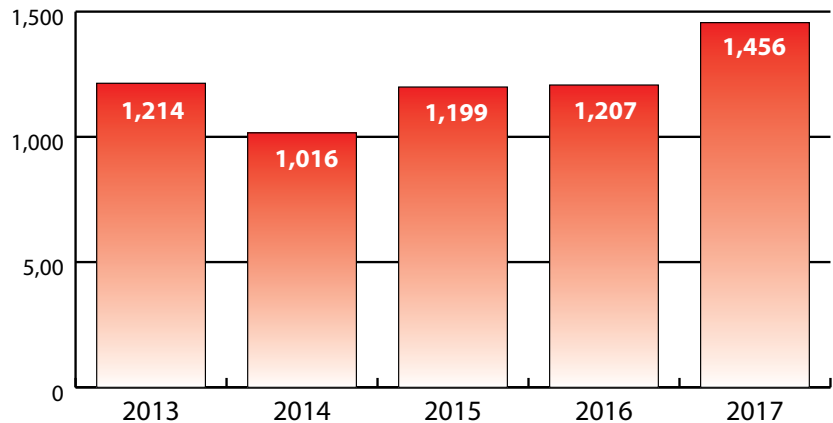
DRUGGED DRIVING

GOAL: reduce the number of fatalities and incapacitating injuries involving drugs to 464 by 2017. **Goal not achieved**



IMPAIRED DRIVING

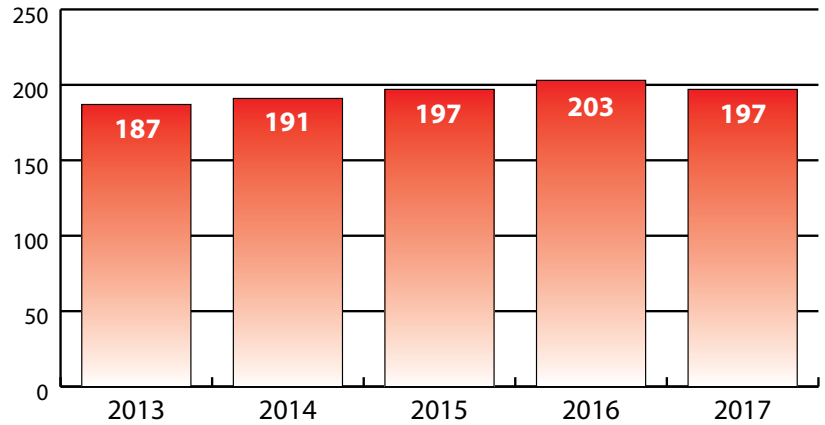
GOAL: reduce the number of fatalities and incapacitating injuries involving alcohol to 1,036 by 2017. **Goal not achieved**



UNRESTRAINED FATALITIES*

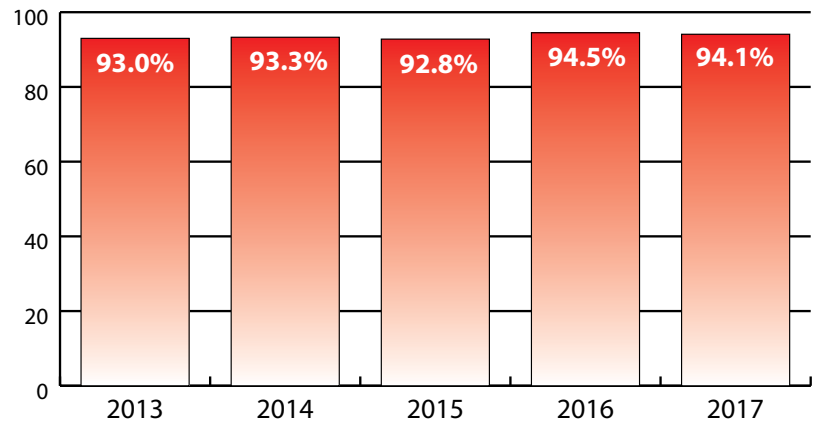
GOAL: reduce the number of fatalities to unrestrained vehicle occupants to 185 by 2017. **Goal not achieved**

**This excludes pedestrians and bicyclists.*



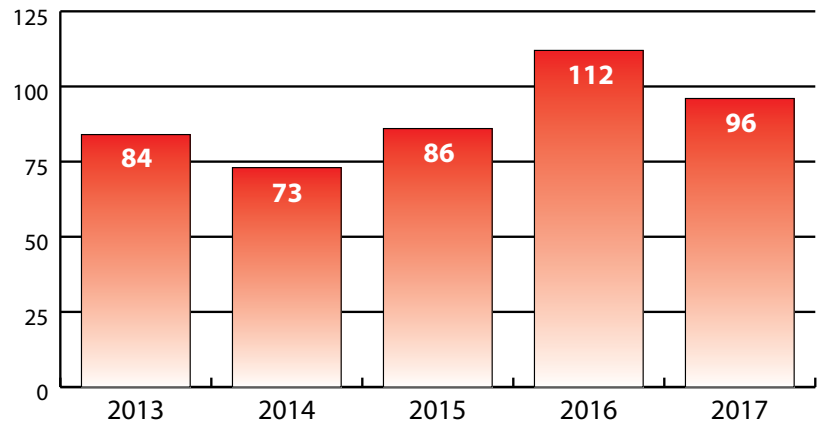
SEAT BELT USE

GOAL: increase seat belt use to 98 percent by 2017. **Goal not achieved**



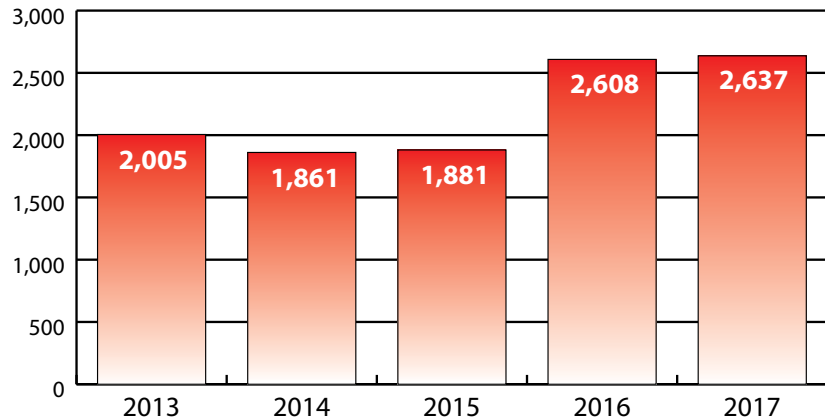
CHILD PASSENGER SAFETY

GOAL: reduce fatalities and incapacitating injuries to vehicle occupants (ages 0-8) to 59 by 2017. **Goal not achieved**



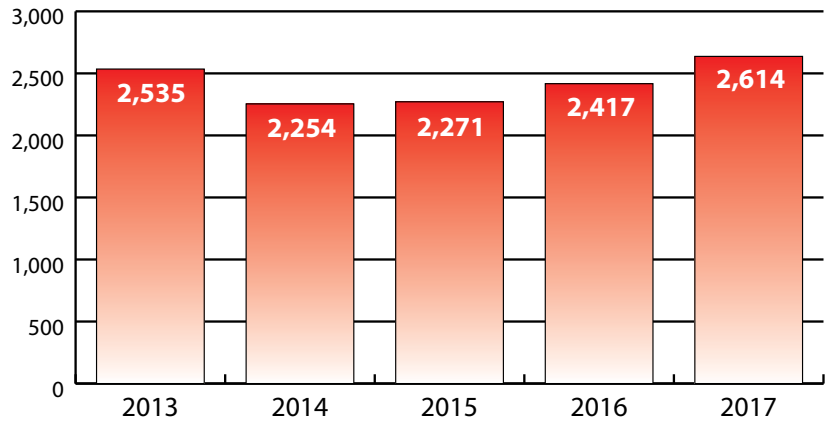
INTERSECTION CRASHES

GOAL: reduce fatalities and incapacitating injuries within 150 feet of intersections to 1,666 by 2017. **Goal not achieved**



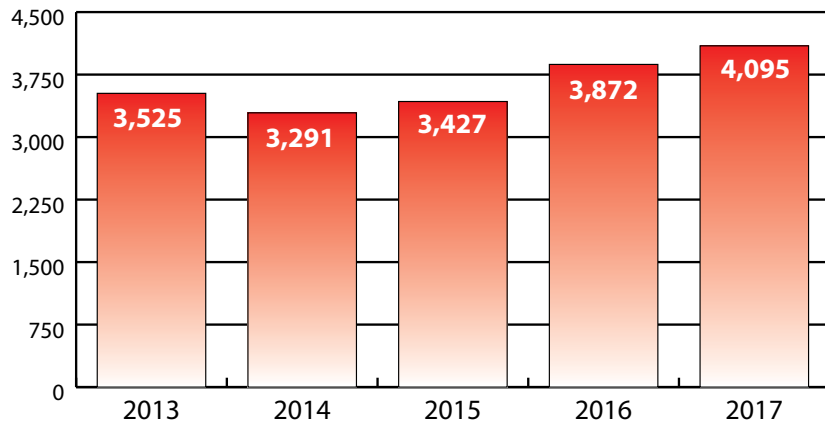
LANE DEPARTURE

GOAL: reduce fatalities and incapacitating injuries involving lane departure to 1,995 by 2017. **Goal not achieved**



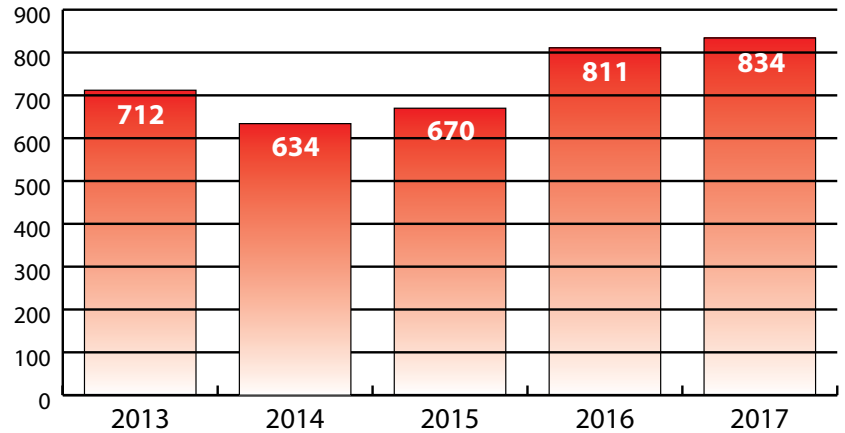
LOCAL ROADS

GOAL: reduce fatalities and incapacitating injuries on city, county, and local roads to 2,998 by 2017. **Goal not achieved**



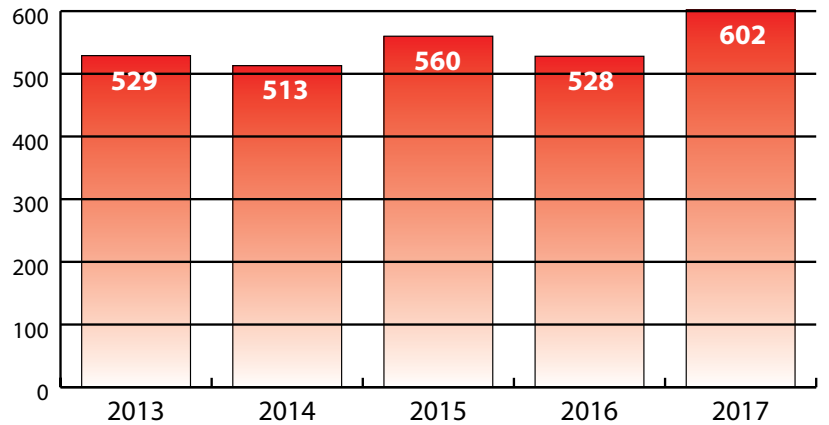
MOTORCYCLES

GOAL: reduce fatalities and incapacitating injuries involving motorcycles to 617 by 2017. **Goal not achieved**



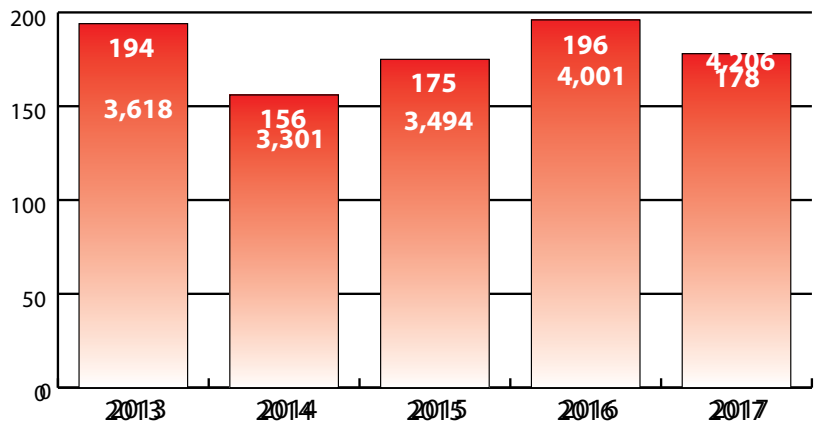
PEDESTRIANS

GOAL: reduce fatalities and incapacitating injuries to pedestrians to 549 by 2017. **Goal not achieved**



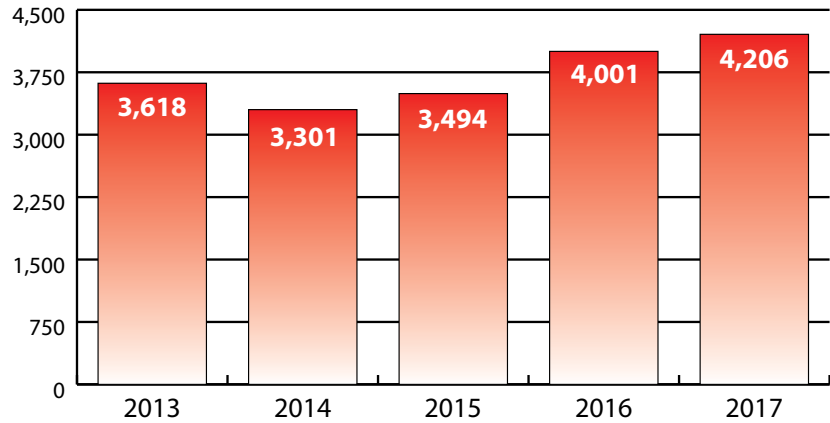
BICYCLISTS

GOAL: reduce fatalities and incapacitating injuries involving bicyclists to 165 by 2017. **Goal not achieved**



MEN

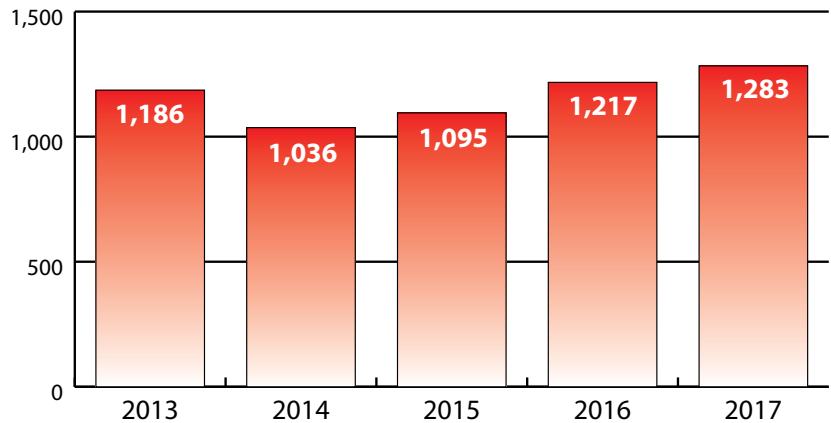
GOAL: reduce fatalities and incapacitating injuries to males to 3,197 by 2017. **Goal not achieved**



YOUNG DRIVERS 15-20*

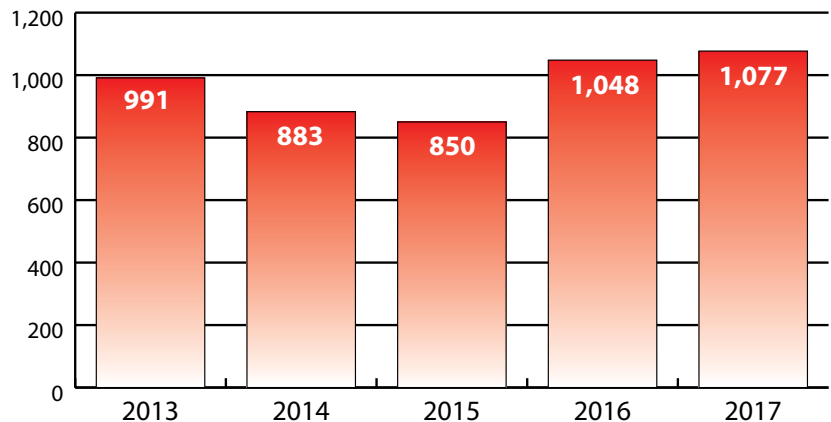
GOAL: reduce fatalities and incapacitating injuries involving drivers ages 15-20 to 774 by 2017. **Goal not achieved**

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



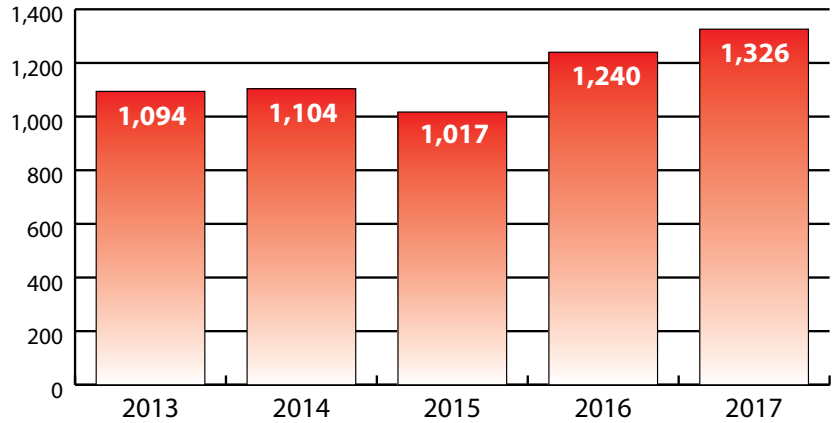
YOUNG DRIVERS 21-24

GOAL: reduce fatalities and incapacitating injuries involving drivers ages 21-24 to 789 by 2017. **Goal not achieved**



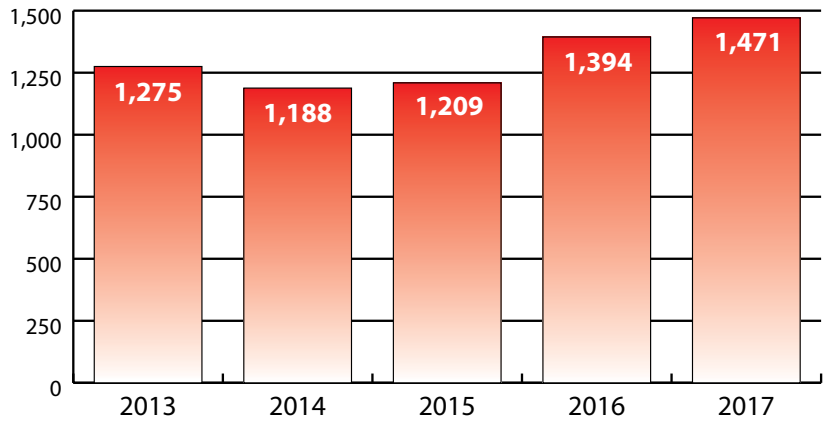
OLDER DRIVERS (AGES 65+)

GOAL: reduce fatalities and incapacitating injuries involving older drivers to 997 by 2017. **Goal not achieved**



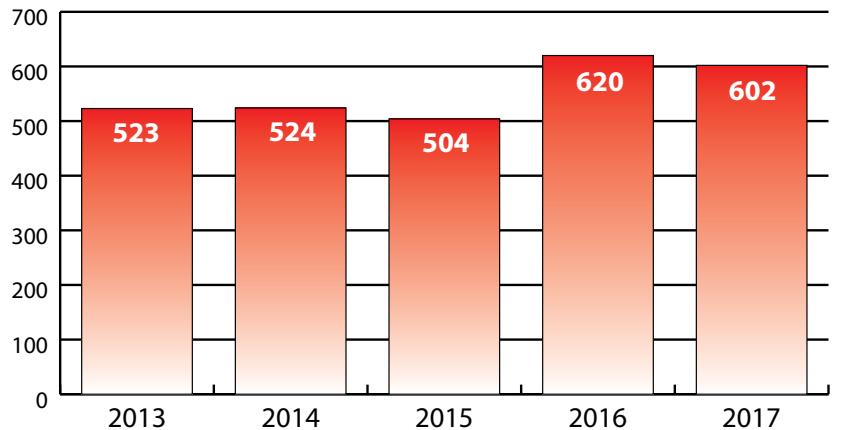
RUSH HOUR

GOAL: reduce fatalities and incapacitating injuries between 3 p.m. and 6 p.m. to 1,055 by 2017. **Goal not achieved**



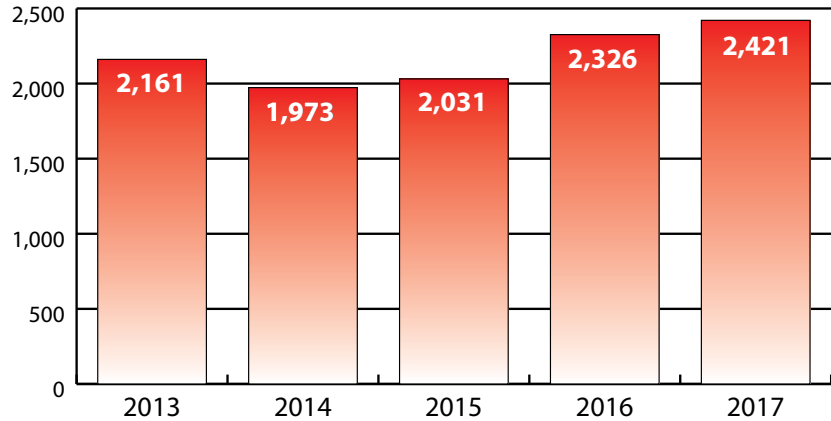
NIGHTTIME DRIVING

GOAL: reduce fatalities and incapacitating injuries between midnight and 3 a.m. to 431 by 2017. **Goal not achieved**



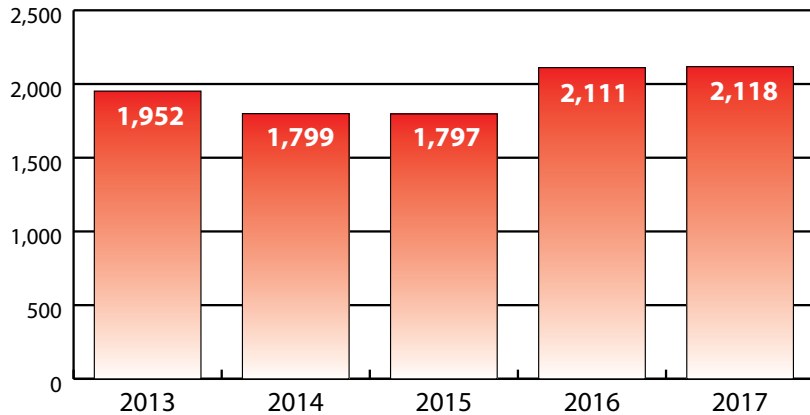
WEEKEND DRIVING

GOAL: reduce fatalities and incapacitating injuries between noon on Friday and noon on Sunday to 1,855 by 2017. **GNA**



SUMMER TRAVEL

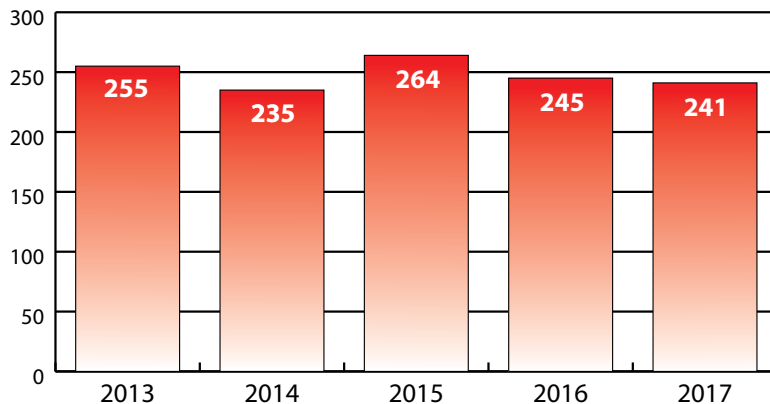
GOAL: reduce fatalities and incapacitating injuries from July through September to 1,666 by 2017. **Goal not achieved**



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

GOAL: reduce speed-related fatalities to 228 by 2017. **Goal not achieved**

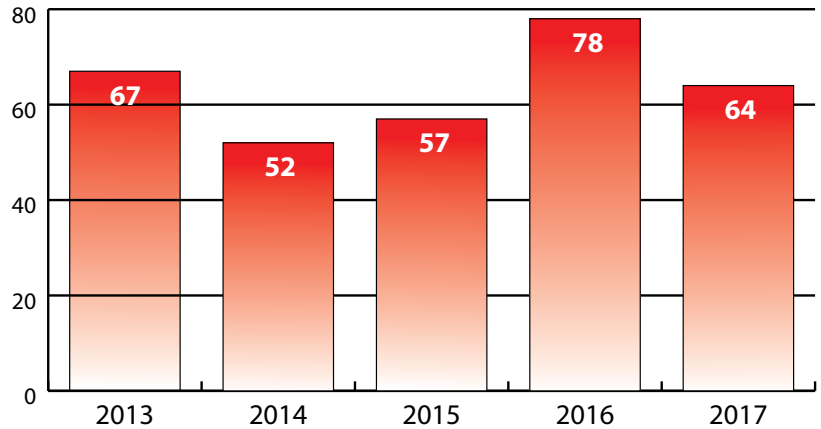
*FARS is a separate dataset from Michigan's Traffic Crash Reporting System. Differences in data collection policies may result in slight differences between the two systems.



UNHELMETED MOTORCYCLIST FATALITIES (NATIONAL FARS DATA)*

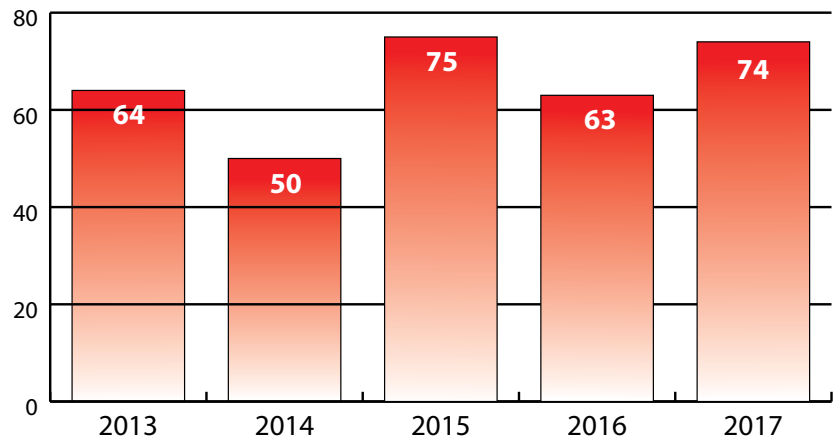
GOAL: maintain unhelmeted motorcyclist fatalities at 49 by 2017. **Goal not achieved**

*Michigan’s helmet law was modified in 2012 to allow riders over age 21 to ride without a helmet if certain conditions were observed.



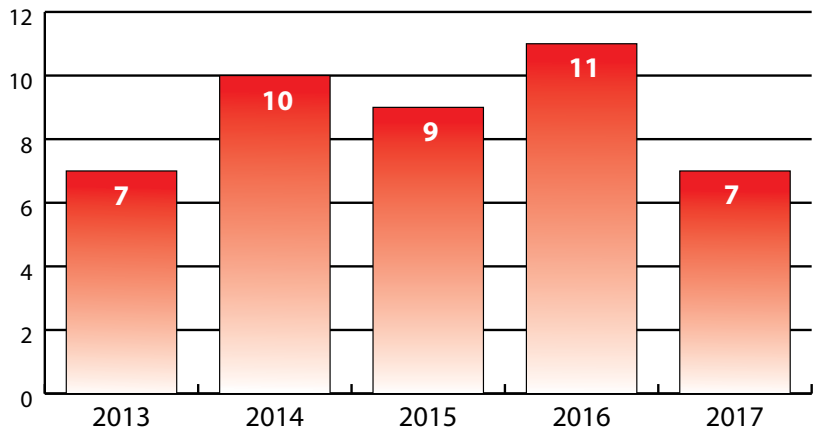
HELMETED MOTORCYCLIST FATALITIES (FOR INFORMATION ONLY)*

Helmeted motorcyclist fatalities **increased** by 15.6 percent from 2013 to 2017.



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

Unknown helmet use motorcyclist fatalities have remained unchanged from 2013 to 2017.



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



Occupant Protection

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

PROGRAM GOALS

- Increase child car seat use from 95.7 percent in 2015 to 96.5 percent by December 31, 2018.
- Increase child booster seat use from 49.7 percent in 2015 to 50.5 percent by December 31, 2018.
- Decrease fatalities and incapacitating injuries for children ages 0-8 by 30 percent from 86 in 2015 to 60 by December 31, 2018.
- Prevent fatalities from increasing from 963 in 2015 to 1,003.2 by December 31, 2018.
- Prevent serious injuries from increasing from 4,865 in 2015 to 5,136.4 by December 31, 2018.
- Prevent the vehicle mileage fatality rate from increasing from 0.98 in 2015 to 1.02 by December 31, 2018.
- Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles from 92.8 percent in 2015 to 98 percent by December 31, 2018.

CHILD PASSENGER SAFETY (CPS)

COMMUNITY CAR SEAT DISTRIBUTION

Section 402 FAST Act, 405(b) FAST Act

CP-18-01; 402 FAST ACT: Awarded \$300,000; Expended: \$292,992

BACKGROUND

Nearly one million children in Michigan are in low-income families. State assistance does not include programs to provide affordable car seats for those children. The OHSP car seat program is the largest source of car seats for low-income children.

Funding will support car seats to be provided to families in need during car seat clinics and fitting stations.

PROJECT GOAL AND RESULTS

- Provide car seats to technicians for distribution to up to 5,000 low-income families by September 30, 2018. **Goal achieved**

A total of 5,282 car seats were provided to 85 technicians in 47 counties for distribution to families in need. The car seats were distributed during regularly scheduled fitting stations, car seat clinics, or during community car seat events.

CPS TRAINING

405(b) FAST Act Training

CP-18-01; Awarded: \$100,000; Expended \$52,597

BACKGROUND

The OHSP will fund courses to train, recertify, and provide other training for technicians. The training plan will provide certification and continuing education unit (CEU) courses in regional locations, based on the outcomes of the CPS technician and resource coverage study. An additional CEU course will be held in conjunction with the annual Traffic Safety Summit, as well as renewal courses, minority-focused outreach, and training for EMS providers to learn the basics of safe transport in ambulances.

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

PROJECT GOALS AND RESULTS

- Fund up to four CPS technician courses by September 30, 2018. **Goal achieved**
- Fund up to five continuing education courses for CPS technicians by September 30, 2018. **Goal achieved**
- Achieve technician retention above the national average by September 30, 2018. **Goal not achieved**
- Provide additional CPS education and outreach by September 30, 2018. **Goal achieved**

The following courses were conducted:

Technician certification:

- Lapeer County, 22 students trained, April 11-14, 2018
- Wayne County, 19 students trained, home health care services workers, May 2-3 and 8-9, 2018
- Marquette County, 13 students trained, June 11-15, 2018
- Mecosta County, 18 students trained, July 8-12, 2018
- Otsego County, 22 students trained, August 6-9, 2018
- Washtenaw County, 14 students trained, September 12-15, 2018

Continuing Education Course:

- Ingham County, 110 students trained, two classes, March 17 and 18, 2018
 - Kalamazoo County, 20 students trained, April 13, 2018
 - Marquette County, 12 students trained, May 3, 2018
 - Grand Traverse County, 18 students trained, May 4, 2018
- Renewal Testing Course:

- Washtenaw County, 11 students trained, March 12, 2018

Special Needs:

- Special needs refresher CEU, Washtenaw County, 17 students trained, November 19, 2017
- Special needs refresher CEU, Washtenaw County, 10 students trained, August 25-27, 2018

Michigan's CPS technician average retention rate of 53.6 percent was slightly lower than the national rate of 54.6 percent.

Only one Michigan county, Luce County in the Upper Peninsula (U.P.), does not have a certified technician. However, CPS instructors and technicians in other U.P. counties provide CPS technical assistance to families in this county.

CPS education and outreach is ongoing through one-on-one caregiver education during seat checks, baby care, and parent education classes. Updates to the OHSP website, paid media, and education campaigns were conducted during the summer, with a focus on booster seat use.

Additional outreach efforts were conducted by the Safe Kids West Michigan coalition who provided CPS education to 28 lower income families in Muskegon County and distributed to 35 child safety seats. They worked with local churches and community partners to conduct car seat check events and identify potential staff to become trained CPS technicians.

MICHIGAN DEPARTMENT OF HEALTH AND HUMAN SERVICES (MDHHS) TRAINING

Section 405(b) FAST Act Training + High

OP-18-04; Awarded: \$79,430; Expended: \$70,698

BACKGROUND

The CPS program coordinator will oversee the MDHHS car seat training program with a team of 10 CPS trainers who are

located regionally around the state. The program coordinator leads training and handles program fiscal responsibilities.

This strategy fills a void because MDHHS staff is not trained on car seat use or properly transporting children, despite their responsibility for transporting children. This training will give MDHHS workers basic car seat knowledge and hands-on practice to transport children in their car more safely.

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

PROJECT GOALS AND RESULTS

- Utilizing a standardized car seat curriculum, train up to 500 MDHHS employees by September 30, 2018. **Goal achieved**

A total of 643 MDHHS employees in the Lower Peninsula received CPS awareness training. The lead CPS instructor will work with the MDHHS training coordinator to identify potential staff to continue on to become Certified CPS technicians. This would allow MDHHS the opportunity to develop their own in-house CPS training team.

UPPER PENINSULA CPS SAFETY PROGRAM

Section 405(b) FAST Act Training + High

OP-18-01; Awarded: \$205,000; Expended: \$198,422

BACKGROUND

Due to the rural nature of the U.P. a dedicated team of CPS technicians are grant funded to coordinate CPS technician training, parent education, and car seat distribution through the Kids Always Ride Safe (KARS) program which provides low-cost car seats to U.P. children.

PROJECT GOALS AND RESULTS

- Retain all U.P. counties participation in the KARS program by September 30, 2018. **Goal achieved**
- Train up to 16 new CPS technicians by September 30, 2018. **Goal achieved**
- Distribute up to 1,400 car seats by September 30, 2018. **Goal achieved**

All U.P. counties continued their participation in the KARS program. The CPS training team provided 53 KARS education sessions during FY2018. A total of 1,114 car seats were distributed throughout the U.P. via the KARS program or community events and fitting stations.

The U.P. training team also provided the MDHHS training for child protective services workers to 29 employees.

A total of 13 new technicians were trained in a certification course June 11-14.

EVALUATION

SEAT BELT AND HAND-HELD DEVICE USE DIRECT OBSERVATION SURVEYS

Section 405(b) FAST Act High

OP-18-02; Awarded: \$105,975; Expended: \$105,968

BACKGROUND

The annual post-Memorial Day survey has tracked seat belt use since 1983. The survey results assist the OHSP with developing seat belt enforcement plans and identifying the focus of media campaigns to support the mobilization. This year's observation study will also examine the use of hand-held devices. Michigan State University (MSU), in partnership with Wayne State University, conducted the survey. This is the first year that the survey used the new NHTSA-approved site locations in accordance with the federal regulation.

Funding will support observation and analysis costs.

PROJECT GOAL AND RESULTS

- Determine the 2018 seat belt use rate by September 30, 2018. **Goal achieved**
- Determine the 2018 hand-held device use rate by September 30, 2018. **Goal achieved**

The seat belt use rate for Michigan is 93.4 percent. This is a slight decrease from the 94.1 percent use rate observed during the 2017 Annual Direct Observation Survey. Males and younger occupants, specifically those in pickup trucks, continue to exhibit lower belt use rates.

The hand-held device use rate for Michigan is 7.1 percent, which represents an increase from the 6.0 percent device use rate observed during the 2017 Annual Direct Observation Survey. The overall annual rate is representative of all front seat occupants (drivers and right-front passengers), all daytime hours (7 a.m.-7 p.m.) and all days of the week.

COMBINED DATA RESEARCH PROGRAM

Section 405(b) FAST Act High

OP-18-03; Awarded \$20,000; Expended: \$19,668

BACKGROUND

The combined data research project is a comprehensive view of seat belt use and non-use with results that overlay findings with other data sources that help analysts more effectively target safety compliance, including enforcement information, traffic volumes and pattern data, crash information, and other available studies. This combined approach to analysis helps the OHSP staff gain insight to better direct enforcement and outreach efforts to increase seat belt use.

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

Funding will support completion of the final reports for this project.

PROJECT GOAL AND RESULTS

- Complete a combined research report by September 30, 2018. **Goal achieved**

This study integrated and analyzed a variety of datasets to identify the relationships between crashes, seat belt use, overtime traffic enforcement, area type (rural vs. urban), vehicle type, and other data to assist the OHSP with prioritizing and allocating resources needed to reduce unrestrained injuries and fatalities resulting from traffic crashes in Michigan.

The following conclusions were made:

1. Nationally, states with lower seat belt use rates generally have a higher percentage of fatalities that involve an unrestrained occupant. Within Michigan, counties with lower seat belt use generally have a higher percentage of fatalities and injuries that involve an unrestrained occupant.
2. Higher OHSP-funded overtime traffic enforcement citation rates are associated with higher driver seat belt use rates, by county.
3. Factors associated with lower seat belt use include: drivers who are male, black, young, in pickup trucks, and/or in rural areas. The most significant individual predictor of non-seat belt use was driving a pickup truck.

CHILD RESTRAINT USE/MISUSE SURVEY

Section 405(b) FAST Act + High

OP-18-05; Awarded: \$102,796; Expended: \$102,751

BACKGROUND

The Michigan CPS Assessment recommends that child restraint use should be measured biennially. This survey combines observation of the use rate with inspections of proper child seat installation to determine usage rates and types of car seat misuse.

PROJECT GOAL AND RESULTS

- Determine the child restraint use and misuse among children 0-8 years old by September 30, 2018. **Goal achieved**

MSU conducted the Child Restraint Use/Misuse study. Observer training was conducted in May, with classroom training and field training at intersection and driveway locations. Car seat inspector training was also conducted in the classroom and hands-on inspections in the parking lot using various seats and vehicles.

The statewide child restraint device use survey was performed between June and August. During this observation period, 2,868 observations of 0- to 7-year-old child passengers were conducted at daycare centers, fast food

restaurants, shopping centers, and recreation centers, as well as on streets adjacent to these locations throughout a 23-county sample.

The statewide child restraint use rates were 98.2 percent for 0- to 3-year-old children, which is a 2.5 percent increase over the 2015 survey. The statewide child restraint use rate was 54.5 percent for 4- to 7-year-old children, which represents a 4.8 percent increase over the 2015 survey.

The misuse inspections were performed at 27 locations statewide during the same period. A total of 244 inspections of the restraint devices used by child passengers under the age of 8 were performed, including 124 under age 2, 55 in the 2- to 3-year-old range, and 65 in the 4- to 7-year-old age range.

A total of 79.5 percent of the inspections showed one or more improper restraint characteristics (i.e., misuses) for children under the age of 8, which is higher than the 74.0 percent observed during the 2015 inspections. The overall misuse rate for children under 4 was 81.6 percent, which decreased to 63.1 percent for children ages 4 to 7, who were typically in booster seats.

Rear-facing child restraint devices (CRDs) had an overall misuse rate of 74.6 percent, which was considerably lower than the 81.1 percent observed during 2015. However, forward-facing CRDs showed an increase in misuse, increasing from 80.0 in 2015 to 87.4 percent in 2018. As expected, the lowest observed misuse rates were for children seated in booster seats, with a misuse rate was 59.0 percent, which was similar to that observed in the 2015 inspections. Booster seats have historically had lower rates of misuse compared to rear and forward facing CRDs, which is likely due to the relative simplicity of booster seat utilization compared to the other CRDs.

EDUCATION AND OUTREACH

TWEEN SEAT BELT ADVERTISING AND OUTREACH

Section 405(b) FAST Act PM PI&E

CP-18-03; Awarded: \$65,000; Expended: \$64,990

OP-18-06; Awarded: \$9,683; Expended: \$9,683

BACKGROUND

Statewide data show that children ages 8-15 are less likely to be properly restrained with seat belts than other vehicle occupants. To increase belt use, advertising will be used to more effectively reach parents of children in this age group and encourage belt use through tween, teen, and adult years. Earned media partnerships will be sought to help spread this message and bolster the impact of this campaign.

A school and community-based program will also be used to directly reach children 8-14 to provide seat belt education.

PROJECT GOAL AND RESULTS

- Develop and implement an earned media and advertising campaign by September 30, 2018. **Goal achieved**

CPS technicians from Helen DeVos Children's Hospital provided seat belt educational activities and presentations at three schools in Kent County, reaching nearly 600 students. The technicians also provided education to more than 1,000 local families at community events and at school open house events. The program was able to distribute more than 200 booster seats for children throughout Kent County.

BOOSTER SEAT ADVERTISING AND OUTREACH

Section 405(b) FAST Act PM PI&E

CP-18-03; Awarded: \$325,000; Expended \$324,593

BACKGROUND

Despite Michigan having a law requiring children to use a booster seat until age 8 or 4'9" tall for nearly a decade, less than half of children ages 4-7 are using a booster seat, according to 2015 CPS observation study.

A paid media campaign will be developed to remind parents of the law, educate them about the true risk of not using boosters, and increase booster use.

PROJECT GOAL AND RESULTS

- Develop advertising to reach children ages 4-10 and their parents by September 30, 2018 **Goal achieved**

The OHSP worked with an ad agency to create appropriate paid ads to reach parents to increase booster seat and proper car seat use. A media campaign was conducted during August and September, which included radio ads, audio/video streaming, a social media influencer program, a mobile digital component, YouTube videos, and paid social media. These campaign components were all used to reach booster seat aged children and their parents.

PICKUP TRUCK SHADOW RIDERS PROJECT

Section 405(b) FAST Act PI&E

CP-18-03; Awarded: \$45,000; Expended \$0

BACKGROUND

Young men continue to be the group with the lowest seat belt use. Pickup truck drivers, regardless of age, are using seat belts at an average of 91.8 percent, according to the 2016 direct observation survey on seat belt use.

The OHSP will partner with the Michigan Department of State (MDOS) to distribute a seat belt message to pickup drivers in low belt use, high-crash counties.

PROJECT GOAL AND RESULTS

- Develop a targeted mailing, in conjunction with the MDOS, to pickup truck drivers in counties with low seat

belt use and high unbelted traffic crashes and distribute by September 30, 2018. **Goal not achieved**

OHSP staff worked to develop graphics for use with a postcard mailing. However, the project was not completed in FY2018. The OHSP will look to complete the postcard printing and mailing in FY2019.



Troy Meder
PhD, Director

ADCUFF
ADCUFF

Technical Examination

Impaired Driving

Impaired driving crashes have remained a steady percentage of fatal crashes since the mid-1990s in Michigan and nationwide. The OHSP seeks to decrease the number of impaired drivers on the road in part by increasing the perceived risk of arrest and conviction.

PROGRAM GOALS:

- Prevent fatalities from increasing from 963 in 2015 to 1,003.2 by December 31, 2018.
- Prevent serious injuries from increasing from 4,865 in 2015 to 5,136.4 by December 31, 2018.
- Prevent the vehicle mileage fatality rate from increasing from 0.98 in 2015 to 1.02 by December 31, 2018.
- Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles from 92.8 percent in 2015 to 98 percent by December 31, 2018.
- Decrease fatalities and incapacitating injuries for alcohol-involved crashes by 14 percent from 1,199 in 2015 to 991 by December 31, 2018.
- Prevent fatalities and incapacitating injuries for drug-impaired crashes from increasing by 7 percent from 473 in 2015 to 508 by December 31, 2018.

ENFORCEMENT SUPPORT

IMPAIRED DRIVING DETECTION TRAINING

Section 405(d) FAST Act Low Drug & Alcohol Training
AL-18-01; Awarded: \$408,691; Expended: \$373,246

BACKGROUND

The OHSP requires Standardized Field Sobriety Testing (SFST) training for officers participating in grant-funded patrols. SFST training is essential for officers working impaired driving enforcement. The training improves the successful OWI apprehension and prosecution rate for officers who may not have had this training during the police academy. Refresher and advanced courses are also part of the continuing education program.

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

This SFST and ARIDE strategy will use federal funds to support a full-time SFST/ARIDE project director to coordinate the programs and provide training and materials to law enforcement agencies.

PROJECT GOAL AND RESULTS

- To increase the quantity and quality of impaired driving arrests by conducting at least 50 SFST and ARIDE classes by September 30, 2018. **Goal achieved**

SFST and ARIDE training surpassed the goal by completing 143 classes for 2,822 attendees (see table below). The demand for this training remains high. The MSP mandated that all troopers receive ARIDE training by spring of 2018. Despite the transition to a new SFST/ARIDE Program Coordinator, a total of 25 ARIDE trainings were conducted, the most ARIDE classes in one year.

FY2018

COURSE NAME	NUMBER OF COURSES	PEOPLE TRAINED
SFST Practitioner	55	1,273
SFST Refresher	62	678
SFST Instructor Refresher	1	10
SFST Instructor School	0	0
ARIDE	25	861
ARIDE Refresher	0	0
DRE	1	27 (5 prosecutors)

DRUG RECOGNITION EXPERT (DRE) TRAINING

Section 405(d) FAST Act Low Drug & Alcohol Training
CP-18-01; Awarded: \$244,885; Expended: \$211,468

YEARLY GROWTH OF ARIDE TRAINING

FISCAL YEAR	# OF CLASSES PER FISCAL YEAR	# OF OFFICERS TRAINED PER FISCAL YEAR	AT THE END OF THE FISCAL YEAR, THIS IS THE TOTAL # OF ARIDE TRAINED OFFICERS	TOTAL # OF LEO IN MI PER MCOLES	% OF ALL MI LEO THAT ARE ARIDE TRAINED
FY2009	3	49	49	20,546	0.24%
FY2010	6	151	200	19,804	1.01%
FY2011	9	274	474	19,207	2.47%
FY2012	11	266	740	18,831	3.93%
FY2013	11	316	1,056	18,665	5.66%
FY2014	12	378	1,434	18,621	7.70%
FY2015	17	476	1,910	18,514	10.32%
FY2016	17	495	2,405	18,518	12.99%
FY2017	23	595	3,000	18,630	16.10%
FY2018	25	861	3,861	18,895	20.43%
	134				

In the past five fiscal years, the number of ARIDE-trained officers increased by nearly 13%.

As of the end of FY2018, a little more than 20% of all Michigan law enforcement officers are ARIDE-trained.

Total number of LEO in Michigan provided by MCOLES: <https://www.michigan.gov/mcoles>

BACKGROUND

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

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

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

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

Trends indicate a greater number of drivers are impaired because of drugs and/or drug/alcohol combinations. As the number of drug-impaired drivers increases, so does the need for additional trained law enforcement personnel on roads and in courtrooms. Since June 1, 2011, when Michigan’s first class of certified DRE students hit the streets, DREs have conducted more than 3,400 enforcement evaluations. These enforcement evaluations are conducted by DREs only when a driver is exhibiting impairment inconsistent with the level of alcohol in their system or when zero alcohol is indicated on the breath test. In many instances,

these are situations where drivers would have been released had it not been for the intervention of a DRE.

PROJECT GOALS AND RESULTS

- Conduct one DRE class to increase the number of DRE trained officers by 17 percent from 113 in 2017 to 133 by September 30, 2018. **Goal achieved**
- Research and implement a comprehensive DRE data collection system by September 30, 2018. **Goal not achieved**

Michigan finished its eighth DRE School where 22 law enforcement officers completed the training and five prosecutors attended the two-week classroom portion. Michigan has 135 trained DRE officers. In addition, 39 prosecutors have attended the two-week classroom portion of DRE school.

The DRE tablet program began in 2017 as a two-year pilot project. Tablets were distributed to DRE instructors in year one, with the instructors evaluating their use both in the field and for training purposes. The program was to expand the second year, incorporating all or a specified number of DREs in the field for further evaluation and testing. In 2018, 13 tablets were purchased, one for the DEC program coordinator and 12 for DRE instructors. Nine instructors completed the Institute for Traffic Safety Management & Research (ITSMR) DRE Tablet Management Program training. One DRE instructor did not wish to participate in the project and two instructors were not issued tablets due to work-related matters. The nine DRE instructors first tested the tablets at the DRE field certification in Arizona. The instructors reported that the tablets were extremely useful in helping teach ARIDE and DRE classes. They could use the tablets to show PowerPoints and other curriculum. While

supervising DRE evaluations, the instructors found them to be effective and easy to use.

After returning to Michigan from Arizona, only four of the DRE instructors were in positions to use the tablets on actual arrests in the field. Of those that used the tablets on the road, they found them to be much more efficient than the standard paper, clipboard, and pen method. Having the ability to complete the Face Sheet at the scene and have the information automatically uploaded to the national DRE database was a time-saver. They also noted the embedded timers and camera were features that allowed the DRE to better observe the impaired driver and take photos of observations significant to the arrest.

Due to the low number of DRE instructors using the tablets on the road, it was not possible to provide specific information with regards to what better or additional data is gained using the tablets. Because of this lack of information, additional tablet purchases did not justify the cost. In addition, the new national data tracking system is still in the development stages and not able to provide a comparison to the ITSMR DRE Tablet Management System. Because of these factors, the funding for the second year of the DRE Tablet Program Management System was removed for FY2019.

The DEC Program was able to complete one DRE Instructor School in 2018, training nine DREs as instructors. This will assist with meeting the demand for ARIDE training and possibly conducting a second DRE School in 2019.

MOTHERS AGAINST DRUNK DRIVING LAW ENFORCEMENT AND PROSECUTOR AWARDS PROGRAM

Section 405(d)FAST Act Impaired Driving Law

AL-18-03; Awarded: \$5,000; Expended: \$3,640

BACKGROUND

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

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

PROJECT GOAL AND RESULTS

- Provide at least 20 summit scholarships to law enforcement award winners to further their traffic safety education by September 30, 2018. **Goal achieved**

MADD recognized law enforcement and prosecutor personnel at a luncheon in June 2018.

OUTSTANDING OFFICER

Ofcr. Rick Samuel—MSU Police Department

Ofcr. Kurt Solmonson—Mt. Pleasant Police Department

Ofcr. Joseph Stuglin—Shelby Township Police Department

Ofcr. Wes Evans—Grand Blanc Township Police Department

Ofcr. Robert Schurig—Westland Police Department

OUTSTANDING DEPUTY

Dep. Christopher Freriks—Newaygo County Sheriff's Office

Dep. Aaron Griffin—Marquette County Sheriff's Office

Dep. Gregory Simmons—Macomb County Sheriff's Office

OUTSTANDING TROOPER

Tpr. Casey Omiljan—MSP Lakeview Post

Tpr. Travis Peterson—MSP Cadillac Post

Tpr. Geoffrey Joseph—MSP Brighton Post

OUTSTANDING ROOKIE

Ofcr. Kirby Frantti—Ishpeming Police Department

Dep. Kyle Baker—Allegan County Sheriff's Office

Tpr. Cody T. Mayer—MSP Sault Ste. Marie Post

OUTSTANDING AGENCY

Huron Township Police Department

Kent County Sheriff's Office

RECOGNITION OF EXCELLENCE

MSP Gladstone Post "Every 15 Minutes Program"

Dep. Andrew Jonkma—Kent County Sheriff's Office

DEPUTY LEWIS TYLER LONGEVITY AWARD

Lt. Bruce Krot—Dearborn Heights Police Department

DAVID M. SCHIEBER PROSECUTOR AWARD

Paul M. Fehrman, Special Assistant Attorney General, Genesee County Prosecutor's Office

MICHIGAN TRAFFIC STOP CELLULAR PHONE APP

Section 402 FAST Act

AL-18-03; Awarded: \$10,000; Expended: \$3,068

BACKGROUND

Police officers need up-to-date information at a traffic stop. While legal updates are helpful, police officers sometimes face complex issues out in the field and typically do not have the specific reference information. A free mobile phone app for both Android and Apple devices could provide all the pertinent information about impaired driving for those incidents.

PROJECT GOAL AND RESULTS

To distribute and promote the MI Officer Traffic Stop app to all law enforcement agencies in the state and reach at least 1,500 downloads by September 30, 2018. **Goal achieved**

As of September 2018, there have been nearly 4,000 downloads. Because many smartphone users elect to not share their app data with Apple, Android, or Google, it is likely that there are more downloads than reported. For

instance, only 23 percent of Apple users that installed MI Officer agreed to share their data.

MARIJUANA GOGGLES

Section 405(d) FAST Act Impaired Driving Low CP-18-01; Awarded: \$25,000; Expended: \$3,750

BACKGROUND

Efforts to legalize recreational marijuana in Michigan continued in FY2018. Nationally, perceived risk of marijuana use among students in 8th, 10th, and 12th grades decreased by 38 percent over the last 10 years, according to the National Institute on Drug Abuse (Monitoring the Future Survey 2005-2014). Fewer teens believe using marijuana is harmful, which significantly impacts impaired driving. By utilizing a true-life scenario that depicts the distorted processing of visual information, loss of motor coordination, and slowed decision making and reaction time, users will learn the potentially severe consequences.

Funding will support the purchase of marijuana goggles to educate teens and adults on the increased risk for impaired driving crashes.

PROJECT GOAL AND RESULTS

- To purchase up to 40 pairs of marijuana goggles to distribute to law enforcement partners for public education by September 30, 2018. **Goal achieved**

Seventy-five pairs of marijuana impairment goggles were purchased with nearly half of them distributed to the MSP's Community Service Troopers (CSTs). The other pairs were distributed to traffic safety partners (current underage drinking enforcement grantees) and the MSP Warehouse, where people can borrow them for community events.

ADJUDICATION

TRAFFIC SAFETY TRAINING PROGRAM (TSTP)

Section 402 FAST Act, 405(d) FAST Act Low Drug & Alcohol Training

AL-18-03; 405(d) Awarded: \$624,200; Expended: \$620,265, 402 Awarded: \$8,000; Expended: \$6,068

BACKGROUND

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

As new legislation is introduced which involves issues that are quickly evolving, such as recreational marijuana and ignition interlocks, it is important to educate prosecutors and law enforcement while continuing to support efforts

to prosecute impaired drivers and reduce impaired driving fatalities and injuries.

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

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

PROJECT GOALS AND RESULTS

- Maintain two TRSPs and an administrative assistant by September 30, 2018. **Goal achieved**
- Provide 17 professional education opportunities for law enforcement and prosecutors by September 30, 2018. **Goal achieved**
- Conduct a multi-day Expert Witness training with Drug Recognition Experts Program by September 30, 2018. **Goal achieved**
- Provide quality, up-to-date legal reference material and technical assistance to the traffic safety community by September 30, 2018. **Goal achieved**

The TSRPs provided training at 76 events, 44 seminars, and two webinars with 7,968 attendees. Topics included: ARIDE, Basic Training, Lethal Weapon, Prosecuting the Drugged Driver, Advanced OWI Prosecution, OWI Forfeiture Seminar, Total Trial Advocacy, and included a multi-day DRE Continuing Legal Education/Mock Trials for 75 Michigan DREs.

In October, the Michigan TSRP hosted the TSRP/NHTSA Traffic Tuesday National Webinar Series. As program hosts, they were responsible for coming up with relevant webinar topics, finding, announcing and running the webinar, and maintaining the archive of completed sessions. To date there have been 12 "Traffic Tuesday" sessions with 1,737 attendees.

The following articles have been published:

- *MI Officer Phone App – New Tool for Law Enforcement* in Michigan Police Chiefs fall 2017 edition
- *Marijuana Behind the Wheel* in the NDAA's The Prosecutor November 2017 and the MADCPD News fall newsletter
- *Prescription drugs behind the wheel* in Safety Network November 2017
- *Green Light News Yellow Light Legal Update* offered four releases
- *Inhalants and Driving: A Dangerous Combination* in the Safety Network March 2018.

The TSRPs also participated in Michigan's 2018 DRE school, which included 22 police officers and five prosecutors.

Finally, TSRP Ken Stecker was recognized by Monroe County commissioners for his efforts in training their county's law enforcement officers over the years.

JUDICIAL TRAINING AND OUTREACH

Section 405(d) FAST Act Low Drug & Alcohol Training
AL-18-04; Awarded: \$87,056; Expended: \$75,890

BACKGROUND

Judges in limited jurisdiction courts, like district courts which cover the majority of traffic offenses, are often overlooked in education and communication opportunities. Judges sometimes lack the ability to gain and share the knowledge needed to resolve the legal and evidentiary issues that challenge them daily in adjudicating impaired driving and other motor vehicle-related cases.

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

PROJECT GOAL AND RESULTS

- Maintain the JOL position through September 30, 2018.
Goal achieved
- Provide training opportunities in impaired driving education for up to 1,000 district court judges, magistrates, drug/alcohol treatment courts staff, and probation officers by September 30, 2018. **Goal achieved**

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

The state JOL concentrated primarily on providing technical support for DWI courts. This included due process issues and individual technical support visits. Consultations have been made with experienced DWI courts, new DWI courts, and regional DWI courts.

Activities of the state JOL include:

- Revised and developed Memorandums of Understanding for courts, including a "Consent and Release of Information" form for the SCAO to utilize as a model for problem solving courts.
- Contributed an article for national publication, "Highway to Safety," on the need for DWI courts (and all sentencing judges) to understand and monitor the effectiveness of the substance use treatment ordered as part of their sentences.
- Presented at the DRE Continuing Education/Mock Trial training in October.
- Assisted the OHSP in coordinating National Center for DWI Courts DWI training for regional courts.

- Participated in new mentoring program for judges in Michigan.
- Presented at the Michigan Association of Treatment Court Professionals (MATCP) Conference.
- Collaborated with the MATCP on Tribal Law and Policy Institute to offer training for Michigan Tribal Healing to Wellness Courts.
- Attended the ABA meeting of the Regional Judicial Outreach Liaisons to present on the ethical requirements of Regional and State JOLs.
- Coordinated a one-day education conference for Michigan DWI and regional DWI courts in the U.P. and Northern Michigan jurisdictions.

ADJUDICATION TRAINING

Probation officers received education opportunities during a two-day seminar (for new and experienced probation officers) on traffic safety training and during the Michigan Association of District Court Probation Officers (MADCPO). This half day seminar held a half-day sessions on marijuana as a DUI offense, the dangers of not having roadside testing, and differing the levels of impairment in individuals.

MJI provided partial scholarships for district court judges, magistrates, and probation officers to attend the annual Michigan Traffic Safety Summit, the MADCPPO annual conference, and the Michigan Association of District Court Magistrates (MADCM) annual conference.

MJI purchased and distributed 65 Lifeloc PBT units to district court probation departments who have a large DWI caseload.

SOBRIETY COURT ENHANCEMENT

Section 405(d) FAST Act Impaired Driving Low

AL-18-05; Awarded: \$1,721,000; Expended: \$1,542,552*

* Total expended includes two adjustments from 2017 totalling \$657.88

CP-18-01; Awarded: \$50,000; Expended: \$14,815

BACKGROUND

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

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

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

Funding in FY2018 provided for up to five additional specialty courts to initiate sobriety court operations and to sustain standalone and Regional Driving While Impaired (RDWI) programs through support which will include funding for probation officers, staff, drug testing, and transportation. It also provided funding to send two sobriety court teams from two courts to attend the national foundation court training.

PROJECT GOALS AND RESULTS

- Add up to six new sobriety/hybrid court programs accepting DUI Offenders by September 30, 2018. **Goal achieved**
- Expand the number of DUI offenders accepted by at least three courts by September 30, 2018. **Goal achieved**
- Send staff from up to two courts to the National Alcohol Court Training workshop by September 30, 2018. **Goal achieved**

Muskegon, Gratiot, Hillsdale, and Saginaw counties utilized FY2018 as a planning year with hopes to have a program

in place to begin accepting participants. Macomb (St. Clair Shores), Allegan, and Van Buren counties became operational and began accepting participants.

Seven courts sustained funding in FY2018 including: Lenawee, Marquette, Shiawassee, Genesee, Washtenaw – Ypsilanti, Chippewa, and Macomb – Romeo.

Two courts were in step-down funding; East Lansing and Bay County. With four Regional DWI programs in their first of a two-year step-down, Wayne, Kent, Gratiot, and Crawford.

The Saginaw County sobriety court teams participated in the National Centers for DWI Courts foundation training in October 2017.

The OHSP hosted a National Center for DWI Courts (NCDC) one and half-day Operational Tune-Up Training held on the MSU Campus. The participating courts were Calhoun County, Wayne-Taylor RDWI, Kentwood RDWI, and Mid-Michigan RDWI.

These trainings were developed as a team-oriented structure to accommodate five teams of 8-10 members. Sobriety court teams submitted applications to the OHSP for review. The application identified the team composition and provided a commitment letter from the presiding judge. Upon acceptance, the applications were then provided to the NHTSA and NCDC staff for review and acceptance.

UAD ENFORCEMENT

Allegan County Sheriff’s Office	\$4,984	\$4,976	99.84%
Bay County Sheriff’s Office	\$5,000	\$4,736	94.72%
Berrien County Sheriff’s Office	\$9,925	\$3,217	32.41%
Chippewa County Sheriff’s Office	\$7,485	\$6,587	88.00%
Detroit Police Dept.	\$60,000	\$50,680	84.47%
Eaton County Sheriff’s Office	\$6,969	\$6,969	100.00%
Escanaba Dept. of Public Safety	\$9,968	\$5,872	58.91%
Grand Blanc Twp. Police Dept.	\$7,492	\$7,263	96.94%
Grosse Ile Police Dept.	\$40,000	\$34,521	86.30%
Kalamazoo County Sheriff’s Office	\$7,428	\$5,491	73.92%
Kent County Sheriff’s Office	\$7,500	\$7,487	99.83%
Macomb County Sheriff’s Office	\$19,921	\$19,248	96.62%
Manistee Police Dept.	\$4,991	\$1,234	24.72%
Marquette County Sheriff’s Office	\$7,472	\$5,131	68.67%
Mecosta County Sheriff’s Office	\$4,999	\$2,489	49.79%
Meridian Township Police Dept.	\$25,000	\$24,998	99.99%
Mt. Pleasant Police Dept.	\$24,382	\$23,672	97.09%
Muskegon County Sheriff’s Office	\$10,000	\$7,174	71.74%
Ottawa County Sheriff’s Office	\$29,957	\$22,225	74.19%
Saginaw County Sheriff’s Office	\$7,388	\$1,127	15.25%
St. Clair County Sheriff’s Office	\$7,489	\$7,097	94.77%
Transportation Improvement Assoc.	\$32,250	\$32,250	100.00%
Washtenaw County Sheriff’s Office	\$19,962	\$1,265	6.34%
Totals:	\$360,562	\$285,709	79.24%

REDUCING UNDERAGE DRINKING

ENFORCEMENT OF UNDERAGE DRINKING LAWS

Section 405(d) FAST Act Impaired Driving Low
Awarded: \$360,562; Expended: \$285,709

BACKGROUND

Teens that begin drinking before age 15 are six times as likely to have alcohol dependency as adults.

One of the most serious unintentional outcomes of underage drinking is fatalities and injuries from traffic crashes.

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

Funding will support overtime enforcement efforts.

PROJECT GOAL AND RESULTS

- Conduct overtime enforcement in up to 25 counties by September 30, 2018. **Goal achieved**

Sixty law enforcement agencies in 22 counties were awarded overtime underage drinking enforcement grant funds. The number of counties was reduced due to funding being re-assigned to another underage drinking project.

More than 1,700 compliance checks were conducted resulting in 270 retailers cited for selling to the underage decoys, for a compliance rate of 84 percent. More than 190 parties were dispersed with nearly 50 adults cited for providing alcohol to minors. Fifteen youth were cited for fake and/or fraudulent identifications and 389 minor in possession were issued.

The Oakland County Sheriff's Office conducted compliance checks in response to tips, including non-traditional areas of enforcement: bowling alleys and movie theaters, who have been selling to minors. This yielded five citations.

While conducting compliance checks in a bar in down-river Detroit, the decoy alerted officers that there were other underage drinkers consuming alcohol on the premises. When officers asked for identification from one of the minors, he provided a fake identification. When asked for a real identification, the minor again gave officers a fake identification. The third time officers asked, a real identification was given.

UNDERAGE DRINKING (UAD) ENFORCEMENT TRAINING

Section 405(d) FAST Act Low Drug & Alcohol Training
CP-18-01; Awarded: \$85,000; Expended: \$19,066

BACKGROUND

Law enforcement agencies need specialized training in controlled dispersal, compliance checks, and legal updates.

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

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

PROJECT GOALS AND RESULTS

- Provide at least 10 trainings for up to 300 attendees on underage drinking enforcement to OHSP-funded grantees by September 30, 2018. **Goal achieved**

The OHSP conducted trainings for 13 agencies on controlled dispersal, compliance checks, best practices, and drug trends. Trainings took place for officers from the Detroit and Royal Oak Police Departments, and the Macomb and Oakland County Sheriff's Offices.

The OHSP funded nearly 80 officers to attend training through six of the Michigan Licensed Beverage Association's (MLBA) Liquor Law Enforcement seminars. The seminars are conducted throughout the state to provide the most up-to-date information on ensuring retailers are not selling to minors. There is also instruction on the appropriate liquor control codes to enforce.

UNDERAGE DRINKING ADJUDICATION TRAINING

Section 405(d) FAST Act Low Drug & Alcohol Training
CP-18-01; Awarded: \$10,000; Expended: \$5,503
AL-18-04; Awarded: \$10,625; Expended: \$10,625

BACKGROUND

Juvenile court staff in Michigan receives little formal and evidence-based training on the proper sanctions that will curb substance use disorders and impaired driving in juveniles. While the OHSP has supported adjudication training on adult impaired driving offenders, this is the first effort with underage drinking/juvenile impaired driving training available for juvenile court staff.

The OHSP will partner with MJJ and the Juvenile Justice Association of Michigan (JJAM) to provide training on adjudication issues surrounding underage drinking and drug use.

Funding will support a "Tall Cop Says Stop" training for JJAM's membership of approximately 700. The MJJ underage drinking judicial training focused on screening and interventions for juvenile substance abuse offenders as well as best practices in treating juvenile offenders.

PROJECT GOALS AND RESULTS

- Conduct up to three UAD adjudication trainings by September 30, 2018. **Goal achieved**

The JJAM's spring conference was a two-day event highlighting the Tall Cop *High in Plain Sight* training. More than 100 juvenile probation officers learned about alcohol and drug use trends. This was the first time that this group heard this presentation and the response was positive.

The MJI hosted a two-day substance use disorder motivational interviewing training for 58 juvenile probation officers in February. Motivational interviewing is a clinical approach that helps people with substance use disorders make positive behavioral changes. The approach upholds four principles: expressing empathy and avoiding arguing, developing discrepancy, rolling with resistance, and supporting self-efficacy.

The MJI also sponsored several speakers at a Juvenile Justice Vision 20/20 conference focusing on substance use disorders in late June. Speakers presented on topics such as drug trends, female offenders and the unique issues they face, and how to best conduct a drug and alcohol assessment on juvenile offenders that would include a family dynamic to predict future substance use disorders.

practice while going into the metro Detroit area to conduct a community scan and find items related to alcohol and drug culture. The second day of the training was an in-depth introduction for each student to recognize the connection that everyone has in sharing alcohol and drug information. Students presented on the items they found during their community scan—essentially presenting their own customized “High in Plain Sight” presentation. Feedback from the group was positive.

COMMUNITY SCAN TRAIN-THE-TRAINER

Section 405(d) FAST Act Low Drug & Alcohol Training
CP-18-01; Awarded: \$15,000; Expended: \$9,186

BACKGROUND

The Community Scan Train-the-Trainer is a comprehensive course to teach law enforcement, probation officers, etc., on the latest alcohol and drug use trends. Community scans cover alcohol and drug clothing, alcoholic energy drinks, alcopops, alcohol and drug concealment methods and containers, drug paraphernalia, drug-related music and groups, logos, stickers, new technology, youth party tendencies, party games, non-traditional alcoholic beverages, synthetic drugs, OTC drugs, inhalants, concentrates, E-cigarettes, and popular party drugs. Training will also cover common stash compartments that can be used to hide alcohol, and drugs inside everyday clothing containers and other items.

Funding will support providing a community scan training to 15-20 staff from underage drinking enforcement grantees and partner agencies.

PROJECT GOALS AND RESULTS

- Train up to 20 law enforcement officers as community scan trainers. **Goal achieved**

Twenty-five people attended the Community Scan training in the metro Detroit area in May with Jermaine Galloway, a.k.a. Tall Cop Says Stop. Students included a diverse mix of law enforcement officers and civilians, including DREs, traffic enforcement, drug task force, tobacco and marijuana investigators, school resource officers, canine handlers, narcotic intelligence analysts, and a substance use disorder preventionist. The students heard the trainer's “High in Plain Sight” presentation, followed by a tutorial on how to conduct community scans. The students then put theory into



Police Traffic Services

The OHSP implements activities in support of national and state highway safety goals to reduce motor vehicle related fatalities and injuries. The activities include participation in national law enforcement mobilizations as well as sustained enforcement of statutes addressing impaired driving and occupant protection.

PROGRAM GOALS:

- Prevent fatalities from increasing from 963 in 2015 to 1,003.2 by December 31, 2018.
- Prevent serious injuries from increasing from 4,865 in 2015 to 5,136.4 by December 31, 2018.
- Prevent the vehicle mileage fatality rate from increasing from 0.98 in 2015 to 1.02 by December 31, 2018.
- Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles from 92.8 percent in 2015 to 98 percent by December 31, 2018.
- Decrease fatalities and incapacitating injuries for alcohol-involved crashes by 14 percent from 1,199 in 2015 to 991 by December 31, 2018.
- Prevent fatalities and incapacitating injuries for drug-impaired crashes from increasing from 473 in 2015 to 508 by December 31, 2018.

TRAFFIC ENFORCEMENT

MANDATORY AND ELECTIVE OVERTIME TRAFFIC ENFORCEMENT

Sections 402 FAST Act, 405(d) FAST Act-Flex

PT-18-02; Awarded \$4,343,342; Expended: \$4,036,731

BACKGROUND

Since 1972, the OHSP has funded overtime traffic enforcement projects, combined with public information and education, as the primary method for encouraging motorists to buckle up and drive sober.

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

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

Funding will support the costs related to overtime enforcement efforts.

PROJECT GOALS AND RESULTS

- Conduct up to 72,000 hours of overtime traffic safety enforcement by September 30, 2018. **Goal achieved**

- Average one equivalent stop per billed hour of traffic enforcement by September 30, 2018. **Goal achieved**

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

Mandatory grant-funded enforcement periods included:

- November 22 – December 10, 2017
- April 9 – 22, 2018
- May 21 – June 3, 2018
- August 17 – September 3, 2018

Elective grant-funded enforcement took place throughout the year.

Law enforcement agencies reported nearly 38,000 hours of traffic enforcement (see the summary of enforcement activity in the Enforcement Mobilizations section starting on page 5.) The agencies averaged 1.94 stops per billed hour of traffic enforcement.

Earned media materials are provided by OHSP for the law enforcement agencies to use to promote enforcement efforts in advance of scheduled grant-funded enforcement.

EDUCATION AND COMMUNICATION

MOBILIZATION MESSAGE DEVELOPMENT

Sections 405(d) FAST Act Low Paid/Earned Media, 405(d) FAST Act Low Police Traffic Services-Flex

CP-18-03; Awarded: \$560,000; Expended: \$53,327

BACKGROUND

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

PROJECT GOAL AND RESULTS

- Develop new seat belt enforcement advertising messaging for the May seat belt mobilization by September 30, 2018. **Goal not achieved**
- Develop four earned media and outreach plans to support November, April, May, and August enforcement to maximize local media interest by September 30, 2018. **Goal achieved**

Development of a new seat belt enforcement advertising message for the May seat belt mobilization was cancelled because of fiscal concerns.

Targeted earned media activities took place for each of the four traffic mobilization periods.

The impaired driving enforcement kickoff for November/December began with a news conference in Grand Rapids featuring a sobriety court judge and a graduate of the program.

In April, OHSP sponsored two media events to highlight the consequences of distracted driving. Sam Howell, a driver severely injured because he was distracted, joined his parents at news conferences in Freeland and Rochester. All three members of the Howell family also appeared in a three-minute video about distracted driving, which was unveiled at the news events.

An East Lansing couple partnered with the OHSP to launch the May/June seat belt enforcement effort. Steve and Sallie Whelan survived a horrific car crash in 2015 because they remembered to buckle up. The Whelans, along with Ingham County Sheriff Scott Wriggelsworth, spoke at a kickoff news conference at Sparrow Hospital in Lansing. At the news event, the OHSP presented the Whelans with the "Saved by the Belt" award. Another news conference in Grand Rapids featured law enforcement and medical personnel.

To start the *Drive Sober or Get Pulled Over* effort in August, the OHSP sponsored news conferences in Grand Blanc and Lansing focusing on how it is illegal to drive in Michigan with a blood alcohol concentration of .08 or higher.

MOBILIZATION PAID ADVERTISING

Sections 402-FAST Act Paid Media, 405(d) FAST Act Impaired Driving Low

CP-18-03; Awarded: \$1,000,000; Expended: \$986,351

BACKGROUND

Targeted paid advertising messages have helped the OHSP achieve one of the highest belt use rates in the nation. Such efforts have helped reduce unrestrained fatalities and serious injuries. This has involved periodically updating and refreshing the advertising message, so it remains memorable, and promotes a call to action for young men.

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

PROJECT GOALS AND RESULTS

- Conduct up to three media campaigns geared at special traffic enforcement mobilizations by September 30, 2018. **Goal achieved**
- Build awareness for the *Drive Sober or Get Pulled Over* campaign message among young men, to at least 75 percent, by September 30, 2018. **Goal not achieved**
- Continue high awareness for the *Click It or Ticket* campaign among young men so that at least 80 percent recall the campaign by September 30, 2018. **Goal not achieved**

The OHSP conducted four media campaigns focusing on special traffic enforcement mobilizations in November, April, May, and August. (Details about each plan are included in the Mobilization Message Development section immediately preceding this section).

While awareness for the *Drive Sober or Get Pulled Over* campaign message among young men reached 76.7 percent after the November/December 2017 enforcement effort it decreased to 68.7 percent following the August/September 2018 campaign.

Awareness for the *Click It or Ticket* campaign among young men was at 76.7 percent by September 2018, short of the 80 percent goal.

ENFORCEMENT MATERIALS DEVELOPMENT

Section 402 FAST Act

CP-18-03; Awarded: \$0; Expended: \$0

BACKGROUND

The OHSP will support and enhance enforcement in the areas of distracted driving, speed, disregard of traffic control devices, and unsecured loads on non-commercial vehicles

with the development and distribution of topic-related materials to help improve public awareness and understanding basic traffic safety laws.

PROJECT GOAL AND RESULTS

- Develop traffic enforcement outreach support materials by September 30, 2018. **Goal achieved**

Template outreach materials were developed and shared with grant-funded law enforcement agencies to assist with local publicity and outreach efforts. These items included news releases, fact sheets, and social media posts. The OHSP also produced a three-minute video on the dangers of distracted driving featuring survivor Sam Howell and his parents. The video was distributed throughout the state in April in observance of Distracted Driving Awareness Month.

LAW ENFORCEMENT TRAINING

LAW ENFORCEMENT TRAINING

Section 402 FAST Act, 405(d) FAST Act Low Drug & Alcohol Training

CP-18-01; Awarded: \$25,000; Expended: \$17,077

BACKGROUND

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

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

PROJECT GOAL AND RESULTS

- Provide up to three traffic safety training programs for law enforcement officers to assist them in enforcing traffic laws and protecting the motoring public by September 30, 2018. **Goal achieved**

Grantee Boot Camp, a comprehensive program to inform overtime enforcement grant project directors' about the administrative responsibilities of managing federal funding, was provided in Marquette and Gaylord. In addition, a project directors workshop was held at the Michigan Traffic Safety Summit in East Lansing where the purpose of the overtime traffic enforcement grant was discussed.

Two regional law enforcement conferences focused on current drug and alcohol trends were provided and attended by law enforcement officers, court magistrates, probation and parole personnel, and substance abuse prevention and treatment providers. The two-day programs were held in Gaylord on April 4-5 for 62 persons and in Escanaba on May 2-3 for 125 persons.

EVALUATION

TELEPHONE SURVEYS

Section 402 FAST Act

CP-18-03; Awarded: \$105,000; Expended: \$86,800

BACKGROUND

Telephone surveys give the OHSP immediate feedback on how drivers perceive and react to programs. Surveys allow the OHSP to make adjustments midstream and develop plans based on current-year data. Surveys are used to identify the effectiveness of other public awareness programs for high-visibility enforcement. Surveys are to gauge the paid ads for enforcement of alcohol and belts. Ongoing evaluation supports the effectiveness of enforcement mobilizations. Surveys of driver attitudes and beliefs can illuminate areas for improvement, identify program enhancements, and determine their effectiveness. In addition, federal guidelines require evaluation of media efforts.

PROJECT GOAL AND RESULTS

- Determine public perception of safety belt and impaired driving enforcement efforts and advertising messages for campaigns by conducting at least four telephone surveys by September 30, 2017. **Goal achieved**

Six surveys were completed during the fiscal year. Detailed survey results can be found in the Paid Advertising section, starting on page 51.

GRANT PERFORMANCE AND DATA ANALYSIS SUPPORT

Section 402 FAST Act

PT-18-01; Awarded: \$991; Expended: \$951

BACKGROUND

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

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

PROJECT GOALS AND RESULTS

- Provide a final ranking report by April 30, 2018. **Goal achieved**

The research team compiled and analyzed the FY2017 year-end overtime traffic enforcement data and provided a pass/fail report.

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

Overall in the lower peninsula, the average equivalent stops per billed hour of impaired driving enforcement was 1.98. In the U.P., the equivalent stops per billed hour of impaired driving enforcement was 2.02.

Overtime traffic enforcement data for 2013 to 2016 was used for analysis to ensure the availability of the corresponding crash data. The analysis concluded overtime traffic enforcement reduces the number of KAB and KA injuries per 100 million VMT for both impaired driving and unrestrained occupant related crashes.

ENFORCEMENT MOBILIZATIONS SUMMARY

BACKGROUND

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

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

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

	NOVEMBER DSOGPO	APRIL UTUDUP	MAY CIOT	AUGUST DSOGPO	ELECTIVE	TOTAL
Participating law enforcement agencies	162	159	161	159	160	N/A
Traffic stops	14,553	12,185	14,559	13,207	42,306	96,810
Seat belt citations	290	735	4,325	1,075	2,959	9,384
Child restraint citations	25	20	61	25	116	247
Drunk driving arrests	488	42	64	297	828	1,719
Other drug arrests	197	83	97	121	355	853
Speeding citations	2,288	1,961	1,891	1,712	8,660	16,512
Other traffic citations	4,346	4,847	3,442	3,038	14,800	30,473
Other felony arrests	116	130	69	142	322	779
Other misdemeanor arrests	413	405	443	466	1,447	3,174
Media events	1	2	2	2	0	7
News stories	17	40	29	29	0	115
Paid advertising	\$275,000	\$0	\$0	\$500,000	\$0	\$775,000
Overtime enforcement hours	10,167	7,327	8,019	8,661	26,465	60,639
Enforcement funding (estimated)	\$660,855	\$476,255	\$520,975	\$562,965	\$1,720,225	\$3,941,275

Pedestrian and Bicyclist Safety

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

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

PROGRAM GOALS

- *Decrease fatalities and incapacitating injuries involving pedestrians by 9 percent from 560 in 2015 to 510 by December 31, 2018.*
- *Decrease fatalities and incapacitating injuries involving bicyclists by 1 percent from 175 in 2015 to 174 by December 31, 2018.*

EVALUATION

NHTSA PEDESTRIAN AND BICYCLE SAFETY PROGRAM ASSESSMENT AND RECOMMENDATION IMPLEMENTATION

Section 402 FAST Act, 405(h) FAST Act

CP-18-01; Awarded: \$25,000; Expended: \$23,880

BACKGROUND

This would be the first Pedestrian and Bicyclist Safety Program Assessment conducted in Michigan. Now is a crucial time for guidance on Michigan’s pedestrian and bicyclist safety program, due to the significant amount of FAST Act funding awarded in FY2017. This funding has given Michigan the opportunity to provide the pedestrian and bicycle community with much needed assistance in reducing crashes and educating citizens on safety practices.

PROJECT GOALS AND RESULTS

- Review Michigan’s pedestrian and bicyclist safety initiatives in comparison to pre-established national standards, note the program’s strengths and weaknesses, and provide program improvement recommendations by September 30, 2018. **Goal achieved**

The first Michigan Pedestrian and Bicycle Safety Program Assessment, facilitated by the NHTSA, was held February 26 – March 2 at the Kellogg Center in East Lansing. An assessment team of five subject-matter experts from across the country came to review how Michigan’s programs align with the national standards in pedestrian and bicycle safety, as detailed in the Uniform Guidelines for State Highway Safety

Programs No. 14. More than 50 people presented to the assessment team over three days. The team authored and provided Michigan with a final report of 15 priority recommendations and 33 additional recommendations for improving pedestrian and bicycle safety programs. The report is publicly available on the OHSP webpage. The recommendations are being implemented through inclusion on the Pedestrian and Bicycle Safety Action Team Action Plan.

PUBLIC EDUCATION AND TRAINING

MICHIGAN BICYCLIST SAFETY CONFERENCE

Section 402 FAST Act

CP-18-01; Awarded: \$25,000; Expended: \$14,204

BACKGROUND

With the increasing number of bicyclist-involved crashes and funding allocated to bicyclist safety in Michigan, a cohesive program is necessary to promote partnerships and develop countermeasures.

The OHSP will partner with stakeholders to plan and organize a variety of bicyclist safety topics that will be presented in both general session and workshop session formats. The goal is to reach as many target groups as possible: bicycle riders, local and state professionals, law enforcement, community groups, and more. The opportunity for networking amongst attendees will be a priority. Evaluation of this conference will be done by distributing surveys to attendees to measure effectiveness.

PROJECT GOAL AND RESULTS

- To coordinate a statewide conference that will offer a comprehensive variety of bicycle safety presentations by September 30, 2018. **Goal achieved**

The OHSP together with the city of Grand Rapids, the Greater Grand Rapids Bicycle Coalition, the League of Michigan Bicyclists (LMB), Grand Valley State University (GVSU), MDOT and MSU worked to organize and implement the 2018 Rolling Forward: Michigan Bicycle Conference held June 1-2 at the L.V. Eberhard Center at GVSU, Pew Campus, in Grand Rapids. This 1.5 day-conference aimed to generate excitement and support for ideas that will make bicycling better and safer. The conference took an in-depth look at Michigan traffic crashes involving bicyclists and what can be done to reduce those crashes, along with ways to make communities more bike-friendly. In addition, various bike-sharing programs and bicycle education initiatives were highlighted. This event built upon two separate events in 2016: OHSP’s ped/bike conference in Mount Pleasant and MSU’s Bike Friendly America Conference.

There were 90 conference attendees. Survey results yielded impressive feedback on the conference sessions. Here are some of the topics covered:

- MOGO Bike Share Program and how it has reached new riders to grow Detroit’s bicycling community.
- Methods to increase bicyclists’ visibility on the roadway.
- A breakdown of the who, when, and where of bicycle crashes in Michigan.
- How to improve and sustain bicycle culture on college campuses.
- A legal analysis of the Michigan Vehicle Code as it pertains to bicyclists.
- Available funding for bicycle safety programs and infrastructure projects.
- City of Grand Rapids’ Bicycle Safety Education project playbook, which resulted in a significant decrease in bicycle crashes and fatalities, increased awareness of the rules of the road, and improved traffic law compliance.
- How to integrate bicycle facilities into existing infrastructure through OHSP’s Training Wheels program. Includes an on-road on-bike session.

GRAND RAPIDS PEDESTRIAN SAFETY PROGRAM

Section 405(h) FAST Act

PS-18-08; Awarded: \$0; Expended: \$0

BACKGROUND

The city of Grand Rapids will work with the Grand Rapids Police Department, WMU, and a marketing/outreach consultant to implement the high-visibility enforcement model.

This is a proven technique to change driver behavior, thereby enhancing the effectiveness of traffic laws. This is a two-year project. Funding will support costs related to law enforcement training and mobilization, public education campaign development, and implementation and evaluation.

PROJECT GOAL AND RESULTS

- Develop law enforcement and public information campaigns and evaluations on pedestrian safety in Kent County by September 30, 2018. **Goal not achieved**

While there was much discussion and interest in the initial planning stages, an approved grant agreement was not finalized with the city of Grand Rapids. The city plans to pursue this project with local funds in FY2019.

MUSKEGON COUNTY BICYCLE AND PEDESTRIAN SAFETY INITIATIVE

Section 405(h) FAST Act

PS-18-03; Awarded: \$18,000; Expended: \$7,595

BACKGROUND

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

PROJECT GOAL AND RESULTS

- To educate on Michigan’s bicycle and pedestrian safety laws through community events by September 30, 2018. **Goal achieved**
- To train law enforcement officers on bicycle and pedestrian safety by September 30, 2018. **Goal achieved**

The Muskegon County Pedestrian Bicycle Safety Initiative grant allowed for participation in numerous community events including “The Ride” which is an indoor bike race at the Muskegon Mall, the Tour of White Lake, the Pub Pedal, and the Bear Lake Triathlon. Event participation was designed to make contact with the public as well as the bicycling community. Law enforcement officers made contact with more than 1,000 people during this project and provided educational materials and statistical data to them during one-on-one contacts. They also used these opportunities to make connections with ride coordinators and promoters of local events. Two coordinators identified four different riding groups with more than 100 riders and asked the grantee to speak to their groups. The Muskegon County Sheriff’s Office also participated in a presentation describing their project to a team of national pedestrian and bicycle safety experts in Lansing on February 26 as part of the Michigan Pedestrian and Bicycle Safety Assessment.

The goal was to educate five law enforcement officers on pedestrian and bicycle safety, laws, education, and crash investigation. Muskegon County over achieved by 200 percent, educating more than 20 officers. The goal was to educate 850 people on personal safety risks, protective factors, and safety events but the project educated more than 1,000. The grantee held two mobilizations and two bike rodeos (with local match funding) which were their goals in these areas.

DETROIT BIKE AND PEDESTRIAN SAFETY EDUCATION CAMPAIGN

Section 405(h) FAST Act

PS-18-07; Awarded: \$5,000; Expended: \$2,500

BACKGROUND

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

PROJECT GOALS AND RESULTS

- To create, promote, and distribute up to 6,000 copies of a Detroit bike and walking map with substantial safety and education content specific to local issues by September 30, 2018. **Goal not achieved**

The development of the bike map/safety law and education brochure was developed as planned. There was insufficient time to print and distribute the map during the grant period. The grantee was unable to pursue timely print options due to the special printing requirements for the publication. The Detroit Greenways Coalition may pursue local funding to print and distribute the publication in FY2019.

ROYAL OAK BICYCLE SAFETY EDUCATION CAMPAIGN

Section 405(h) FAST Act

PS-18-06; Awarded: \$5,000; Expended: \$3,292

BACKGROUND

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

PROJECT GOAL AND RESULTS

- To distribute flyers to city residents through local business and community education events by September 30, 2018. **Goal achieved**

- To conduct bicycle safety classes at Royal Oak's six elementary schools by September 30, 2018. **Goal achieved**

The bicycle safety law education courses were conducted with the third-grade students at the Royal Oak Schools. During these sessions, all third-grade students at three area schools met for an assembly where the sessions took place. These occurred on June 4 and 8. The city partnered with Beaumont Hospital and Royal Oak Police Department to provide the courses.

Approximately 2,000 bicycle safety law guidebooks were made available in the city hall, library, farmer's market, and in three information boxes located in various public places in the downtown area, beginning in May.

CHANGING DRIVER BEHAVIOR PROGRAM

Section 405(h) FAST Act

PS-18-05; Awarded: \$0; Expended: \$0

BACKGROUND

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

PROJECT GOALS AND RESULTS

- To develop and distribute educational materials and seek earned media on changing driver behavior related to yielding to pedestrians at crosswalks by September 30, 2018. **Goal not achieved**
- To provide law enforcement mobilization for high visibility crosswalk enforcement by September 30, 2018. **Goal not achieved**

While there was much discussion and interest in the initial planning stages, the city of Ann Arbor did not submit a grant application in the OHSP's online grant system. There are no plans to pursue this project in the future.

PEDESTRIAN & BICYCLE SAFETY LAWS PUBLIC EDUCATION, AWARENESS AND LAW ENFORCEMENT TRAINING

Section 405(h) FAST Act

PS-18-04; Awarded: \$52,507; Expended: \$17,365

BACKGROUND

The dramatic increase in bicycle injuries and fatalities in both 2015 and 2016 support the need for a variety of countermeasures, including law enforcement's essential role in community enforcement, education, and outreach.

A clearer understanding of the bicycle-related portions of the Michigan Vehicle Code by law enforcement and bicyclists will help prevent future burdens placed on courts and

allow officers to better serve the community and save bicyclist lives.

The LMB will promote bicyclist and pedestrian safety in Michigan through four safety projects: a bicycle safety law roll call and public education videos, law enforcement training on bicyclist and pedestrian safety laws, an online quiz, and pedestrian and bicycle laws public education awareness course to driver education instructors. This project is a continuation from FY2017.

PROJECT GOALS AND RESULTS

- To produce a series of education videos that demonstrates cyclists' rights and responsibilities on the roads by September 30, 2018. **Goal not achieved**
- To conduct regional law enforcement trainings across the state on bicycle safety and pedestrian laws by September 30, 2018. **Goal achieved**
- To create and promote an online roadway safety quiz to provide detailed information on how to share the road safely by September 30, 2018. **Goal not achieved**
- To provide a pilot pedestrian and bicycle laws public education and awareness course to up to 75 driver education instructors by September 30, 2018. **Goal not achieved**

The LMB continued to research other roll call training videos to help with the development of this project. While some preliminary work was done to outline the script for the video project, LMB was not able to film the content for the videos before the end of the fiscal year. This was due to several factors, including scheduling conflicts, staff changes, and other major unanticipated organizational undertakings. This project is planned to be completed in FY2019.

A discussion was held with the League of Illinois Bicyclists regarding their development and use of a bicycle safety quiz. The quiz is applicable to law enforcement, schools, driver's education students, and the public. Preliminary work on the question and answer interface and corresponding graphic design work is underway. A small group of individuals and the LMB Education and Outreach Committee provided positive feedback and suggestions on potential quiz questions. This project is planned to be completed in FY2019.

Regional law enforcement trainings, focused on bicycle safety laws, were conducted in Muskegon, Flint, Northville Township, Portage, Lansing, Detroit, and Mt. Pleasant. MCOLES certification was completed and LMB worked with MSP Community Service Troopers as well as retired troopers to conduct the trainings. Approximately 115 law enforcement officers were trained. Work was completed to include pedestrian safety laws in the training curriculum to have an updated, comprehensive law enforcement training curriculum on laws regarding both non-motorized users in FY2019.

Meetings were held with the MDOS, Driver's Education Section, to discuss enhanced driver's education training for safety near bicyclists and pedestrians, review the research,

check next steps for getting the course certified, discuss how to garner an audience for a pilot training, and to go over a draft presentation. LMB was given contacts for the major driver education schools and were advised of the requirement to develop questions for participants to answer as a review of their training. A new law was passed late in the year which requires one hour of training on pedestrian and bicycle safety to be incorporated into the driver education curriculum. A curriculum will be finalized for a pilot course to be conducted in FY2019.

RIDE WITH-WALK AGAINST

Section 405(h) FAST Act

PS-18-09; Awarded: \$0; Expended: \$0

BACKGROUND

This program will educate teens and young adults through school and community programs about pedestrian and bicycle safety from the perspective of the pedestrian, the bicyclist, and a vehicle driver.

Funding will support development of educational materials.

PROJECT GOALS AND RESULTS

- To develop an educational program targeting teens and young adults on pedestrian and bicyclist safety that will run at a minimum of three schools and two community events in Kent County by September 30, 2018. **Goal not achieved**

While there was much discussion and interest in the initial planning stages, the Helen DeVos Children's Hospital did not pursue a grant for this project. There are no plans to pursue this project in the future.

SAFE SHARED MOBILITY VIA BICYCLIST AND MOTORIST EDUCATION AND ENGAGEMENT

Section 405(h) FAST Act

PS-18-10; Awarded: \$110,900; Expended: \$110,900

BACKGROUND

One reason for an increase in bicyclist fatalities over the years is a lack of understanding of traffic rules and laws as they apply to bicyclists. Interaction between other users of the road and bicyclists happen through a set of mutually recognized signs/gestures that are not well documented and/or standardized as are vehicular traffic laws.

The Center for the Management of Information for Safe & Sustainable Transportation at the UMTRI will create a web-based training module for bicyclists and motorists simulating animated conflict situations within a game environment.

PROJECT GOALS AND RESULTS

- To create a web-based training module for bicyclists and motorists simulating different animated conflict situations within a game environment by September 30, 2018. **Goal achieved**

The online interactive game was created where the player as a bicyclist must complete a task while navigating through a roadway setting. The game is preceded and succeeded by surveys to measure the learning effectiveness of bicycle safety laws and rules of the road. The game is named “Bicyclemania!” and was developed from resources on bicyclist crash data and roadway characteristics such as traffic volume, traffic speed limit, and number of lanes. With the target audience being eighth grade students, the grantee worked with Ann Arbor and Grand Rapids Public Schools for direct outreach to students as well as other Michigan communities and organizations. A second phase of the project is planned to be pursued in the future.

PEDESTRIAN AND BICYCLE LAW ENFORCEMENT MOBILIZATION

ELECTIVE OVERTIME ENFORCEMENT – PILOT PROJECT

Section 405(h) FAST Act

PS-18-02, PS-18-11+; Awarded: \$97,611; Expended: \$28,899

BACKGROUND

The OHSP has identified the top seven cities which have both the highest number of pedestrian and bicycle crashes over a five-year period: Detroit, Grand Rapids, Ann Arbor, Kalamazoo, Lansing, Warren, and Wyoming. The goal is to pursue a strategic enforcement plan on pedestrian and bicycle safety laws in each city between local police departments and county sheriff offices throughout the second half of the year.

Funding will support law enforcement mobilization and public education on pedestrian and bicycle safety laws.

PROJECT GOAL AND RESULTS

- Conduct overtime law enforcement mobilization on pedestrian and bicycle safety laws, including up to one public information component, in the top seven pedestrian and bicycle crash cities by September 30, 2018. **Goal not achieved**

Over the course of FY2018, a focus on pedestrian and bicycle safety law enforcement was deemed necessary. The OHSP worked with the UMTRI and local law enforcement agencies to conduct a pilot project with 405(h) funds, that was not initially planned in the FY2018 HSP. Although the goal was to reach the top seven cities, only four of the cities opted to participate in the ped/bike enforcement efforts. Detroit, Lansing, and Warren Police Departments, as well as Kalamazoo Department of Public Safety participated in the enforcement. Wyoming, Grand Rapids, and Ann Arbor Police Departments did not participate in the pilot project. Grant activities included public education through press releases, verbal warnings, and attending community events. In combination, more than 280 citations were given to citizens who violated pedestrian and bicycle safety laws.

Traffic Records

It is essential for stakeholders to submit data on all traffic crashes. This information is important when analyzing problems and constructing solutions to reduce crashes and prevent fatalities and injuries. This data must be complete, timely, and accurate for efficient traffic safety planning in all program areas.

PROGRAM GOALS

- Prevent fatalities from increasing from 963 in 2015 to 1,003.2 by December 31, 2018.
- Prevent serious injuries from increasing from 4,865 in 2015 to 5,136.4 by December 31, 2018.
- Prevent the vehicle mileage fatality rate from increasing from .98 in 2015 to 1.02 by December 31, 2018.

TRAFFIC CRASH DATA SUPPORT AND TRAINING

TRAFFIC CRASH REPORTING FORM (UD-10) TRAINING SUPPORT

Section 405(c) FAST Act

TR-18-02; Awarded: \$54,000; Expended: \$54,000

BACKGROUND

This project provided crash training to law enforcement recruit schools, motor carrier in-service schools, officer and supervisor training, as well as to civilian employees of law enforcement agencies, and transportation employees.

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

Funding will support the costs of training supplies and equipment.

PROJECT GOAL AND RESULTS

- Improve the uniformity of the crash data by educating law enforcement officers on the proper completion of the traffic crash form, and the importance of completing critical data fields by September 30, 2018. **Goal achieved**

The UD-10 crash trainer conducted 83 trainings for 2,531 attendees from 165 agencies. The trainings have been conducted for groups such as: the Capital Area Traffic Safety Network, law enforcement agencies, regional police academies, traffic safety and vehicle engineers, and an insurance company. Presentations were also made to the following groups:

- 2018 Michigan Traffic Safety Summit
- Michigan Pedestrian/Bicycle Assessment
- MSU law professors

- NHTSA GO Team Traffic Records Coordinating Committee (TRCC) Training
- Recruit school academies

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

- Featured in the Michigan Railroad Association newsletter.
- Newly appointed as a Lansing Community College Police Academy instructor for traffic crash classes.
- Presented at the Association of Transportation Safety Information Professionals Traffic Records Forum in Milwaukee, WI.
- Created an updated FARS reference sheet for reporting alcohol/drug involved crashes.

CRASH LOCATING IMPROVEMENT PROJECT (CLIP) VENDOR IMPLEMENTATION

Section 405(c)

TR-18-02; Awarded: \$379,000; Expended: \$332,483

BACKGROUND

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

Without this interface, the location data within the Traffic Crash Reporting System will continue to be manually located, which is time consuming and increases the possibility for human errors. This crash locating interface would free up Traffic Crash Reporting Unit staff to concentrate on other quality control initiatives.

PROJECT GOAL AND RESULTS

- Provide funding to support the vendor implementation of the CLIP 2.0 location interface by September 30, 2018. **Goal achieved**

The traffic crash reporting software attempts to locate crashes based on the officer's description. If the system cannot locate the crash, the technicians must locate the crashes manually using the Traffic Crash Mapping System. These methods leave room for inaccurate data and human error.

Since December 2016, the CLIP 1.0 LexisNexis interface has been used by MSP posts. It allows the officer to point and click on a crash location. The exact geographic data would be uploaded to the TCRS, ensuring accurate location data is collected each time.

The LexisNexis statewide rollout reached approximately 68 percent of the law enforcement agencies submitting crash data in Michigan. The MSP Criminal Justice Information Center (CJIC) will continue to monitor the use of the enhanced functionality to identify the areas in which further training is needed with the crash locating tool. CJIC will also be able to provide data to show the increase in properly located crashes as usage of this tool increases. A noted improvement can be observed from the officers using this tool as compared to those manually entering the traffic crash location.

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

Section 405(c)

TR-18-03; Awarded: \$0; Expended: \$ 0

BACKGROUND

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

Funding will support the Department of Technology Management and Budget (DTMB) contractors to develop the necessary Roadsoft software upgrades to collect the required data fields.

PROJECT GOAL AND RESULTS

- To improve the accessibility of the statewide roadway data system by September 30, 2018. **Goal not achieved**

The MDOT was unable to begin the FY2018 project due to changes to the directions of the roadway enhancements. The MDOT and OHSP decided to wait until FY2019 to begin this project. The detailed goals and activities would not have been reached by time the final projects were approved within their department. The contracts, goals, and activities have been outlined for FY2019 to ensure the best use of time and funds to enhance the Roadway system.

TRAFFIC RECORDS PROGRAM ASSESSMENT RECOMMENDATION IMPLEMENTATION

Section 405(c)

TR-18-04; Awarded: \$0; Expended: \$0

BACKGROUND

Accurate, timely, and accessible crash data is a critical component in helping to make roadways safer for all residents and modes of transportation. Michigan conducted a Traffic Records Program Assessment during FY2015, as well as developed a five-year strategic plan. The OHSP will work with traffic records partners on implementation of projects to address assessment recommendations.

PROJECT GOAL AND RESULTS

- Implement at least 40 percent of the recommendations from the Traffic Records Program Assessment by September 30, 2018. **Goal achieved**

The OHSP has continued to work with the TRCC and other traffic safety partners to implement strategies identified in the TRCC Strategic Plan to address the Traffic Records Assessment recommendations. The traffic records partners for the crash, roadway, and driver/vehicle databases have begun efforts to implement 12 of the 24 (50 percent) of the strategies identified in the strategic plan. This number was slightly higher than in FY2017. Additional projects were identified; however, there was not ample time to complete them in FY2018. These projects will begin in FY2019. The TRCC continues to reach out via partners seeking new traffic records project proposals for FY2019.

DATA INTEGRATION FOR THE REDUCTION OF TRAFFIC FATALITIES

Section 405(c) FAST Act & 405(c)

TR-18-06; Awarded: \$1,900,000; Expended: \$1,401,656

BACKGROUND

The data integration project started in FY2017 and began software development, along with testing of implementation of data integration between the appropriate traffic records databases.

Funding will support the integration of additional data sets, the piloting of a real-time geographic information system, advanced analytic technologies to aid in the discovery of data insights, and the identification of actionable analytic applications for future implementation by stakeholders.

PROJECT GOAL AND RESULTS

- To profile, cleanse, master, geocode, and real-time integration of traffic records data sets and access for analysts to create and share their own analysis/visualizations by September 30, 2018. **Goal not achieved**

Initial TRCC planning and preparation work including project plans, weekly project status report summary, initial report requirements and implementation strategy, and base

data architecture for reporting is completed. The following data sources are in process of data integration, data mastering and testing:

- roadway features
- census data
- statewide network of agency photos (SNAP)
- eCitation
- Crash
- hospital discharge
- overdose maps

The project continuation includes the completion of user acceptance testing of the data sets, reporting framework, and training with the involved state departments, as well as visualization tools for each end user. Michigan will continue to move toward predictive modeling, crash mapping, multi-agency data sharing, and cutting-edge tools to reduce traffic fatalities and improve traffic safety planning measures.

DATA MINING FOR TEXT BASED QUALITY CONTROL

Section 405(c)

TR-18-07; Awarded: \$60,515; Expended: \$60,515

BACKGROUND

It is critical to identify inconsistencies in traffic crash reports, either for correction or to exclude them from the decision-making process. This research will investigate a mechanism for distinguishing inconsistent traffic crash report data. This has been identified in the 2016-2020 Strategic Plan, which states that Michigan does not include reviewing the narrative as part of the data acceptance process. This is only done when a crash is manually located.

PROJECT GOAL AND RESULTS

- To develop an automated quality control model/system to identify potentially inconsistent traffic crash report data by September 30, 2018. **Goal achieved**

A variety of text-mining methods were applied to a large set of UD-10 narratives from 2016. The results of the methods led to the exploration to extract new data elements to add to the dataset. This led to the development of specific quality control text-based "rules." A final report detailing analyses and results for each crash category (or text category) analyzed included a section recommending a set of quality control rules that would include text mining and the potential level of improvement in quality for each variable processed. A file with flags that can be linked to a crash dataset and used for analysis (SAS and CSV formats) was also delivered with this project.

GLOBAL POSITIONING FOR ENHANCED TRAFFIC CRASH RECONSTRUCTION

Section 405(c) FAST Act

TR-18-08; Awarded: \$210,000; Expended: \$209,297

BACKGROUND

The MSP Special Operations Division Traffic Crash Reconstruction Unit (TCRU) was recently reassigned to the Field Support and Aviation Section and began working closely with them to integrate the department's Unmanned Aerial Systems (UAS) into traffic crash investigation. Testing determined that improved, acceptable measurement could be utilized by incorporating GPS documented points with the UAS photographs.

This equipment will allow crash scene clearance in a fraction of the time it would potentially take utilizing traditional measuring techniques.

PROJECT GOAL AND RESULTS

- Minimize road closure duration, improve accuracy and completeness of traffic crash documentation, and ensure proper civil infraction and/or criminal charges are presented to county prosecutors and the court system by September 30, 2018. **Goal achieved**

Since the new equipment became available in May 2018, the TCRU has used the equipment over 150 times. Additionally, the Aviation Unit has used the equipment another 90 times. The use of the equipment in these instances has significantly reduced the amount of time spent processing crash scenes, allowing roads to be opened sooner, and minimizing the financial impact on the state due to lost commerce and tourism related to traffic delays. The time reduction also has the impact of reducing the possibility of secondary collisions in traffic back-ups, potentially saving lives and additional money. The equipment has also nearly eliminated distortion errors when using the UAVs (drones) to map crash scenes, allowing the use of the mosaic scene maps in prosecution.

The crash reconstructionist is required for all fatal crashes, and this equipment has increased accuracy in measurements and calculations which leads to the completeness of the percentage of crash records with no missing critical data elements.

REGIONAL LAW ENFORCEMENT TRAINING

Section 405(c) FAST Act

TR-18-09; Awarded: \$61,914; Expended: \$58,776

CP-18-01; Awarded: \$100,000; Expended: \$44,888

BACKGROUND

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

With traffic safety laws changing and technology becoming more sophisticated, it is important for law enforcement officers to stay current with techniques that enhance their effectiveness as well as protect their safety. Bringing instructional opportunities to regional areas of the state will expose valuable information to law enforcement agencies.

Funding will support the costs of the law enforcement crash reconstruction training courses that may include, but are not limited to, Human Factors, Occupant Kinematics, Advanced Motorcycle Reconstruction, and Advanced Commercial Vehicle Reconstruction classes.

PROJECT GOAL AND RESULTS

- Conduct up to eight law enforcement crash reconstruction trainings by September 30, 2018. **Goal achieved**

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

Four different advanced level traffic crash reconstruction training courses for law enforcement were conducted, with two of the courses offered twice. A total of 117 law enforcement officers attended the six training courses.

Occupant Kinematics for the Traffic Crash Reconstructionist

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

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

Advanced Pedestrian/Bicycle Crash Investigation

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

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

Advanced Commercial Vehicle Crash Investigation

This training focuses on analysis of commercial vehicle systems and dynamics along with the application of participant findings to the crash reconstruction. This training also covered:

- Tractor-trailer ABS air brake system.
- Hydraulic brake systems in commercial vehicles and how fluid pressures are boosted.
- Quasi-static and dynamic rollover propensities and liquid loads.
- Axle weight analysis and load reconstruction.
- Off-tracking.
- Speed from gear ratio.
- Rotational mechanics.
- Field inspection.

Advanced Investigation of Motorcycle Crashes

This training is designed for the experienced traffic crash investigator to provide a more extensive look at the dynamics and operational principles of the motorcycle and rider. This training also covered:

- New motorcycle technology systems.
- Time-distance, airborne analysis, circular motion.
- Speed in gear analysis.
- Wheelbase reduction information.
- Braking with weight shift.
- Stoppies and wheelies.
- Motorcycle tire forces.
- Swerving-collision analysis.
- Custom and specialty motorcycle crash analysis.
- Rotational crash analysis.
- Individual and group projects based on real-world crashes.

RIDER EDUCATION MANAGEMENT SYSTEM (REMS)

Section 405(c)

TR-18-10; Awarded: \$0; Expended: \$0

BACKGROUND

REMS™ is a comprehensive server-based software solution designed to meet the needs of motorcycle rider education providers. REMS™ is being used by both state and privately managed motorcycle rider training.

Implementation of REMS™ as a traffic records upgrade to capture and monitor Michigan's comprehensive motorcycle rider training dataset will make integration and relational comparisons to crash data and driver records immediately achievable.

PROJECT GOAL AND RESULTS

- To increase the timeliness and accessibility of motorcycle rider training data systems by September 30, 2018.

Goal not achieved

The MDOS is creating a new legacy system. This has led to fewer available resources, requirement changes, and uncertainty of how a new rider system will fit in with the new state system. It is hoped this project can be revisited in the future.

IMPROVING THE COMPLETENESS OF PEDESTRIAN AND BICYCLE EXPOSURE DATA

Section 405(c)

TR-18-11; Awarded: \$99,999; Expended: \$99,999

BACKGROUND

To prioritize effective pedestrian and bicyclist safety countermeasures, traffic safety analysis often requires pedestrian and/or bicyclist exposure counts to quantify expected reductions in crash risk. However, these exposure data are currently not complete for all road segments in Michigan.

PROJECT GOAL AND RESULTS

- Develop a complete picture of pedestrian and bicycle exposure using Michigan travel data by September 30, 2018. **Goal achieved**

The MIRE Federal Data Elements (85, 86, 160), based on the statewide travel survey MI Counts, were developed using dedicated computing resources to estimate exposure using the statewide travel survey. This included running computationally intensive algorithms using ArcGIS and/or Python.

The results were then validated with an online survey, interviews, and manual counts throughout the state with invested partners from engineering, law enforcement, biking clubs, traffic safety, and city planners.

EDUCATION AND COMMUNICATION

MICHIGAN TRAFFIC CRASH FACTS (MTCF)

Section 405(c)

TR-18-01; Awarded: \$704,453; Expended: \$704,453

BACKGROUND

Michigan's traffic crash data is used to identify and analyze problems, implement countermeasures, and evaluate impact. The MTCF website is updated annually by the University of Michigan Transportation Research Institute (UMTRI) to provide comprehensive traffic crash data and reports. Since its launch in 2004, many enhancements have been made. Funding will support data analysis, technical assistance, and completion of the county map query output and the sorting tool.

PROJECT GOAL AND RESULTS

- Produce the 2017 traffic crash data on the MTCF website, including reports, profiles, and new data query capabilities by September 30, 2018. **Goal achieved**

Public traffic crash records data is essential to the traffic safety community to accurately identify traffic safety issues and effectively program limited traffic safety dollars for maximum impact. This program enables the traffic safety community to conduct ongoing analysis.

This project achieved the goal of providing the 2017 MTCF fact books, fact sheets, profiles, web content, web analysis tools, and SHSP action team information. Enhancements and improvements to the MTCF publications, website, and data query tool have also been implemented during this project year. The MTCF website was enhanced to include the addition of a geographic location sorting tool as well as historical "Michigan Traffic Accident Facts" publications, with newly digitized editions from 1952-1991. Also, UMTRI staff has effectively provided technical assistance to the OHSP on requests for crash data analysis and presentations throughout the project year.

The UMTRI continued to provide one part-time on-site statistician to provide in-depth crash data analysis for nearly 70 requests as well as crash data presentations at various traffic safety partner meetings, including regional Traffic Safety Network meetings and the Strategic Highway Safety Plan action team meetings.

The MTCF website had 99,575 page views, 112,017 queries on the data query tool, and 7,115 publication requests.

MICHIGAN TRAFFIC CRASH FACTS (MTCF) DATA AND INFORMATION BROCHURE

Section 402 FAST Act

CP-18-03; Awarded: \$0; Expended: \$0

BACKGROUND

Current and correct data is essential for identifying traffic safety problems, planning enforcement, and allocating resources. The MTCF Data and Information brochure is used to direct the public and traffic safety partners to the most accurate sources of crash data. The brochure gives traffic crash data users an easy guide to distribute and access the state's free crash resources.

PROJECT GOAL AND RESULTS

- Develop and distribute a brochure about the state's free traffic crash data resources by September 30, 2018. **Goal achieved**

A brochure was developed with the assistance of the UMTRI and MSP CJIC. These brochures were distributed to Traffic Records Coordinating Committee partners, posted on the MSP-CJIC website, and made available through the MSP Materials Distribution Center.

Community Programs

The OHSP engages partners at the state and local levels to supplement engagement, messaging, and safety enforcement efforts. Statewide campaigns build brand and message awareness.

The OHSP is involved in public information campaigns and activities designed to promote traffic safety, seat belt use, and sober driving. As a result, public information needs arise throughout the year to support communication efforts, campaigns, and media activities. This can include services such as acquisition of additional public information materials, replacement of outdated items, response to questions, or communications through newsletters and other distribution systems.

PROGRAM GOALS

- Prevent fatalities from increasing from 963 in 2015 to 1,003.2 by December 31, 2018.
- Prevent serious injuries from increasing from 4,865 in 2015 to 5,136.4 by December 31, 2018.
- Prevent the vehicle mileage fatality rate from increasing from .98 in 2015 to 1.02 by December 31, 2018.
- Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles from 92.8 percent in 2015 to 98 percent by December 31, 2018.

EDUCATION AND COMMUNICATION

IN-HOUSE PUBLIC INFORMATION AND EDUCATION

Sections 402 FAST Act, 405 (d) FAST Act Low Paid/Earned Media CP-18-03; 402 Awarded: \$85,000; Expended: \$48,525, 405(d) Awarded: \$6,000; Expended: \$4,186

BACKGROUND

The OHSP Communications Section carries out public information and earned media activities to promote seat belt use, sober driving, child passenger safety, motorcycle safety, and other traffic safety issues. This includes publishing a traffic safety newsletter, developing brochures, flyers, posters, and other materials as well as supporting conferences. The OHSP also maintains an active Facebook and Twitter account used to promote traffic safety issues. The Facebook account had 4,215 followers and Twitter had 796 followers at the end of September.

PROJECT GOALS AND RESULTS

- Track news media coverage for each statewide traffic enforcement mobilization by September 30, 2018. **Goal achieved**

- Edit, design, and publish the Annual Evaluation Report (AER) according to all federally mandated deadlines.

Goal achieved

- Reprint and redesign materials as needed for distribution through the OHSP warehouse by September 30, 2018. **Goal achieved**

Traffic enforcement mobilizations were supported through earned media efforts. The OHSP promoted the *Click It or Ticket* effort to promote seat belt use in May and generated 29 news stories. The OHSP also had earned media strategies for two *Drive Sober or Get Pulled Over* (DSOGPO) enforcement periods for impaired drivers. The November 2017 DSOGPO generated 17 stories and the August 2018 DSOGPO generated 29 stories. The OHSP also promoted Teen Driver Safety Week in October, National Distracted Driving Awareness Month in April, and Secure Your Load Day in June.

MATERIALS STORAGE AND DISTRIBUTION

Section 402 FAST Act, 405(d) FAST Act Low Paid/Earned Media CP-18-04; 402 Awarded: \$160,971; Expended: \$138,805, 405d Awarded: \$21,000; Expended: \$4,174

BACKGROUND

For more than 25 years, the OHSP has provided free traffic safety materials to traffic safety partners, advocates, and stakeholders. More than 55 publications are offered on drunk driving, seat belts, pedestrian and bicyclist safety, and

car seats. More than 414,000 print pieces are shipped each year, with the most popular items being car seat information. Most items are available in English, Arabic, and Spanish. The OHSP maintains and regularly updates a traffic safety materials catalog to provide the most current traffic safety information to the public. The OHSP also loans costumes to help promote seat belt use.

stakeholder survey issued in conjunction with the Strategic Highway Safety Plan.

PROJECT GOAL AND RESULTS

- Provide free traffic safety materials to Michigan law enforcement, schools, healthcare organizations, and the public by September 30, 2018. **Goal achieved**

Fifteen special mailings were shipped to 7,319 locations (including law enforcement agencies, high schools, child passenger safety partners, libraries, government agencies, and businesses) for a total of 158,142 items.

Safety partners and the public requested 439,716 items during FY2018, a decrease of 184,986 items from FY2017. In addition, crash test dummy costumes were borrowed 20 times and Click It the Cricket costumes were borrowed 13 times.

As the fiscal year started, a revised catalog was available for the public and our stakeholders use when selecting traffic safety materials. Throughout the year, specific items in the catalog were updated to maintain accuracy, especially if safety regulations or recommendations had changed.

COMMUNICATIONS ACCOUNT MANAGEMENT AND STRATEGIC COUNSEL

Section 402 FAST Act

CP-18-03; Awarded: \$85,000; Expended: \$64,351

BACKGROUND

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

PROJECT GOAL AND RESULTS

- Proofread the AER by January 31, 2018. **Goal achieved**
- Provide strategic counsel, when needed, for unanticipated communications issues and projects that arise through September 30, 2018. **Goal achieved**

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

Services range from providing recommendations for future projects and strategy to advising the OHSP on the newest social media trends and tools. The firm proofread the AER.

The agency created a video on the dangers of distracted driving. This video became the centerpiece of OHSP's earned media efforts during National Distracted Driving Awareness Month in April. The agency also provided assistance with a

Paid Advertising

BACKGROUND

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

The OHSP follows the traffic enforcement mobilization model established by the NHTSA. This model calls for paid advertising starting a week prior to enforcement and con-

tinuing through the first week of enforcement. The timing allows motorists a warning period before enforcement begins.

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

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

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

In 2018, nearly 77 percent of young men heard the *Drive Sober or Get Pulled Over* campaigns slogan. No phone surveys for a November campaign were conducted in 2017 or 2016.

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

(Strongly agree/somewhat agree)

					PRE SURVEY	POST SURVEY
General Population					25.3%	32.3%
Young men					34.6%	34.0%

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

(yes)

					2018	
					PRE SURVEY	POST SURVEY
General Population					12.0%	20.0%
Young men					23.3%	24.0%

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

(more than usual)

					2018	
					PRE SURVEY	POST SURVEY
General Population					9.8%	15.1%
Young men					13.5%	12.6%

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

(Drive Sober or Get Pulled Over)(yes)

	2018	
	PRE SURVEY	POST SURVEY
General Population	50.8%	57.8%
Young men	79.3%	76.7%

AUGUST 2018 DRUNK DRIVING. DRIVE SOBER OR GET PULLED OVER.

In 2016, 73 percent of young men heard the *Drive Sober or Get Pulled Over* campaign slogan. That percentage increased in 2017 to 80 percent but fell to about 69 percent in 2018. The percentage of young men that have heard about special efforts to arrest drunk drivers following the drunk driving crackdown has continued to decline since 2015.

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

(Strongly agree/somewhat agree)

	2016		2017		2018	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	29.6%	28.8%	25.6%	30.6%	25.8%	29.6%
Young men	39.0%	43.6%	34.6%	44.7%	38%	36.7%

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

(yes)

	2016		2017		2018	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	18.8%	22.3%	15.3%	18.0%	18.5%	17.0%
Young men	24.0%	27.3%	19.3%	19.3%	15.3%	25.3%

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

(more than usual)

	2016		2017		2018	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	10.6%	19.0%	8.4%	11.6%	9.6%	11.8%
Young men	11.7%	21.7%	8.5%	16.8%	10.0%	20.9%

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

(Drive Sober or Get Pulled Over) (yes)

	2016		2017		2018	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	55%	59.5%	49.8%	58.5%	53.8%	53.8%
Young men	73.8%	73.3%	72.7%	79.3%	69.3%	68.7%

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

(Drive Sober or Get Pulled Over) (yes)

	2016		2017		2018	
	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY	PRE SURVEY	POST SURVEY
General population	55%	59.5%	49.8%	58.5%	53.8%	53.8%
Young men	73.8%	73.3%	72.7%	79.3%	69.3%	68.7%

2018 IMPAIRED MOTORCYCLE RIDING. *FALLEN BROTHERS.*

In 2018, about 51 percent of Michigan motorcyclists heard or saw the *Fallen Brothers* campaign. This was the first year of the campaign.

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

(Ride Sober)(yes)

					2018
Post-Survey					50.8%

Where did you see or hear this slogan?

(Television/Billboard)

					2018
Post-Survey					79.1%

BOOSTER SEATS SUMMARY

BOOSTER SEATS

Radio Target: Women 25-49 Flight Dates: September 10 - September 30

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :60	ADDED VALUE :60 SPOTS	ADDED VALUE :05 :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	77.10%	5.6	431.9	677	9	198	\$66,938.00
Flint	63.10%	6.4	404.1	276	39	-	\$6,952.00
Grand Rapids	70.90%	6.0	429.4	539	57	-	\$18,228.00
Lansing	66.00%	5.7	381.9	309	51	-	\$9,563.00
Saginaw	70.00%	6.9	482.9	326	45	-	\$9,563.00
Totals:			2,130.2	2,127.0	201.0	198.0	\$111,244.00
						Assessed Value Added:	\$16,775.00

BOOSTER SEATS

Internet Target: Women 25-49 who have children 4-12 years old Geo-Targeted to State of Michigan Flight Dates: August 1 - September 30

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
YouTube	671,876	\$29.77	-	\$20,000
Radio Endorsement	1,148,994	\$10.94	-	\$12,565.57
Mobile	3,135,417	\$11.16	244,162	\$35,000
Influencer Program	16,000,000	\$3.13	3,424,250	\$50,000
Pandora	1,840,475	\$21.73	1,948,355	\$40,000
Social	1,023,995	\$4.14	-	\$4,234.43
Totals	23,820,757		5,616,767	\$161,800.00
Assessed Value Added:				\$35,318.00

Total Booster Seats Media Spend: \$273,044.00

Total Assessed Value Added: \$52,093.00

CAR SEATS SUMMARY

CAR SEATS

Internet Target: Mothers of children 0-12 years old Geo-Targeted to State of Michigan Flight Dates: July 23 - September 30

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Pandora	2,720,239	\$20.22	2,770,163	\$55,000
Social	623,420	\$6.42	-	\$4,000
Cross-Screen Digital	11,386,436	\$6.61	789,348	\$75,260
Totals	14,730,095		3,559,511	\$134,260.00
Assessed Value Added:				\$35,597.00

Total Car Seats Media Spend: \$134,260.00

Total Assessed Value Added: \$35,597.00

NOVEMBER 2017 IMPAIRED DRIVING ENFORCEMENT SUMMARY

NOVEMBER 2017 IMPAIRED DRIVING

Fox Sports Network Detroit, Red Wings/Pistons/Lions/College Football Target: Men 21-34 Flight Dates:
November 20 - December 10

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :30	ADDED VALUE :30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS	TOTAL \$\$ (NET)
Statewide Coverage	46.60%	4.8	305.7	71	103	-	\$40,630.00
Totals:			305.7	71	103	-	\$40,630.00
Assessed Value Added:							\$5,150.00

NOVEMBER 2017 IMPAIRED DRIVING

Fox Sports Programming on Broadcast, Lions Football Target: Men 21-34 Flight Dates: November 20 - December 10

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :30	ADDED VALUE :30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit - WJBK	17.20%	1.1	19.2	5	8	-	\$16,150.00
Flint - WSMH	33.30%	1.4	51.6	4	-	-	\$5,780.00
Grand Rapids - WXMI	26.90%	1.3	35.0	4	3	-	\$14,705.00
Totals:			19.2	5	11	-	\$36,635.00
Assessed Value Added:							\$1,260.00

NOVEMBER 2017 IMPAIRED DRIVING

Cable Target: Men 21-34 Flight Dates: November 20 - December 10

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :60	ADDED VALUE :30 SPOTS	ADDED VALUE :05, :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	27.50%	2.1	55.9	145	-	-	\$29,750.00
Flint	29.40%	2	57.5	57	9	-	\$6,800.00
Grand Rapids	38.30%	2.0	76.8	112	13	-	\$8,500.00
Totals:			190.2	314	22	0	\$45,050.00
Assessed Value Added:							\$2,417.00

NOVEMBER 2017 IMPAIRED DRIVING

Radio Target: Men 21-34 Flight Dates: November 20 - December 3

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :60	ADDED VALUE :60 SPOTS	ADDED VALUE :05, :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	63.00%	4.6	272.4	388	32	104	\$40,460.00
Flint	50.00%	5.6	281.4	258	26	0	\$4,896.00
Grand Rapids	58.60%	4.7	275.8	450	30	0	\$11,849.00
Saginaw	55.50%	5.6	317.6	220	24	0	\$5,883.70
Totals:			1,147.2	1,316.0	112.0	104.0	\$63,088.70
Assessed Value Added:							\$7,625.00

NOVEMBER 2017 IMPAIRED DRIVING

Internet Target: Men 21-34 Geo-Targeted to State of Michigan Flight Dates: November 20 - December 10

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
YouTube	241,862	\$20.67	-	\$5,000
Connected TV	416,667	\$30.00	43,333	\$12,500
Spotify	1,209,406	\$20.67	-	\$25,000
Social	328,074	\$6.10	-	\$2,000
Cross-Screen Digital	3,600,000	\$10.42	-	\$37,500
Totals	5,796,009	\$14.15	43,333	\$82,000.00
Assessed Value Added:				\$1,300.00

Total Impaired Driving Media Spend: \$267,403.70

Total Assessed Value Added: \$17,752.00

AUGUST 2018 IMPAIRED DRIVING ADVERTISING SUMMARY

AUGUST 2018 IMPAIRED DRIVING

Fox Sports Network Detroit Tigers Football Target: Men 21-34 Flight Dates: August 15 - September 2

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :30	ADDED VALUE :30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS	TOTAL \$\$ (NET)
Statewide Coverage	60.00%	2.2	98.6	59	40	-	\$56,610.00
Totals:			98.6	59	40	-	\$56,610.00
Assessed Value Added:							\$4,000.00

AUGUST 2018 IMPAIRED DRIVING

Fox Sports Programming on Broadcast, Lions Football, Cable Target: Men 21-34 Flight Dates: August 17 - September 3

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :30	ADDED VALUE :30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit - WJBK/WWJ	37.90%	1.8	68.5	12	7	-	\$33,745.00
Detroit	41.20%	2.5	79.2	358	-	100 taggables	\$51,960.00
Flint	31.00%	3.1	97.6	516	-	100 taggables	\$13,685.00
Grand Rapids	36.50%	3.0	106.8	513	-	100 taggables	\$20,000.00
Totals:			352.1	1,399	7	300 taggables	\$119,390.00
Assessed Value Added:							\$6,179.00

AUGUST 2018 IMPAIRED DRIVING

Radio Target: Men 21-34 Flight Dates: August 20 - September 2

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :60	ADDED VALUE :60 SPOTS	ADDED VALUE :05, :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	70.20%	4.7	326.8	638	-	168	\$47,728.00
Flint	56.30%	7	407.2	356	26	-	\$5,115.00
Grand Rapids	59.30%	6.1	361.2	382	28	-	\$14,729.00
Saginaw	60.00%	6.5	396	266	28	-	\$6,928.00
Totals:			396.4	1,642.0	82.0	168.0	\$74,500.00
Assessed Value Added:							\$7,595.00

AUGUST 2018 IMPAIRED DRIVING

Internet Target: Men 21-34 Geo-Targeted to State of Michigan Flight Dates: August 17 - September 3

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
YouTube	269,552	\$25.97	-	\$7,000
Connected TV	765,400	\$28.74	-	\$22,000
Spotify	907,440	\$27.55	-	\$25,000
Hulu	701,426	\$42.77	45,256	\$30,000
Facebook	289,669	\$5.18	-	\$1,500
Twitter	148,246	\$5.40	-	\$800
Mobile with 360 video	5,580,991	\$13.30	787,730	\$74,200
Cross-Screen Digital	8,777,537	\$7.88	-	\$69,200
Totals	17,440,261		832,986	\$229,700.00
Assessed Value Added:				\$11,220.63

Total Impaired Driving Media Spend: \$480,200.00

Total Assessed Value Added: \$28,994.63

MOTORCYCLE IMPAIRED DRIVING ADVERTISING SUMMARY

MOTORCYCLE IMPAIRED DRIVING

Fox Sports Network Detroit - Tigers Target: Men 50-70 Flight Dates: June 18 - July 31

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :30	ADDED VALUE :30 SPOTS	ADDED VALUE :05 AND :10 SPONSORSHIPS	TOTAL \$\$ (NET)
Statewide Coverage	50.70%	3.4	195.5	46	200	-	\$66,470.00
Totals:			195.5	46	200	-	\$66,470.00
Assessed Value Added:							\$8,500.00

MOTORCYCLE IMPAIRED DRIVING

Cable Target: Men 50-70 Geo-Targeted: Detroit, Flint, Grand Rapids Markets Flight Dates: June 25 - July 22

MARKET	REACH	FREQUENCY	TOTAL GRPS	TOTAL SPOTS PAID :60	ADDED VALUE :30 SPOTS	ADDED VALUE :05, :10 AND :15 SPONSORSHIPS	TOTAL \$\$ (NET)
Detroit	41.50%	3.5	102.9	150	4	150	\$55,518.00
Flint	43.00%	4.3	186.3	150	15	150	\$12,750.00
Grand Rapids	40.00%	4.6	173.9	567	36	150	\$22,501.00
Totals:			463.1	867	55	450	\$90,769.00
Assessed Value Added:							\$36,536 .00

MOTORCYCLE IMPAIRED DRIVING

Outdoor Target: Men 50-70 Geo-Targeted: Detroit, Flint, Grand Rapids Markets Flight Dates: June 25 - July 29

MARKET	NUMBER OF BOARDS	IMPRESSIONS	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Flint	3	1,917,705	958,854	\$5,850.00
Grand Rapids	5	3,035,333	1,300,857	\$10,200.00
Detroit	12	21,402,533	3,486,782	\$47,211.00
Totals:		26,355,571	5,746,493	\$63,261.00
Assessed Value Added				\$22,991.00

Total Impaired Driving Media Spend: \$220,500.00

Total Assessed Value Added: \$68,027.00

SHADOW RIDER SUMMARY

SHADOW RIDER

Internet Target: Michigan riders/owners with a registered bike or motorcycle/motorcycle brand interests Geo-Targeted to State of Michigan Flight Dates: July 16 - September 9

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Facebook	1,025,515	\$7.05	-	\$7,231
Twitter	209,990	\$9.52	-	\$2,000
Totals	1,235,505	-		\$9,231.00
Assessed Value Added:				\$0.00

Total Car Seats Media Spend: \$9,231.00

Total Assessed Value Added: \$0.00

TWEEN SEAT BELTS SUMMARY

TWEEN SEAT BELTS

Michigan Association of Broadcasters (MAB)

MARKET	TOTAL PAID :30	ADDED VALUE :30 SPOTS	TOTAL \$\$ (NET)
Statewide Coverage	\$30,100	\$240,318.87	\$270,418.87
Totals:			\$30,100.00
Assessed Value Added:			\$240,318.87

TWEEN SEAT BELTS

Internet Target: A25-54 who are parents of tweens Geo-Targeted to State of Michigan Flight Dates: November 20 - December 10

SITES	IMPRESSIONS	CPM	ADDED VALUE IMPRESSIONS	TOTAL \$\$ (NET)
Pandora	1,350,000	\$20.00	1,225,338	\$27,000
Social	763,944	\$3.79	-	\$2,900
Totals	2,113,944		1,225,338	\$29,900.00
Assessed Value Added:				\$24,506.00

Total Tween Seats Belts Media Spend: \$60,000.00

Total Assessed Value Added: \$264,824.87

Driver Education

Driver education involves improving driver behavior directly by teaching better driving skills, improving safety awareness, and motivating individuals to drive safely.

Young drivers are learning basic skills for the very first time. Senior drivers are often at greater risk due to loss of muscle mass and bone strength, which increase the chances of injury or death in a crash.

PROGRAM GOALS

- *Decrease fatalities and incapacitating injuries involving drivers ages 15 to 20 from 1,095 in 2015 to 690 by December 31, 2018.*
- *Prevent fatalities and incapacitating injuries involving drivers ages 65 and older from increasing from 1,017 in 2015 to 1,053 by December 31, 2018.*
- *Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles from 92.8 percent in 2015 to 98 percent by December 31, 2018.*

EDUCATION AND COMMUNICATION

TEEN DEFENSIVE DRIVING SCHOOL

Section 402 FAST Act

DE-18-01; Awarded: \$0; Expended: \$0

BACKGROUND

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

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

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

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

PROJECT GOAL AND RESULTS

- Conduct up to six teen defensive driving courses and provide advanced training for up to 72 teen drivers that

hold a Level 2 license by September 30, 2018. **Goal not achieved**

The grantee withdrew the grant application due to other priority commitments and staff shortages on weekends during the summer.

STRIVE FOR A SAFER DRIVE (S4SD) AND TEEN PROGRAMS

Section 402, 402 FAST Act

DE-18-02; 402 Awarded: \$80,920; Expended: \$80,920

BACKGROUND

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

PROJECT GOALS AND RESULTS

- Solicit up to 60 applications from high schools statewide for participation in the S4SD program by September 30, 2018. **Goal achieved**
- Conduct one hands-on driving event for participating schools in the S4SD program by September 30, 2018. **Goal achieved**

S4SD was managed by the Transportation Improvement Association (TIA). The program was promoted through the Michigan Department of Education, correspondence with high schools, law enforcement officers, teen conferences, traffic safety meetings, and teen coalitions. Sixty-one high schools received \$1,000 from Ford to develop and imple-

ment a student-led traffic safety awareness campaign. School campaigns focused on distracted driving, underage drinking and impaired driving, seat belts, winter driving, and speeding. Participation guidelines included involving the entire school, the surrounding community, and incorporating the Ford Driving Skills for Life into their campaign.

Students conducted activities from December through March and then submitted their final project report outlining their campaign with at least three traffic safety activities. Sponsors judged the submissions and selected the top five schools that received a trophy and cash prizes from Ford ranging from \$500 to \$1,500. More than 60,000 students, teachers, and other school personnel were exposed to the S4SD school campaigns.

More than 250 students and advisors from 26 schools attended a Ford Ride and Drive event at the Ford Motor Company Michigan Proving Grounds in Romeo. Students experienced firsthand defensive driving skills in a safe environment. Professional drivers instructed students in hazard recognition, vehicle handling, speed and space management, and the dangers of distracted and impaired driving. This advanced driver education event taught students critical skills such as how to scan for trouble, recover from skids in front- and rear-wheel drive vehicles, and avoid a head-on crash or being rear-ended. They also learned emergency brake techniques, tips about approaching and turning left at intersections, and how acceleration, deceleration, braking, and turns affect vehicle balance. The event also offered hands-on exercises that demonstrated the dangers of distracted and impaired driving. Law enforcement officers led the distracted and impaired portions of the program.

THINKFAST: INTERACTIVE SCHOOL PROGRAM FOR YOUNG DRIVERS

Section 405(d) FAST Act Low Driver Education-Flex
DE-18-02; Awarded: \$38,250; Expended: \$28,709

BACKGROUND

ThinkFast Interactive is an experiential team building and awareness program that involves the entire school community in traffic safety by bringing everyone together in the school auditorium. This concept utilizes remote controls, which allows the audience to participate in the game show-type event. A message of prevention, responsibility, and awareness is non-intrusively reinforced. A host guides participants through the program by providing memory hooks to promote retention and retrieval. The program employs multiple forms of visual games to involve limbic functioning as well as visual memory. This type of learning activity is the mental counterpart to memory, and makes learning a fun, enthusiastic, and challenging experience. The program is simple for schools to participate in, as ThinkFast travels to the schools.

Teens and adults report high levels of satisfaction with the ThinkFast Interactive program.

PROJECT GOALS AND RESULTS

- Provide a teen driver safety interactive program for up to 12 high schools by September 30, 2018. **Goal achieved**
- Provide a teen driver safety interactive program for up to four colleges or universities by September 30, 2018. **Goal achieved**

A grant was provided to the TIA to facilitate up to 12 high school and four college interactive programs. A contract was established with TJohnE Booking and Production. TJohnE completed 12 high school and three college interactive programs. An evaluation survey for school administrators was developed along with a pre-and post-student test. School administrator evaluations reveal positive reviews.

The OHSP high school survey was designed to assess change across four variables: social norms, perceptions of teens' ability to control their driving behavior, driver and passenger intentions, and highway safety knowledge. In the 2017-2018 school year, 4,432 students attended the ThinkFast Interactive program at 12 high schools across Michigan. Pre- and post-surveys were completed by 1,212 students which found that knowledge around Graduated Driver's Licenses (GDL), texting while driving fines, speeding, hazard recognition and alcohol knowledge, had gained 31.48 points from pre- (61.2 percent) to post- (92.68 percent) surveys with an overall average growth of 31.74 percent. Students' perceptions around distractions, GDL, riskiness (driver and passenger), dangers of texting, seat belt usage, cell phone usage, and being a "good" passenger also improved considerably. Average pre- (77.44 percent) and average post- (94.63 percent) surveys showed a total improvement of 17.19 points and an overall average growth of 17.13 percent.

The program was also presented at three colleges: Ferris State University, Davenport University, and University of Detroit-Mercy with 101 students participating in the pre-program surveys and 48 in the post-program surveys. The ThinkFast program demonstrated an overall knowledge increase of 16.68 percent from pre- (74.97 percent overall) to post-(87.48 percent overall) program surveys. The college ThinkFast program showed a 12.51-point increase from pre- to post-program average. These programs received positive reviews from all three administrator contacts at each college as well as positive feedback from the students who attended.

SAVE A LIFE TOUR

Section 405(d) FAST Act Low Driver Education-Flex
DE-18-02; Awarded: \$36,250; Expended: \$36,250

BACKGROUND

The Save a Life Tour is a high impact safe driving awareness program that informs, educates, and demonstrates the potentially deadly consequences resulting from poor choices and decisions made by the operator of a motor vehicle.

The program utilizes several methods for educating and demonstrating the effects and consequences that are direct results of these poor choices.

Funding will support production of the onsite program.

PROJECT GOALS AND RESULTS

- Provide up to 10 Save a Life Tour programs to high schools across Michigan by September 30, 2018. **Goal achieved**

The TIA received a grant to facilitate 10 high school programs in counties identified by the OHSP. Through a contract with Kramer Entertainment Agency, Inc., presentations were delivered to 10 high schools in April and May to approximately 4,500 students. Participating high schools included Forest Area, Sault Area, LaSalle, Newberry, Wayland Union, Hillman, Alpena, Cadillac, Unionville-Sebewaing Area, and Brethren. An evaluation survey for school administrators was developed along with a pre- and post-student test. School administrator evaluations revealed excellent reviews. Below is an excerpt from a letter received from the Forest Area principal:

“This program was highly effective with my students. They talked about their experiences for days. Staff commented the kids were talking about reaching out to family and friends to share what they learned. I have received phone calls from parents and community members thanking me for this educational experience. Students are telling family and friends to stop texting and driving.”

The pre- and post-surveys included questions that relate to both retention and knowledge improvement and some that are information and behavior related. Measured improved was achieved in the following categories:

Distraction:

- 19 percent increase in the number of students that would be less likely to text and drive in the future
- 20 percent increase in the number of students that believe cell phone use while driving is dangerous
- 25 percent increase in the number of students that would speak up as a passenger if they see the driver texting.

Impaired Driving:

- 13 percent more students indicated they would take the keys from someone who has been drinking.
- 4 percent increase in the number of students that indicated they would be less likely to drive under the influence in the future.

Overall Program:

- 8 percent of the students indicated an increase in awareness of what it takes to be a safe driver in the future.

PILOT PARENTAL INVOLVEMENT IN GRADUATED DRIVER LICENSING (GDL)/ DRIVER EDUCATION PROGRAM

Section 402 FAST Act

DE-18-03; Awarded: \$0 ; Expended: \$0

BACKGROUND

The MDOS seeks support for a contracted vendor to develop, implement, and evaluate a Pilot Parental Involvement in GDL/Driver Education Program for possible long-term implementation. This will be the first year of a three-year project.

PROJECT GOALS AND RESULTS

- Develop content for Segment 1 and 2 parent and teen meetings and implementation plans by September 30, 2018. **Goal not achieved**

The MDOS issued a Request for Proposals for this project. Only one proposal was received, which exceeded the available funding. Sponsors were sought from major corporations but these efforts were not successful in acquiring additional funding. The scope of the project has been reduced and negotiations to move forward will occur in FY2019.

MICHIGAN'S GUIDE FOR AGING DRIVERS AND THEIR FAMILIES

Section 402 FAST Act

DE-18-03; Awarded: \$0; Expended: \$0

BACKGROUND

Safety problems for the older driver are often tied to the aging process, including changes in vision, hearing, medication, cognition, and physical condition, which all contribute to driving errors.

In 2014, MDOT, MDOS, OHSP, and AAA partnered to develop Michigan's Guide for Aging Drivers and Their Families. The existing stock will be depleted within FY2018.

Funding will support printing additional copies for distribution.

PROJECT GOALS AND RESULTS

- Print 50,000 copies of the guidebook by September 30, 2018. **Goal not achieved**

It was determined that the current supply of guide books was sufficient for the level of demand throughout 2018. Therefore, this project was postponed until FY2019.

Motorcycle Safety

Motorcycle fatalities have steadily grown over the past decade. There were 140 motorcycles involved in fatal crashes in 2015, up 16.7 percent from 2006. Motorcyclists in Michigan constitute more than 13 percent of all fatalities. Nearly 50 percent of those fatalities occur in metro Detroit and West Michigan.

PROGRAM GOAL

- *Decrease fatalities and incapacitating injuries involving motorcycles by 15 percent from 670 in 2015 to 570 by December 31, 2018.*

TRAINING AND EDUCATION

ADVANCED RIDER TRAINING

Section 405(f) FAST Act

MC-18-01; Awarded: \$152,000 ; Expended: \$117,858

BACKGROUND

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

Formal motorcyclist training and licensing are critical components to operate a motorcycle safely. The Michigan Rider Education Program (Mi-REP), administered by the MDOS, offers basic rider, returning rider, and advanced rider courses through public and private sponsors. These programs train approximately 10,000 motorcyclists annually at nearly 50 training sites.

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

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

PROJECT GOAL AND RESULTS

- Train up to 120 students in advanced rider courses by September 30, 2018. **Goal achieved**
- Provide up to five professional development sessions for Motorcycle Rider Coaches by September 30, 2018. **Goal achieved**
- Purchase up to 15 motorcycles to maintain the training fleet of public sponsors by September 30, 2018. **Goal achieved**

The OHSP and MDOS supported the Advanced Rider Course (ARC) training classes that are part of the MSF nationally recognized curriculum. Advanced courses are particularly significant to learn new skills and expand upon skills to be a safer motorcyclist. There were 102 students trained in 11 ARCs offered across Michigan in Wayne, Cheboygan,

Chippewa, and Washtenaw counties (five through Schoolcraft College, four through Washtenaw Community College, and two through Otsego County Sheriff's Office).

The Mi-REP worked to train as many new Rider Coaches as possible due to the shortage of certified coaches across the state. A total of 32 new Rider Coaches were certified in the new MSF Basic Rider Course (BRC) program offered through five Novice Rider Coach Preparation sessions. Schoolcraft College coordinated two of these courses, training students in Macomb and Wayne counties and Grand Rapids Community College coordinated three of these courses, training students in Ingham, Marquette, and Kent counties. Additionally, Schoolcraft College coordinated one ARC Rider Coach Preparation session, training nine existing certified Rider Coaches on this curriculum to expand the program's ability to train riders.

Training motorcycles are needed at rider training sites across the state as some of the aging motorcycle fleet are more than 20 years old. Eight new training motorcycles, 2018 Harley-Davidson Street 500 models, were purchased for the Mi-REP. They were distributed to Northern Michigan University (2), Schoolcraft College (1), Lenawee Intermediate School District (2), and Delta College (3). The number of motorcycles purchased was limited (about half of the initial planned quantity) as a result of the Buy America Act. Since the waiver request letter was not approved for FY2018, fewer motorcycles were purchased at the higher cost.

OPERATION SHADOW RIDER

Section 405(d) FAST Act Motorcycle Safety-Flex

CP-18-03; Awarded: \$30,000; Expended: \$29,758

BACKGROUND

The OHSP will continue to collaborate with the MDOS and the UMTRI to locate unendorsed motorcycle riders based on the addresses on file with motorcycle registrations. In conjunction with motorcycle traffic safety partners, the OHSP will contact each unendorsed rider by mail to inform the rider about the availability of the Returning Rider Training classes and the BRC classes offered, in efforts to encourage them to obtain their motorcycle endorsements.

PROJECT GOAL AND RESULTS

- Conduct a training course availability mailing to unendorsed motorcycle riders by September 30, 2018. **Goal achieved**

Now in its sixth year, this project took a different messaging approach to focus on why motorcyclists ride, to emphasize the need for taking a training course and riding legally with a cycle endorsement. The spring postcard mailer was sent to 38,000 unendorsed riders in May. Difficulties in data collection and grant revisions delayed the mailing which typically goes out in March. The second round of the Shadow Rider was implemented with a first-time digital plan approach. The OHSP worked with the contracted marketing agency to develop and implement a media plan that reached potentially unendorsed riders via social media.

sions on social media broke a record with the OHSP for the highest single day impression number at more than 7,000 impressions on Twitter. In late June and throughout July the ad aired on cable channels statewide including during Detroit Tigers broadcasts. The outdoor billboards were placed along major freeways in the Detroit, Grand Rapids, Flint, and Kalamazoo areas. This was funded as a part of the Mobilization Paid Advertising Project; \$225,000 Section 405(d) FAST Act Low Paid/Earned Media.

The MLBA provided input on the campaign. The OHSP plans to work with MLBA in FY2019 to further this messaging with their membership on a more grassroots, local level.

MOTORCYCLIST IMPAIRED PREVENTION CAMPAIGN

Section 405(d) FAST Act Low Paid/Earned Media

CP-18-03; Awarded: \$50,000; Expended: \$40,511

BACKGROUND

The OHSP will collaborate with the MLBA to distribute education and messaging to motorcyclist demographic groups that tend to ride after drinking, through drinking establishments and licensed beverage providers. It takes far more skills to operate a motorcycle than to operate a motor vehicle. Riding after drinking is a risky behavior for the rider and other motorists.

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

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

PROJECT GOAL AND RESULTS

- Develop and distribute education and outreach materials by September 30, 2018. **Goal achieved**

Utilizing the results from the FY2017 motorcyclist focus groups and impaired motorcyclist crash data, the OHSP developed a new campaign to prevent impaired motorcycle riding. Crash data revealed that one in three fatal single-vehicle motorcyclist crashes in Michigan involved alcohol. These crashes happen most often in July. The data also revealed the counties in the state where the most impaired motorcyclist crashes are occurring: Wayne, Oakland, Macomb, Kent, Genesee, and Kalamazoo. The campaign is titled Fallen Brothers – Ride Sober. It includes a 30-second television ad and billboard design. The ad was filmed at a cemetery with 21 local motorcyclists participating in the shoot, including certified Michigan Rider Coaches. The ad was publicized in late June via news coverage across the state. High impres-

Emergency Medical Services (EMS)

There were no Emergency Medical Services grant-funded programs in FY 2018. However, in April, the governor signed an executive order to reorganize the EMS Coordinating Committee to include the OHSP as one of six new voting member agencies for a three-year term. The OHSP nominated a program coordinator to serve as the representative for OHSP.

Administrative Issues

GOVERNOR'S TRAFFIC SAFETY ADVISORY COMMISSION (GTSAC)

The GTSAC met quarterly in December, March, June, and September. Meetings gave commissioners an opportunity to provide an update on traffic safety-related activities taking place within their respective agency or area of responsibility. Updates were also provided on activities undertaken by the Strategic Highway Safety Plan action teams.



During the past year, commissioners made presentations for outstanding traffic safety projects and recognized individuals for their contributions to traffic safety as well as tracked the progress of traffic safety-related legislation. Seven awards for outstanding achievement in traffic safety and three awards for long-term service were given at the GTSAC awards presentation. The commission also started the process to update the state's Strategic Highway Safety Plan for 2019-2022.

MICHIGAN TRAFFIC SAFETY SUMMIT

The 23rd annual Michigan Traffic Safety Summit drew more than 550 participants on March 20-22 at the Kellogg Hotel and Conference Center in East Lansing. Law enforcement, traffic engineers, researchers, and traffic safety advocates attended general sessions and workshops, exhibits, and networking opportunities with people from throughout the state.

MICHIGAN TRAFFIC SAFETY SUMMIT

The event featured general sessions on speed, re-engaging law enforcement, the future of crashes in Michigan, and the dangers of drugged driving. Ofcr. John Cleveland of the Ferndale Police Department shared the story of his daughter, Olivia, who was killed in an impaired driving crash, in an effort to help reduce future distracted and impaired driving fatalities.

Some of the other highlights included:

- A workshop on roundabout innovations.
- An overview of a roadside drug testing pilot project underway in five Michigan counties
- The impact of legalized recreational marijuana in Washington State.
- Autonomous vehicles and their impact on the state.
- An in-depth look at wrong-way driving.

LEGISLATIVE UPDATE

The Michigan Legislature passed legislation mandating a three-foot passing distance for motorists passing bicycles. Public Acts 279 and 280 create requirements on how drivers may pass individuals on bicycles. When passing a bicycle traveling in the same direction, the new law requires drivers to leave at least three feet between their vehicles and the bicycle whenever possible. Passing must always be done at a safe distance and speed. Vehicles may pass a bicycle in a no passing zone and cross the center line when it is safe to do so.

Public Act 277 will require one hour of the driver's training curriculum be dedicated to instruction on how to share the road safely with vulnerable road users.

TRAFFIC SAFETY NETWORKS

BACKGROUND

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

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

This year, multiple inactive TSNs were revitalized and efforts are still being made to reactive other dormant areas. The networks hosted meetings with expanded agendas which included legal updates, drug recognition expert information, teen driving trends, child passenger safety issues, medical marijuana updates, winter driving tips, and the dangers of distracted driving.

Other notable events that took place include a League of Michigan Bicyclists Community Bicycle Safety Education for Law Enforcement class, a Bike to School Day Bike Rodeo, an interior tour of the Zilwaukee Bridge, and a guided tour of the Keweenaw Research Center.

Each year, the OHSP sponsors the chairs and vice chairs of the TSNs to attend the Michigan Traffic Safety Summit to keep them informed on current traffic safety technologies, methodologies, and best practices in Michigan and nationally. It also allows the opportunity to network with other TSN leadership and traffic safety professionals from around the state.

The TSNs are an invaluable tool for the OHSP to exchange information with local communities, learn about local and

regional traffic safety issues and concerns, provide guidance, and stay connected with partners in the 83 counties. These efforts allow the TSNs to grow future traffic safety leaders by rotating chair/vice chair responsibilities periodically.

PROJECT GOAL AND RESULTS

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

The networks hosted meetings with expanded agendas which included pupil transportation, establishing realistic speed limits, and traffic signals among others. Two previously inactive TSNs were revived, Huron Valley and Thumb Area, bringing the number of active TSNs to 13.

Legislative breakfasts took place and allowed dialogue between local citizens and legislators on traffic safety issues and legislative bills that were introduced.

Planning and Administration

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

PROGRAM GOALS

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

PLANNING AND ADMINISTRATION

Section 402 FAST Act

PA-18-01; Awarded: \$568,081; Expended: \$506,473

BACKGROUND

The goal for the FY2018 HSP is to prevent traffic fatalities from increasing from 963 in 2015 to 1,003 by 2018 and to prevent serious injuries from increasing from 4,865 in 2015 to 5,136 in 2018. To achieve this goal will require continuing efforts to reduce ongoing traffic safety problems, developing countermeasures to address emerging issues, and creating new opportunities to address traffic crashes through innovative techniques and technology. This will be accomplished through the support of an efficient and effectively managed highway safety program.

PROJECT GOAL AND RESULTS

- To support the goals and activities identified in the HSP.
Goal achieved

The OHSP continued administration of the FY2018 HSP through program coordination and oversight. The OHSP conducted biweekly management team and staff meetings to stay abreast of any issues needing to be addressed. Monthly metrics were also monitored to ensure priority program area projects were accomplished.

The financial section processes financial reimbursement requests as promptly as possible.

Program Management

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

Program Goals

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

PROGRAM MANAGEMENT

Sections 402, 402 FAST Act

CP-18-02; Awarded: \$2,441, 349; Expended: \$2,086,292

BACKGROUND

The goal for the FY2018 HSP is to prevent deaths from increasing from 963 in 2015 to 1,003 by 2018 and to prevent serious injuries from increasing from 4,865 in 2015 to 5,136 by 2018. The annual HSP identifies areas with significant traffic crash problems, proposed countermeasures, and selects the partners to implement them. Limited resources must be directed to implement effective countermeasures to address prevalent traffic safety problems. Research and experience has proven the effectiveness of key programs and strategies such as sobriety courts, traffic safety resource prosecutors, and the NHTSA mobilization model. Program management begins with a focus on the data by conducting analysis and implementing strategies that will save lives and prevent injuries. These strategies must then be implemented effectively through grants managed by the SHSO

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

PROJECT GOAL AND RESULTS

- To support the goals and activities identified in the HSP. **Goal achieved**
- To reduce crashes and fatalities in various areas as listed in the HSP. **Goal not achieved**

The OHSP continued office administrative support of the FY2018 HSP and the many grants and projects managed by the various program coordination staff and management. Funds were expended in support of 24 staff salaries and fringes, staff travel, professional development, operational overhead for the office including expenses for vehicles, supplies and materials, equipment purchases and leases, the Michigan Traffic Safety Summit, and maintenance of OHSP's online grants management system.

FY2019 Focus

Working toward the OHSP's mission of reducing deaths and serious injuries involves teaming with national, state, and local partners to conduct data-centered problem identification and identify proven countermeasures to address issues.

Impaired driving continues to be one of the most significant behavioral issues in Michigan traffic fatalities, especially in the area of drug-impaired driving. Based on 2017 crash data, alcohol/drug involvement in crash fatalities has increased from 38 percent in 2016 to 45 percent in 2017. Addressing this problem will become even more challenging with the legalization of recreational marijuana which took effect in December 2018. As a result, strategies to reduce impaired driving in FY2019 primarily target alcohol and drug involvement. Support will continue for:

- Overtime enforcement of impaired driving laws in high-crash counties and communities;
- Programs that support effective prosecution, adjudication, and treatment of impaired drivers.
- Law enforcement training for OWI detection, with an emphasis on drug-impairment detection training including ARIDE and DRE training courses;
- Public information and education that will incorporate both alcohol and drug-impaired driving as well as development of new and effective messaging specific to legalized recreational marijuana and impaired driving;
- Continuation of a campaign to reduce motorcyclist impaired-driving fatalities;

Efforts to promote seat belt use will remain a high priority, with a use rate goal of 98 percent. Impaired driving and seat belt enforcement will be the primary focus of the OHSP high-visibility enforcement. Impaired driving crackdowns will take place in October, November, July, and August. May's focus will be seat belt enforcement.

In addition, the proper use of car seats and booster seats will be promoted through public education, training, and car seat distribution programs. The OHSP will continue a program to train staff with the MDHHS in how to properly transport children in car seats, booster seats, and seat belts.

The *Strive for a Safer Drive* program will again be offered to high schools across the state, involving students in the development of peer-to-peer teen traffic safety campaigns. A pilot program will look at improving the involvement of parents in the GDL process.

New campaigns and projects will be initiated as OHSP further develops the relatively new Vulnerable Roadway User program to make motorists, bicyclists, and pedestrians more aware of traffic laws as part of efforts to reduce deaths and injuries.

Additional projects will further improve the integration, accessibility, and accuracy of traffic crash data, already

among the nation's best. Efforts to encourage unendorsed motorcyclists to get trained and endorsed will continue through the *Shadow Riders* campaign.

Other projects include:

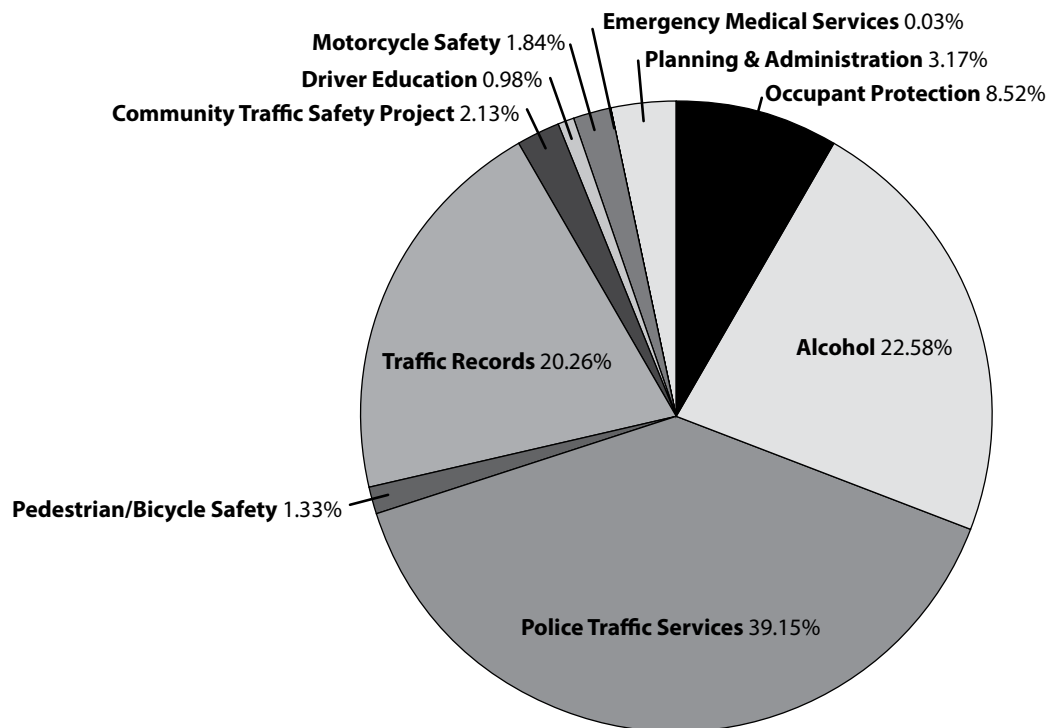
- A statewide Assessment of Michigan's impaired driving programs;
- Underage drinking enforcement, education programs and training;
- Review of the 2018 Occupant Protection Assessment recommendations and implementation of recommendations;
- Conducting of a statewide seat belt and hand-held device use observation survey;
- Providing regional training opportunities for law enforcement to enhance traffic enforcement knowledge and skills development;
- Providing interactive school programs for young drivers;
- Support for motorcycle rider training and professional development for rider coaches;
- Hosting of the 24th Michigan Traffic Safety Summit in East Lansing, March 19-20, 2019;
- Support of the GTSAC Awards, and the MADD Law Enforcement and Prosecutor Award Programs.

OHSP 2018 Status Report

FISCAL YEAR 2018

Updated as of: 12/15/2018

	402	405b	405c	405d	405f	405h	402 PM	405b PM	405d PM	TOTAL	PERCENT
Occupant Protection	411,099	559,787						389,584		1,360,470	8.52%
Alcohol	430,951			3,175,715						3,606,666	22.58%
Police Traffic Services	5,195,889			70,404					986,351	6,252,644	39.15%
Pedestrian/Bicycle Safety	42,302					170,551				212,853	1.33%
Traffic Records	269,961		2,966,067							3,236,028	20.26%
Community Traffic Safety Project	331,825			8,360						340,185	2.13%
Driver Education	91,887			64,959						156,846	0.98%
Motorcycle Safety	105,453			70,269	117,858					293,580	1.84%
Emergency Medical Services	4,219									4,219	0.03%
Planning & Administration	506,473									506,473	3.17%
Grand Total	7,390,059	559,787	2,966,067	3,389,707	117,858	170,551	0	389,584	986,351	15,969,964	100.00%



PROG AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANND	OBLIG	APPRVD GRNT	TOTAL PMTS
OP	402	TK #1 Child Passenger Safety	Planned Amount	300,000.00			0.00
			CP-18-01 OHSP - Michigan Department of State Police		300,000.00	300,000.00	292,992.00
		TK #1 Child Passenger Safety Total		300,000.00	300,000.00	300,000.00	292,992.00
		TK #4 Program Management	CP-18-02 OHSP - Michigan Department of State Police		138,208.00	138,208.00	118,107.00
		TK #4 Program Management Total			138,208.00	138,208.00	118,107.00
		Unallocated to Grants	Oblig Bal 402 funds		(15,613.00)		0.00
		Unallocated to Grants Total			(15,613.00)		0.00
		TK #4 Program Support	Planned Amount	140,000.00			0.00
		TK #4 Program Support Total		140,000.00			0.00
	402 Total			440,000.00	422,595.00	438,208.00	411,099.00
	405b	TK #1 Child Passenger Safety	Planned Amount	385,000.00			0.00
			CP-18-01 OHSP - Michigan Department of State Police		100,000.00	100,000.00	52,597.00
			OP-18-01 City of St. Ignace		205,000.00	205,000.00	198,422.00
			OP-18-04 City of St. Ignace		79,430.00	79,430.00	70,698.00
		TK #1 Child Passenger Safety Total		385,000.00	384,430.00	384,430.00	321,717.00
		TK #2 Evaluation	Planned Amount	274,000.00			0.00
			OP-18-02 Michigan State University		105,975.00	105,975.00	105,968.00
			OP-18-05 Michigan State University		102,796.00	102,796.00	102,751.00
			OP-18-03 Western Michigan University - Civil and Construction Engineering		20,000.00	20,000.00	19,668.00
		TK #2 Evaluation Total		274,000.00	228,771.00	228,771.00	228,387.00
		TK #3 Education and Outreach	Planned Amount	151,000.00			0.00
		TK #3 Education and Outreach Total		151,000.00			0.00
		TK #3 Education & Communication	OP-18-06 Helen DeVos Childrens Hospital		9,683.00	9,683.00	9,683.00
		TK #3 Education & Communication Total			9,683.00	9,683.00	9,683.00
		TK #3 Education & Outreach	CP-18-03 OHSP - Michigan Department of State Police		45,000.00	45,000.00	0.00
		TK #3 Education & Outreach Total			45,000.00	45,000.00	0.00
	405b Total			810,000.00	667,884.00	667,884.00	559,787.00
	405b PM	TK #3 Education and Outreach	Planned Amount	390,000.00			0.00
		TK #3 Education and Outreach Total		390,000.00			0.00
		TK #3 Education & Communication	CP-18-03 OHSP - Michigan Department of State Police		390,000.00	390,000.00	389,584.00
		TK #3 Education & Communication Total			390,000.00	390,000.00	389,584.00
	405b PM Total			390,000.00	390,000.00	390,000.00	389,584.00
OP Total				1,640,000.00	1,480,479.00	1,496,092.00	1,360,470.00
AL	402	TK #1 Enforcement Support	Planned Amount	10,000.00			0.00
			AL-18-03 PAAM		10,000.00	10,000.00	3,068.00
		TK #1 Enforcement Support Total		10,000.00	10,000.00	10,000.00	3,068.00
		TK #2 Adjudication	Planned Amount	8,000.00			0.00
			AL-18-03 PAAM		8,000.00	8,000.00	6,068.00
		TK #2 Adjudication Total		8,000.00	8,000.00	8,000.00	6,068.00
		TK #4 Program Management	Planned Amount	500,000.00			0.00

ANNUAL EVALUATION REPORT 2018

PROG AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANND	OBLIG	APPRVD GRNT	TOTAL PMTS
			CP-18-02 OHSP - Michigan Department of State Police		493,601.00	493,601.00	421,815.00
		TK #4 Program Management Total		500,000.00	493,601.00	493,601.00	421,815.00
		Unallocated to Grants	Oblig Bal 402 funds		(14,091.00)		0.00
		Unallocated to Grants Total			(14,091.00)		0.00
	402 Total			518,000.00	497,510.00	511,601.00	430,951.00
	405d	TK #1 Enforcement Support	Planned Amount	945,000.00			0.00
			CP-18-01 OHSP - Michigan Department of State Police		269,885.00	269,885.00	215,218.00
			AL-18-01 Training Division - MSP		408,691.00	408,691.00	376,886.00
			AL-18-03 PAAM		5,000.00	5,000.00	0.00
		TK #1 Enforcement Support Total		945,000.00	683,576.00	683,576.00	592,104.00
		TK #2 Adjudication	Planned Amount	2,512,000.00			0.00
			AL-18-04 Michigan Judicial Institute		87,056.00	87,056.00	75,890.00
			CP-18-01 OHSP - Michigan Department of State Police		50,000.00	50,000.00	14,815.00
			AL-18-03 PAAM		624,200.00	624,200.00	620,265.00
			AL-18-05 SCAO		1,721,000.00	1,721,000.00	1,542,552.00
		TK #2 Adjudication Total		2,512,000.00	2,482,256.00	2,482,256.00	2,253,522.00
		TK #3 Reducing Underage Drinking	Planned Amount	593,000.00			0.00
			AL-18-04 Michigan Judicial Institute		10,625.00	10,625.00	10,625.00
			AL-18-11 Allegan County Sheriff's Department		4,984.00	4,984.00	4,976.00
			AL-18-13 Berrien County Sheriff's Office		9,925.00	9,925.00	3,217.00
			AL-18-17 Detroit Police Department - Grants and Contracts		60,000.00	60,000.00	50,680.00
			AL-18-20 Escanaba Public Safety		9,968.00	9,968.00	5,872.00
			AL-18-21 Grand Blanc Township Police Department		7,492.00	7,492.00	7,263.00
			AL-18-22 Grosse Ile Police Department		40,000.00	40,000.00	34,521.00
			AL-18-24 Mt. Pleasant Police Department		24,382.00	24,382.00	23,672.00
			AL-18-25 Kalamazoo County Sheriff's Office		7,428.00	7,428.00	5,491.00
			AL-18-28 Macomb County Sheriff's Office		19,921.00	19,921.00	19,248.00
			AL-18-30 Marquette County Sheriff's Office		7,472.00	7,472.00	5,131.00
			CP-18-01 OHSP - Michigan Department of State Police		110,000.00	110,000.00	33,755.00
			AL-18-35 Ottawa County Sheriff's Office		29,957.00	29,957.00	22,225.00
			AL-18-36 Saginaw County Sheriff's Office		7,388.00	7,388.00	1,127.00
			AL-18-37 St. Clair County Sheriff's Office		7,489.00	7,489.00	7,097.00
			AL-18-39 TIA		32,250.00	32,250.00	32,250.00
			AL-18-41 Washtenaw County Sheriff's Office		19,962.00	19,962.00	1,265.00
			AL-18-16 Chippewa County Sheriff's Office		7,485.00	7,485.00	6,587.00
			AL-18-18 Eaton County Sheriff's Office		6,969.00	6,969.00	6,969.00
			AL-18-31 Mecosta County Sheriff's Office		4,999.00	4,999.00	2,489.00
			AL-18-32 Meridian Township Police Department		25,000.00	25,000.00	24,998.00
			AL-18-34 Muskegon County Sheriff's Office		10,000.00	10,000.00	7,174.00
			AL-18-12 Bay County Sheriff's Office		5,000.00	5,000.00	4,736.00
			AL-18-26 Kent County Sheriff's Office		7,500.00	7,500.00	7,487.00
			AL-18-29 Manistee Police Department		4,991.00	4,991.00	1,234.00

PROG AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANND	OBLIG	APPRVD GRNT	TOTAL PMTS
		TK #3 Reducing Underage Drinking Total		593,000.00	481,187.00	481,187.00	330,089.00
		Unallocated to Grants	Oblig Bal 405d funds		1,465,373.71		
		Unallocated to Grants Total			1,465,373.71		
	405d Total			4,050,000.00	5,112,392.71	3,647,019.00	3,175,715.00
AL Total				4,568,000.00	5,609,902.71	4,158,620.00	3,606,666.00
PT	402	TK #1 Traffic Enforcement	Planned Amount	5,029,000.00			0.00
			PT-18-02 Allegan County Sheriff's Office		42,968.00	42,968.00	42,882.00
			PT-18-04 Berrien County Sheriff's Office		23,942.00	23,942.00	21,063.00
			PT-18-05 Newaygo County Sheriff's Office		16,488.00	16,488.00	13,304.00
			PT-18-06 Macomb County Sheriff's Office		186,481.00	186,481.00	161,561.00
			PT-18-07 Clinton County Sheriff's Office		25,000.00	25,000.00	23,252.00
			PT-18-08 Lapeer County Sheriff's Office		55,624.00	55,624.00	22,489.00
			PT-18-09 Livingston County Sheriff's Office		19,987.00	19,987.00	16,502.00
			PT-18-10 Muskegon County Sheriff's Office		60,000.00	60,000.00	39,936.00
			PT-18-11 Escanaba Public Safety		14,983.00	14,983.00	14,983.00
			PT-18-12 Grosse Ile Police Department		231,979.00	231,979.00	222,187.00
			PT-18-13 Jackson Traffic Safety		40,690.00	40,690.00	34,843.00
			PT-18-14 Leelanau County Sheriff's Office		9,884.00	9,884.00	9,227.00
			PT-18-15 Monroe County Sheriff's Office		68,000.00	68,000.00	61,793.00
			PT-18-17 Detroit Police Department - Grants and Contracts		269,000.00	269,000.00	265,168.00
			PT-18-19 Bay County Sheriff's Office		17,500.00	17,500.00	17,456.00
			PT-18-20 Flint Township Police Department		175,000.00	175,000.00	155,008.00
			PT-18-22 First District Headquarters - Michigan Department of State Police		201,481.00	201,481.00	179,863.00
			PT-18-25 Fifth District Headquarters - Michigan Department of State Police		216,772.00	216,772.00	216,696.00
			PT-18-27 Eighth District Headquarters - Michigan Department of State Police		282,990.00	282,990.00	279,501.00
			PT-18-29 Cheboygan County Sheriff's Office		11,477.00	11,477.00	10,907.00
			PT-18-30 Kalkaska County Sheriff's Office		5,675.00	5,675.00	4,636.00
			PT-18-34 Kalamazoo County Sheriff's Office		59,756.00	59,756.00	59,723.00
			PT-18-37 Marquette County Sheriff's Office		16,492.00	16,492.00	13,474.00
			PT-18-38 Chippewa County Sheriff's Office		19,978.00	19,978.00	17,233.00
			PT-18-39 Menominee Police Department		10,465.00	10,465.00	10,465.00
			PT-18-03 Sanilac County Sheriff's Office		10,474.00	10,474.00	10,406.00
			PT-18-16 Ottawa County Sheriff's Office		44,735.00	44,735.00	38,214.00
			PT-18-18 VanBuren County Sheriff's Office		20,935.00	20,935.00	16,464.00
			PT-18-21 Washtenaw County Sheriff's Office		86,000.00	86,000.00	52,751.00
			PT-18-23 Second District Headquarters - Michigan Department of State Police		245,999.00	245,999.00	245,065.00
			PT-18-24 Third District Headquarters - Michigan Department of State Police		321,936.00	321,936.00	321,936.00
			PT-18-26 Sixth District Headquarters - Michigan Department of State Police		202,376.00	202,376.00	194,042.00
			PT-18-28 Saginaw County Sheriff's Office		59,225.00	59,225.00	37,915.00
			PT-18-31 St. Clair County Sheriff's Office		64,826.00	64,826.00	55,285.00
			PT-18-32 Tuscola County Sheriff's Office		14,014.00	14,014.00	13,686.00
			PT-18-33 Wayne County Sheriff's Office		223,000.00	223,000.00	198,841.00

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PROG AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANND	OBLIG	APPRVD GRNT	TOTAL PMTS
			PT-18-35 Seventh District Headquarters - Michigan Department of State Police		161,902.00	161,902.00	157,825.00
			PT-18-36 TIA		499,971.00	499,971.00	499,043.00
			PT-18-40 Alpena County Sheriff's Office		9,937.00	9,937.00	9,633.00
			PT-18-41 Meridian Township Police Department		56,495.00	56,495.00	53,454.00
			PT-18-42 Wyoming Department of Public Safety		174,483.00	174,483.00	157,303.00
			PT-18-43 Calhoun County Sheriff's Office		15,498.00	15,498.00	11,792.00
			PT-18-44 Eaton County Sheriff's Office		19,050.00	19,050.00	19,050.00
			PT-18-45 Green Oak Township Police Department		29,874.00	29,874.00	29,874.00
		TK #1 Traffic Enforcement Total		5,029,000.00	4,343,342.00	4,343,342.00	4,036,731.00
		TK #4 Evaluation	Planned Amount	106,000.00			0.00
			CP-18-03 OHSP - Michigan Department of State Police		105,000.00	105,000.00	86,800.00
			PT-18-01 Western Michigan University - Civil and Construction Engineering		991.00	991.00	951.00
		TK #4 Evaluation Total		106,000.00	105,991.00	105,991.00	87,751.00
		TK #5 Program Management	Planned Amount	1,270,000.00			0.00
			CP-18-02 OHSP - Michigan Department of State Police		1,253,746.00	1,253,746.00	1,071,407.00
		TK #5 Program Management Total		1,270,000.00	1,253,746.00	1,253,746.00	1,071,407.00
		Unallocated to Grants	Oblig Bal 402 funds		701,776.88		0.00
		Unallocated to Grants Total			701,776.88		0.00
		TK #3 Law Enforcement Training	Planned Amount	0.00			0.00
			CP-18-01 OHSP - Michigan Department of State Police		0.00	0.00	0.00
		TK #3 Law Enforcement Training Total		0.00	0.00	0.00	0.00
		TK #2 Education & Communication	Planned Amount	0.00			0.00
			CP-18-03 OHSP - Michigan Department of State Police		0.00	0.00	0.00
		TK #2 Education & Communication Total		0.00	0.00	0.00	0.00
	402 Total			6,405,000.00	6,404,855.88	5,703,079.00	5,195,889.00
	402 PM	TK #2 Education & Communication	Planned Amount	0.00			0.00
			CP-18-03 OHSP - Michigan Department of State Police		0.00	0.00	0.00
		TK #2 Education & Communication Total		0.00	0.00	0.00	0.00
	402 PM Total			0.00	0.00	0.00	0.00
	405d	TK #3 Law Enforcement Training	Planned Amount	25,000.00			0.00
			CP-18-01 OHSP - Michigan Department of State Police		25,000.00	25,000.00	17,077.00
		TK #3 Law Enforcement Training Total		25,000.00	25,000.00	25,000.00	17,077.00
		TK #2 Education & Communication	Planned Amount	1,698,000.00			0.00
			CP-18-03 OHSP - Michigan Department of State Police		560,000.00	560,000.00	53,327.00
		TK #2 Education & Communication Total		1,698,000.00	560,000.00	560,000.00	53,327.00
	405d Total			1,723,000.00	585,000.00	585,000.00	70,404.00
	405d PM	Unallocated to Grants	(blank)		452,000.00		

PROG AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANND	OBLIG	APPRVD GRNT	TOTAL PMTS
		Unallocated to Grants Total			452,000.00		
		TK #2 Education & Communication	Planned Amount	1,375,000.00			0.00
			CP-18-03 OHSP - Michigan Department of State Police		1,000,000.00	1,000,000.00	986,351.00
		TK #2 Education & Communication Total		1,375,000.00	1,000,000.00	1,000,000.00	986,351.00
	405d PM Total			1,375,000.00	1,452,000.00	1,000,000.00	986,351.00
PT Total				9,503,000.00	8,441,855.88	7,288,079.00	6,252,644.00
PS	402	TK #2 Program Management	Planned Amount	25,000.00			0.00
		TK #2 Program Management Total		25,000.00			0.00
		TK #3 Evaluation	CP-18-02 OHSP - Michigan Department of State Police		4,936.00	4,936.00	4,218.00
		TK #3 Evaluation Total			4,936.00	4,936.00	4,218.00
		TK #3 Program Management	Planned Amount	5,000.00			0.00
		TK #3 Program Management Total		5,000.00			0.00
		Unallocated to Grants	Oblig Bal 402 funds		(2,112.00)		0.00
		Unallocated to Grants Total			(2,112.00)		0.00
		TK #1 Evaluation	Planned Amount	25,000.00			0.00
			CP-18-01 OHSP - Michigan Department of State Police		25,000.00	25,000.00	23,880.00
		TK #1 Evaluation Total		25,000.00	25,000.00	25,000.00	23,880.00
		TK #2 Public Education and Training	CP-18-01 OHSP - Michigan Department of State Police		25,000.00	25,000.00	14,204.00
		TK #2 Public Education and Training Total			25,000.00	25,000.00	14,204.00
	402 Total			55,000.00	52,824.00	54,936.00	42,302.00
	405h	Unallocated to Grants	(blank)		1,419,582.19		
		Unallocated to Grants Total			1,419,582.19		
		TK #1 Evaluation	Planned Amount	1,130,000.00			0.00
		TK #1 Evaluation Total		1,130,000.00			0.00
		TK #2 Public Education and Training	PS-18-10 Regents of the University of Michigan		110,900.00	110,900.00	110,900.00
			PS-18-04 League of Michigan Bicyclists		52,507.00	52,507.00	17,365.00
			PS-18-12 Lansing Police Department		4,914.00	4,914.00	4,022.00
			PS-18-11 Warren Police Department		21,139.00	21,139.00	18,364.00
			PS-18-13 Kalamazoo Department of Public Safety		43,264.00	43,264.00	1,205.00
		TK #2 Public Education and Training Total			232,724.00	232,724.00	151,856.00
		TK #2 Public Safety Program	Planned Amount	383,000.00			0.00
			PS-18-03 Muskegon County Sheriff's Office		18,000.00	18,000.00	7,595.00
			PS-18-06 City of Royal Oak		5,000.00	5,000.00	3,292.00
			PS-18-07 Detroit Greenways Coalition		5,000.00	5,000.00	2,500.00
		TK #2 Public Safety Program Total		383,000.00	28,000.00	28,000.00	13,387.00
		TK #4 Pedestrian and Bicycle Law Enforcement Mobilization	Planned Amount	196,000.00			0.00
		TK #4 Pedestrian and Bicycle Law Enforcement Mobilization Total		196,000.00			0.00
		TK #4 Pedestrian And Bike Law Enforcement	PS-18-02 Detroit Police Department - Grants and Contracts		28,294.00	28,294.00	5,308.00
		TK #4 Pedestrian And Bike Law Enforcement Total			28,294.00	28,294.00	5,308.00

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PROG AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANND	OBLIG	APPRVD GRNT	TOTAL PMTS
	405h Total			1,709,000.00	1,708,600.19	289,018.00	170,551.00
PS Total				1,764,000.00	1,761,424.19	343,954.00	212,853.00
TR	402	TK #3 Program Management	Planned Amount	320,000.00			0.00
			CP-18-02 OHSP - Michigan Department of State Police		315,904.00	315,904.00	269,961.00
		TK #3 Program Management Total		320,000.00	315,904.00	315,904.00	269,961.00
		Unallocated to Grants	Oblig Bal 402 funds		(8,564.00)		0.00
		Unallocated to Grants Total			(8,564.00)		0.00
	402 Total			320,000.00	307,340.00	315,904.00	269,961.00
	405c	TK #2 Education and Communication	Planned Amount	770,000.00			0.00
		TK #2 Education and Communication Total		770,000.00			0.00
		TK #1 Traffic Crash Data Support and Training	Planned Amount	3,945,500.00			0.00
			CP-18-01 OHSP - Michigan Department of State Police		100,000.00	100,000.00	44,888.00
			TR-18-02 CJIC- Michigan Department of State Police		433,000.00	433,000.00	386,483.00
			TR-18-06 CJIC- Michigan Department of State Police		1,900,000.00	1,900,000.00	1,401,656.00
			TR-18-08 Traffic Crash Reconstruction Unit Michigan State Police		210,000.00	210,000.00	209,297.00
			TR-18-09 TIA		61,914.00	61,914.00	58,776.00
			TR-18-07 Regents of the University of Michigan		60,515.00	60,515.00	60,515.00
		TK #1 Traffic Crash Data Support and Training Total		3,945,500.00	2,765,429.00	2,765,429.00	2,161,615.00
		TK #1 Education & Communication	TR-18-11 Regents of the University of Michigan		99,999.00	99,999.00	99,999.00
		TK #1 Education & Communication Total			99,999.00	99,999.00	99,999.00
		TK #2 Education & Communication	TR-18-01 Regents of the University of Michigan		704,453.00	704,453.00	704,453.00
		TK #2 Education & Communication Total			704,453.00	704,453.00	704,453.00
	405c Total			4,715,500.00	3,569,881.00	3,569,881.00	2,966,067.00
TR Total				5,035,500.00	3,877,221.00	3,885,785.00	3,236,028.00
CP	402	TK #1 Education and Communication	Planned Amount	331,000.00			0.00
		TK #1 Education and Communication Total		331,000.00			0.00
		TK #2 Education and Communication	Planned Amount	95,000.00			0.00
		TK #2 Education and Communication Total		95,000.00			0.00
		Unallocated to Grants	Oblig Bal 402 funds		(11,764.00)		0.00
		Unallocated to Grants Total			(11,764.00)		0.00
		TK #1 Education & Communication	CP-18-04 MSP Departmental Services Divison Warehouse		160,971.00	160,971.00	138,805.00
			CP-18-03 OHSP - Michigan Department of State Police		170,000.00	170,000.00	112,875.00
		TK #1 Education & Communication Total			330,971.00	330,971.00	251,680.00
		TK #2 Education & Communication	CP-18-02 OHSP - Michigan Department of State Police		93,784.00	93,784.00	80,145.00
		TK #2 Education & Communication Total			93,784.00	93,784.00	80,145.00
	402 Total			426,000.00	412,991.00	424,755.00	331,825.00

PROG AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANND	OBLIG	APPRVD GRNT	TOTAL PMTS
	402 PM	Unallocated to Grants	Oblig Bal 402 funds		0.00		0.00
		Unallocated to Grants Total			0.00		0.00
	402 PM Total				0.00		0.00
	405d	TK #1 Education & Communication	CP-18-04 MSP Departmental Services Divison Warehouse		21,000.00	21,000.00	4,174.00
			CP-18-03 OHSP - Michigan Department of State Police		6,000.00	6,000.00	4,186.00
		TK #1 Education & Communication Total			27,000.00	27,000.00	8,360.00
	405d Total				27,000.00	27,000.00	8,360.00
	405d PM	TK # 1 Education and Communication	Planned Amount	27,000.00			0.00
		TK # 1 Education and Communication Total		27,000.00			0.00
	405d PM Total			27,000.00			0.00
CP Total				453,000.00	439,991.00	451,755.00	340,185.00
DE	402	TK #1 Education and Communication	Planned Amount	137,000.00			0.00
		TK #1 Education and Communication Total		137,000.00			0.00
		TK #2 Program Management	Planned Amount	13,000.00			0.00
			CP-18-02 OHSP - Michigan Department of State Police		12,834.00	12,834.00	10,967.00
		TK #2 Program Management Total		13,000.00	12,834.00	12,834.00	10,967.00
		Unallocated to Grants	Oblig Bal 402 funds		56,246.00		0.00
		Unallocated to Grants Total			56,246.00		0.00
		TK #1 Education & Communication	CP-18-01 OHSP - Michigan Department of State Police		0.00	0.00	0.00
			CP-18-03 OHSP - Michigan Department of State Police		0.00	0.00	0.00
			DE-18-02 TIA		80,920.00	80,920.00	80,920.00
		TK #1 Education & Communication Total			80,920.00	80,920.00	80,920.00
	402 Total			150,000.00	150,000.00	93,754.00	91,887.00
	405d	TK #1 Education and Communication	Planned Amount	76,000.00			0.00
		TK #1 Education and Communication Total		76,000.00			0.00
		TK #1 Education & Communication	DE-18-02 TIA		74,500.00	74,500.00	64,959.00
		TK #1 Education & Communication Total			74,500.00	74,500.00	64,959.00
	405d Total			76,000.00	74,500.00	74,500.00	64,959.00
DE Total				226,000.00	224,500.00	168,254.00	156,846.00
MC	402	TK #1 Training and Education	Planned Amount	0.00			0.00
		TK #1 Training and Education Total		0.00			0.00
		TK #2 Program Management	Planned Amount	125,000.00			0.00
			CP-18-02 OHSP - Michigan Department of State Police		123,400.00	123,400.00	105,453.00
		TK #2 Program Management Total		125,000.00	123,400.00	123,400.00	105,453.00
		Unallocated to Grants	Oblig Bal 402 funds		1,600.00		0.00
		Unallocated to Grants Total			1,600.00		0.00
	402 Total			125,000.00	125,000.00	123,400.00	105,453.00
	405d	TK #1 Training and Education					
			Planned Amount	30,000.00			0.00

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PROG AREA	FUND	TASK DESCRIPTION	GRANTEE ID	PLANND	OBLIG	APPRVD GRNT	TOTAL PMTS
			CP-18-03 OHSP - Michigan Department of State Police		80,000.00	80,000.00	70,269.00
		TK #1 Training and Education Total		30,000.00	80,000.00	80,000.00	70,269.00
	405d Total			30,000.00	80,000.00	80,000.00	70,269.00
	405f						
		TK #1 Training and Education	Planned Amount	171,000.00			0.00
			MC-18-01 Michigan Department of State		152,000.00	152,000.00	117,858.00
		TK #1 Training and Education Total		171,000.00	152,000.00	152,000.00	117,858.00
		Unallocated to Grants	Oblig Bal 405f funds		18,888.33		
		Unallocated to Grants Total			18,888.33		
	405f Total			171,000.00	170,888.33	152,000.00	117,858.00
	405d PM	TK #1 Training and Education	Planned Amount	50,000.00			0.00
		TK #1 Training and Education Total		50,000.00			0.00
	405d PM Total			50,000.00			0.00
MC Total				376,000.00	375,888.33	355,400.00	293,580.00
EM	402	Unallocated to Grants	Oblig Bal 402 funds		(134.00)		0.00
		Unallocated to Grants Total			(134.00)		0.00
		TK #1 Program Management	CP-18-02 OHSP - Michigan Department of State Police		4,936.00	4,936.00	4,219.00
		TK #1 Program Management Total			4,936.00	4,936.00	4,219.00
		TK #1 Evaluation	Planned Amount	5,000.00			0.00
		TK #1 Evaluation Total		5,000.00			0.00
	402 Total			5,000.00	4,802.00	4,936.00	4,219.00
EM Total				5,000.00	4,802.00	4,936.00	4,219.00
PA	402	TK #1 Planning and Administration	Planned Amount	568,142.00			0.00
			PA-18-01 OHSP - Michigan Department of State Police		568,081.00	568,081.00	506,473.00
		TK #1 Planning and Administration Total		568,142.00	568,081.00	568,081.00	506,473.00
		Unallocated to Grants	Oblig Bal 402 funds		61.00		0.00
		Unallocated to Grants Total			61.00		0.00
	402 Total			568,142.00	568,142.00	568,081.00	506,473.00
PA Total				568,142.00	568,142.00	568,081.00	506,473.00
(blank)	405b	Unallocated to Grants					
			Oblig Bal 405b funds		28,493.13		0.00
		Unallocated to Grants Total			28,493.13		0.00
	405b Total				28,493.13		0.00
	405c	Unallocated to Grants					
			(blank)		1,143,941.44		
		Unallocated to Grants Total			1,143,941.44		
	405c Total				1,143,941.44		
	405b PM	Unallocated to Grants			95,456.08		
		Unallocated to Grants Total			95,456.08		
	405b PM Total				95,456.08		
(blank) Total					1,267,890.65		0.00
Grand Total				24,138,642.00	24,052,096.76	18,720,956.00	15,969,964.00

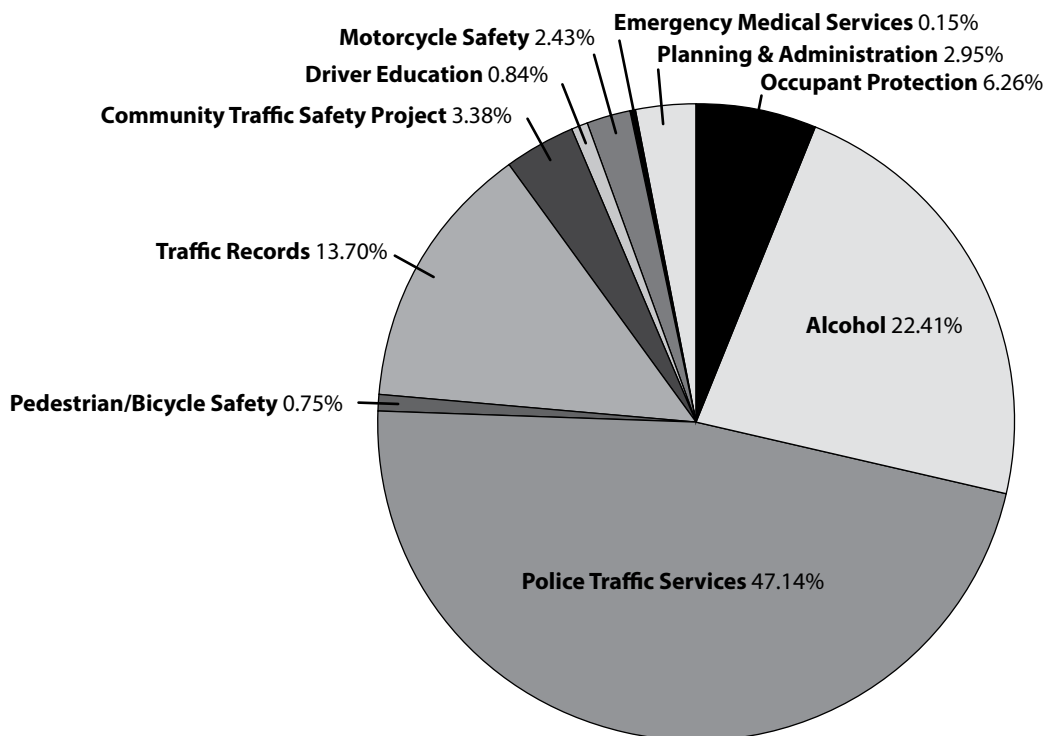
Fund	Planned Amt	Obligated Amt	Approved Grants	Total Paid	Liquidation %	Fund
Total 402 w/o PM	9,012,142.00	8,946,059.88	8,238,654.00	7,390,059.00		
Total 402 PM	0.00	0.00	0.00	0.00	82.61%	402 + 402 PM
Total 405b w/o PM	810,000.00	696,377.13	667,884.00	559,787.00	80.39%	405b
Total 405b PM	390,000.00	485,456.08	390,000.00	389,584.00	80.25%	405b PM
Total 405c	4,715,500.00	4,713,822.44	3,569,881.00	2,966,067.00	62.92%	405c
Total 405d w/o PM	5,879,000.00	5,878,892.71	4,413,519.00	3,389,707.00	57.66%	405d
Total 405d PM	1,452,000.00	1,452,000.00	1,000,000.00	986,351.00	67.93%	405d PM
Total 405f	171,000.00	170,888.33	152,000.00	117,858.00	68.97%	405f
Total 405h	1,709,000.00	1,708,600.19	289,018.00	170,551.00	9.98%	405h
Total NHTSA GTS Funds	24,138,642.00	24,052,096.76	18,720,956.00	15,969,964.00	66.40%	Total GTS Funds

OHSP 2017 Status Report

FISCAL YEAR 2017

Updated as of: 12/15/2017

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



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

ANNUAL EVALUATION REPORT 2018

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

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

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

Program Area	Fund	Task Description	Grantee ID	Planned	Obligatory	Approved Grant	Total Payments
			PT-17-42 Meridian Township Police Department		55,995.00	55,995.00	50,537.00
		TK #1 Traffic Enforcement Total		4,500,000.00	4,499,425.00	4,499,425.00	4,302,543.00
		TK #4 Evaluation	Planned Amount	230,000.00	0.00		0.00
			CP-17-03 OHSP—Michigan Department of State Police		100,000.00	100,000.00	94,600.00
			PT-17-01 Western Michigan University - Civil and Construction Engineering		129,868.00	129,868.00	112,994.00
		TK #4 Evaluation Total		230,000.00	229,868.00	229,868.00	207,594.00
		TK #5 Program Management	Planned Amount	1,424,000.00	0.00		0.00
			CP-17-02 OHSP—Michigan Department of State Police		1,336,742.00	1,336,742.00	1,091,228.00
		TK #5 Program Management Total		1,424,000.00	1,336,742.00	1,336,742.00	1,091,228.00
		Unallocated to Grants	Oblig Bal 402 Funds		27,447.99		0.00
		Unallocated to Grants Total			27,447.99		0.00
		TK #3 Law Enforcement Training	Planned Amount	27,000.00	0.00		
			CP-17-01 OHSP—Michigan Department of State Police		27,000.00	27,000.00	20,317.00
		TK #3 Law Enforcement Training Total		27,000.00	27,000.00	27,000.00	20,317.00
		TK #2 Education & Communication	Planned Amount	30,000.00	0.00		0.00
			CP-17-03 OHSP—Michigan Department of State Police		30,000.00	30,000.00	18,759.00
		TK #2 Education & Communication Total		30,000.00	30,000.00	30,000.00	18,759.00
	402 Total			6,211,000.00	6,150,482.99	6,123,035.00	5,640,441.00
	405 PM	Unallocated to Grants	Oblig Bal 405 Funds		0.00		0.00
		Unallocated to Grants Total			0.00		0.00
	405 PM Total				0.00		0.00
	410 PM	Unallocated to Grants	Oblig Bal 410 Funds		0.00		0.00
		Unallocated to Grants Total			0.00		0.00
	410 PM Total				0.00		0.00
	405c	TK #3 Law Enforcement Training	Planned Amount	160,000.00	0.00		0.00
			CP-17-01 OHSP—Michigan Department of State Police		65,500.00	65,500.00	42,368.00
			PT-17-47 TIA		58,989.00	58,989.00	56,511.00
		TK #3 Law Enforcement Training Total		160,000.00	124,489.00	124,489.00	98,879.00
	405c Total			160,000.00	124,489.00	124,489.00	98,879.00
	405d	TK #1 Traffic Enforcement	Planned Amount	44,000.00	0.00		
			PT-17-43 Lapeer County Sheriff's Office		35,134.00	35,134.00	30,222.00
			PT-17-44 Houghton County Sheriff's Office		3,930.00	3,930.00	3,882.00
		TK #1 Traffic Enforcement Total		44,000.00	39,064.00	39,064.00	34,104.00
		TK #2 Education & Communication	Planned Amount	4,892,000.00	0.00		0.00
			CP-17-03 OHSP—Michigan Department of State Police		200,000.00	200,000.00	199,109.00
		TK #2 Education & Communication Total		4,892,000.00	200,000.00	200,000.00	199,109.00
	405d Total			4,936,000.00	239,064.00	239,064.00	233,213.00
	405b PM	TK #2 Education & Communication	Planned Amount	936,058.00	0.00		0.00
			CP-17-03 OHSP—Michigan Department of State Police		925,000.00	925,000.00	891,019.00
		TK #2 Education & Communication Total		936,058.00	925,000.00	925,000.00	891,019.00
	405b PM Total			936,058.00	925,000.00	925,000.00	891,019.00

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

Program Area	Fund	Task Description	Grantee ID	Planned	Obligory	Approved Grant	Total Payments
	408 Total			0.78	0.00		0.00
	405c	TK #2 Education & Communication	Planned Amount	712,000.00	0.00		0.00
		TK #2 Education & Communication Total		712,000.00	0.00		0.00
		TK #1 Traffic Crash Data Support and Training	Planned Amount	4,662,000.00	0.00		0.00
			CP-17-01 OHSP—Michigan Department of State Police		84,500.00	84,500.00	0.00
			TR-17-02 CJC - Michigan Department of State Police		175,000.00	175,000.00	28,403.00
			TR-17-03 Michigan Department of Transportation		88,257.00	88,257.00	79,580.00
			TR-17-06 CJC - Michigan Department of State Police		1,202,820.00	1,202,820.00	1,202,820.00
		TK #1 Traffic Crash Data Support and Training Total		4,662,000.00	1,550,577.00	1,550,577.00	1,310,803.00
		TK #2 Education & Communication	TR-17-01 Regents of the University of Michigan		707,341.00	707,341.00	707,341.00
		TK #2 Education & Communication Total			707,341.00	707,341.00	707,341.00
	405c Total			5,374,000.00	2,257,918.00	2,257,918.00	2,018,144.00
TR Total				5,779,000.78	2,662,481.00	2,642,463.00	2,345,621.00
CP	402	TK #1 Education & Communication	Planned Amount	395,000.00	0.00		0.00
		TK #1 Education & Communication Total		395,000.00	0.00		0.00
		TK #2 Program Management	Planned Amount	95,000.00	0.00		0.00
		TK #2 Program Management Total		95,000.00	0.00		0.00
		Unallocated to Grants	Oblig Bal 402 Funds		7,527.00		0.00
		Unallocated to Grants Total			7,527.00		0.00
		TK #1 Education & Communication	CP-17-03 OHSP—Michigan Department of State Police		225,000.00	225,000.00	201,136.00
			CP-17-04 MSP Departmental Services Division Warehouse		162,829.00	162,829.00	134,160.00
		TK #1 Education & Communication Total			387,829.00	387,829.00	335,296.00
		TK #2 Education & Communication	CP-17-02 OHSP—Michigan Department of State Police		89,179.00	89,179.00	72,799.00
		TK #2 Education & Communication Total			89,179.00	89,179.00	72,799.00
	402 Total			490,000.00	484,535.00	477,008.00	408,095.00
	402 PM	TK #1 Education & Communication	Planned Amount	145,000.00	0.00		0.00
		TK #1 Education & Communication Total		145,000.00	0.00		0.00
		Unallocated to Grants	Oblig Bal 402 Funds		0.00		0.00
		Unallocated to Grants Total			0.00		0.00
		TK #1 Education & Communication	CP-17-03 OHSP—Michigan Department of State Police		145,000.00	145,000.00	142,560.00
		TK #1 Education & Communication Total			145,000.00	145,000.00	142,560.00
	402 PM Total			145,000.00	145,000.00	145,000.00	142,560.00
	405d	TK #1 Education & Communication	Planned Amount	55,000.00	0.00		
		TK #1 Education & Communication Total		55,000.00	0.00		
		TK #1 Enforcement Support	CP-17-04 MSP Departmental Services Division Warehouse		20,000.00	20,000.00	13,274.00
		TK #1 Enforcement Support Total			20,000.00	20,000.00	13,274.00
		TK #1 Education & Communication	CP-17-03 OHSP—Michigan Department of State Police		35,000.00	35,000.00	14,997.00
		TK #1 Education & Communication Total			35,000.00	35,000.00	14,997.00
	405d Total			55,000.00	55,000.00	55,000.00	28,271.00
CP Total				690,000.00	684,535.00	677,008.00	578,926.00

ANNUAL EVALUATION REPORT 2018

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

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

ANNUAL EVALUATION REPORT 2018

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

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

Vehicle Crash Statistics

MICHIGAN CORE PERFORMANCE MEASURES FROM NATIONAL FATALITY ANALYSIS REPORTING SYSTEM (FARS) DATABASE AS OF DECEMBER 2017

*PMI	Core Performance Measures and Targets	2013	2014	2015	2016	2017
C-1	Traffic fatalities	947	901	967	1,064	1,030
C-2	Serious injuries in traffic crashes**	5,283	4,909	4,865	5,634	6,084
C-3	Fatalities per 100 million vehicle miles traveled	1.00	.93	.99	1.07	PENDING
C-4	Unrestrained passenger vehicle occupant fatalities, all seating positions	183	196	190	198	193
C-5	Fatalities involving a driver or motorcycle operator with a BAC of .08+	249	212	266	244	311
C-6	Speed-related fatalities	255	235	264	245	241
C-7	Motorcyclist fatalities	138	112	141	152	150
C-8	Unhelmeted motorcyclist fatalities	67	52	57	78	69
C-9	Drivers age 20 or younger in fatal crashes	130	119	153	140	120
C-10	Pedestrian fatalities	148	148	166	163	156
C-11	Bicyclist fatalities	27	22	33	38	21
	Live Behavior Measure					
B-1	Seat belt use (daytime, observed)	93.0%	93.3%	92.8%	94.5%	94.1%
	Activity Measure					
A-1	Seat belt citations***	15,772	16,496	18,843	21,099	12,482
A-2	Impaired driving arrests***	2,196	1,196	2,109	1,269	1,871
A-3	Speeding citations***	4,175	5,061	8,317	6,926	18,154

* Performance Measure Identifier.

** FARS data is displayed unless noted by * that indicates data is from the state database. The FARS is a separate dataset from Michigan's Traffic Crash Reporting System (TCRS).

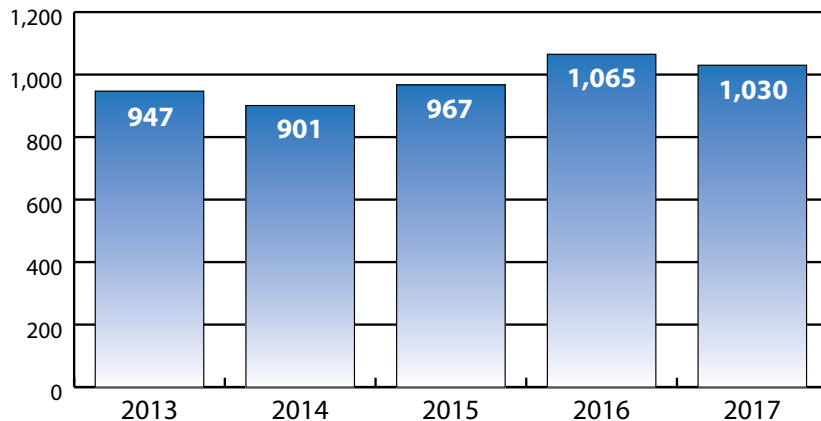
Differences in data collection policies may result in slight differences between the two systems.

*** Citations shown resulted from grant-funded activities.

CORE PERFORMANCE MEASURES (FARS DATA)

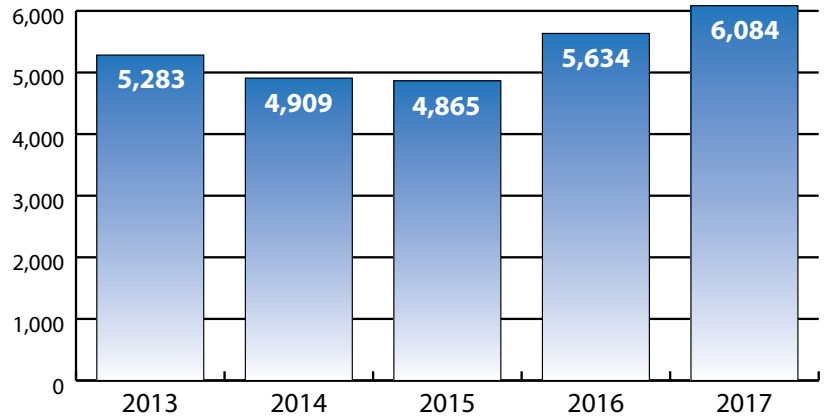
C-1 TRAFFIC FATALITIES

To decrease traffic fatalities 18 percent from the 2014 value of 901 to 742 by December 31, 2017. **Goal not achieved**



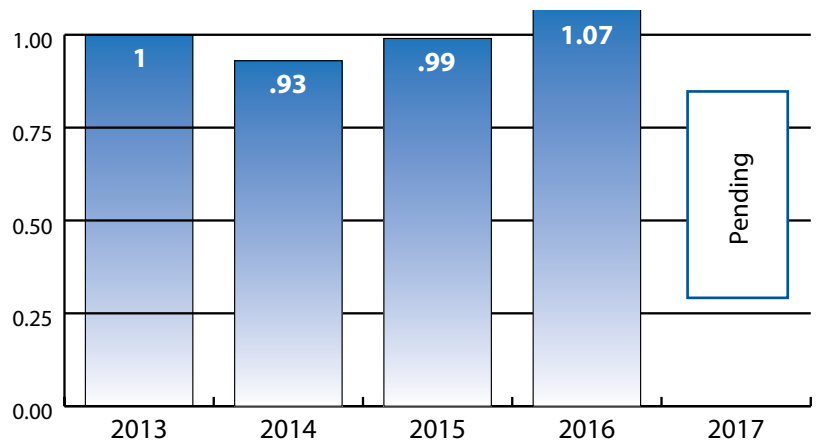
C-2 SERIOUS INJURIES

To decrease serious (A) traffic injuries 12 percent from the 2014 value of 4,909 to 4,308 by December 31, 2017. **Goal not achieved**



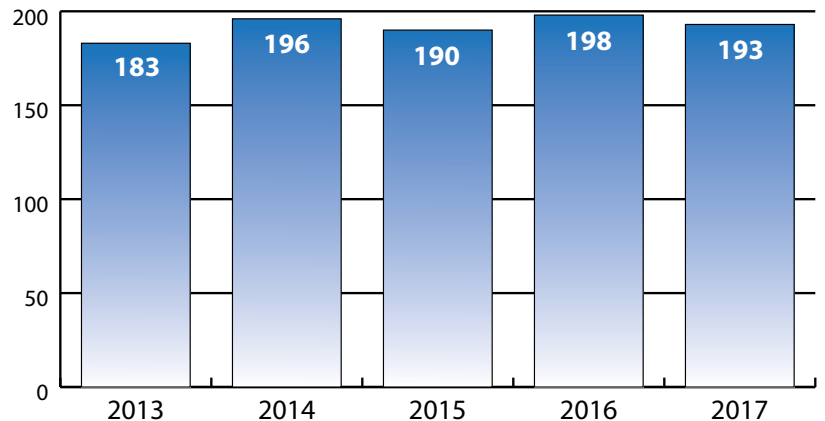
C-3 FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED

To decrease fatalities/VMT 9 percent from the 2014 value of .93 percent to .85 percent by December 31, 2017. **Goal pending**



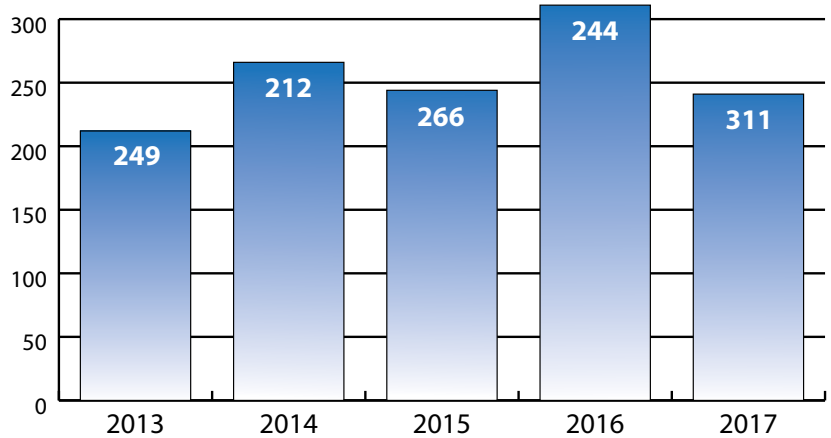
C-4 UNRESTRAINED FATALITIES

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 6 percent from the 2014 value of 196 to 185 by December 31, 2017. **Goal not achieved**



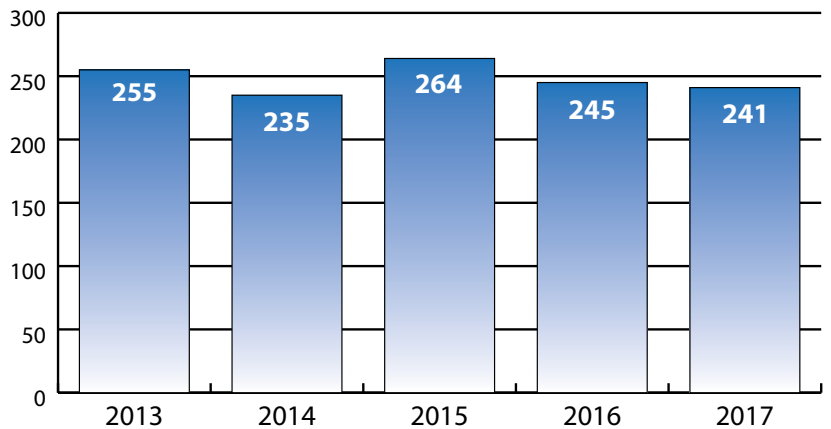
C-5 ALCOHOL-IMPAIRED FATALITIES

To decrease alcohol impaired driving fatalities in which a driver has at least a .08 BAC 14 percent from the 2014 value of 215 to 185 by December 31, 2017. **Goal not achieved**



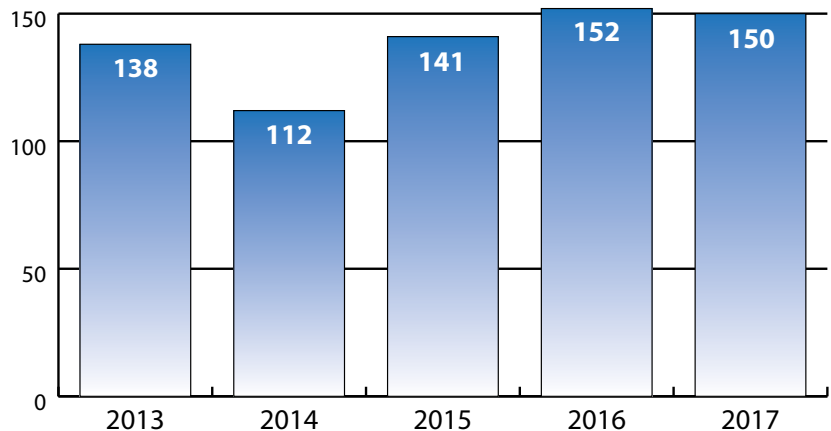
C-6 SPEED-RELATED FATALITIES

To reduce speeding-related fatalities 2 percent from the 2014 value of 235 to 230 by December 31, 2017. **Goal not achieved**



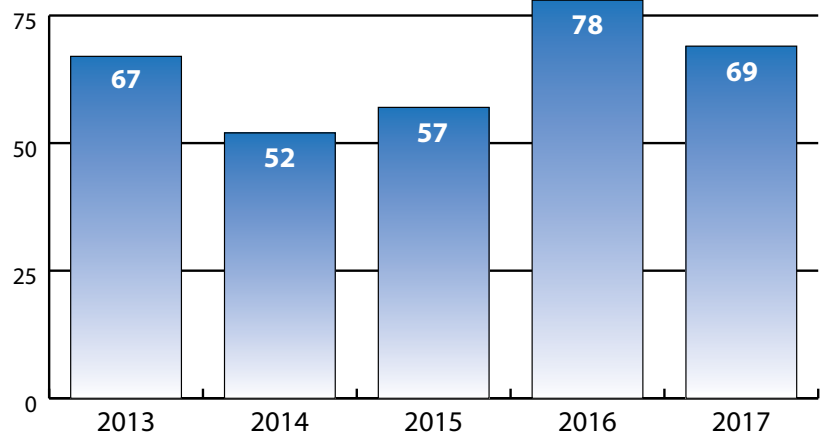
C-7 MOTORCYCLIST FATALITIES

To reduce motorcyclist fatalities 2 percent from the 2014 value of 112 to 110 by December 31, 2017. **Goal not achieved.**



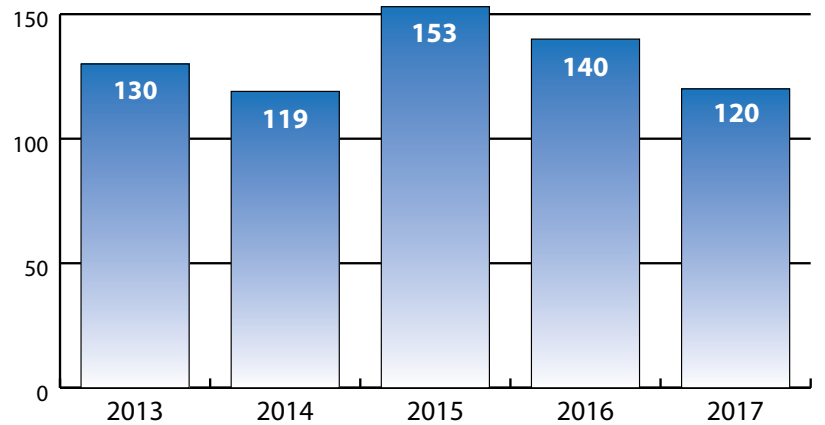
C-8 UNHELMETED MOTORCYCLIST FATALITIES

To reduce un-helmeted motorcyclist fatalities 4 percent from the 2014 value of 52 to 50 by December 31, 2017. **Goal not achieved.**



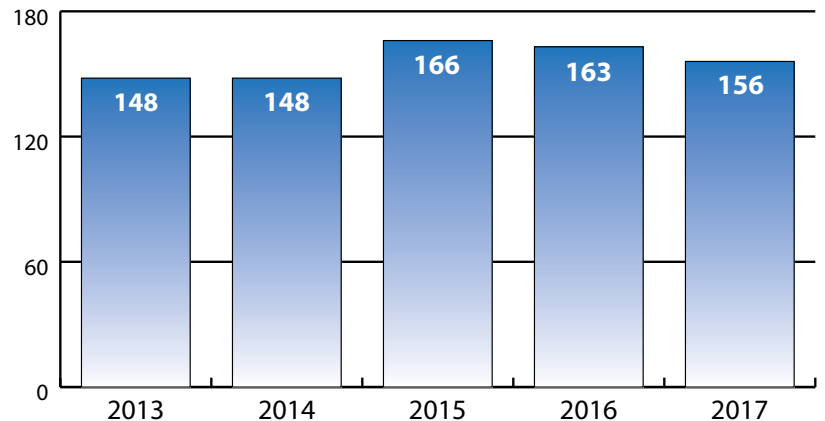
C-9 DRIVERS AGE 20 OR YOUNGER IN FATAL CRASHES

To reduce drivers aged 20 or younger involved in fatal crashes 27 percent from the 2014 value of 119 to 87 by December 31, 2017. **Goal not achieved**



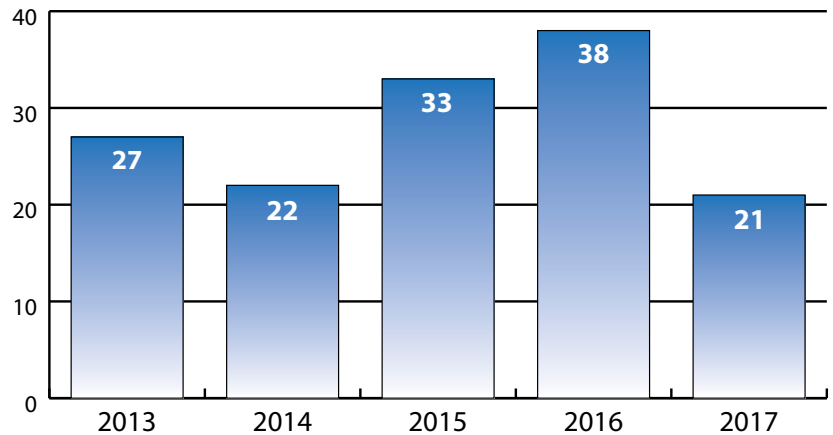
C-10 PEDESTRIAN FATALITIES

To reduce pedestrian fatalities 2 percent from the 2014 value of 148 to 145 by December 31, 2017. **Goal not achieved**

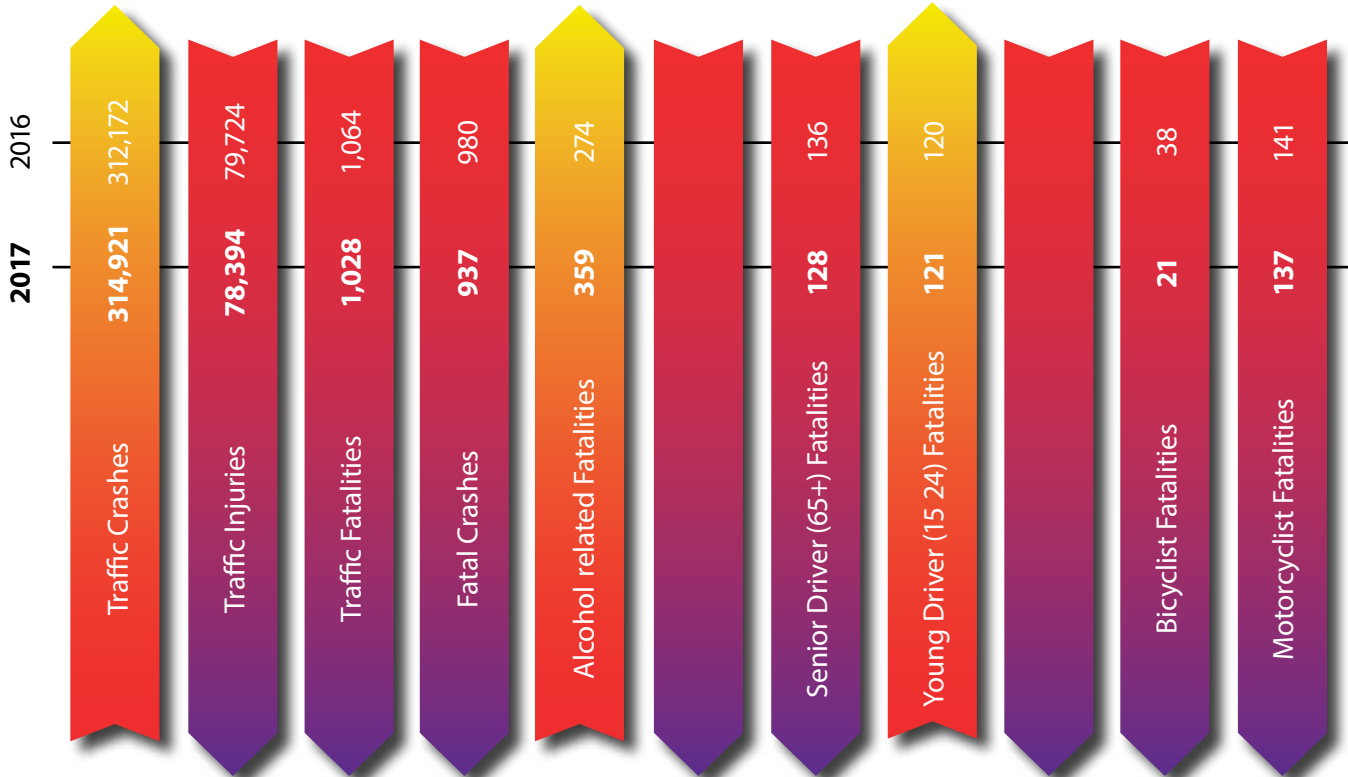


C-11 BICYCLIST FATALITIES

To reduce bicyclist fatalities 9 percent from the 2014 value of 22 to 20 by December 31, 2017. **Goal not achieved**



MICHIGAN CRASH CHANGES 2016-2017 (FROM MICHIGAN TRAFFIC CRASH FACTS DATASET)

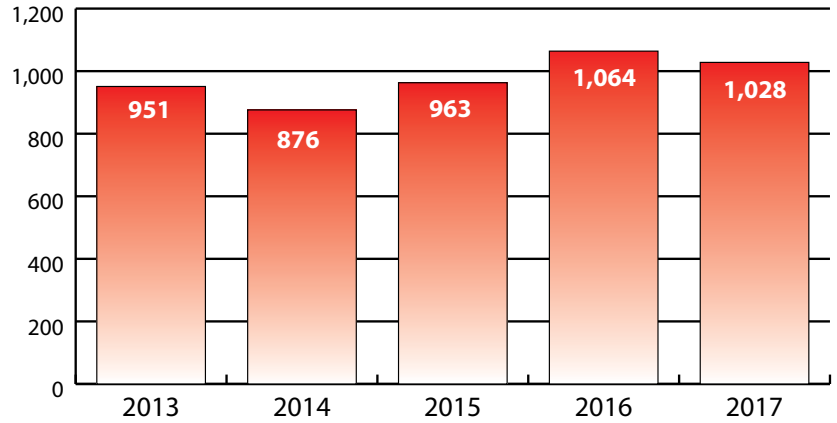


*Unrestrained Motor-vehicle Fatalities is actually Unrestrained Passenger Vehicle (veh type=1-4) Fatalities

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

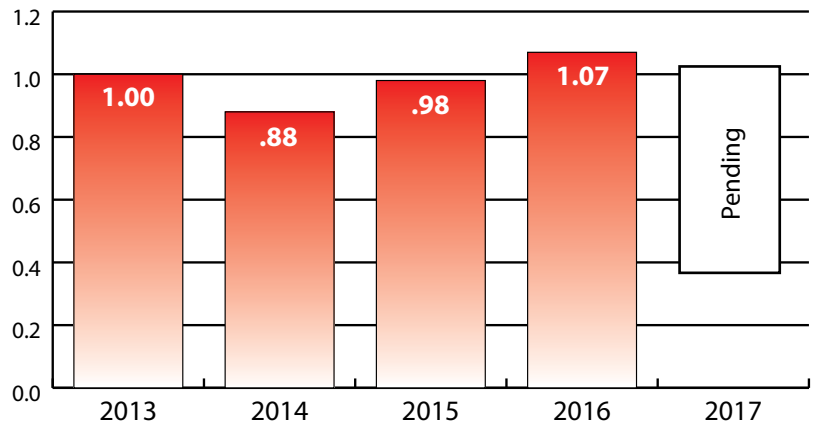
TRAFFIC FATALITIES

GOAL: reduce fatalities to 742 by 2017. **Goal not achieved**



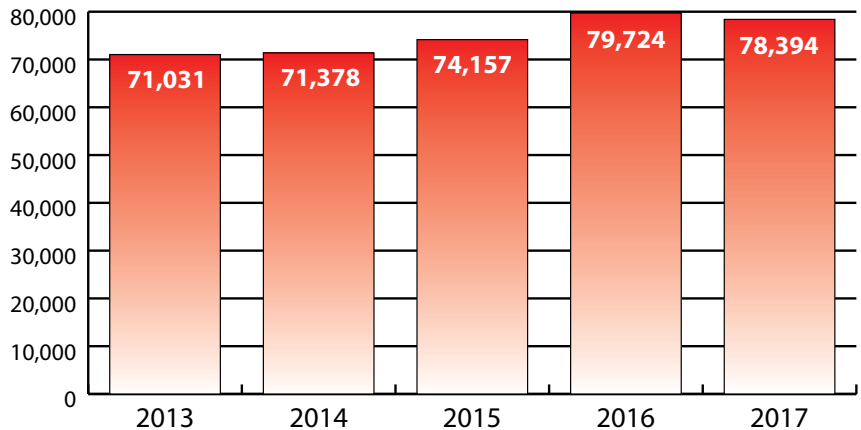
DEATHS PER 100 MILLION VEHICLE MILES TRAVELED (VMT)

GOAL: reduce the VMT death rate (per 100 million miles) to 0.85 by 2017. **Goal pending**



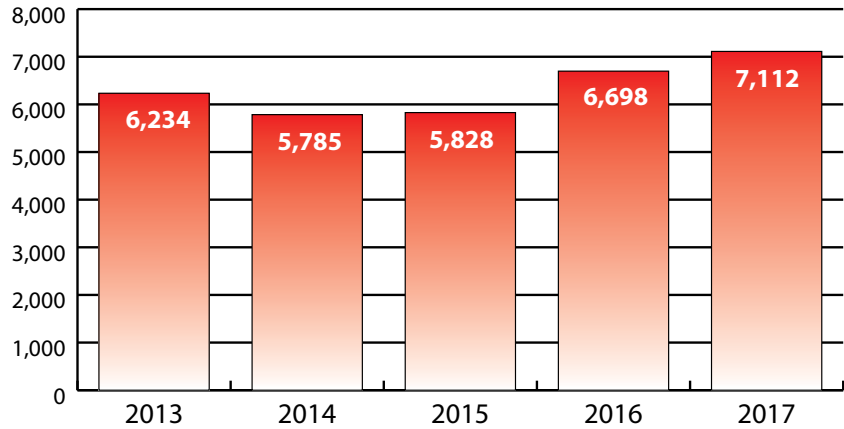
TRAFFIC INJURIES

GOAL: reduce the number of injuries of all severities to 72,682 by 2017. **Goal not achieved**



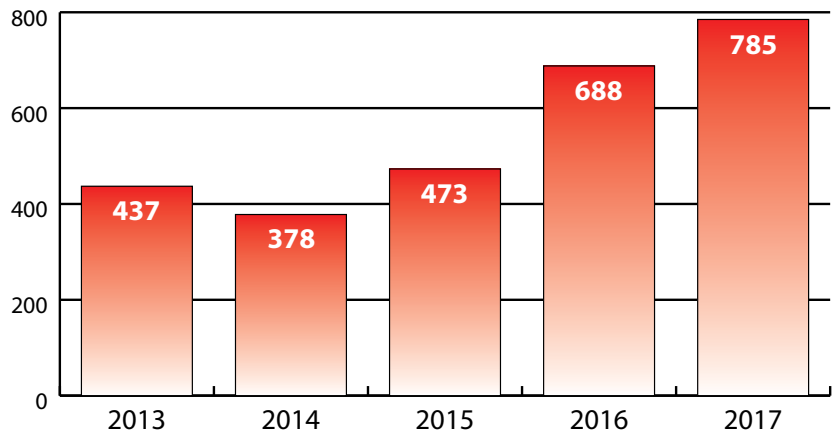
FATAL AND INCAPACITATING INJURIES

GOAL: reduce the number of fatalities and incapacitating injuries to 5,266 by 2017. **Goal not achieved**



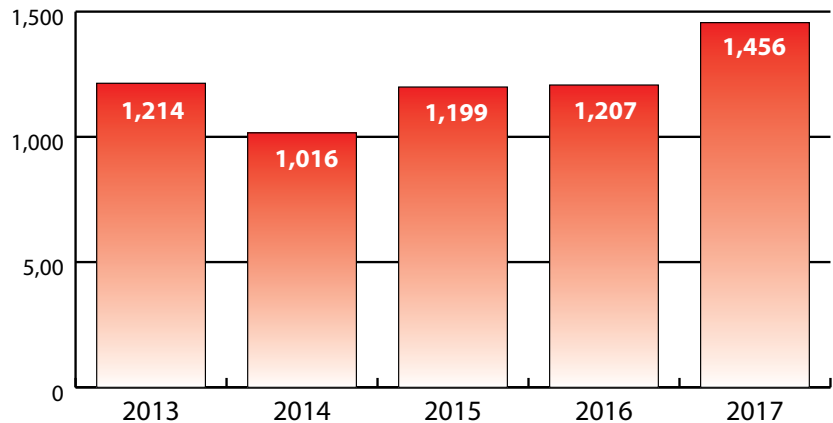
DRUGGED DRIVING

GOAL: reduce the number of fatalities and incapacitating injuries involving drugs to 464 by 2017. **Goal not achieved**



IMPAIRED DRIVING

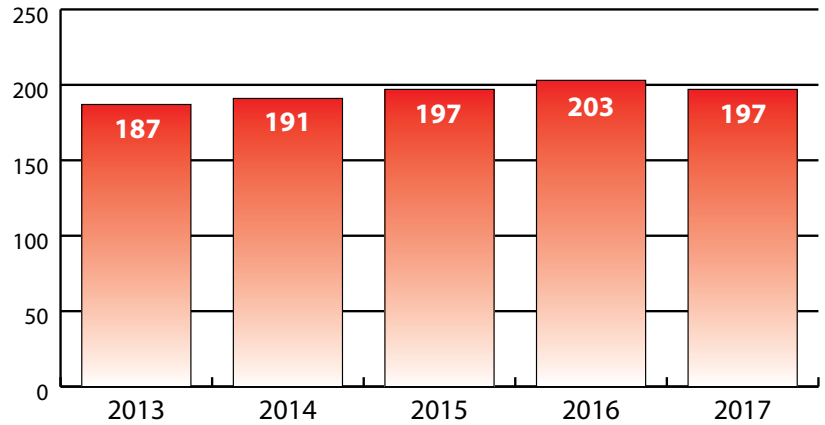
GOAL: reduce the number of fatalities and incapacitating injuries involving alcohol to 1,036 by 2017. **Goal not achieved**



UNRESTRAINED FATALITIES*

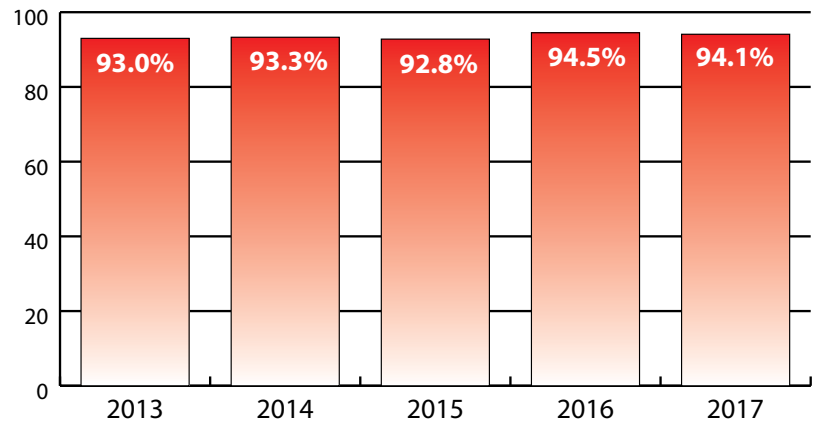
GOAL: reduce the number of fatalities to unrestrained vehicle occupants to 185 by 2017. **Goal not achieved**

**This excludes pedestrians and bicyclists.*



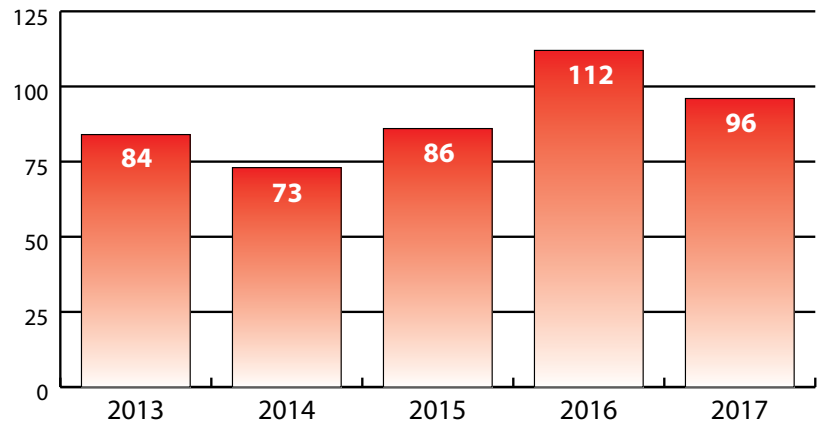
SEAT BELT USE

GOAL: increase seat belt use to 98 percent by 2017. **Goal not achieved**



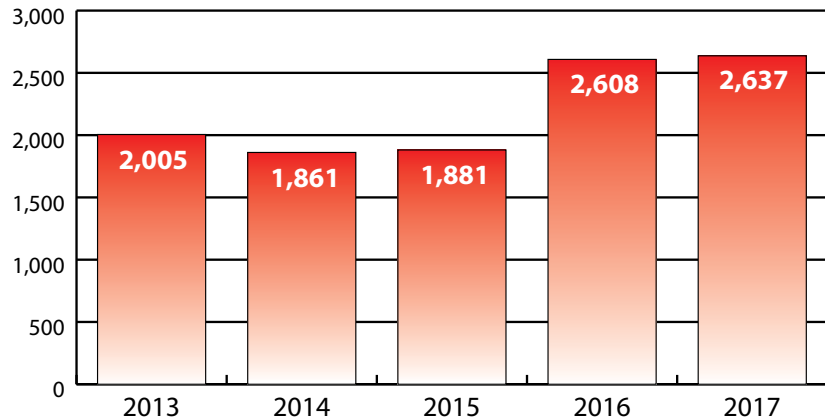
CHILD PASSENGER SAFETY

GOAL: reduce fatalities and incapacitating injuries to vehicle occupants (ages 0-8) to 59 by 2017. **Goal not achieved**



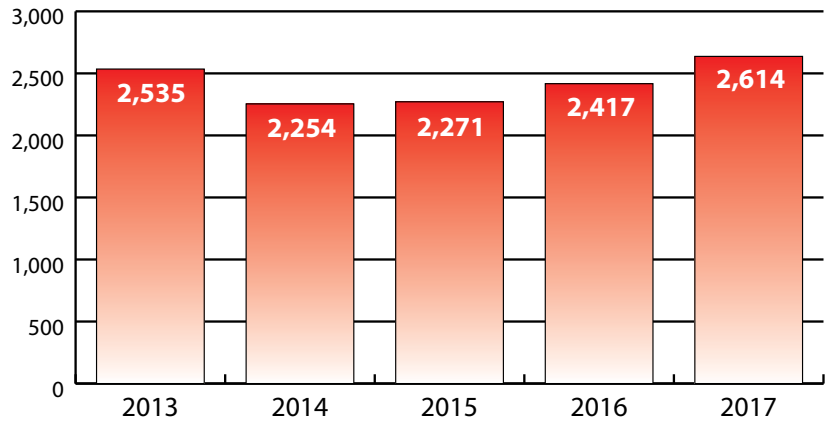
INTERSECTION CRASHES

GOAL: reduce fatalities and incapacitating injuries within 150 feet of intersections to 1,666 by 2017. **Goal not achieved**



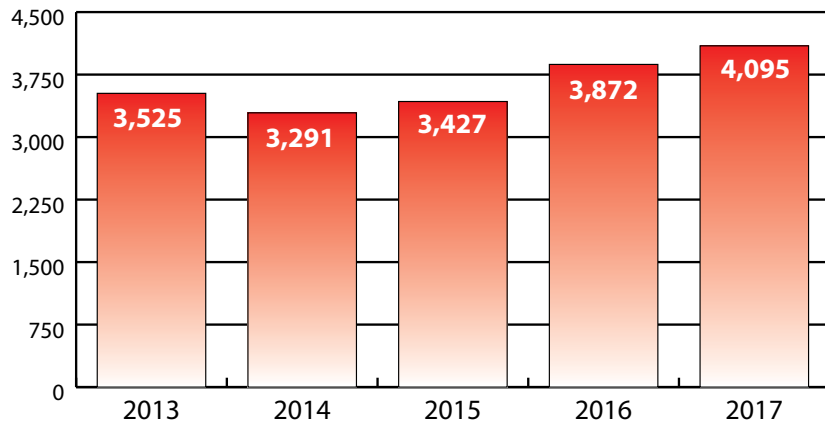
LANE DEPARTURE

GOAL: reduce fatalities and incapacitating injuries involving lane departure to 1,995 by 2017. **Goal not achieved**



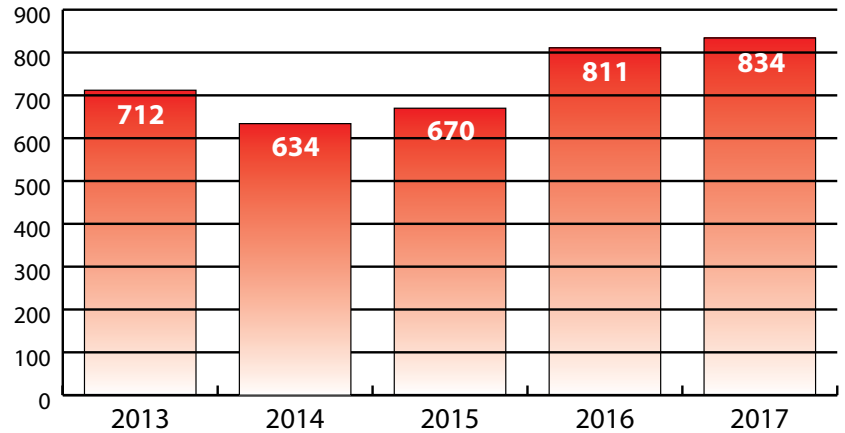
LOCAL ROADS

GOAL: reduce fatalities and incapacitating injuries on city, county, and local roads to 2,998 by 2017. **Goal not achieved**



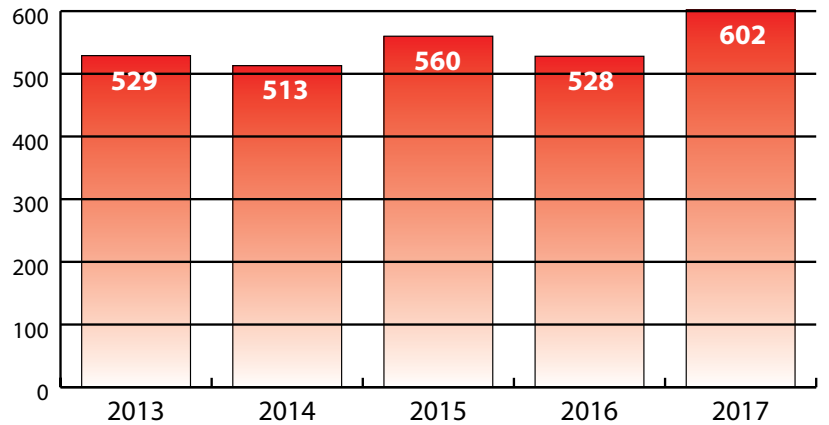
MOTORCYCLES

GOAL: reduce fatalities and incapacitating injuries involving motorcycles to 617 by 2017. **Goal not achieved**



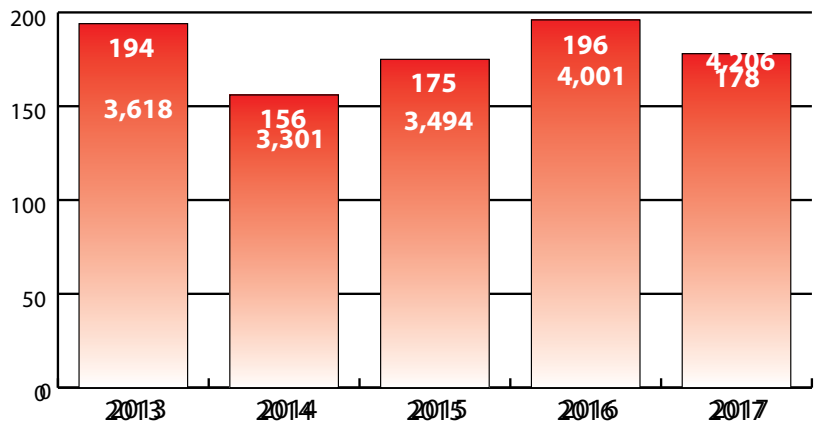
PEDESTRIANS

GOAL: reduce fatalities and incapacitating injuries to pedestrians to 549 by 2017. **Goal not achieved**



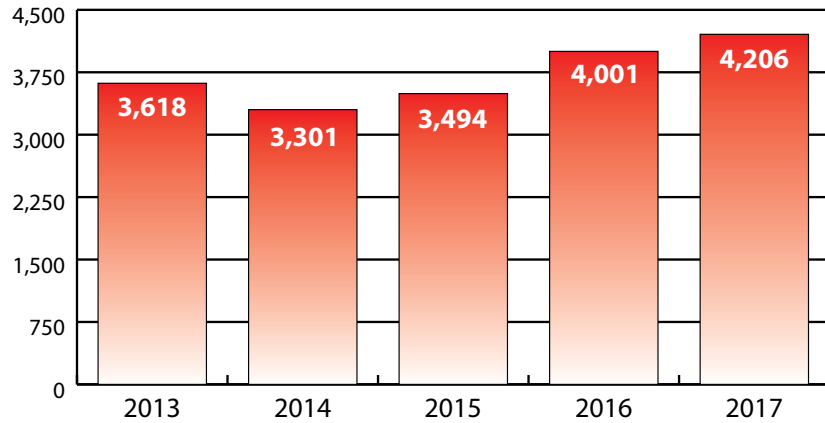
BICYCLISTS

GOAL: reduce fatalities and incapacitating injuries involving bicyclists to 165 by 2017. **Goal not achieved**



MEN

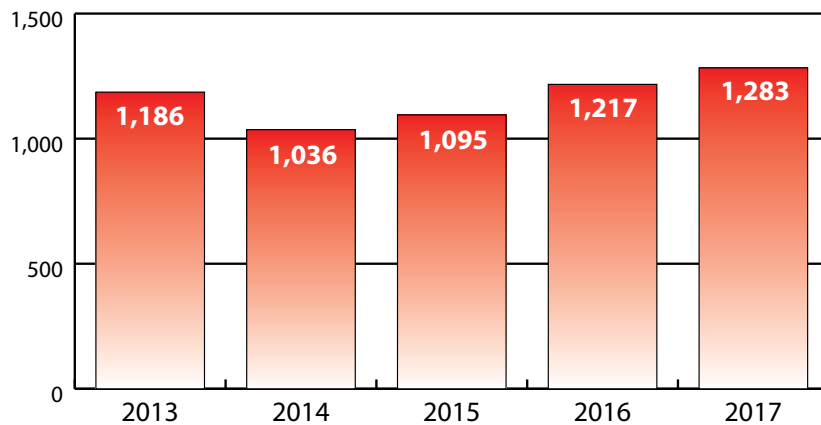
GOAL: reduce fatalities and incapacitating injuries to males to 3,197 by 2017. **Goal not achieved**



YOUNG DRIVERS 15-20*

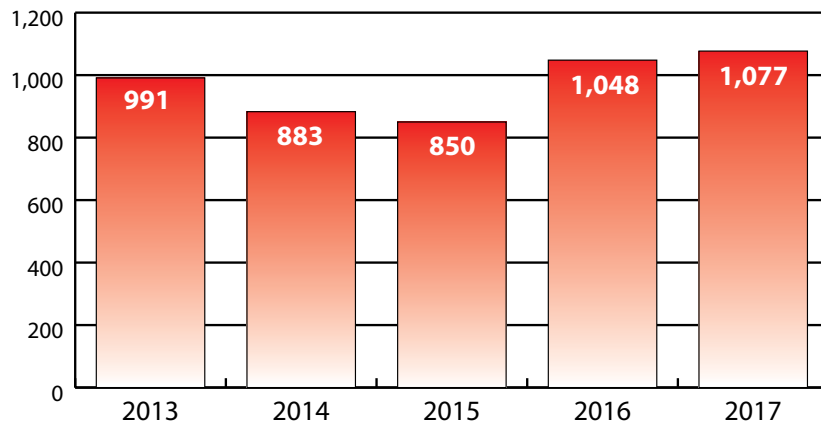
GOAL: reduce fatalities and incapacitating injuries involving drivers ages 15-20 to 774 by 2017. **Goal not achieved**

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



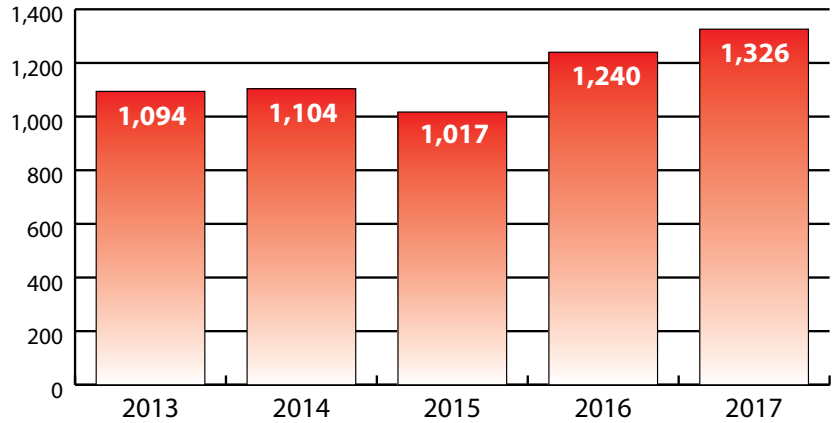
YOUNG DRIVERS 21-24

GOAL: reduce fatalities and incapacitating injuries involving drivers ages 21-24 to 789 by 2017. **Goal not achieved**



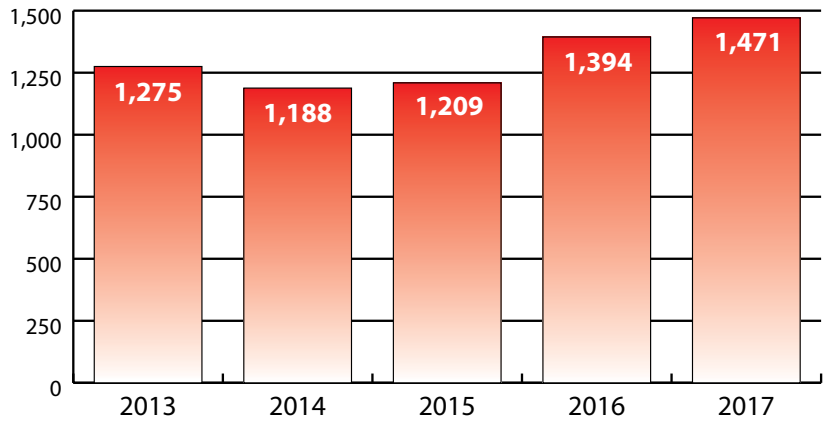
OLDER DRIVERS (AGES 65+)

GOAL: reduce fatalities and incapacitating injuries involving older drivers to 997 by 2017. **Goal not achieved**



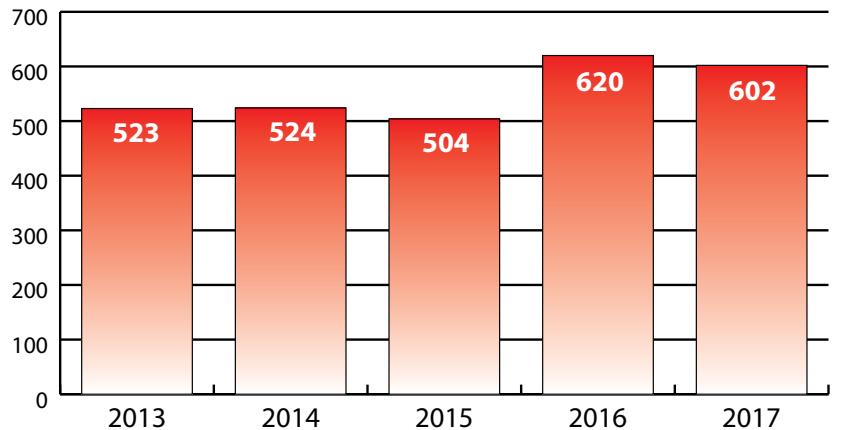
RUSH HOUR

GOAL: reduce fatalities and incapacitating injuries between 3 p.m. and 6 p.m. to 1,055 by 2017. **Goal not achieved**



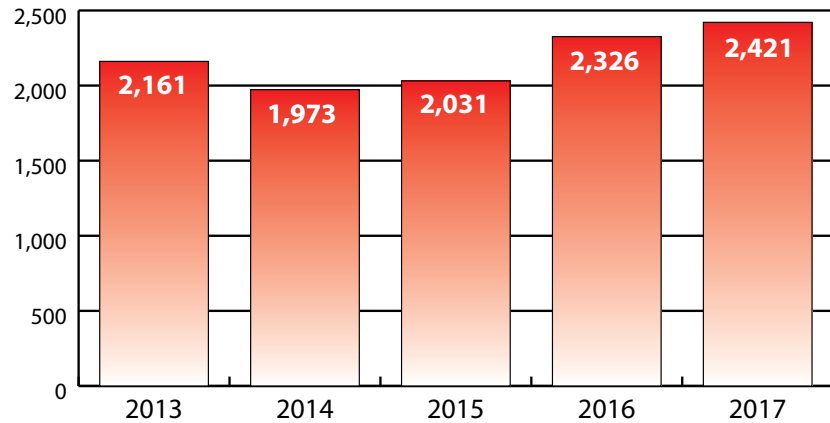
NIGHTTIME DRIVING

GOAL: reduce fatalities and incapacitating injuries between midnight and 3 a.m. to 431 by 2017. **Goal not achieved**



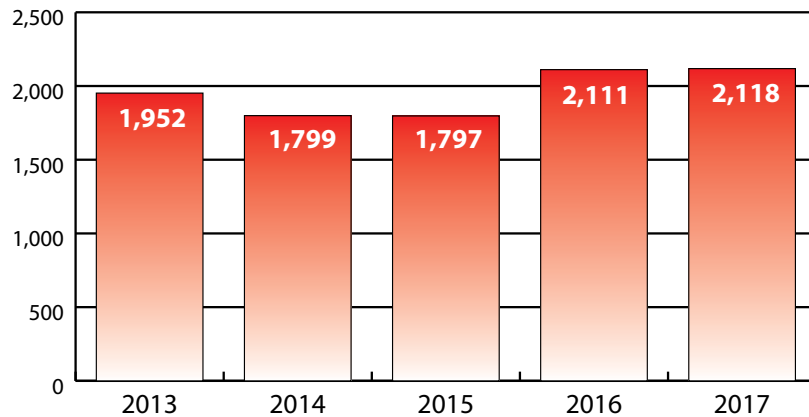
WEEKEND DRIVING

GOAL: reduce fatalities and incapacitating injuries between noon on Friday and noon on Sunday to 1,855 by 2017. **GNA**



SUMMER TRAVEL

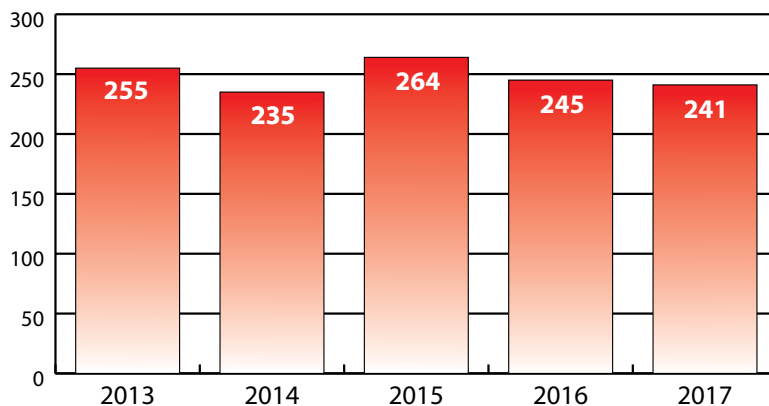
GOAL: reduce fatalities and incapacitating injuries from July through September to 1,666 by 2017. **Goal not achieved**



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

GOAL: reduce speed-related fatalities to 228 by 2017. **Goal not achieved**

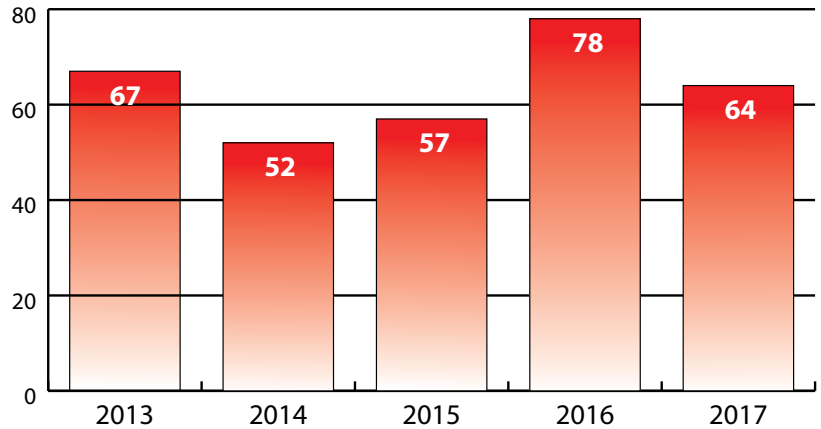
*FARS is a separate dataset from Michigan's Traffic Crash Reporting System. Differences in data collection policies may result in slight differences between the two systems.



UNHELMETED MOTORCYCLIST FATALITIES (NATIONAL FARS DATA)*

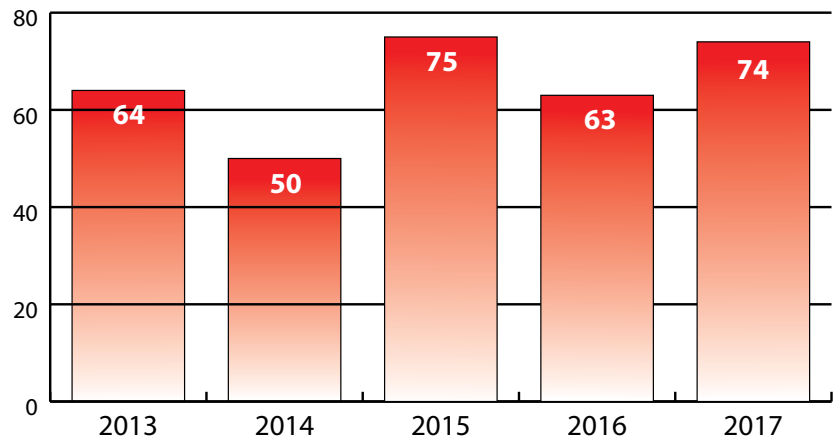
GOAL: maintain unhelmeted motorcyclist fatalities at 49 by 2017. **Goal not achieved**

*Michigan’s helmet law was modified in 2012 to allow riders over age 21 to ride without a helmet if certain conditions were observed.



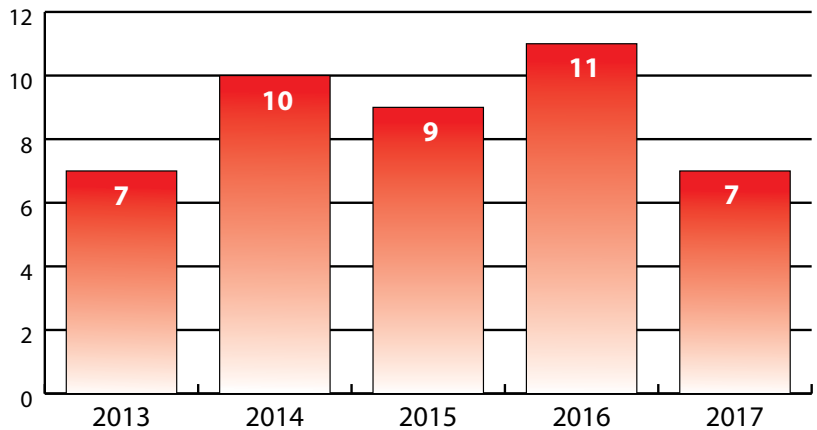
HELMETED MOTORCYCLIST FATALITIES (FOR INFORMATION ONLY)*

Helmeted motorcyclist fatalities **increased** by 15.6 percent from 2013 to 2017.



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

Unknown helmet use motorcyclist fatalities have remained unchanged from 2013 to 2017.



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