



Michigan
Executive Summary
FY2018

Fiscal Year 2018 Executive Summary

The Office of Highway Safety Planning (OHSP) relies on accurate, timely, and complete data to identify traffic safety issues. In 2016 Michigan experienced a 10 percent increase in traffic fatalities and a 16 percent increase in incapacitating injuries. Alcohol-involved fatalities fell 11 percent but drug-involved fatalities increased 32 percent.

Achieving the OHSP's mission of reducing deaths and serious injuries requires coordination and consultation with national, state, and local partners. Working with its partners in FY2018, the OHSP will concentrate its focus on model programs and promising strategies and will allocate program funding based on each initiative's potential for reducing crashes, saving lives, and preventing injuries. This potential includes the scope and severity of the problem to be addressed, the effectiveness of the proposed countermeasures, and the availability of a dedicated and motivated implementation team.

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

- Overtime enforcement of impaired driving laws throughout the state.
- Effective prosecution, adjudication, and treatment of impaired drivers.
- Law enforcement training for Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Education (ARIDE), and Drug Recognition Experts (DRE).

New programs involve a drug-impaired messaging campaign to begin building awareness regarding the potential dangers of driving under the influence of both legal and illegal drugs.

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

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

The Strive for a Safer Drive program continues to expand its reach across the state, involving students in the development of peer-to-peer teen traffic safety campaigns. New programs will expand the number of high schools promoting teen safe driving messages. A pilot program will look at improving the involvement of parents in the Graduated Driver Licensing (GDL) process.

Projects will further improve the integration, accessibility, and accuracy of traffic crash data, already among the nation's best. The results of a comprehensive study of pedestrian and bicycle crashes, conducted in FY2015, will help guide new pedestrian and bicycle safety projects supported with 405(h) FAST Act funds.

Efforts to encourage unendorsed motorcyclists to get trained and endorsed will continue through a direct mail campaign.

Finally, the Governor of Michigan approved the new 2017-2018 Strategic Highway Safety Plan (SHSP) in January 2017.

Organization Overview

In 1967, the OHSP was established within the Governor's Office to coordinate state highway safety programs and administer provisions of the National Highway Safety Act of 1966. In 1969, by executive order, the OHSP was transferred to the Michigan Department of State Police.

The office is the State of Michigan's primary traffic safety agency, and its director is the designated Governor's Highway Safety Representative. The office administers state and federal highway safety-related grant programs including the NHTSA's State and Community Grant Program, the Michigan Truck Safety Fund, and the Michigan Secondary Road Patrol and Accident Prevention Program. The office is also charged with administering the Governor's Traffic Safety Advisory Commission (GTSAC) and the Michigan Truck Safety Commission (MTSC).

The office is organized into four sections, grouped according to functional responsibilities. Within each section, specific staff have been identified to reflect the OHSP's priorities and programs.

Communications Section

The Communications Section plans, implements, and provides oversight for all of the OHSP's communication strategies, including public information and education campaigns, paid advertising, earned media, graphic design and publications, and communications with state and local partners. The section also produces the federal Annual Evaluation Report, the OHSP Safety Network Newsletter, and is the primary contact for news media inquiries.

Financial Management Section

The Financial Management Section monitors the use of state and federal traffic safety funding awarded by the OHSP and ensures the highest levels of integrity and accountability. Section staff oversees accounting procedures, the overall office budget, financial reviews of grants, and grantee payment processing.

Planning and Administration Section

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

Program Management Section

The Program Management Section implements grant projects identified in the HSP and coordinates local and regional outreach activities with stakeholders and partners. Section staff includes those with expertise in statewide traffic safety program areas who also serve on a state and local committees, including the GTSAC Action Teams and regional Traffic Safety Networks.

MICHIGAN PERFORMANCE PLAN

Fiscal Year 2018

The Michigan Office of Highway Safety Planning (OHSP), with technical assistance from the University of Michigan Transportation Research Institute (UMTRI), uses available traffic crash data to examine trends and project trend lines, using a predictive model approach. Data is based on a five-year moving average.

Underlying crash trends can be influenced by many variables, including the number of vehicle miles traveled, the number and weights of vehicles on roadways, the relative strength of state and regional economies, weather conditions, and various safety aspects involving vehicles, roadway infrastructure, and emergency medical services.

Because short-term statistical results tend to reflect longer-term norms, and following a period of steady, long-term reduction in severe crashes, fatalities, and injuries through the early 2000s, single-year fluctuations in crashes and fatalities are somewhat predictable and can be expected, even as the long-term trend continues downward.

Michigan fatalities have varied within a tight range over the 2012-2016 five-year period, ranging from 940 to 1,064. Michigan averages about 963 per year. Meanwhile, serious injuries ranged from 5,676 to 5,634 for the same period, and averaged about 5,000 per year. Fatalities for 2016 are about 10 percent higher than the overall five-year average and serious injuries are about 7 percent higher than the five-year average.

Based on these expected statistical fluctuations within an all-time low range of fatalities and injuries since 2011, it is not surprising that projections for the next few years indicate an upward short-term trend in traffic crashes and fatalities through 2019. A projected five-year trend model is the measure used by the OHSP to determine the most effective countermeasures to implement, in efforts to halt or reverse any upward trend.

Emphasizing the prevention of impaired driving crashes and consistent use of proper restraints for vehicle occupants are historically proven safety strategies. Observed daytime safety belt usage was 94.5 percent in 2016, an increase of 1.7 percent from 92.8 percent 2015.

Statistics for 2016 show that serious crashes involving alcohol and pedestrians were about the same as the most recent five-year average. Crashes involving drugs, young drivers, older drivers, bicycles, and motorcycles increased from the five-year average.

Preventing deaths and serious injuries and reducing crash severity are priority goals for the state. This means Michigan's traffic safety partners must seek the most effective countermeasures available to have a positive impact on driver behavior.

The goal of reducing fatalities and injuries on Michigan's roads drives the planning process for the state's annual Highway Safety Plan (HSP). The plan that follows is Michigan's strategy for saving lives and decreasing injuries.

The planning blueprint for FY2018 provides context for how traffic safety solutions are identified, implemented, evaluated, and improved. The HSP details Michigan's most significant traffic crash issues and problems, identifies the most effective countermeasures to address them, and reports on progress of the partners selected to implement the countermeasures.

PROCESS DESCRIPTION

PROGRAM PURPOSE: REDUCE TRAFFIC CRASHES, FATALITIES, AND INJURIES

Each year, the OHSP and safety partners focus on the state's primary safety goals, to reduce traffic crashes, fatalities, and injuries. Staff analysts utilize a comprehensive body of traffic crash data and research in combination with the experience and advice of traffic safety professionals from a variety of disciplines to identify root causes of traffic problems and to select the most effective countermeasures for implementation.

The focus is on actions that will save the most lives, prevent the most crashes, and prevent or reduce the most injuries. Limited resources call for strategies to be implemented where they will be most effective and monitored for results and impact. Success is measured against goals and benchmarks for fatality and injury reduction.

The OHSP staff pursues these programs with highway safety partners at the national, state, and local levels. This team-oriented approach helps ensure that Michigan's efforts are understood and coordinated among enforcement, engineering, education, and emergency medical services teams to ensure more comprehensive and interdependent traffic safety programs that save lives and reduce injuries.

Pre-planning Steps

Implementation of the current HSP occurs in conjunction with planning for the next year's HSP, beginning in November with an after action review of the HSP process. This involves identifying successes along with areas needing improvement.

Pre-planning incorporates brainstorming among staff on new and innovative strategies that could show promise along with a review of effective countermeasures. The OHSP then revises the planning process and calendar

(Exhibit 1). Effective pre-planning ensures that the OHSP's program development remains dynamic and responsive.

Exhibit 1

Timeline	FY2018 Highway Safety Plan Calendar	Status	Responsible Person(s)
July 1-30	FY2017 HSP After Action Review		Kilvington
Aug 1-30	Finalize grant development plan (GDP) template.		Kilvington, Sanborn
Nov 1-30	Finalize planning calendar.		Sledge, Kilvington
Jan-Feb 1	Staff shall schedule program area discussions and send Outlook appts. to Mike, Jason, Anne, Alicia, and Charlotte. Schedule time and location in Centennial or Motor Carrier meeting room.		Program Coordinators
Jan 17	Maintenance of Effort data base request due to Spencer March 17.		Simmons to work with Hamblen, Perukel, Kechkaylo, and Riley.
Feb 1- April 22	Research and prepare grant development plans. <ul style="list-style-type: none"> • Conduct network meetings. • Review SHSP Action Plans. • Review other states and NHTSA programs. 		Program Coordinators
March	Analysis reports and data for program areas provided by UMTRI.		Riley, Kilvington
April 24- May 5	Individual program area discussions		Program Coordinators and Management Team
May 1	Draft Appendix D data request to program coordinators.		Kilvington
May 8-12	Completes review of GDPs and budgets.		Management Team
May 15-16	Meets with program coordinators on final GDPs.		Management Team
May 18	Deadline to notify program coordinators of final changes to GDPs.		Management Team
May 18	Identify grants requiring Ad Board approval. Final revision of budget spreadsheet.		Sledge
May 19	Final edits to GDPs completed.		Program Coordinators
May 26	GDPs are approved and moved to GDP approved folder.		Hamblen
May 30	Grant application development begins.		Program Coordinators
May 30	Draft Performance Plan due.		Kilvington
June 2	Draft Appendix D data due to Charlotte.		Program Coordinators
June 7	Truck Safety Fund budgets sent to grantees.		Kilvington
June 12	Draft HSP program areas and budget pages to program coordinators.		Kilvington
June 16	Reviewed work plans and budgets due to Charlotte.		Program Coordinators

June 19	Draft HSP review.		Program Coordinators and Management Team
June 20	Draft Ad Board forms due for non-state agency/programs over \$250,000		Sledge and Program Coordinators
June 21	Final draft of HSP and Performance Plan completed. All changes after this date will be HSP revisions to be made after Oct. 1.		Sledge, Kilvington
June 23	Final review of HSP.		Prince
June 26	Enter FY2018 HSP funding in GTS.		Alicia
June 30	HSP to NHTSA.		Kilvington
July 1-30	In-house grant budgets developed.		Management Team
July 7	After Action Review and Survey	Scheduled	Kilvington
August 1	OHSP in-house and MSP grants ready for OHSP Director review.		Management Team
August 1	Truck Safety Fund education and enforcement grants due for review in Magic Plus.		Kilvington and Management Team.
Aug 21-25	OHSP in-house grant reviews.		Prince
Sept 1	HSP distribution: FHWA and OHSP website.		Hengebach, Allen
Sept 2	All grants with Oct 1 start-up date ready for AO submission.		Program Coordinators and Management Team
Sept 16-20	GHSA (Mike will not be available to review grants)		N/A
Oct 1	FY2018 grant activity begins.		N/A

Plan Organization

Development of the performance plan follows the steps of the OHSP's planning process. Crash data analysis, research, and consultation with program partners and stakeholders are continual within each step. Program and financial staff meet monthly to exchange information about HSP program activities. Grant and revision activity is monitored to ensure programs remain on track for successful completion.

The OHSP staff incorporates crash data and other information into program development and implementation whenever possible and monitors for emerging ideas and opportunities.

The planning process is identified as follows:

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

1. PROBLEM IDENTIFICATION

The annual HSP planning process begins in November with comprehensive crash data analysis. The OHSP safety planning depends on a full understanding of current crash data and existing problems. The OHSP looks at many variables to determine emerging and current issues, including crash locations, time of day, driver characteristics, road conditions, environmental elements, and other mitigating factors.

The data review highlights factors that contribute to the highest percentages of fatalities and serious injuries. These key variables help determine which problem-solving goals are established. Additional factors may be considered, such as severe but non-life-threatening injuries, along with trends that could potentially increase fatalities and serious injuries, or situations for which strong countermeasures exist, may be improved most quickly using proven strategies.

Data analysis continues year-round, with intensified efforts early in the HSP and grant development plan process. The timeliness, accuracy, completeness, uniformity, integration, and accessibility of Michigan traffic crash data allows current information to be incorporated into program development and implementation. Examples of important current information include aspects such as times of the year or month that see the most alcohol-involved crashes, the correlation of driver age with fatal crash rates, areas that see the most nighttime crashes, or the demographics involved in fatal and serious injury motorcycle crashes.

The OHSP staff, working with traffic safety partners, has many tools for problem identification. Authorized safety partners and agencies can access the state crash database directly through a variety of interfaces, including websites and query tools.

For the public, the UMTRI hosts the OHSP-sponsored Michigan Traffic Crash Facts (MTCF) website at www.michigantrafficcrashfacts.org. This website features dozens of data tables addressing the most common crash data facts and comparative figures, including an archive dating back to 1992.

The website also includes fact sheets for state and county data and a query tool allowing users to build data searches, mapping tools, charts, tables and GIS capability. The MCTF site users also have access to traffic crash reporting forms (UD-10s) submitted by law enforcement officials to the Michigan State Police (MSP) Criminal Justice Information Center (CJIC) Traffic Crash Reporting Unit (TCRU).

The OHSP problem identification process is based on trend data reported from the most recent five-year period for which data is complete and available. Data analysis is conducted for the OHSP by an independent outside source to ensure that no bias is attached to the results. For FY2018 planning, the OHSP's problem identification was conducted by research statisticians from the UMTRI.

In addition, the Michigan's 2017-2018 Strategic Highway Safety Plan (SHSP) is available at www.michigan.gov/ohsp.

The collaboration and sequencing of the HSP and the SHSP ensures uniformity among the top safety goals in Michigan, encourages a team effort in implementing safety programs, and ensures a diversity of working groups among Michigan's traffic safety stakeholders focusing on the SHSP vision of "Toward Zero Deaths on Michigan Roadways."¹

This collaboration of plans, implementation, and the OHSP's continuing safety partnership with the Michigan Department of Transportation assures that the mandated goals are identical within both plans regarding fatalities, serious injuries, and the statewide fatality rate per 100 million vehicle miles traveled (100M VMT).

2. GOAL DETERMINATION AND ANALYSIS

The Michigan FY2018 performance plan includes goals for 2018 and beyond based on trend data analysis and five-year moving averages from 2012-2016.

Quantitative targets to reduce fatalities and serious injuries are set through crash projections based on five-year moving average crash trends using a regression predictive statistical model. The UMTRI also assisted with the development of the goals to provide objective analyses throughout the planning process for FY2018.

Goal determination for FY2018 begins with an overview of Michigan traffic crash statistics which includes the most complete five-year data available.

Michigan Crash Data Comparison 2012-2016

	2012	2013	2014	2015	2016	Change 12-16
Total Crashes	273,891	289,061	298,699	297,203	312,172	14.0%
Fatal Crashes*	870	881	806	893	980	12.1%
People Injured	70,519	71,031	71,378	74,157	79,724	13.1%
People Killed*	940	947	901	963	1,064	13.2%
Fatality Rate (100M VMT)	1.0	1.03	.93	1.04	N/A	---
Fatal Crash Rate (100M VMT)	.9	.95	.86	.96	N/A	---
VMT (Billions)	94.3	95.1	99.1	97.8	N/A	---
Registered Vehicles (Millions)	8.10	8.17	8.21	8.8	N/A	---
Population (Millions)	9.82	9.90	9.91	9.92	N/A	---

*FARS figures; 2016 numbers are not final FARS.

¹ State of Michigan Strategic Highway Safety Plan 2017-2018

Crash numbers in 2016 were up from previous years and were higher than the five-year average in most categories. Analysis is centered on any consistent causes for such changes and any potential for effective countermeasures to help reduce crashes, fatalities, and injuries in future years.

In each of the following tables, a predictive model analysis using five-year moving averages was applied to each crash category based on the identified trends.² The predicted moving average was used to calculate the predicted value for that given year. In some cases, trends are expected to increase based on the most recent five-year moving average experience. Michigan adopted a goal of a one percent decrease for each category in each subsequent year to try to stop or slow any upward trend. Future-year goals were applied from these calculations. Goals for fatalities and serious injuries are the same to remain consistent with the goals set in the Michigan SHSP. The OHSP's revised long-term goals through FY2020 follow in Exhibit 2, including annual benchmarks through 2018.

² University of Michigan Transportation Research Institute

Exhibit 2: OHSP 2018 Goals									
	2012	2013	2014	2015	2016	2017	2018	2019	2020
*Fatalities	940	947	901	963	967 ³	742	1,003	n/a	n/a
A Injuries	5,676	5,283	4,909	4,865	5,634	4,308	5,136	n/a	n/a
*Fatalities per 100M VMT	.99	1.00	0.93	1.03	.86 ⁴	.85	1.02	n/a	n/a
OHSP 2018-20 Goals - based on five-year moving average									
*Injuries A, B, C	70,518	71,031	71,378	74,157	73,415	72,681	73,140	73,487	76,266
KA	6,612	6,234	5,785	5,828	5,503	5,266	5,155	4,706	4,749
KA involving alcohol	1,320	1,214	1,016	1,199	1,077	1,036	991	793	976
*KA involving drugs	410	437	378	473	468	464	508	449	544
Fatalities to unrestrained vehicle occupants	224	183	196	195	188	185	171	175	179
Daytime safety belt use--front seat occupants	93.6%	93%	93.3%	92.8%	94.5%	98%	98%	98%	98%
KA to vehicle occupants ages 0 to 8	124	84	73	86	68	59	60	49	62
KA at intersections	2,187	2,005	1,861	1,881	1,754	1,666	1,685	1,541	1,561
KA involving lane departure	2,612	2,535	2,254	2,271	2,114	1,995	2,008	1,727	1,744
KA on local roads	3,914	3,525	3,291	3,427	3,150	2,998	2,758	2,524	2,660
KA involving motorcycles	794	712	634	670	638	617	570	492	528
*KA involving pedestrians	482	529	513	560	554	549	510	494	541
KA involving bicyclists	191	194	156	175	168	165	174	136	155
KA to men	3,815	3,618	3,301	3,494	3,296	3,197	3,073	2,756	2,949
KA - drivers ages 15-20	1,382	1,186	1,036	1,095	891	774	690	540	599
KA - drivers ages 21-24	1,009	991	883	850	828	789	924	816	783
*KA - drivers ages 65+	1,135	1,094	1,104	1,017	1,007	997	1,053	1,063	976
KA - 3 to 6 pm	1,396	1,275	1,188	1,209	1,115	1,055	1,065	978	999
KA - 12 to 3 am	608	523	524	504	462	431	376	377	357
KA - noon Fri to noon Sun	2,258	2,161	1,973	2,031	1,924	1,855	1,833	1,645	1,703
KA - Jul to Sept	1,992	1,952	1,799	1,797	1,727	1,666	1,700	1,547	1,545

³ The data matches the Michigan State Highway Safety Plan 2017-2018.

⁴ The data matches the Michigan State Highway Safety Plan 2017-2018.

*Trend analysis predictive model indicated these performance areas would increase in 2018-2020.

Traffic Fatalities

In 2016, fatalities totaled 1,064. The most important traffic safety goal is to reduce traffic fatalities and continue downward on the path toward zero deaths. Other factors may be considered, but the critical measure of success for Michigan focuses on human life. According to Michigan researchers, the purely economic, comprehensive cost of a single traffic fatality in Michigan amounts to more than \$3.6 million. This cost alone justifies using significant resources in efforts to prevent the more than 900 fatalities that occur on average annually. This economic calculation does not take into account the personal aspects of a life lost or family and loved ones left behind.

Fatalities and serious Injuries (KAs)

Fatal and serious injuries are the most consistent measure of severe crashes available for traffic safety planning. Fatal and serious injuries include crashes with the greatest harm and happen in sufficient numbers to perform meaningful analysis. Michigan classifies injuries according to the KABCO scale: K=fatal; A= serious; B=non-serious; C=possible; and O=none (property damage only).

Traffic Fatalities (K's) ⁵				
Year	Actual		Year	Goal
2012	940		2017	913
2013	947		2018	990
2014	901		2019	944
2015	963		2020	1,006
2016	1,064			

Serious Injuries (A's) ⁶				
Year	Actual		Year	Goal
2012	5,676		2017	3,978
2013	5,283		2018	4,165
2014	4,909		2019	3,791
2015	4,865		2020	3,747
2016	5,634			

Vehicle Mileage Fatality Rate

The vehicle miles traveled (VMT) fatality rate adjusts the worst outcome of a crash (fatalities) by a common exposure variable (vehicle miles traveled). This measure is defined as how many people have died in vehicle-related crashes compared to the total number of miles driven on Michigan roads.

⁵ The data matches the Michigan State Highway Safety Plans for 2017-2018.

⁶ This data is from the state database.

The VMT fatality rate has been used nationally for many years and provides a reliable means of tracking or comparing safety progress over a long period. If fatalities decrease while miles driven increase, the state is getting safer faster than the simple fatality count suggests. If both decrease, then some of the improvement is just a factor of people driving less. If miles driven decrease while fatalities increase, then a closer examination of the data is warranted for possible problem identification.

VMT Fatality Rate ⁷				
Year	Actual		Year	Goal
2012	.99		2017	.85
2013	1.00		2018	.84
2014	.93		2019	.83
2015	1.03		2020	.82
2016	*Pending			

Traffic Injuries

While Michigan strives to eliminate traffic fatalities, efforts seek to decrease the severity of crash-related injuries. Crash avoidance seeks to reduce fatalities and injuries. Crash mitigation aims to decrease the severity of crashes in relation to fatality and injury reduction.

Traffic Injuries (A's,B's,C's)				
Year	Actual		Year	Goal
2012	70,518		2017	68,838
2013	71,031		2018	73,140
2014	71,378		2019	73,487
2015	74,157		2020	76,266
2016	79,724			

Alcohol-Impaired and Drug-Impaired Driving

Crashes involving impaired-driving (alcohol and/or drugs) are disproportionately more severe than other crashes, constituting more than 28 percent of fatal crashes from 2012 to 2016. Despite decades of education and enforcement efforts, impaired driving remains a devastating traffic safety and public health problem.

Impaired driving is usually thought of as a drunk-driving problem. Since drug-use testing began in 2008, analysts have seen increased levels of blood samples from drivers suspected to be under the influence of drugs. Results prior to 2008 may not

⁷ This number is the number of fatalities (people) per 100 million vehicle miles traveled. This data is from the FARS database.

*Pending FARS data release for 2016.

provide a consistent basis for comparison. Recorded incidences of drug-involved crashes are more likely to increase due to updated training for law enforcement officers, including Advanced Roadside Impaired Driving Enforcement and Drug Recognition Expert programs.

KAs involving alcohol ⁸				
Year	Actual		Year	Goal
2012	1,320		2017	989
2013	1,214		2018	991
2014	1,016		2019	793
2015	1,199		2020	976
2016	1,189			

KAs involving drugs ⁹				
Year	Actual		Year	Goal
2012	410		2017	391
2013	437		2018	508
2014	378		2019	449
2015	473		2020	544
2016	660			

Seat Belt Use

Seat belts are the most effective means available to reduce injury severity and prevent deaths in a traffic crash. Increasing motorists' use of seat belts in every seat location substantially improves crash survivability and reduces societal costs of crash-involved injuries.

In compliance with federal guidelines, Michigan annually observes and records seat belt usage among daytime front-seat occupants in areas representing at least 85 percent of the state's population.

Michigan recorded the highest seat belt use rate in the nation in 2009 at 97.9 percent. The OHSP set a benchmark goal of 98 percent. Current usage has dropped from this high level, but the current rate (94.5 percent) still qualifies Michigan as a high usage state nationally.

⁸ Alcohol or drug impaired involved crashes are coded from the UD-10 Michigan Crash Report as crashes where at least one person involved has been drinking or taking drugs; the person drinking or taking drugs could have been a driver, a passenger, a pedestrian, or a bicyclist.

⁹ Alcohol or drug impaired involved crashes are coded from the UD-10 Michigan Crash Report as crashes where at least one person involved has been drinking or taking drugs; the person drinking or taking drugs could have been a driver, a passenger, a pedestrian, or a bicyclist.

Fatalities to unrestrained vehicle occupants ¹⁰				
Year	Actual		Year	Goal
2012	224		2017	194
2013	183		2018	171
2014	196		2019	175
2015	195		2020	179
2016	202			

Seat belt use ¹¹				
Year	Actual		Year	Goal
2012	93.6%		2017	98.0%
2013	93.0%		2018	98.0%
2014	93.3%		2019	98.0%
2015	92.8%		2020	98.0%
2016	94.5%			

Child Passenger Safety

Seat belts are designed for adults. Children (under 8 years old or shorter than 4'9" tall) require a booster seat for the seat belt to fit and operate properly. Children under 4 years old need a certified child restraint (child safety seat).

Some parents are not sure what seat to use, how to install it properly, or why it is necessary. Police officers may not have extensive training in child safety seat usage, making it sometimes difficult to detect violations of child safety seat laws. As a result, children are often under-protected in a crash. This problem shows up more in crash-injury than crash-fatality data.

Proper child restraint use helps prevent serious internal injuries to children in a crash, particularly to the neck, spine, and internal organs.

KA injuries, passenger vehicle occupants ages 0-8 ¹²				
Year	Actual		Year	Goal
2012	124		2017	82
2013	84		2018	60
2014	73		2019	49
2015	86		2020	62
2016	112			

¹⁰ Unrestrained fatalities are coded from the UD-10 Michigan Crash Report as crashes including all occupant fatalities in all motor vehicles and excludes pedestrians and bicyclists. Unknowns or unavailable are not included.

¹¹ Daytime front seat observed occupants of motor vehicles as reported in the Michigan Direct Observation Safety Belt Survey.

¹² Includes passenger vehicles, vans, pick-up trucks and small trucks less than 10,000 pounds.

Intersection Crashes

Many crashes, especially those involving left turns, occur when vehicles meet at intersections. The severity of intersection crashes is worsened by the risk of angle (T-bone) collisions during turns. About one-third of all crashes happen in or near intersections. Of this one-third in 2016, nearly half occurred at signalized intersections, about one-fourth at sign-controlled intersections, and the rest occurred at intersections with no traffic control.

Intersection crash problems can be related to roadway engineering, driver behavior, or exposure. Any program to improve safety, especially in urban areas, must address the incidence of intersection crashes.

Year	Actual	Year	Goal
2012	2,187	2017	1,483
2013	2,005	2018	1,685
2014	1,861	2019	1,541
2015	1,881	2020	1,561
2016	2,608		

Lane Departure

Most fatal crashes happen when a car leaves its roadway lane. The driver might steer into a ditch, miss a turn, cross the centerline, or put the car into the path of another vehicle or roadside object. Lane departure includes roadway departure, but also includes incidents such as sideswipes and highly dangerous head-on crashes. Lane departure often is connected to alcohol and/or drug impaired, drowsy, and distracted driving. Any impairment makes someone more likely to drift or miss a turn. Focused and attentive driving are keys to avoiding a vehicle crash.

Year	Actual	Year	Goal
2012	2,612	2017	1,931
2013	2,535	2018	2,008
2014	2,254	2019	1,727
2015	2,271	2020	1,744
2016	2,417		

¹³ Intersections are coded on the UD-10 Michigan Traffic Crash Report as within an intersection, intersection driveway related or within 150 feet of nearest edge of an intersection or intersection related-other.

¹⁴ Lane departure crashes are coded from the UD-10 Michigan Crash Report as crashes involving a single, multiple, or parked motor vehicle that leaves its lane.

City-County Roads

Most vehicle miles are driven on state roads, but the majority of serious crashes happen on local roads. Efforts directed to prevent or mitigate crashes directly affect safety on local as well as state roads. City, county, and other local roads include the majority of intersections and pavement miles statewide and can present unique challenges for traffic safety. Countermeasures targeting high-crash locations are almost certain to take place on local roads.

KAs on local roads ¹⁵				
Year	Actual		Year	Goal
2012	3,914		2017	2,714
2013	3,525		2018	2,758
2014	3,291		2019	2,524
2015	3,427		2020	2,660
2016	3,872			

Motorcycles

Fatalities and injuries involved with motorcycle crashes tend to fluctuate, sometimes based on factors like unseasonably nice weather, and are difficult to predict or mitigate. Motorcycle fatalities often involve just the single vehicle for many reasons. Motorcycle ridership is increasing at a steady rate in Michigan and nationally. Young motorcyclists are not seeking proper training and licensure. Many older riders have less experience and control when using today's more powerful motorcycles.

The largest increase in motorcycle use is among older riders, which also can negatively affect crash survivability. Older bodies are more likely to suffer injury and have diminished ability to recover.

KAs involving motorcycles ¹⁶				
Year	Actual		Year	Goal
2012	794		2017	496
2013	712		2018	570
2014	634		2019	492
2015	670		2020	528
2016	811			

¹⁵ Local road crashes are coded from the UD-10 Michigan Crash Report as crashes including all crashes on county roads, city streets, or unknown.

¹⁶ Motorcycle involved crashes are coded from the UD-10 Michigan Crash Report as crashes where at least one motorcycle was present. Other users could have been another motorcyclist, passenger vehicle, truck, van, pedestrian, or a bicyclist.

Pedestrians

Pedestrians represent nearly one in every seven traffic fatalities (15.5 percent on average) each year, and pedestrian fatalities present a unique challenge to safety planners. Behavioral interventions for improving pedestrian safety can help drivers avoid pedestrians, while others strive to keep pedestrians out of harm's way. Due to relatively high exposure and lack of experience, those most likely to be hit are younger pedestrians during daytime hours.

Due to increased body frailty of seniors, along with alcohol and/or drug use by drivers (or pedestrians) during the evening hours, older pedestrians are more likely to be hit and killed at night.

Year	Actual	Year	Goal
2012	482	2017	456
2013	529	2018	510
2014	513	2019	494
2015	560	2020	541
2016	528		

Bicyclists

Bicyclists represent about three percent of traffic fatalities and incapacitating injuries each year. Bicycle riders are exposed to the elements and vehicles on the roadways with no physical protection other than riding gear such as helmets or body pads.

Successful countermeasures include instruction about use of high-visibility clothing and equipment, adherence to bicycle laws, and proper use of bicycle lanes. Education for motorists and law enforcement officers about bicyclist safety are proven countermeasures to help prevent crashes.

Year	Actual	Year	Goal
2012	191	2017	149
2013	194	2018	174
2014	156	2019	136
2015	175	2020	155
2016	196		

¹⁷ Pedestrians are coded from the UD-10 Michigan Crash Report as crashes where at least one pedestrian was present. The pedestrian could also be a driver who exited a vehicle, motorcycle, bicycle, etc., a person on horseback or in a horse drawn buggy or a person who was in a wheelchair.

¹⁸ Bicyclists are coded from the UD-10 Michigan Crash Report as crashes where at least one bicyclist was present.

Men

Most of the risky behaviors that result in a fatal or serious injury are more common in men. Men tend to buckle up less, drink and drive more, drive faster, and drive motorcycles more frequently. These behaviors are even more prevalent in young men. Federal surveys of travel trips estimate that men do about 61 percent of the nation's driving, so it is expected that male drivers are involved in more crashes.

Men are consistently two-thirds or more of all traffic fatalities. Fatal and serious injuries are significantly higher among men.

KAs to men ¹⁹				
Year	Actual		Year	Goal
2012	3,815		2017	2,807
2013	3,618		2018	3,073
2014	3,301		2019	2,756
2015	3,494		2020	2,949
2016	4,001			

Young Drivers²⁰

Younger drivers crash more often due to inexperience and a tendency for greater risk taking, especially among young male drivers.

Crash survivability is higher among young drivers because young bodies are less vulnerable to damage than older passengers. Typically, the lack of experience among younger drivers, including poor judgment and driver errors of greater severity or at higher speeds, can offset survivability.

Of those killed in crashes involving young drivers, about one in three are the drivers, one-third are passengers with a young driver, and one-third are other drivers, passengers, and pedestrians. Drivers under 18 may participate in Graduated Driver Licensing, which allows gradual exposure to greater driving demands under structure and supervision.

Crash involvement per driver peaks at age 18, with no supervision, more exposure, and incomplete driving skills. Persons under 21 may not legally drink, which limits impaired crashes involving underage drivers. Alcohol-involved crashes tend to peak at 21, the age of legal access to alcohol. As a sense of responsibility and driving experience increase, and brain development becomes complete by the mid-20s, crash involvement drops significantly. By age 25, the most dangerous years are past, and after 35 the risk of crash injury tends to follow the average.

¹⁹ Men are coded from the UD-10 Michigan Crash Report as any male killed or incapacitated in a crash. He could be a driver, passenger, pedestrian, or bicyclist.

²⁰ Young drivers ages 15-20 and 21-24 are coded from the UD-10 Michigan Crash Report as any crash involving at least one driver age 15-20 or 21-24. The driver of the other car may also fall in the any age categories.

KAs involving drivers ages 15 to 20				
Year	Actual		Year	Goal
2012	1,382		2017	768
2013	1,186		2018	690
2014	1,036		2019	540
2015	1,095		2020	599
2016	1,217			

KAs involving drivers ages 21 to 24				
Year	Actual		Year	Goal
2012	1,009		2017	884
2013	991		2018	924
2014	883		2019	816
2015	850		2020	783
2016	1,048			

Senior Drivers²¹

Michigan ranks eighth in the nation for the number of drivers age 65 or older per 1.1 million licensed drivers. For each mile traveled, fatal crash rates increase noticeably starting at age 70 and are highest among drivers 85 and older. Senior drivers typically have slower reaction times among other age-related challenges as they continue to drive in their later years.

KAs involving drivers age 65 and older				
Year	Actual		Year	Goal
2012	1,135		2017	973
2013	1,094		2018	1,053
2014	1,104		2019	1,063
2015	1,017		2020	976
2016	1,240			

Afternoon Rush Hour

High exposure leads to high crash numbers. At the end of the work and school day, more cars are on the road, drivers are more tired or perhaps in a hurry, and more crashes and fatalities tend to occur. Late afternoon is not disproportionately negative, but it is the time when most traffic fatalities occur in Michigan.

²¹Drivers 65 and older are coded from the UD-10 Michigan Crash Report as any male killed or incapacitated in a crash. He could be a driver, passenger, pedestrian, or bicyclist.

The morning rush hour does not peak as much, perhaps because drivers are fresher. Late-day drivers are more likely to be tired or preoccupied. This effect worsens during the week as fatigue builds, tempers flare, and attention spans drift. Friday is the worst day for late afternoon crashes and fatalities. Dinner and “happy hour” times are the peak times of alcohol-involvement for drivers over 21. Seat belt usage also tends to be lower in the evening than in the morning.

KAs from 3 p.m. to 6 p.m.				
Year	Actual		Year	Goal
2012	1,396		2017	1,065
2013	1,275		2018	1,065
2014	1,188		2019	978
2015	1,209		2020	999
2016	1,394			

Nighttime Driving

Late-night traffic is lighter but crashes tend to be disproportionately more severe and more likely to involve alcohol. The period from midnight to 3 a.m. includes bar closing time and is the peak time for alcohol impaired driving. Late night also is when seat belt usage is usually the lowest. Alcohol exacerbates drowsiness, making late-night drivers even less alert and competent.

Alcohol involvement in crashes starts rising around 9 p.m., but does not spike until midnight. Alcohol-involved crashes peak between 2 to 3 a.m., when bars close. After 4 a.m., severe crashes diminish.

KAs from midnight to 3 a.m.				
Year	Actual		Year	Goal
2012	608		2017	382
2013	523		2018	376
2014	524		2019	377
2015	504		2020	357
2016	620			

Weekend Driving

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

Noon Friday to noon Sunday represents a peak crash time, which includes both Friday after-work and Saturday night traffic. The Saturday night crash peak actually takes place early Sunday morning (after midnight), while the weekend peak begins early Friday afternoon as people leave work or school.

KAs from noon Friday to noon Sunday				
Year	Actual		Year	Goal
2012	2,258		2017	1,680
2013	2,161		2018	1,833
2014	1,973		2019	1,645
2015	2,031		2020	1,703
2016	2,326			

Summer Travel

Summer months see more miles traveled on Michigan roadways as people travel to tourist destinations. From 2012 to 2016, September emerged as Michigan's worst month for fatalities. October had the highest number of alcohol-involved fatalities. Serious crashes are most common from June to November.

KAs from July to September				
Year	Actual		Year	Goal
2012	1,992		2017	1,559
2013	1,952		2018	1,700
2014	1,799		2019	1,547
2015	1,797		2020	1,545
2016	2,111			

3. PERFORMANCE MEASURES

The OHSP tracks numerous metrics to analyze results, set program goals, and monitor progress on identified crash problems. Crash data are key elements in performance review, as discussed in Section 2. Each project implemented and tracked has established goals and metrics applied by program staff in partnership with grantees and safety experts. Monitoring and evaluation is an ongoing process that leads to results assessment and improved future plans.

Publications available for improved performance measurement include the Annual Evaluation Report and Michigan Traffic Crash Facts.

The NHTSA and the Governors Highway Safety Association (GHSA) have agreed on a minimum set of performance measures to be used by state and federal agencies in the development and implementation of behavioral highway safety plans and programs. Those measures are detailed in Exhibits 3 and 4.

Fatality numbers are from the Fatal Analysis Reporting System (FARS); the rest come from state databases and surveys. Goals are copied from Section 2 or set by the same procedure, from the normalized trend values to reduce the effects of annual variation. That is, if last year was unusually good for a program area, next year's goal should realistically assume some regression to the five-year moving average.

FARS data for 2016 was not available before the FY2018 Performance Plan was finalized. The relevant boxes have been noted as "Pending" for later completion.

Exhibit 3: Traffic Safety Performance Measures for States and Federal Agencies Crash Data and Goals ²²

	Actual						Goal			
	2012	2013	2014	2015	2016	5-year average	2017	2018	2019	2020
Traffic fatalities	940	947	901	963	1,064	963		1,003	n/a	n/a
Serious ("A") Injuries in traffic crashes ²³	5,676	5,283	4,909	4,865	5,634	5,273		5,136	n/a	n/a
Fatalities per 100 million VMT	.99	1.0	.93	.98	Pending	Pending		1.02	n/a	n/a
	Actual						Goal			
	2012	2013	2014	2015	2016	5-year average	2017	2018	2019	2020
<i>Rural fatalities per 100 million VMT</i>	1.41	1.53	1.33	1.98	Pending	Pending	Pending	Pending	Pending	Pending
<i>Urban fatalities per 100million VMT</i>	.79	.77	.76	.56	Pending	Pending	Pending	Pending	Pending	Pending
Unrestrained passenger vehicle occupant fatalities, all seat positions	224	183	196	190	Pending	Pending	185	181	178	Pending
Fatalities in crashes involving a driver or motorcycle operator with a BAC .08+	261	249	215	267	Pending	Pending	185	171	158	Pending
Speed-related fatalities	251	255	235	264	Pending	Pending	230	228	226	Pending
Motorcyclist fatalities	138	138	112	141	Pending	Pending	110	109	108	Pending
Unhelmeted motorcyclist fatalities	64	67	52	57	Pending	Pending	50	49	48	Pending
Drivers age 20 or younger in fatal crashes	137	130	119	153	Pending	Pending	87	76	66	Pending
Pedestrian fatalities	130	148	148	166	Pending	Pending	145	144	142	Pending
Bicycle Fatalities	19	27	22	33	Pending	Pending	20	19	18	Pending
Safety belt use (daytime, observed) ²⁴	93.6%	93.0%	93.3%	92.8%	94.5%	93.4%	98.0%	98.0%	98.0%	98.0%
Safety belt citations issued during grant-funded enforcement activities (FY) ²⁵	17,701	15,772	16,496	18,843	14,019	16,566	No Goals	No Goals	No Goals	No Goals
Impaired driving arrests made during grant-funded enforcement activities (FY) ²⁶	1,926	2,196	1,196	2,109	1,269	1,739	No Goals	No Goals	No Goals	No Goals
Speeding citations issued during grant-funded enforcement activities (FY) ²⁷	4,451	4,175	5,061	8,317	6,926	5,786	No Goals	No Goals	No Goals	No Goals

*Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2017-2020.

²² FARS Data Used Unless Otherwise Indicated

²³ State Data Used

²⁴ State Direct Observational Seat Belt Study by Michigan State University

²⁵ State Data Used

²⁶ State Data Used

²⁷ State Data Used

**Exhibit 4: Traffic Safety Performance Measures for States and Federal Agencies
GHSA/NHTSA Recommended Standardized Goal Statements
Michigan Highway Safety Planning Goals 2015-2018**

Performance Measure Identifier	Goal Statement
C-1	To prevent traffic fatalities from increasing from 963 in 2015 to 1,003 by December 31, 2018.
C-2	To prevent serious ("A") traffic injuries from increasing from 4,865 in 2015 to 5,136 by December 31, 2018.
C-3	To prevent fatalities/VMT from increasing from .98 percent in 2015 to 1.02 percent by December 31, 2018.
The goals below were established using a trend-line analysis and five-year moving averages based on 2012-2016 data.	
C-4	To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5 percent from the 2015 value of 190 to 181 by December 31, 2018.
C-5	To decrease alcohol impaired driving fatalities in which a driver has at least a .08 BAC 40 percent from the 2015 value of 267 to 171 by December 31, 2018.
C-6	To reduce speeding-related fatalities 14 percent from the 2015 value of 264 to 228 by December 31, 2018.
C-7	To reduce motorcyclist fatalities 2 percent at the 2015 value of 141 to 109 by December 31, 2018.
C-8	To reduce un-helmeted motorcyclist fatalities 14 percent at the 2015 value of 57 to 49 by December 31, 2018.
C-9	To reduce drivers age 20 or younger involved in fatal crashes 50 percent at the 2015 value of 153 to 76 by December 31, 2018.
C-10	To reduce pedestrian fatalities 13 percent from the 2015 value of 166 to 144 by December 31, 2018.
C-11	To reduce bicyclist fatalities 42 percent from the 2015 value of 33 to 19 by December 31, 2018.
B-1	To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 98 percent through December 31, 2018.

4. TRAFFIC SAFETY PARTNER INPUT

Input from traffic safety partners is critical to the development of the HSP and for selecting projects. The OHSP solicits feedback on programs effectiveness, new directions to pursue, and promising new programs.

Meetings, conferences, progress reports from grantees, and discussions in person, by telephone, and by email provide valuable information that works its way into the OHSP programs.

The OHSP staff involved the following individuals, groups, government agencies, and reports in the planning process:

2016 Motorcycle Safety Program Assessment
AAA Foundation for Traffic Safety
ABATE Michigan
American Motorcyclist Association
Ann Arbor Police Department
Association of National Stakeholders in Traffic Safety Education
Beaumont Hospital
Centers for Disease Control
Child Passenger Safety instructors
Child Passenger Safety partners
City of Ann Arbor
City of Detroit
City of Grand Rapids
City of Royal Oak
Colorado Highway Safety Office 2016 ThinkFast Evaluation Report
Connecticut Highway Safety Office
Corktown Economic Development
Countermeasures That Work
Criminal Justice Information Center
Detroit Greenways Coalition
Detroit Public Bike Share
Detroit Riverfront Conservancy
Downtown Detroit Partnership
DTSgis
ESRI
Evidence from Safety Research to Update Cycling Training Materials in Canada by Weddell, Winter, and Teschke
Federal Highway Administration
Ford Driving Skills for Life
Glengariff Group
Governors Highway Safety Association
Governor's Traffic Safety Advisory Commission Drivers Age 24 and Younger Action Team
Governor's Traffic Safety Advisory Commission Pedestrian and Bicyclist Safety Action Team

Grand Rapids Police Department
Grand Valley State University
Grant Project Directors
Helen DeVos Children's Hospital
Insurance Institute for Highway Safety 2016 Traffic Safety Facts
International Association of Chiefs of Police
Juvenile probation officers
Kent County
Law Enforcement Grant Project Directors
Law Enforcement Roundtable Participants
League of Michigan Bicyclists
Lexis Nexis
Local School Districts
Magistrates' Association
Michigan Association of Chiefs of Police
Michigan Association of District Court Magistrates
Michigan Association of District Court Probation Officers
Michigan Department of Community Health
Michigan Department of Health and Human Services
Michigan Department of State
Michigan Department of Technology, Management, and Budget
Michigan Department of Transportation
Michigan Drunk Driving Audit
Michigan Judicial Institute
Michigan Licensed Beverage Association
Michigan Sheriffs' Association
Michigan state Police
Michigan State Police Criminal Justice Information Center (CJC)
Michigan State Police Precision Driving Track
Michigan State Police's Narcotic Intel Analysts
Michigan State University
Michigan Tech University (Roadsoft)
Michigan Traffic Crash Facts
Midtown Detroit Inc
Mothers Against Drunk Driving Michigan
Motorcycle Safety Action Team and Partners
Motorcycle Safety Foundation
Muskegon County Sheriff's Department
National Association of State Motorcycle Safety Administrators
National Cooperative Highway Research Program Report: a Guide for Reducting Collisions involving Young Drivers
National Highway Traffic Safety Administration
National Highway Traffic Safety Administration's "Community How To Guides On Underage Drinking Prevention"
National Research Council's "Reducing Underage Drinking"
Norton Shores Police Department

Office of Highway Safety Planning
Office of Highway Safety Planning underage drinking enforcement grantees
Office of Juvenile Justice and Delinquency Prevention's "Guide to Enforcing Impaired Driving Laws for Youth"
Office of Juvenile Justice and Delinquency Prevention's "Strategies to Reduce Underage Alcohol Use"
OHSP overtime enforcement grant project directors
OHSP underage drinking enforcement project directors
Pedestrian and Bicycle Information Center
Police Chief Magazine
Probation Officers
Prosecuting Attorneys Association of Michigan
Rhode Island Highway Safety Office 2015 ThinkFast Evaluation Report
Royal Oak Optimist Club
Royal Oak Police Department
Royal Oak School District
Safe Kids West Michigan
Safe Routes to School
Save A Life Tour, Inc.
Skilled Motorcyclist Association Responsible, Trained, and Educated Riders
Southeast Michigan Council of Governments
State Court Administrators Office
State of Michigan Strategic Highway Safety Plan
ThinkFast Interactive
Traffic Injury Research Foundation
Transportation Improvement Association
Transportation Research Center for Livable Communities
U.P. Criminal Justice Administrators
U.S. Military
University of Michigan Transportation Research Institute
Upper Peninsula Law Enforcement Administrators
Washtenaw Biking and Walking Coalition
Wayne State University
Western Michigan University

Governor's Traffic Safety Advisory Commission

Michigan is the only state to have a state-level traffic safety commission in place since the early 1940s. In 2002, the State Safety Commission and the Safety Management System were merged to create the Governor's Traffic Safety Advisory Commission (GTSAC).

The membership of the commission was expanded to include representatives from local units of government. The GTSAC consists of:

- the Michigan Governor (or a designee);

- State directors (or designees) of the Departments of Health and Human Services, Education, State, State Police, and Transportation, the Office of Highway Safety Planning, the Office of Services to the Aging; and
- three local representatives from the county, city, and township levels.

The GTSAC meets quarterly. Traffic safety advocates within the state can help develop the agenda, available through OHSP's website www.michigan.gov/ohsp-gtsac.

Communication among the GTSAC members and traffic safety advocates throughout Michigan can be accomplished through the website along with an electronic state information delivery system that has more than 200 members. Website members receive news from the GTSAC along with general traffic safety news and information.

Strategic Highway Safety Plan

In December 2016, the GTSAC approved a statewide SHSP, which was signed by the Governor in January 2017. The SHSP identifies priority areas for the GTSAC member agencies to address traffic safety efforts in the state. Each priority area includes an action team created to facilitate communication, coordinate individual agency efforts, and keep moving toward achieving the SHSP goals and objectives.

The OHSP staff participates in these action teams and incorporates information and recommendations from the SHSP into the annual Michigan HSP. Action plans are updated frequently to reflect emerging issues or completed action items. The next SHSP update will occur in 2018 for 2019-2022.

Program Area Network Meetings

In addition to the GTSAC Action Teams, the OHSP program staff members serve as subject matter experts for specific traffic safety program areas. These staff members work with a network of partners across the state and nation to help generate ideas, highlight problems, and work together to identify appropriate strategies to resolve them. This network of partners gives the OHSP program staff the ability to determine how and where to leverage available resources, and to determine whether model programs are working as planned and why, along with a ready list of partners having needed skills, knowledge or unique expertise throughout Michigan.

Traffic Safety Summit

The Michigan Traffic Safety Summit is an annual three-day conference for traffic safety practitioners to discuss traffic safety issues. The summit is the state's central event for traffic safety information sharing. It allows the OHSP and other partners to share promising ideas, solicit input and feedback from partners, and highlight best practice programs from local, state, and national levels.

Additional Planning Resources

The OHSP consults a wide variety of resources for problem identification, priority setting, program selection, and grant awards. These ensure that Michigan is utilizing best practices and using the most effective means of reducing deaths and injuries.

These resources include:

- The Michigan Department of State Police Strategic Plan and other state and local plans.
- National plans, priorities, and programs, including those from the United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), and the NHTSA.
- The NHTSA publication "Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices."
- NCHRP Report 622, "Effectiveness of Behavioral Highway Safety Countermeasures."
- The NHTSA publication "Traffic Safety Performance Measures for States and Federal Agencies." (DOT 811 025)
- The GHSA publication "Guidelines for Developing Highway Safety Performance Plans."
- The NHTSA publication "The Art of Appropriate Evaluation: A Guide for Highway Safety Program Managers. " (DOT HS 811 061)
- The UMTRI publication "Evaluating Traffic Safety Programs: A Manual for Assessing Program Effectiveness."
- The NHTSA publication "HSP Review Content Guide" updated in 2016.
- Public Awareness Survey Recommendations of the NHTSA-GHSA Working Group Number 397, October 2010.
- American Association of State Highway and Transportation Officials, the Transportation Research Board and the Association of Transportation Safety Information Professionals publications and conferences.
- Michigan Strategic Highway Safety Plan 2017-2018.
- Academic publications and research reports.

- Staff participation on committees and associations, including: the GTSAC Action Teams, the Michigan Association of Chiefs of Police, Prevention Network, the Michigan Coalition to Reduce Underage Drinking, the Michigan Deer Crash Coalition, regional Traffic Safety Networks, the Michigan Sheriff's Association, the Michigan Driver and Traffic Safety Education Association, and other state-level and federal associations.
- Feedback from grantees during the implementation, monitoring, and evaluation of traffic safety projects.
- Input provided by the general public.
- The OHSP staff attendance at state, regional, and national conferences and seminars to network and learn about developing tools, trends, countermeasures, and programs.

5. BUDGET DEVELOPMENT

The budgeting process takes into account prior year funding awards and carry-forward amounts for each funding source along with new funding sources. This budget serves as the basis for allocating funding requests among traffic safety programs.

Before approving budgets for individual program areas, the HSP management team considers

the merits of individual program funding requests along with:

- Program funding levels and liquidation rates from previous years.
- Related program funding.
- Special funding sources.
- Statewide long-range goals.

Strategies are reviewed to determine which should be fully funded, which can proceed with

amendments, and which are not currently feasible. This process can shift the initial budget

requests among program areas to accommodate essential or promising projects that warrant

special support. Exhibits 3, 4, and 5 illustrate the projected sources of funding, program level

budgets, and the distribution of funding by type.

EXHIBIT 5: Unrestricted Program Funding Sources FY2018

State General Fund	Section 402	Section 402 Carry Forward
\$612,000	\$4,739,131	\$292,000

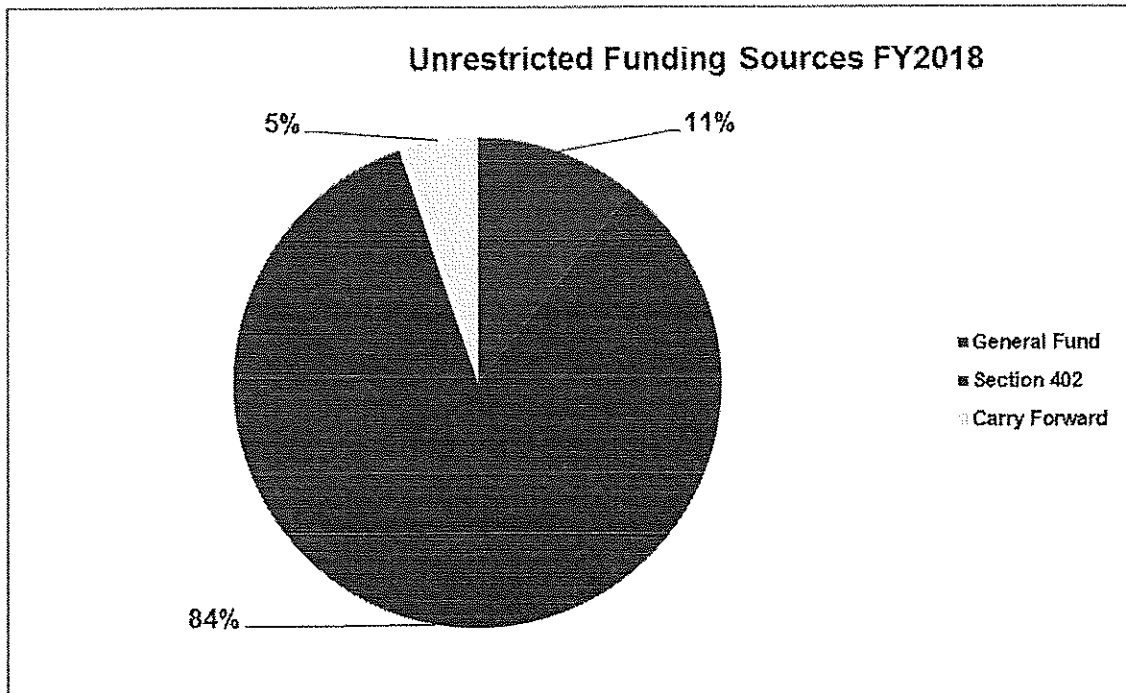


EXHIBIT 6: Restricted Program Funding Sources FY2018

405(b) Occupant Protection	405(c) Traffic Records	405(d) Impaired Driving Prevention	405(f) Motorcycle Safety	425(h) Nonmotorized Safety
\$1,164,000	\$5,629,000	\$7,046,000	\$140,000	\$922,000

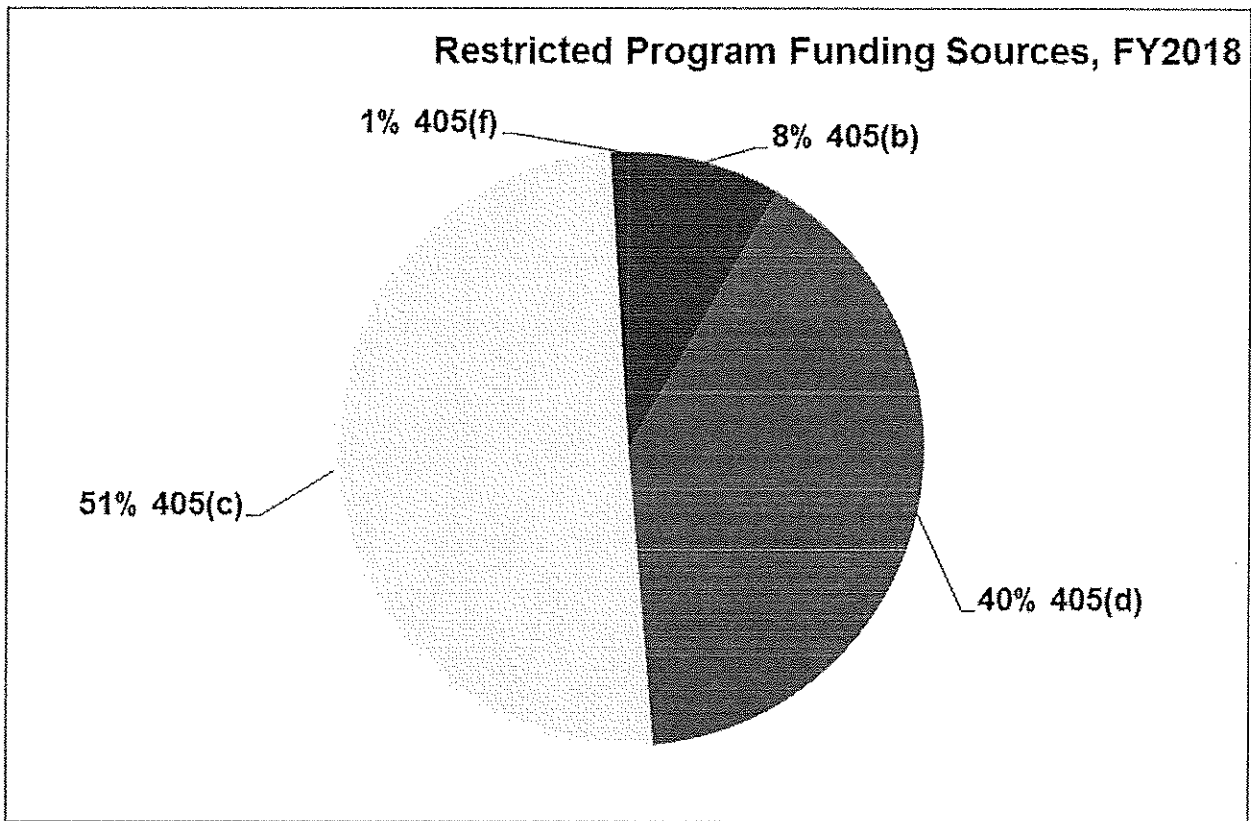


EXHIBIT 7: Program Budgets FY2018

Impaired Driving Prevention	Occupant Protection	Police Traffic Services	Planning and Administration
\$4,334,000	\$1,109,000	\$7,885,000	\$1,252,140

Traffic Records	Motorcycle Safety	*Other Programs
\$4,860,000	\$360,000	\$1,162,000

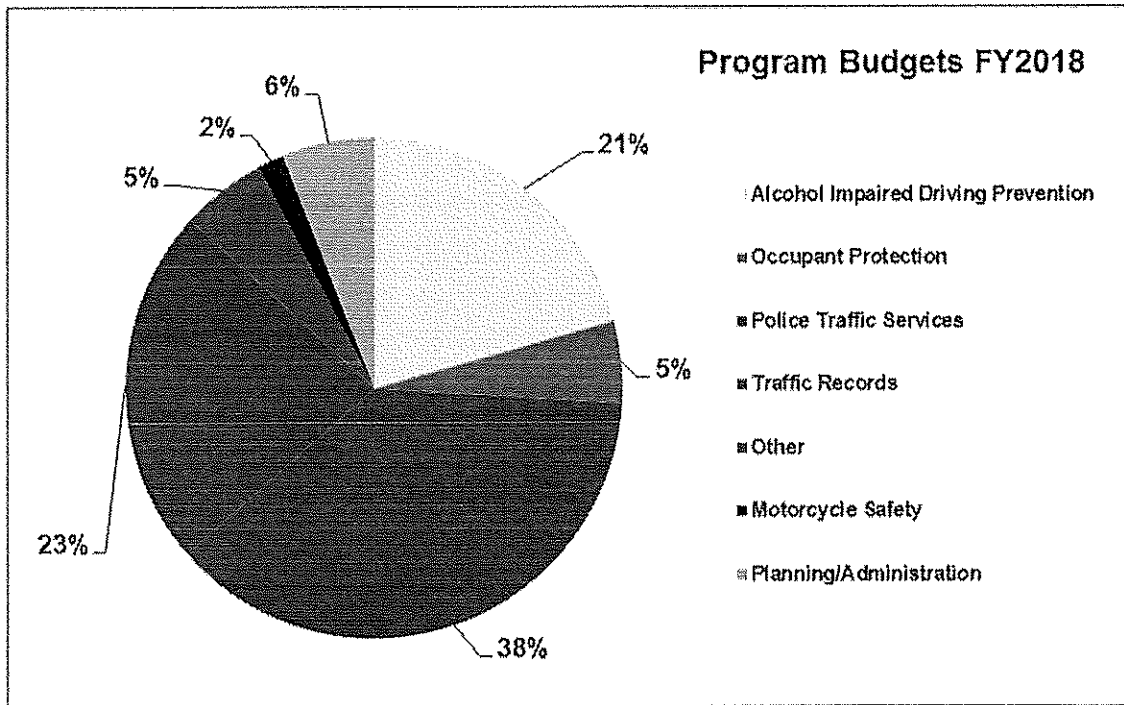
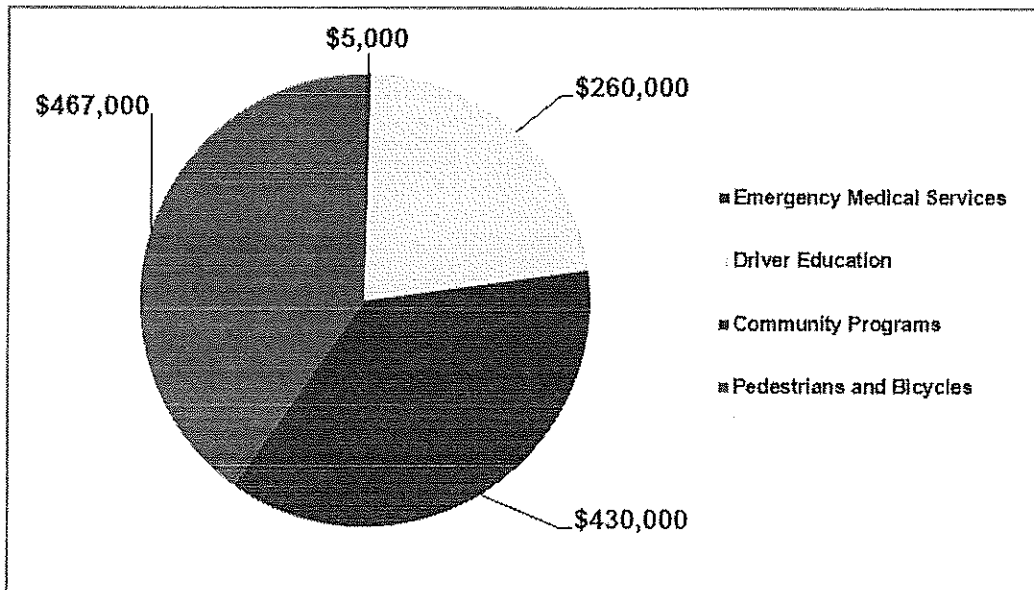


EXHIBIT 8: *Other Program Budgets FY2018

Pedestrians and Bicycles	Community Programs	Driver Education	Emergency Medical Services
\$467,000	\$430,000	\$260,000	\$5,000



*Note: Due to rounding, the percentages do not equal 100 percent.

6. PROJECT SELECTION

Projects are selected based on the potential for impacting traffic safety problems and moving Michigan toward achieving statewide traffic safety goals.

Problem identification yields projects to pursue, which leads to budget development and grant solicitation. The problems to address, including target areas and countermeasures, are selected in advance. This process includes potential grantees, but is not dependent on volunteers or proposals from the field.

For research-based projects, the OHSP sends out requests for proposals which are distributed to an approved list of university and not-for-profit research agencies. Until selected, the grantee is denoted in the HSP as “To Be Determined” or TBD. Once a grantee is selected, the HSP is revised to reflect the name of the agency awarded the project. The OHSP actively seeks out grantees with particular expertise in problem areas under consideration.

When recommending programs, the OHSP program staff considers:

- Population to be reached
- Extent of problem in the target population
- Supporting data
- Where and when implementation must take place
- Expected effectiveness of the proposed project
- Available competent partners to implement projects
- Most efficient and effective means of implementing the program
- Available funding sources

Programs such as training, public information, and mobilization campaigns are coordinated by the OHSP. Some projects can be handled more effectively at the local level where the community experiencing the problem may need a unique ability to address its causes and react more quickly with countermeasures. The OHSP remains available for consultation and technical assistance on these projects.

Grant Development Plans

Following project selection and dialogue with OHSP leadership about traffic safety priorities, the OHSP staff prepares the grant development plans (GDPs). The GDP assists in ensuring sufficient preparations are made before grant development and project implementation begin, and it also serves as documentation for the program area. The OHSP staff members develop GDPs as a team effort to best address projects that overlap network areas, and these GDPs serve as valuable internal planning tools.

Each GDP contains:

- Information about the strategy the project will pursue
- Potential grantees
- Funding levels and sources
- Project goals and objectives
- Project schedules

Exhibit 9 is an example of the GDP form.

EXHIBIT 9: FY2018 Grant Development Plan Form

Program Area

Level Number

Grant Development Plan

Due date

Strategy Name

Background/Problem Statement

Program Goal(s) (AER)

Project Description(s) (AER)

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

Funding Recommendation

Information sources and partners consulted

How will this strategy be achieved? Why was this strategy selected? How will the program be evaluated for effectiveness?

Is this proposal tied to an OHSP reported metric? If so, identify the metric and explain the relationship.

Year of funding?		Will the strategy continue next year?	Y N
Expected grantee		Estimated budget	\$
October 1 start-up required?	Y N	Project continuation from FY2017?	Y N
Seed-funding grant needing post-OHSP continuation plan?	Y N	If so, does it have one?	Y N

Funds for Program Management Section in-house grant?	Y N	Funds for Communication Section in-house grant?	Y N
For the benefit of locals?	Y N	PI&E materials being made?	Y N
Contractual costs?			Y N
Personnel costs?			Y N
Indirect costs?	Y N	If so, indirect rate	
Program income?	Y N	If so, how much?	
Any equipment?	Y N	If so, matching funds	
Equipment over \$5,000 per item?	Y N	If so, matching funds	
Out-of-state travel?	Y N	If so, purpose of travel?	
SHSP Strategy?	Y N	Ad board approval	Y N

Additional Notes

Funding level justification (<i>How did you determine the requested funding amount?</i>)			
Prior Liquidation Issues?			
Liquidation History (as applicable; use n/a for non-grant years)			
Fiscal Year	Liquidation Amount	Liquidation Percentage	
FY2014			
FY2015			
FY2016			
Three year overall average			
Funding Level Justification (how did you determine the requested funding amount?)			
Funding Source(s)		Amount(s)	
		\$	
		\$	
Author:	Date:	Author:	Date:
Approval:	Date:	Approval:	Date:

Following development of GDPs, the OHSP program staff meets with the HSP management team to discuss plans for the next fiscal year, using their GDPs as the basis for discussion.

Discussions begin with an overview of the traffic crash data and problem identification followed by an overview of the GDPs selected to address the identified problems. This presents an opportunity for questioning and discussion, bringing out detail and emphasis that might be lost in pages of text.

Management Team Review

The OHSP management team reviews the material presented for final selection of the grant projects that will receive funding. This review includes a summary of factors staff members consider in developing programs and recommendations, which provides an office-wide rather than program area-specific perspective.

In this way, greater attention can be placed on budget limitations and on balancing demands and opportunities in various program areas. Grant development begins with final GDP approval. In addition, the OHSP staff share their list of projects with one another to become more aware of plans and partnership opportunities in other program areas.

Exhibit 10: Telephone Survey Results

The surveys for 2014, 2015, and 2016 included 400 Michigan drivers. "N/A" indicates the question was not asked. Other questions related to demographics and other driving behaviors may have been asked in each survey. NOTE: Percentages may not equal 100 percent due to rounding.

IMPAIRED DRIVING			
In the past 30 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages?			
PRE-SURVEYS		POST SURVEYS	
May 2014	N/A	June 2014	N/A
August 2014	1 time: 5.3% 2 times: 2% 3 times: 1% 4 times: 0.5% Over 5 times: 0.8%	September 2014	1 time: 3.3% 2 times: 1.8% 3 times: 0.5% 4 times: 0.3% Over 5 times: 0.8%
May 2015	N/A	June 2015	N/A
August 2015	1 time: 3% 2 times: 2.8% 3 times: 0.3% 4 times: 0.3% Over 5 times: 1.1%	September 2015	1 time: 3% 2 times: 2.5% 3 times: 1.3% 4 times: 0.5% Over 5 times: 1.5%
May 2016	N/A	June 2016	N/A
August 2016	1 time: 2.8% 2 times: 4% 3 times: 0.8% 4 times: 0% Over 5 times: 1%	September 2016	1 time: 2% 2 times: 2.8% 3 times: 0.8% 4 times: 0.8% Over 5 times: 1.3%
IMPAIRED DRIVING			
In the past 30 days, have you read, seen, or heard anything about alcohol-impaired driving enforcement by police?			
PRE-SURVEYS		POST SURVEYS	
May 2014	N/A	June 2014	N/A
August 2014	Yes: 26.3% No: 72%	September 2014	Yes: 31.3% No: 67%

	Undecided/Refused: 1.8%		Undecided/Refused: 1.8%
May 2015	N/A	June 2015	N/A
August 2015	Yes: 16.5% No: 81.8% Undecided/Refused: 1.8%	September 2015	Yes: 32% No: 65% Undecided/Refused: 3.3%
May 2016	N/A	June 2016	N/A
August 2016	Yes: 18.8% No: 78.8% Undecided/Refused: 2.5%	September 2016	Yes: 22.3% No: 77% Undecided/Refused: 0.8%

IMPAIRED DRIVING

What do you think the chances are of someone getting arrested if they drive after drinking?

PRE-SURVEYS		POST SURVEYS	
May 2014	N/A	June 2014	N/A
August 2014	Almost certain: 14.8% Very likely: 27.5% Somewhat likely: 24.5% Somewhat unlikely: 6% Very unlikely: 9.5% Undecided/Refused: 17.8%	September 2014	Almost certain: 17.5% Very likely: 26.8% Somewhat likely: 26.3% Somewhat unlikely: 8% Very unlikely: 8% Undecided/Refused: 13.6%
May 2015	N/A	June 2015	N/A
August 2015	Almost certain: 16.5% Very likely: 22.8% Somewhat likely: 26% Somewhat unlikely: 9% Very unlikely: 0.5% Undecided/Refused: 5.3%	September 2015	Almost certain: 17.5% Very likely: 24.5% Somewhat likely: 25.8% Somewhat unlikely: 7.5% Very unlikely: 8% Undecided/Refused: 16.8%
May 2016	N/A	June 2016	N/A
August 2016	Almost certain: 14.8% Very likely: 27% Somewhat likely: 23.3% Somewhat unlikely: 7.8% Very unlikely: 10.8% Undecided/Refused: 16.5%	September 2016	Almost certain: 12.8% Very likely: 27.3% Somewhat likely: 25% Somewhat unlikely: 8.3% Very unlikely: 9.8% Undecided/Refused: 17.1%

SEAT BELT USE

How often do you use seat belts when you drive or ride in a car, van, sports utility vehicle, or pick-up truck?

PRE-SURVEYS			POST SURVEYS		
May 2014	Always:	94%	June 2014	Always:	92%
	Most of the time:	3.5%		Most of the time:	6%
	Some of the time:	1%		Some of the time:	0.8%
	Rarely:	0.3%		Rarely:	0.8%
	Undecided/Never:	1.3%		Undecided/Never:	0.5%
August 2014	Always:	96.5%	September 2014	Always:	97.2%
	Most of the time:	2.8%		Most of the time:	2%
	Some of the time:	0.5%		Some of the time:	0.5%
	Rarely:	0.3%		Rarely:	0%
	Undecided/Never:	0%		Undecided/Never:	0.3%
May 2015	Always:	93.4%	June 2015	Always:	95%
	Most of the time:	4.1%		Most of the time:	2.3%
	Some of the time:	1%		Some of the time:	0.3%
	Rarely:	0.3%		Rarely:	0.3%
	Undecided/Never:	1.3%		Undecided/Never:	2.3%
August 2015	Always:	90.9%	September 2015	Always:	93%
	Most of the time:	6.5%		Most of the time:	5.3%
	Some of the time:	1.8%		Some of the time:	1.3%
	Rarely:	0.3%		Rarely:	0.3%
	Undecided/Never:	0.5%		Undecided/Never:	0.3%
May 2016	Always:	91.1%	June 2016	Always:	93.7%
	Most of the time:	7.1%		Most of the time:	4.3%
	Some of the time:	0%		Some of the time:	0.5%
	Rarely:	0.5%		Rarely:	0.3%
	Undecided/Never:	1.4%		Undecided/Never:	1.1%
August 2016	Always:	94.7%	September 2016	Always:	95.5%
	Most of the time:	2.5%		Most of the time:	2.5%
	Some of the time:	1.5%		Some of the time:	0.8%
	Rarely:	0.3%		Rarely:	0.5%
	Undecided/Never:	1.1%		Undecided/Never:	0.8%

SEAT BELT USE

In the past 30 days, have you read, seen, or heard anything about seat belt enforcement by police?

PRE-SURVEYS		POST SURVEYS	
May 2014	Yes: 11.3% No: 87.8% Undecided/Refused: 1%	June 2014	Yes: 42.5% No: 56.5% Undecided/Refused: 1%
August 2014	Yes: 32.3% No: 67% Undecided/Refused: 0.8%	September 2014	Yes: 31.7% No: 66.8% Undecided/Refused: 1.5%
May 2015	Yes: 11% No: 86.8% Undecided/Refused: 2.3%	June 2015	Yes: 30.8% No: 67.5% Undecided/Refused: 1.8%
August 2015	Yes: 20.2% No: 77.6% Undecided/Refused: 2.3%	September 2015	Yes: 28.8% No: 69.3% Undecided/Refused: 2%
May 2016	Yes: 12.3% No: 85.3% Undecided/Refused: 2.5%	June 2016	Yes: 27.8% No: 69.3% Undecided/Refused: 3%
August 2016	Yes: 23.1% No: 74.4% Undecided/Refused: 2.5%	September 2016	Yes: 22.2% No: 76.6% Undecided/Refused: 1.3%

SEAT BELT USE					
What do you think the chances are of getting a ticket if you do not wear your seat belt?					
PRE-SURVEYS			POST SURVEYS		
May 2014	Very Likely:	33.1%	June 2014	Very Likely:	36.3%
	Somewhat likely:	30.3%		Somewhat likely:	28.8%
	Somewhat unlikely:	12%		Somewhat unlikely:	11.5%
	Very unlikely:	19%		Very unlikely:	14.8%
	Undecided/Refused:	5.6%		Undecided/Refused:	8.6%
August 2014	Very Likely:	42.5%	September 2014	Very Likely:	40.3%
	Somewhat likely:	19.7%		Somewhat likely:	24.3%
	Somewhat unlikely:	9.3%		Somewhat unlikely:	11.6%
	Very unlikely:	15.3%		Very unlikely:	15%
	Undecided/Refused:	13.2%		Undecided/Refused:	8.8%
May 2015	Very Likely:	35.5%	June 2015	Very Likely:	34.7%
	Somewhat likely:	22.8%		Somewhat likely:	23.6%
	Somewhat unlikely:	11.4%		Somewhat unlikely:	13.1%
	Very unlikely:	18.8%		Very unlikely:	18.6%
	Undecided/Refused:	11.5%		Undecided/Refused:	0.1%
August 2015	Very Likely:	39.1%	September 2015	Very Likely:	40.6%
	Somewhat likely:	23%		Somewhat likely:	24.5%
	Somewhat unlikely:	11.4%		Somewhat unlikely:	8.3%
	Very unlikely:	16.1%		Very unlikely:	14.5%
	Undecided/Refused:	10.5%		Undecided/Refused:	12.1%
May 2016	Very Likely:	36.5%	June 2016	Very Likely:	40.9%
	Somewhat likely:	27.2%		Somewhat likely:	24%
	Somewhat unlikely:	14%		Somewhat unlikely:	11.1%
	Very unlikely:	13.7%		Very unlikely:	16.9%
	Undecided/Refused:	8.7%		Undecided/Refused:	7.1%
August 2016	Very Likely:	37.8%	September 2016	Very Likely:	38.5%
	Somewhat likely:	26.5%		Somewhat likely:	21.9%
	Somewhat unlikely:	10.1%		Somewhat unlikely:	10.3%
	Very unlikely:	13.5%		Very unlikely:	16.1%
	Undecided/Refused:	12.2%		Undecided/Refused:	13.2%

SPEEDING			
On a local road with a speed limit of 25 mph, how often do you drive faster than 35 mph?			
PRE-SURVEYS		POST SURVEYS	
May 2014	Most of the time: 5% Half of the time: 10.3% Rarely: 40.3% Never: 44.5% Undecided/Refused: 0%	June 2014	Most of the time: 7.8% Half of the time: 8% Rarely: 41.5% Never: 42.3% Undecided/Refused: 0.5%
August 2014	N/A	September 2014	N/A
May 2015	Most of the time: 6.5% Half of the time: 11.3% Rarely: 40.5% Never: 41.5% Undecided/Refused: 0.3%	June 2015	Most of the time: 5.5% Half of the time: 8% Rarely: 43.3% Never: 42.5% Undecided/Refused: 0.8%
August 2015	N/A	September 2015	N/A
May 2016	Most of the time: 8% Half of the time: 5.8% Rarely: 44.3% Never: 41.8% Undecided/Refused: 0.4%	June 2016	Most of the time: 5.8% Half of the time: 7.5% Rarely: 43% Never: 43.3% Undecided/Refused: 0.5%
August 2016	N/A	September 2016	N/A
SPEEDING			
On a road with a speed limit of 70 mph, how often to you drive faster than 75 mph?			
PRE-SURVEYS		POST SURVEYS	
May 2014	Most of the time: 17.3% Half of the time: 15.5% Rarely: 31% Never: 36.3% Undecided/Refused: 0%	June 2014	Most of the time: 16% Half of the time: 15% Rarely: 33.8% Never: 35% Undecided/Refused: 0.3%
August 2014	N/A	September 2014	N/A
May 2015	Most of the time: 22.8% Half of the time: 12.8% Rarely: 33.8% Never: 30.8% Undecided/Refused: 0%	June 2015	Most of the time: 17% Half of the time: 15.3% Rarely: 31.5% Never: 36.3% Undecided/Refused: 0%
August 2015	N/A	September 2015	N/A
May 2016	Most of the time: 21.3% Half of the time: 16% Rarely: 30% Never: 32.8% Undecided/Refused: 0%	June 2016	Most of the time: 16.3% Half of the time: 16% Rarely: 36.3% Never: 31% Undecided/Refused: 0.5%
August 2016	N/A	September 2016	N/A

SPEEDING			
In the past 30 days, have you read, seen, or heard of anything about speed enforcement by the police?			
PRE-SURVEYS		POST SURVEYS	
May 2014	Yes: 25% No: 73.8% Undecided/Refused: 1.3%	June 2014	Yes: 24.5% No: 74.5% Undecided/Refused: 1%
August 2014	N/A	September 2014	N/A
May 2015	Yes: 20.5% No: 79% Undecided/Refused: 0.5%	June 2015	Yes: 21.5% No: 77.3% Undecided/Refused: 1.3%
August 2015	N/A	September 2015	N/A
May 2016	Yes: 21.5% No: 76.8% Undecided/Refused: 1.8%	June 2016	Yes: 29% No: 70.3% Undecided/Refused: 0.8%
August 2016	N/A	September 2016	N/A
SPEEDING			
What do you think the chances are of getting a ticket if you drive over the speed limit?			
PRE-SURVEYS		POST SURVEYS	
May 2014	Very Likely: 23.5% Somewhat likely: 41.8% Somewhat unlikely: 17% Very unlikely: 15.3% Undecided/Refused: 2.5%	June 2014	Very Likely: 25.8% Somewhat likely: 38.8% Somewhat unlikely: 19% Very unlikely: 12.3% Undecided/Refused: 4.3%
August 2014	N/A	September 2014	N/A
May 2015	Very Likely: 23.3% Somewhat likely: 38.5% Somewhat unlikely: 15.8% Very unlikely: 15.3% Undecided/Refused: 7.3%	June 2015	Very Likely: 26% Somewhat likely: 38% Somewhat unlikely: 17.8% Very unlikely: 13.5% Undecided/Refused: 4.8%
August 2015	N/A	September 2015	N/A
May 2016	Very Likely: 24.3% Somewhat likely: 38.5% Somewhat unlikely: 19.3% Very unlikely: 13.3% Undecided/Refused: 4.8%	June 2016	Very Likely: 26.5% Somewhat likely: 37.3% Somewhat unlikely: 19.8% Very unlikely: 12.3% Undecided/Refused: 4.3%
August 2016	N/A	September 2016	N/A

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Occupant protection in a vehicle includes the proper use of seat belts, car seats, 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.

Goals:

Increase child restraint use from 95.7 percent in 2015 to 96.5 percent by December 31, 2018.*

Increase 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-to-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 by December 31, 2018.

Prevent serious injuries from increasing from 4,865 in 2015 to 5,136 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.

Task 1: Child Passenger Safety	\$685,000
Section 405(b) FAST Act funds	\$385,000
Section 402 FAST Act funds	\$300,000

Community Car Seat Distribution

Project Number	CP-18-01	
Benefit to Locals	Yes	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$300,000	402 FAST Act
Match	No	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Implement Michigan's Child Passenger Safety Strategic Plan. Support public information and education campaigns.	
Project Objective	Provide car seats to technicians for distribution to up to 5,000 low-income families by September 30, 2018.	

OCCUPANT PROTECTION FY2018

Nearly one million Michigan children 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 clinics and fitting stations.

Evidence of Effectiveness: 2014 Michigan Occupant Protection Program Assessment guideline, p. 20.

CPS Training

Project Number	CP-18-01	
Benefit to Locals	Yes	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$100,000	405(b) FAST Act Training
Match	No	
Indirect cost rate	n/a	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Implement Michigan's Child Passenger Safety Strategic Plan. Support public information and education campaigns.	
Project Objectives	<p>Fund up to four CPS technician courses by September 30, 2018.</p> <p>Fund up to five continuing education courses for CPS technicians by September 30, 2018.</p> <p>Achieve technician retention above the national average by September 30, 2018.</p> <p>Provide additional CPS education and outreach by September 30, 2018.</p> <p>Maintain at least one trained CPS technician available for services in all 83 counties by September 30, 2018.</p>	

The OHSP will fund courses to train, recertify, and provide other training for technicians. The training plan will provide certification and 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.

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

Evidence of Effectiveness: 2014 Michigan Occupant Protection Program Assessment guideline, p. 20.

Michigan Department of Health and Human Services (MDHHS) Training

Project Number	OP-18-04	
Benefit to Locals	Yes	
Grantee	City of St. Ignace	
Grant Amount, Funding Source	\$80,000	405(b) FAST Act Training + High
Match	No	
Indirect cost rate	12 percent	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Implement Michigan's Child Passenger Safety Strategic Plan. Support public information and education campaigns.	
Project Objective	Utilizing a standardized car seat curriculum, train up to 500 MDHHS employees by September 30, 2018.	

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 trainings 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 in order to transport children in their care more safely.

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

Evidence of Effectiveness: 2014 Michigan Occupant Protection Program Assessment guideline, p. 24; possible future best practice program.

Upper Peninsula CPS Safety Program

Project Number	OP-18-01	
Benefit to Locals	Yes	
Grantee	City of St. Ignace	
Grant Amount, Funding Source	\$205,000	405(b) FAST Act Training + High
Match	No	
Indirect cost rate	12 percent	

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MOE	\$0
Grant Start-up	October 1
SHSP Strategy	Implement Michigan's CPS Strategic Plan. Support public information and education campaigns.
Project Objectives	<p>Retain all U.P. counties' participation in the Kids Always Ride Safe (KARS) program by September 30, 2018.</p> <p>Train up to 16 new CPS technicians by September 30, 2018.</p> <p>Distribute up to 1,400 car seats by September 30, 2018.</p>

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 KARS program which provides low-cost car seats to U.P. children.

Evidence of Effectiveness: 2014 Michigan Occupant Protection Program Assessment guideline, p. 20.

Task 2: Evaluation	\$229,000
Section 405(b) FAST Act funds	\$229,000

Seat Belt and Hand-Held Device Use Direct Observation Surveys

Project Number	OP-18-02
Benefit to Locals	No
Grantee	Michigan State University
Grant Amount, Funding Source	\$106,000 405(b) FAST Act High
Match	No
Indirect cost rate	26 percent
MOE	\$0
Grant Start-up	October 1
SHSP Strategy	Evaluate the effectiveness of occupant protection programs.
Project Objectives	<p>Determine the 2018 seat belt use rate by September 30, 2018.</p> <p>Determine the 2018 hand-held device use rate by September 30, 2018.</p>

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

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identifying the focus of media campaigns to support the mobilization. This year's observation study will also examine the use of hand-held devices.

Funding will support observation and analysis costs.

Evidence of Effectiveness: annual seat belt observation surveys are a federal requirement.

Combined Data Research Program

Project Number	OP-18-03	
Benefit to Locals	Yes	
Grantee	Western Michigan University	
Grant Amount, Funding Source	\$20,000	405(b) FAST Act High
Match	No	
Indirect cost rate	31 percent	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Evaluate the effectiveness of occupant protection programs.	
Project Objective	Complete a combined research report by September 30, 2018.	

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.

Evidence of Effectiveness: 2014 Michigan Occupant Protection Program Assessment, p. 39.

Child Restraint Use/Misuse Survey

Project Number	OP-18-05	
Benefit to Locals	No	
Grantee	Michigan State University	
Grant Amount, Funding Source	\$103,000	405(b) FAST Act + High
Match	No	
Indirect cost rate	26 percent	

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MOE	\$0
Grant Start-up	October 1
SHSP Strategy	Evaluate the effectiveness of occupant protection programs.
Project Objective	Determine the child restraint use and misuse among children 0-8 years old by September 30, 2018.

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.

Evidence of Effectiveness: 2014 Michigan Occupant Protection Program Assessment recommendation p. 38.

Task 3: Education and Outreach	\$445,000
Section 405(b) FAST Act PM funds	\$390,000
Section 405(b) FAST Act funds	\$55,000

Tween Seat Belt Advertising and Outreach

Project Number	CP-18-03	
Benefit to Locals	Yes	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$65,000	405(b) FAST Act PM PI&E
Match	No	
Indirect cost rate	n/a	
Project Number	OP-18-06	
Match	\$0	
Indirect rate	n/a	
Grantee	Helen DeVos Children's Hospital	
Grant Amount, Funding Source	\$10,000	405 (b) FAST Act
Match	No	
Indirect cost rate	n/a	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns.	
Project Objective	Develop and implement an earned media and advertising campaign by September 30, 2018.	

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

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encourage belt use through tween, teen, and adult years. Earned media and partnerships will be sought to help spread this message and bolster the impact of this campaign.

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

Evidence of Effectiveness: CTW 2015, Chapter 2, Sections 6.1, 7.1; 2014 Michigan Occupant Protection Program Assessment recommendation.

Booster Seat Advertising and Outreach

Project Number	CP-18-03	
Benefit to Locals	Yes	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$325,000	405(b) FAST Act PM PI&E
Match	No	
Indirect cost rate	n/a	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns.	
Project Objective	Develop advertising to reach children ages 4-10 and their parents by September 30, 2018.	

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 the 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 seat use.

Evidence of Effectiveness: CTW 2015, Chapter 2, Section 6.2. 2014 Michigan Occupant Protection Assessment recommendation.

Pickup truck "shadow riders" project

Project Number	CP-18-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$45,000	405(b) FAST Act PI&E
Match	No	
Indirect cost rate	n/a	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Support public information and education	

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	campaigns.
Project Objective	Develop a targeted mailing, in coordination with the MDOS, to pickup truck drivers in counties with low seat belt use and high unbelted crashes and distribute by September 30, 2018.

Young men continue to be the group with the lowest seat belt use rate. Pickup truck drivers, regardless of age, are using seat belts at an average rate 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 to distribute a seat belt message to pickup truck drivers in low belt use, high-crash counties.

Evidence of Effectiveness: CTW 2015, Chapter 2, Section 3.2

Task 4: Program Management	\$140,000
Section 402 FAST Act funds	\$140,000

Program Management

Project Number	CP-18-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$140,000	402 FAST Act
Match	No	
Indirect	5.4 percent	
Grant Start-up	October 1	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

Evidence of Effectiveness: not applicable.

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Task Number	Task Title	402 FAST ACT	405 (b) FAST ACT	405 (c)	405 (c) FAST ACT	405 (d)	405 (d) FAST ACT	405 (f) FAST ACT	405(h) FAST ACT	General	Local	TOTAL
OP-1	Child Passenger Safety (CPS)	\$300,000	\$385,000								\$300,000	\$685,000
OP-2	Evaluation		\$229,000									\$229,000
OP-3	Education and Outreach-Paid Media		\$390,000									\$390,000
OP-3	Education and Outreach		\$55,000									\$55,000
OP-4	Program Management	\$140,000										\$140,000
	TOTALS	\$440,000	\$1,059,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$1,499,000

IMPAIRED DRIVING FY2018

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

Please see the Police Traffic Services section for overtime enforcement.

Goals:

Prevent fatalities from increasing from 963 in 2015 to 1,003 by December 31, 2018.

Prevent serious injuries from increasing from 4,865 in 2015 to 5,136 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.

Decrease fatalities and incapacitating injuries for drug-impaired crashes by 2 percent from 473 in 2015 to 508 by December 31, 2018.

Task 1: Enforcement Support	\$725,000
Section 405(d) FAST Act funds	\$715,000
Section 402 FAST Act funds	\$10,000

Impaired Driving Detection Training

Project Number	AL-18-01	
Benefit to Locals	Yes	
Grantee	Michigan State Police-Training Division	
Grant Amount, Funding Source	\$409,000	405(d) FAST Act
Match	No	
Indirect cost rate	TBD	
MOE	\$847,823	
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving.	
Project Objective	To increase the quantity and quality of impaired driving arrests by conducting at least 50 Standardized Field Sobriety Training (SFST) and Advanced Roadside Impaired Driving Enforcement (ARIDE) classes by September 30, 2018.	

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

The project director will develop a training schedule for approximately 30 or more Basic SFST classes, up to 70 SFST Refresher and three Instructor Refresher classes, one SFST Instructor School, and 18 ARIDE classes.

The project director will work with existing Drug Recognition Experts (DRE) instructors to coordinate ARIDE training, and provide needed centralized program oversight. Centralized program oversight is essential to ensure that NHTSA standards are upheld in both the SFST and ARIDE training programs.

Funding will support a training coordinator and expenses to administer Michigan's SFST and ARIDE classes including instructor costs, scheduling, facilities, and programmatic/financial oversight.

Evidence of Effectiveness: CTW 2015, Chapter 1, Section 2.2.

Drug Recognition Expert Training (DRE)

Project Number	CP-18-01	
Benefit to Locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$276,000	405(d) FAST Act
Match	No	
Indirect cost rate	5.4 percent	
MOE	\$1,350,880	
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving.	
Project Objectives	<p>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.</p> <p>Research and implement a comprehensive DRE data collection system by September 30, 2018.</p>	

The DRE State Coordinator will schedule at least one DRE School for FY2018 for 20 law enforcement officers and four prosecutors. This will increase the total number of certified DREs in the state to 133.

To fulfill DRE recertification requirements, a three-day continuing education class for all Michigan DREs will be conducted, which will include expert witness courtroom training.

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Michigan will pilot test a DRE data collection system through the use of iPads or tablets for DRE instructors. Also, DRE instructors and a select number of DREs will attend the 2018 DRE national conference. DRE overtime will be reimbursed when DREs are requested on suspected drug-impaired driver and fatal or serious injury crashes.

Funding will support instructor costs, scheduling, facilities, materials, tablets, DRE national conference, and programmatic/financial oversight.

Evidence of Effectiveness: CTW 2015, Chapter 1, Section 7.1.

Mothers Against Drunk Driving (MADD) Michigan Law Enforcement and Prosecutor Awards Program

Project Number	AL-18-03	
Benefit to Locals	Yes	
Grantee	Prosecuting Attorneys Association of Michigan (PAAM)	
Grant Amount, Funding Source	\$5,000	405(d) FAST Act
Match	No	
Indirect Cost Rate	n/a	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Explore innovative countermeasures for impaired driving.	
Project Objective	Provide at least 20 Traffic Safety Summit scholarships to law enforcement and prosecutor award winners to further their traffic safety education by September 30, 2018.	

For more than a decade, MADD has recognized law enforcement officers and for the past eight years they have also recognized prosecutors for outstanding dedication to impaired driving enforcement and adjudication.

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

Evidence of Effectiveness: CTW, Chapter 1, Section 2.2.

Michigan Traffic Stop Cellular Phone App

Project Number	AL-18-03	
Benefit to Locals	Yes	
Grantee	PAAM	
Grant Amount, Funding Source	\$10,000	402 FAST Act
Match	No	
Indirect Cost Rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative	

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	countermeasures for impaired driving.
Project Objective	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

Police officers need up-to-date, relevant information when they are on a traffic stop. While legal updates are helpful, police officers face very intricate issues during a traffic stop and typically do not have specific reference information needed in the field.

A free mobile phone app for both Android and Apple devices was completed in 2016 and provides the relevant information for incidents that arise during a traffic stop. The app will continue to be promoted and distributed to Michigan law enforcement agencies in FY2018.

Funding will support continued development and distribution of the traffic stop app.

Evidence of Effectiveness: NHTSA's traffic Safety Resource Prosecutor's Manual, pp 5-6.

Marijuana Goggles

Project Number	CP-18-01
Benefit to Locals	Yes
Grantee	OHSP-Special Projects
Grant Amount, Funding Source	\$25,000 405(d) FAST Act
Match	No
Indirect Cost Rate	n/a
MOE	\$0
Grant Start-up	October 1
SHSP Strategy	Explore innovative countermeasures for impaired driving.
Project Objective	To purchase up to 40 pairs of marijuana goggles to distribute to law enforcement partners for public education efforts by September 30, 2018.

Efforts to legalize recreational marijuana in Michigan are underway. 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 provides 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.

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Evidence of Effectiveness: Substance Abuse and Mental Health Services Administration's Strategies and Interventions to Prevent Youth Marijuana Use.

Task 2: Adjudication	\$2,489,000
Section 402 FAST Act funds	\$8,000
Section 405(d) FAST Act funds	\$2,481,000

Traffic Safety Training Program

Project Number	AL-18-03	
Benefit to Locals	Yes	
Grantee	PAAM	
Grant Amount, Funding Source	\$8,000	402 FAST Act
Grant Amount, Funding Source	\$600,000	405(d) FAST Act
Match	Yes	
Indirect Cost Rate	12 percent	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving.	
Project Objectives	<p>Maintain two Traffic Safety Resource Prosecutors and an administrative assistant by September 30, 2018.</p> <p>Provide at least 17 professional education opportunities for law enforcement and prosecutors by September 30, 2018.</p> <p>Conduct a multi-day Expert Witness training with Drug Recognition Experts Program by September 30, 2018</p> <p>Provide quality, up-to-date legal reference material and technical assistance to the traffic safety community by September 30, 2018.</p>	

Effective prosecution is an essential component for deterring impaired driving. If prosecutors do not have specialized training in the prosecution of 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 since 2000, which is now a national best practice.

As new legislation is introduced involving such quickly evolving issues as medical marijuana, distracted driving and ignition interlocks, it is critically important to educate prosecutors and law enforcement while supporting their efforts to prosecute impaired drivers to reduce impaired driving fatalities and injuries.

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The TSRPs provide training on impaired driving, court testimony, crash reconstruction, presentation skills, and other topics of value to prosecuting attorneys and other law enforcement agencies. Historically these have included trainings such as: Cops in Court, Nuts & Bolts of OWI Prosecution, Advances OWI Prosecution, Lethal Weapon, and Lethal Weapon 2: Crash to Courtroom.

Funding will support two full-time TSRPs and an administrative assistant, as well as related expenses for training prosecutors and law enforcement. Funding will also be used for a 2018 Traffic Safety Summit mobile application.

Evidence of Effectiveness: CTW 2015, Chapter 1, Section 3.1.

Judicial Training and Outreach

Project Number	AL-18-04	
Benefit to Locals	Yes	
Grantee	Michigan Judicial Institute (MJJI)	
Grant Amount, Funding Source	\$70,000	405(d) FAST Act
Match	Yes	
Indirect Cost Rate	n/a	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving. Provide recommendations related to impaired driving legislation. Promote efforts to increase sobriety courts and the use of ignition interlocks.	
Project Objectives	<p>Maintain the Judicial Outreach Liaison (JOL) position through September 30, 2018.</p> <p>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</p>	

Judges, particularly those who work in limited jurisdiction courts like Michigan's district courts which cover much of traffic-related offenses, are often overlooked in education, training, and communication opportunities. Judges often 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.

MJJI will 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 contract with speakers who will provide training and educational materials to the judicial community on current impaired driving concerns. The JOL will work to

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advance community outreach, provide education and training while promoting confidence and trust in the judiciary.

Michigan's JOL program will be coordinated through the MJJ, a training division of the State Court Administrative Office (SCAO) of the Michigan Supreme Court.

Funding will support judicial training and one part-time JOL position.

Evidence of Effectiveness: CTW 2015, Chapter 1, Section 3.1.

Sobriety Court Enhancement

Project Number	AL-18-05	
Benefit to Locals	Yes	
Grantee	SCAO	
Grant Amount, Funding Source	\$1,761,000	405(d) FAST Act
Match	No	
Indirect Cost Rate	TBD	
Project Number	CP-18-01	
Benefit to Locals	Yes	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$50,000	405(d) FAST Act
Match	No	
Indirect Cost Rate	5.4 percent	
MOE	\$14,905	
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Promote efforts to increase sobriety courts and use of ignition interlocks. Explore innovative countermeasures for impaired driving.	
Project Objectives	<p>Add up to six new sobriety/hybrid court programs accepting DUI Offenders by September 30, 2018.</p> <p>Expand the number of DUI offenders accepted by at least three courts by September 30, 2018.</p> <p>Send staff from up to two courts to the National Alcohol Court Training workshop by September 30, 2018.</p>	

The purpose of alcohol/drug courts is to guide addicted offenders into a treatment program that reduces their substance use dependence and improve their quality of life. Drug court participants are closely supervised by a judge and a team of addiction treatment providers, prosecuting attorneys, public defenders, law enforcement officers, and parole and probation officers who work together to provide needed services to the participants.

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Funding will provide for up to six additional specialty courts to initiate sobriety court operations in FY2018. Support will include funding for probation officers, drug testing, and transportation. Funding will also be provided to send staff from up to two courts to the national court training.

Evidence of Effectiveness: CTW 2015, Chapter 1, Section 3.1, 4.1.

Task 3: Reducing Underage Drinking	\$620,000
Section 405(d) FAST Act funds	\$620,000

Enforcement of Underage Drinking Laws (EUDL)

Project Number	AL-18-06+	
Benefit to Locals	Yes	
Grantee	State, county, and local law enforcement	
Grant Amount, Funding Source	\$500,000	405(d) FAST Act
Match	No	
Indirect Cost Rate	TBD	
MOE	\$16,845,797	
Grant Start-up	October 1	
SHSP Strategy	Explore innovative countermeasures for impaired driving. Continue high visibility enforcement.	
Project Objective	Conduct overtime enforcement in up to 25 counties by September 30, 2018.	

Teens that begin drinking before age 15 are six times as likely to have alcohol dependency as adults. Drivers under age 21 cannot legally drink, but they are the second highest age category for impaired driving crashes.

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

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

Funding will support overtime enforcement efforts, as well as for paid decoys in compliance check efforts.

Evidence of Effectiveness: CTW 2015, Chapter 1, Sections 6.3, 6.4.

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Underage Drinking (UAD) Enforcement Training

Project Number	CP-18-01	
Benefit to Locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$85,000	405(d) FAST Act
Match	No	
Indirect Cost Rate	n/a	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving. Continue high visibility enforcement. Support public information and education campaigns.	
Project Objective	Provide at least 10 trainings for up to 300 attendees on underage drinking enforcement to OHSP-funded grantees by September 30, 2018.	

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

The OHSP will contract with 4-6 police officers who are content experts on UAD enforcement. Officers from grant funded agencies will also be provided the opportunity to attend the Michigan Licensed Beverage Association's Liquor Law Enforcement Seminar.

Funding will support contractual trainers, and various training costs (i.e. conference room rentals, identification guides for grantee agencies and licenses, and the development of new scenarios to add to an existing training video).

Evidence of Effectiveness: CTW 2015, Chapter 1, Section 6.4.

Underage Drinking Adjudication Training

Project Number	AL-18-04	
Benefit to Locals	Yes	
Grantee	Michigan Judicial Institute (MJI)	
Grant Amount, Funding Source	\$10,000	405(d) FAST Act
Match	No	
Indirect Cost Rate	n/a	
Project Number	CP-18-01	
Benefit to Locals	Yes	
Grantee	OHSP – Special Projects	
Grant Amount, Funding Source	\$10,000	405(d) FAST Act
Match	No	
Indirect Cost Rate	TBD	
MOE	\$0	

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Grant Start-up	October 1
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Explore innovative countermeasures for impaired driving. Continue high visibility enforcement. Support public information and education campaigns.
Project Objective	Conduct up to three UAD adjudication trainings by September 30, 2018.

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

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 Jermaine Galloway "Tall Cop Says Stop" training for JJAM's membership of approximately 700. The MJJ underage drinking judicial training is TBD.

Evidence of Effectiveness: 2015 Report to Congress on the Prevention and Reduction of Underage Drinking, chap. 3.

Community Scan Train-the-Trainer

Project Number	CP-18-01	
Benefit to Locals	No	
Grantee	OHSP – Special Projects	
Grant Amount, Funding Source	\$15,000	405(d) FAST Act
Match	No	
Indirect Cost Rate	n/a	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Enhanced training for criminal justice. Innovative countermeasures.	
Project Objective	Train up to 20 law enforcement officers as community scan trainers.	

The Community Scan Train-the-Trainer is a comprehensive course to teach law enforcement, probation, 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

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common stash compartments that can be used to hide alcohol, drugs, and weapons 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.

Evidence of Effectiveness: 2015 Report to Congress on the Prevention and Reduction of Underage Drinking, chap. 3.

Task 4: Program Management	\$500,000
Section 402 FAST Act funds	\$500,000

Program Management

Project Number	CP-18-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$500,000	402 FAST Act
Match	No	
Indirect Cost Rate	5.4 percent	
Grant Start-up	October 1	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

Evidence of Effectiveness: not applicable.

FY2018- HSP Budget
 Impaired Driving - PAP #2

Task Title	402 FAST ACT	405 (b) FAST ACT	405 (c) FAST ACT	405 (c) FAST ACT	405 (d) FAST ACT	405 (d) FAST ACT	405 (f) FAST ACT	405(h) FAST ACT	General	Local	TOTAL
Enforcement Support	\$10,000					\$715,000					\$725,000
Adjudication	\$8,000					\$2,481,000				\$8,000	\$2,489,000
Reduce Underage Drinking						\$620,000					\$620,000
Program Management	\$500,000										\$500,000
TOTALS	\$518,000	\$0	\$0	\$0	\$0	\$3,816,000	\$0	\$0	\$0	\$8,000	\$4,334,000

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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.

Goals:

Prevent fatalities from increasing from 963 in 2015 to 1,003 by December 31, 2018.

Prevent serious injuries from increasing from 4,865 in 2015 to 5,136 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.

Task 1: Traffic Enforcement	\$4,400,000
Section 402 FAST Act funds	\$4,400,000

Mandatory and Elective Overtime Enforcement

Project Number	PT-18-02	
Benefit to Locals	Yes	
Grantee	State, county, and local law enforcement	
Grant Amount, Funding Source	\$2,900,000	402 FAST Act
Match	Yes	
Indirect cost rate	5.4 percent	
Grant Amount, Funding Source	\$1,500,000	405(d) FAST Act-Flex
Match	Yes	
Indirect cost rate	5.4 percent	
Grant Start-up	October 1	
SHSP Strategy	High visibility enforcement. Explore innovative countermeasures for impaired driving.	
Project Objective	Conduct up to 72,000 hours of overtime traffic safety enforcement by September 30, 2018. Average one equivalent stop per billed hour of traffic enforcement by September 30, 2018.	

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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 compliance with traffic safety laws, particularly during statewide mobilizations and crackdowns. Enforcement will focus on peak crash times. Please see the *Evidence-Based Traffic Safety Enforcement Program* for further enforcement details.

Funding will support the costs related to overtime enforcement efforts.

Evidence of Effectiveness: CTW 2015, Chapter 1, Sections 2.2, 2.5, 7.1; Chapter 2, Sections 2.1, 2.2, 2.3.

Task 2: Education and Communication	\$2,055,000
Section 405(d) FAST Act funds-Paid Media	\$1,300,000
Section 405(d) FAST Act funds	\$75,000
Section 402 FAST Act funds	\$230,000
Section 402 FAST Act funds-Paid Media	\$450,000

Mobilization Message Development

Project Number	CP-18-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$75,000	405(d) FAST Act
Grant Amount, Funding Source	\$185,000	402 FAST Act
Match	No	
Indirect cost rate	n/a	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns. Explore innovative countermeasures for seat belts and impaired driving.	
Project Objectives	<p>Develop new seat belt enforcement advertising messaging for the May seat belt mobilization by September 30, 2018.</p> <p>Develop four earned media and outreach plans to support November, April, May, and August enforcement to maximize local media interest by September 30, 2018.</p>	

Periodically updating and refreshing advertising messages helps them remain memorable and promote a call to action for the target audience, young men.

Funding will support the development of new creative themes for enforcement mobilizations, including advertising, earned media, and outreach.

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Evidence of Effectiveness: CTW 2015, Chapter 1, Sections 2.2, 7.1; Chapter 2, Section 3.1.

Mobilization Paid Advertising

Project Number	CP-18-03	
Benefit to Locals	Yes	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$450,000	402-FAST Act Paid Media
Grant Amount, Funding Source	\$1,300,000	405(d) FAST-Act Paid Media
Match	No	
Indirect cost rate	n/a	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns. Explore innovative countermeasures for seat belts and impaired driving.	
Project Objectives	<p>Conduct up to three media campaigns geared at special traffic enforcement mobilizations by September 30, 2018.</p> <p>Build awareness for the <i>Drive Sober or Get Pulled Over</i> campaign message among young men to at least 75 percent by September 30, 2018.</p> <p>Continue high awareness for the <i>Click It or Ticket</i> campaign among young men so that at least 80 percent recall the campaign by September 30, 2018.</p>	

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.

The OHSP follows the traffic enforcement mobilization model established by 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.

Funding will cover paid advertising costs during the specified mobilization.

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Evidence of Effectiveness: CTW 2015, Chapter 1, Sections 2.2, 5.2; Chapter 2, 3.1.

Enforcement Materials Development

Project Number	CP-18-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$45,000	402 FAST Act
Match	No	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns. Conduct effective communication and outreach activities.	
Project Objective	Develop traffic enforcement outreach support materials by September 30, 2018.	

The OHSP will support and enhance traffic safety enforcement the development and distribution of topic-related materials to help improve public awareness and understanding of basic traffic safety guidelines and laws.

Other information will be developed for law enforcement officers to reinforce the importance of traffic enforcement and its role in helping to reduce traffic deaths, injuries, and crashes.

Funding will support the development and distribution of materials.

Evidence of Effectiveness: CTW 2015, Chapter 1, Sections 2.2, 5.2; Chapter 2, 3.1.

Task 3: Law Enforcement Training	\$55,000
405(d) FAST Act funds	\$25,000
402 FAST Act	\$30,000

Law Enforcement Training

Project Number	CP-18-01	
Benefit to Locals	Yes	
Grantee	OHSP Special Projects	
Grant Amount, Funding Source	\$30,000	402 FAST Act
Grant Amount, Funding Source	\$25,000	405 (d) FAST Act
Match	No	
Indirect cost rate	n/a	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Provide enhanced training for all sectors of the criminal justice community. Conduct effective	

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	communication and outreach activities. Explore innovative countermeasures for impaired driving.
Project Objective	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.

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

Topics to be considered include Cops in Court, Traffic Stop Challenges, Occupant Protection Usage and Enforcement (OPUE), Roadside Verbal Judo, Prosecuting the Drugged Driver, drug awareness/Tall Cop, leadership development, traffic law update, and others.

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

Evidence of Effectiveness: CTW 2015, Chapter 1, Sections 2.2, 5.2; Chapter 2, Sections 2.1, 2.2, 2.3.

Task 4: Evaluation	\$106,000
Section 402 FAST Act funds	\$106,000

Telephone Surveys

Project Number	CP-18-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$105,000	402 FAST Act
Match	No	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns.	
Project Objective	Determine public perception of safety belt and impaired driving enforcement efforts and advertising messages for campaigns by	

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	conducting at least four telephone surveys by September 30, 2018.
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The immediacy of telephone surveys gives the OHSP almost immediate feedback on how drivers perceive and react to programs, giving officials a window into trends based on driver thinking and their likely reactions to enforcement program decisions and approaches.

Surveys of driver attitudes and beliefs can illuminate areas for improvement, identify program enhancements, and determine effectiveness. Surveys allow the OHSP to make adjustments mid-stream during implementation, if necessary, and helps develop plans based on current-year data and potential future trends. Ongoing evaluation supports the effectiveness of enforcement mobilizations.

Funding will support the costs of the surveys.

Evidence of Effectiveness: evaluation tool to ensure paid advertising messages and plans are reaching the intended audiences.

Grant Performance and Data Analysis Support

Project Number	PT-18-01	
Benefit to Locals	Yes	
Grantee	Western Michigan University	
Grant Amount, Funding Source	\$1,000	402 FAST Act
Match	No	
Indirect cost rate	51 percent	
Grant Start-up	October 1	
SHSP Strategy	Increase coordination, effective communication, and cooperation among various public and private organizations. Improve timeliness and accuracy of data collections, analysis processes, accessibility, and distribution and systems.	
Project Objective	Provide a final ranking report by April 30, 2018.	

Michigan's traffic crash data is used to identify and analyze problems, implement countermeasures, and evaluate impact. Law enforcement agencies receiving grant funding from the OHSP for overtime traffic enforcement are determined by countywide crash data and available funding.

This project began in FY 2017 to determine the impact overtime enforcement has had on reducing fatalities and serious injuries to unrestrained occupants and/or alcohol-involved crashes. It will report on each agency's ability to meet the recommended performance measures for grant-funded enforcement and recommend detailed enforcement strategies for each county/participating agency.

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Funding will support the evaluation of effectiveness of the overtime enforcement efforts.

Evidence of Effectiveness: evaluation tool to support high visibility traffic enforcement efforts.

Task 5: Program Management	\$1,270,000
Section 402 FAST Act funds	\$1,270,000

Program Management

Project Number	CP-18-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$1,270,000	402 FAST Act
Match	No	
Indirect cost rate	5.4 percent	
Grant Start-up	October 1	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

evaluation tool to ensure paid advertising messages and plans are reaching the intended audiences.

Evidence of Effectiveness: not applicable.

FY2018 - HSP Budget
 Police Traffic Services - PAP #3

Task Number	Task Title	402 FAST ACT	405 (b) FAST ACT	405 (c) 405 (c)	405 (c) FAST ACT	405 (d) FAST ACT	405 (f) FAST ACT	405(h) FAST ACT	General	Local	TOTAL
PT-1	Traffic Enforcement	\$4,400,000								\$440,000	\$4,400,000
PT-2	Education and Communication	\$230,000				\$75,000					\$305,000
PT-2	Education and Communication-Paid Media	\$450,000				\$1,300,000				\$1,750,000	\$1,750,000
PT-3	Law Enforcement Training	\$30,000				\$25,000				\$55,000	\$55,000
PT-4	Evaluation	\$106,000								\$1,000	\$106,000
PT-5	Program Management	\$1,270,000									\$1,270,000
	TOTALS	\$6,436,000	\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$0	\$2,246,000	\$7,886,000

PEDESTRIAN AND BICYCLE SAFETY FY2018

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 found that nearly 40 percent of all pedestrian- and bicyclist-involved crashes that included another vehicle were the result of "failure to yield" on the part of the pedestrian or bicyclist. This evidence was instrumental in developing the OHSP's pedestrian/bicycle safety program strategy.

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.

Task 1: Evaluation	\$25,000
Section 402 FAST Act Funds	\$25,000

NHTSA Pedestrian and Bicycle Safety Program Assessment

Project Number	CP-18-01	
Benefit to Locals	No	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$25,000	402 FAST Act
Match	No	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Raise awareness of pedestrian and bicycle safety. Recognize successful pedestrian and bicycle safety initiatives. Determine focus communities, cities, and agencies for priority assistance.	
Project Objective	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.	

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.

PEDESTRIAN AND BICYCLE SAFETY FY2018

Evidence of Effectiveness: not applicable.

Task 2: Public Education and Training	\$442,000
Section 402 FAST Act Funds	\$25,000
Section 405 (h) FAST Act Funds	\$432,000

Michigan Bicyclist Safety Conference

Project Number	CP-18-01	
Benefit to Locals	No	
Grantee	OHSP Special Projects	
Grant Amount, Funding Source	\$25,000	402 FAST Act
Match	No	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Raise awareness of pedestrian and bicycle safety. Recognize successful pedestrian and bicycle safety initiatives.	
Project Objective	To coordinate a statewide conference that will offer a comprehensive variety of bicycle safety presentations by September 30, 2018.	

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.

Evidence of Effectiveness: not applicable.

Grand Rapids Pedestrian Safety Program

Project Number	PS-18-02	
Benefit to Locals	Yes	
Grantee	City of Grand Rapids	
Grant Amount, Funding Source	\$120,000	405 (h) FAST Act
Match	Yes	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Raise awareness of pedestrian and bicycle safety. Recognize successful pedestrian and bicycle safety initiatives. Determine focus	

PEDESTRIAN AND BICYCLE SAFETY FY2018

	communities, cities, and agencies for priority assistance.
Project Objective	Develop law enforcement and public information campaigns and evaluations on pedestrian safety in Kent County by September 30, 2018.

Grand Rapids has a higher than expected number of pedestrian-involved crashes for its community size. City staff will couple engineering/construction improvements with education and enforcement measures to achieve crash reduction and improved understanding of the pedestrian safety laws and operator responsibilities.

Evidence of Effectiveness: follows federal guidelines set forth under the FAST Act for 405(h) funds.

Muskegon County Bicycle and Pedestrian Safety Initiative

Project Number	PS-18-03	
Benefit to Locals	Yes	
Grantee	Muskegon County Sheriff Department	
Grant Amount, Funding Source	\$18,000	405 (h) FAST Act
Match	Yes	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Raise awareness of pedestrian and bicycle safety. Recognize successful pedestrian and bicycle safety initiatives. Determine focus communities, cities, and agencies for priority assistance.	
Project Objectives	<p>To educate on Michigan's bicycle and pedestrian safety laws through community events by September 30, 2018.</p> <p>To train law enforcement officers on bicycle and pedestrians safety by September 30, 2018.</p>	

This project is continued from FY17. Law enforcement training and supplemental resources were made available starting in FY2017. Media packets to assist in outreach efforts will be developed and used for the bike safety rodeos and bike/pedestrian presentations. Partnerships will be formed, especially to explain and ensure the methodology and legality of enforcement operations.

Local data will be used to identify high risk areas for safety mobilizations and educational outreach. These areas are primarily located in urban areas including City of Muskegon, Muskegon Heights, Norton Shores, and Muskegon Township.

PEDESTRIAN AND BICYCLE SAFETY FY2018

Evidence of Effectiveness: follows federal guidelines set forth under the FAST Act for 405(h) funds.

Detroit Bike and Pedestrian Safety Education Campaign

Project Number	PS-18-07	
Benefit to Locals	Yes	
Grantee	Detroit Greenways Coalition	
Grant Amount, Funding Source	\$76,000	405 (h) FAST Act
Match	Yes	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Raise awareness of pedestrian and bicycle safety. Recognize successful pedestrian and bicycle safety initiatives. Determine focus communities, cities, and agencies for priority assistance.	
Project Objective	<p>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.</p> <p>To execute marketing tactics to create visibility for a cycling and pedestrian safety campaign by September 30, 2018.</p>	

Detroit has the highest pedestrian fatality rate among other major U.S. cities. This is a critical time as the city is making rapid investments in more bike lanes, including protected bike lanes. Many road users have never been exposed to or educated about these bike lanes.

The Detroit Greenways Coalition will work in partnership with the City of Detroit and other stakeholder groups to address Detroit's high pedestrian and bicycle crash levels through a coordinated citywide safety and education effort. This project is continued from FY17.

Evidence of Effectiveness: follows federal guidelines set forth under the FAST Act for 405(h) funds.

Royal Oak Bicycle Safety Education Campaign

Project Number	PS-18-06	
Benefit to Locals	Yes	
Grantee	City of Royal Oak	
Grant Amount, Funding Source	\$5,000	405 (h) FAST Act
Match	Yes	
Indirect cost rate	n/a	
Grant Start-up	October 1	

PEDESTRIAN AND BICYCLE SAFETY FY2018

SHSP Strategy	Raise awareness of pedestrian and bicycle safety. Recognize successful pedestrian and bicycle safety initiatives. Determine focus communities, cities, and agencies for priority assistance.
Project Objective	<p>To distribute flyers to city residents through local businesses and community education events by September 30, 2018.</p> <p>To conduct bicycle safety classes at Royal Oak's six elementary schools by September 30, 2018.</p>

In 2015 there were 26 recorded crashes involving bicycles in the city of Royal Oak and 290 crashes in the past decade. In 2012 Royal Oak adopted its Non-Motorized Transportation Plan which has allowed the city to make infrastructure changes that highlight the lack of knowledge regarding rules, regulations, and laws pertaining to bicycles. The city implemented a long-term campaign to educate residents on bicycle lane safety use.

In 2016, the city began its Ride On bicycle safety and information campaign. This is a partnership between the City of Royal Oak, Beaumont Hospital, local schools, and businesses to educate residents on bicyclist safety. Funding will support additional distribution of information and bicycle safety classes. This project is continued from FY17.

Evidence of Effectiveness: follows federal guidelines set forth under the FAST Act for 405(h) funds.

Changing Driver Behavior Program

Project Number	PS-18-05	
Benefit to Locals	Yes	
Grantee	City of Ann Arbor	
Grant Amount, Funding Source	\$50,000	405 (h) FAST Act
Match	Yes	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Raise awareness of pedestrian and bicycle safety. Recognize successful pedestrian and bicycle safety initiatives. Determine focus communities, cities, and agencies for priority assistance.	
Project Objectives	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.	

PEDESTRIAN AND BICYCLE SAFETY FY2018

	To provide a law enforcement mobilization for high visibility crosswalk enforcement by September 30, 2018.
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This project is continued from FY17. Ann Arbor has worked to improve the non-motorized experience through infrastructure improvements, a commitment to complete streets design practices, changing local ordinances to protect pedestrians and providing targeted enforcement to improve driver stop compliance rates for pedestrians. However, they continue to experience serious injury and fatal crashes at well-marked and active-warning crosswalks.

Funding will support overtime enforcement at high-crash pedestrian crosswalks.

Evidence of Effectiveness: follows federal guidelines set forth under the FAST Act for 405(h) funds.

Bicycle Safety Video and Training Quiz

Project Number	PS-18-04	
Benefit to Locals	Yes	
Grantee	League of Michigan Bicyclists	
Grant Amount, Funding Source	\$38,000	405 (h) FAST Act
Match	Yes	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Raise awareness of pedestrian and bicycle safety. Recognize successful pedestrian and bicycle safety initiatives. Determine focus communities, cities, and agencies for priority assistance.	
Project Objective	<p>To produce a series of education videos that demonstrates cyclists' rights and responsibilities on the roads by September 30, 2018.</p> <p>To conduct regional law enforcement trainings across the state on bicycle safety laws by September 30, 2018.</p> <p>To create and promote an online roadway safety quiz to provide detailed information on how to share the road safely by September 30, 2018.</p>	

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.

PEDESTRIAN AND BICYCLE SAFETY FY2018

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 League of Michigan Bicyclists will promote bicyclist safety in Michigan through three safety projects: a video, law enforcement training, and an online quiz. This project is continued from FY17.

Evidence of Effectiveness: follows federal guidelines set forth under the FAST Act for 405(h) funds.

Ride With–Walk Against

Project Number	PS-18-09	
Benefit to Locals	Yes	
Grantee	Helen DeVos Children's Hospital	
Grant Amount, Funding Source	\$2,000	405 (h) FAST Act
Match	Yes	
Indirect cost rate	24 percent	
Grant Start-up	October 1	
SHSP Strategy	Raise awareness of pedestrian and bicycle safety. Recognize successful pedestrian and bicycle safety initiatives. Determine focus communities, cities, and agencies for priority assistance.	
Project Objective	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.	

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.

Evidence of Effectiveness: follows federal guidelines set forth under the FAST Act for 405(h) funds.

Safe Shared Mobility Via Bicyclist and Motorist Education and Engagement

Project Number	PS-18-10	
Benefit to Locals	Yes	
Grantee	UMTRI	
Grant Amount, Funding Source	\$111,000	405 (h) FAST Act
Match	Yes	
Indirect cost rate	55 percent	
Grant Start-up	October 1	

PEDESTRIAN AND BICYCLE SAFETY FY2018

SHSP Strategy	Raise awareness of pedestrian and bicycle safety. Recognize successful pedestrian and bicycle safety initiatives. Determine focus communities, cities, and agencies for priority assistance.
Project Objective	To create a web-based training module for bicyclists and motorists simulating different animated conflict situations within a game environment by September 30, 2018.

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.

Evidence of Effectiveness: follows federal guidelines set forth under the FAST Act for 405(h) funds.

Task 3: Program Management	\$5,000
Section 402 FAST Act funds	\$5,000

Program Management

Project Number	CP-18-02	
Benefit to Locals:	No	
Grantee:	OHSP-Program Management Section	
Grant Amount, Funding Source:	\$5,000	402 FAST Act
Match	No	
Indirect cost rate	5.4 percent	
Grant Start-up:	October 1	
SHSP Strategy:	N/A	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

Evidence of Effectiveness: not applicable.

FY2018 - HSP Budget
 Pedestrians and Bicycles - PAP #4

Task Number	Task Title	402 FAST ACT	405 (b) FAST ACT	405 (c) FAST ACT	405 (d) FAST ACT	405 (e) FAST ACT	405 (f) FAST ACT	405 (g) FAST ACT	405 (h) FAST ACT	General	Local	TOTAL
PS-1	Evaluation	\$25,000										\$25,000
PS-2	Public Education and Training	\$25,000							\$432,000			\$457,000
	TOTALS	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$432,000	\$0	\$0	\$482,000

TRAFFIC RECORDS FY2018

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

Goals:

Prevent fatalities from increasing from 963 in 2015 to 1,003 by December 31, 2018.

Prevent serious injuries from increasing from 4,865 in 2015 to 5,136 by December 31, 2018.

Prevent the vehicle mileage fatality rate from increasing from 0.98 in 2015 to 1.02 by December 31, 2018.

Task 1: Traffic Crash Data Support and Training	\$3,770,000
Section 405(c) funds	\$2,010,000
Section 405(c) FAST Act funds	\$1,760,000

Traffic Crash Reporting Form (UD-10) Training Support

Project Number	TR-18-02	
Benefit to Locals	No	
Grantee	MSP-CJIC	
Grant Amount, Funding Source	\$50,000	405(c)
Match	No	
Indirect cost rate	n/a	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Provide highway safety training, technical assistance, funding, and other resources to state and local agencies.	
Project Objective	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.	

This project is a continuation of the FY2017 crash report training project which provided training to law enforcement recruit schools, motor carrier in-service schools, officer and supervisor training, as well as to civilian employees of law enforcement and transportation agencies.

The instructor will provide training to law enforcement agencies on the current Traffic Crash Reporting Form (UD-10), as well as on the revisions that became effective January 1, 2016.

Funding will support the costs of training supplies and equipment.

TRAFFIC RECORDS FY2018

Evidence of Effectiveness: meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attributes: timeliness, accuracy, completeness, uniformity.

Roadsoft Upgrades for Model Inventory of Roadway Elements (MIRE) Data Fields

Project Number	TR-18-03	
Benefit to Locals	No	
Grantee	MDOT	
Grant Amount, Funding Source	\$140,000	405(c)
Match	No	
Indirect cost rate	n/a	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems.	
Project Objective	To improve the accessibility of the statewide roadway data system by September 30, 2018.	

This project will continue the effort of helping Michigan meet the federally required MIRE federal data elements collection mandate. The first phase will include database configuration and system design, creation of web services, development of the prototype, testing, and documentation. This project builds from the FY2017 Roadsoft project which established the software needed to begin the collection of roadway data from the 616 local transportation agencies.

Funding will support State of Michigan Department of Technology, Management, and budget contractors to develop and test the necessary Roadsoft software upgrades to collect the required data fields.

Evidence of Effectiveness: meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attributes: integration, accuracy, completeness, timeliness, uniformity, accessibility.

Traffic Records Program Assessment Recommendation Implementation

Project Number	TR-18-04	
Benefit to Locals	No	
Grantee	TBD	
Grant Amount, Funding Source	\$1,240,000	405(c)
Grant Amount, Funding Source	\$1,760,000	405(c) FAST Act
Match	No	
Indirect cost rate	n/a	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Improve timeliness and accuracy of data collection, analysis processes, accessibility,	

TRAFFIC RECORDS FY2018

	distribution, and systems.
Project Objective	Implement at least 40 percent of the recommendations from the Traffic Records Program assessment by September 30, 2018.

Accurate, timely, complete, and accessible crash data is a critical component in helping to make roadways safer. 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.

Funding will support implementation of the assessment recommendations.

Evidence of Effectiveness: meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attributes: timeliness, accuracy, completeness, uniformity, integration.

Automated Quality Control System for Crash Reports using Statistical Language Processing

Project Number	TR-18-07	
Benefit to Locals	No	
Grantee	Western Michigan University	
Grant Amount, Funding Source	\$90,000	405(c)
Match	No	
Indirect cost rate	51 percent	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Improve the timeliness and accuracy of traffic records data collection, analysis processes, accessibility distribution and systems.	
Project Objective	To develop an automated quality control model/system to identify potentially inconsistent traffic crash report data by September 30, 2018.	

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 currently include reviewing the narrative as part of the data acceptance process and this is only done when a crash is manually located

Evidence of Effectiveness: meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attributes: accuracy, completeness, uniformity.

TRAFFIC RECORDS FY2018

Global Positioning for Enhanced Traffic Crash Reconstruction

Project Number	TR-18-08	
Benefit to Locals	No	
Grantee	MSP-Special Operations Division (SOD)	
Grant Amount, Funding Source	\$180,000	405(c)
Match	No	
Indirect cost rate	n/a	
Grant Start-up	October 1	
MOE	\$0	
SHSP Strategy	Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems.	
Project Objective	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.	

The MSP SOD 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.

Evidence of Effectiveness: meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attributes: accuracy, completeness.

Regional Law Enforcement Training

Project Number	TR-18-09	
Benefit to Locals	Yes	
Grantee	Transportation Improvement Association (TIA)	
Grant Amount, Funding Source	\$60,000	405(c)
Match	No	
Indirect cost rate	17 percent	
MOE	\$0	
Grant Start-up	October 1	
Project Number	CP-18-01	
Benefit to Locals	No	
Grantee	MSP-Special Projects	
Grant Amount, Funding Source	\$100,000	405(c)
Match	No	
Indirect cost rate	n/a	

TRAFFIC RECORDS FY2018

MOE	\$0
Grant Start-up	October 1
SHSP Strategy	Provide highway safety training, technical assistance, funding, and other resources to state and local agencies.
Project Objective	Conduct up to eight law enforcement crash reconstruction trainings by September 30, 2018.

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

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

Evidence of Effectiveness: meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attribute: completeness.

Rider Education Management System (REMS)

Project Number	TR-18-10	
Benefit to Locals	No	
Grantee	MDOS	
Grant Amount, Funding Source	\$50,000	405(c)
Match	Yes	
Indirect cost rate	n/a	
MOE	\$0	
Grant Start-up	October 1	
SHSP Strategy	Develop and implement a plan to integrate various traffic record databases.	
Project Objective	To increase the timeliness and accessibility of motorcycle rider training data systems by September 30, 2018.	

TRAFFIC RECORDS FY2018

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

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

Evidence of Effectiveness: meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attributes: timeliness, accuracy, completeness, uniformity, integration, accessibility.

Improving the Completeness of Pedestrian and Bicycle Exposure Data

Project Number	TR-18-11	
Benefit to Locals	No	
Grantee	UMTRI	
Grant Amount, Funding Source	\$100,000	405(c)
Match	No	
Indirect cost rate	55 percent	
Grant Start-up	October 1	
MOE	\$0	
SHSP Strategy	Improve the timeliness and accuracy of traffic records data collection, analysis processes, accessibility distribution and systems.	
Project Objective	Develop a complete picture of pedestrian and bicycle exposure using Michigan travel data by September 30, 2018.	

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.

Evidence of Effectiveness: meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attribute: completeness.

Task 2: Education and Communication	\$770,000
Section 405(c) funds	\$770,000
Section 402 FAST Act funds	\$0

Michigan Traffic Crash Facts (MTCF)

Project Number	TR-18-01	
Benefit to Locals	Yes	
Grantee	UMTRI	
Grant Amount, Funding Source	\$770,000	405(c)

TRAFFIC RECORDS FY2018

Match	No
Indirect cost rate	55 percent
MOE	\$0
Grant Start-up	October 1
SHSP Strategy	Improve timeliness and accuracy of data collection, analysis processes, accessibility, distribution, and systems. Provide highway safety training, technical assistance, funding, and other resources to state and local agencies.
Project Objective	Produce the 2017 traffic crash data on the Michigan Traffic Crash Facts website including reports, profiles, and new data query capabilities by September 30, 2018.

MTCF will be provided to users statewide. The 2017 MTCF will be produced and posted at: www.michigantrafficcrashfacts.org. Enhancements and improvements to the data query tool will continue to be implemented along with an annual survey to gauge the effectiveness of the website.

The OHSP will continue to work with UMTRI staff to provide technical assistance on various requests for crash data analysis and presentations.

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

Evidence of Effectiveness: 2015 Traffic Records Program Assessment recommendation. Meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attribute: accuracy, accessibility, completeness.

Michigan Traffic Crash Facts Data and Information brochure

Project Number	CP-18-03	
Benefit to Locals	Yes	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$0	402 FAST Act
Match	No	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Increase coordination, effective communication, and cooperation among various public and private organizations.	
Project Objective	Develop and distribute a brochure about the state's free traffic crash data resources by September 30, 2018.	

TRAFFIC RECORDS FY2018

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

Evidence of Effectiveness: meets traffic records attributes for 405(c) funding requirements; crash-emphasis area attribute: accessibility.

Task 3: Program Management	\$320,000
Section 402 FAST Act funds	\$320,000

Program Management

Project Number	CP-18-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$320,000	402 FAST Act
Match	No	
Indirect	5.4 percent	
Grant Start-up	October 1	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

Evidence of Effectiveness: not applicable.

FY2018 - HSP Budget
 Traffic Records - PAP #5

Task Number	Task Title	402 FAST ACT	405 (b) FAST ACT	405 (c) FAST ACT	405 (c) FAST ACT	405 (d) FAST ACT	405 (d) FAST ACT	405 (f) FAST ACT	405(h) FAST ACT	General	Local	TOTAL
TR-1	Enforcement Support			\$2,010,000	\$1,760,000							\$3,770,000
TR-2	Education and Communication			\$770,000								\$770,000
TR-3	Program Management	\$320,000										\$320,000
	TOTALS	\$320,000	\$0	\$2,780,000	\$1,760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,860,000

COMMUNITY PROGRAMS FY2018

The Michigan OHSP engages partners at the state and local levels to supplement engagement, messaging, and safety enforcement efforts. Coalitions advance safety at the community level with a precision that statewide efforts cannot match. Larger statewide campaigns build brand and message awareness. This combination of top-level state and federal expertise with local experience is critical to the ongoing effectiveness of traffic safety programs.

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

Goals:

Prevent fatalities from increasing from 963 in 2015 to 1,003 by December 31, 2018.

Prevent serious injuries from increasing from 4,865 in 2015 to 5,136 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.

Task 1: Education and Communication	\$335,000
Section 402 FAST Act funds	\$335,000

In-House Public Information and Education

Project Number	CP-18-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$85,000	402 FAST Act
Match	No	
Indirect	n/a	
Grant Start-up	October 1	
SHSP Strategy	Conduct effective communications and outreach activities. Support public information and education campaigns.	
Project Objective	Track news media coverage for each statewide traffic enforcement mobilization by September 30, 2018. Edit, design, and publish the Annual Evaluation	

COMMUNITY PROGRAMS FY2018

	Report (AER) according to all federally mandated deadlines.
	Reprint and redesign materials as needed for distribution through the OHSP warehouse by September 30, 2018.

To promote seat belt use, sober driving, child passenger safety, motorcycle safety, and other traffic safety issues, the OHSP carries out public information and earned media activities. This includes publishing an online traffic safety newsletter, developing brochures, flyers, posters, and other materials to promote traffic safety campaigns, conferences, and media events.

Funding supports the creation and production of materials such as banners, posters, and other items for the annual safety belt mobilization and impaired driving crackdown.

Funding will also support tracking news media coverage for NHTSA-required enforcement mobilizations and crackdowns, including *Click It or Ticket* and *Drive Sober or Get Pulled Over*.

Evidence of Effectiveness: CTW 2015, Chapter 1: Section 5.2; Chapter 2, Sections 2.1, 3.1.

Materials Storage and Distribution

Project Number	CP-18-04	
Benefit to Locals	No	
Grantee	Michigan State Police-Materials Distribution Center	
Grant Amount, Funding Source	\$165,000	402 FAST Act
Match	No	
Indirect	5.4 percent	
Grant Start-up	October 1	
SHSP Strategy	Conduct effective communications and outreach activities. Support public information and education campaigns.	
Project Objective	Provide free traffic safety materials to law enforcement, schools, medical organizations, and the general public through September 30, 2018.	

The OHSP will support a statewide materials storage and shipment facility. This facility houses a variety of traffic safety-related public information materials and publications. The public will be able to order information about traffic safety through this storage facility.

COMMUNITY PROGRAMS FY2018

Providing information about Michigan traffic laws, including the impact of changes in safety laws, has proven to be an effective way to get this information out to the public.

Funding will support the storage and distribution of materials to the public, law enforcement agencies, and other traffic safety organizations.

Evidence of Effectiveness: CTW 2015, Chapter 1: Section 5.2; Chapter 2, Sections 2.1, 3.1.

Communications Account Management and Strategic Counsel

Project Number	CP-18-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$85,000	402 FAST Act
Match	No	
Indirect	n/a	
Grant Start-up	October 1	
SHSP Strategy	Conduct effective communications and outreach activities. Support public information and education campaigns.	
Project Objective	Proofread the AER by January 31, 2018. Provide strategic counsel, when needed, for unanticipated communications issues and projects that arise through September 30, 2018.	

For several years, the OHSP has used strategic communications for a variety of projects.

Funding will allow the OHSP to access this service quickly and efficiently on an as-needed basis.

Evidence of Effectiveness: CTW 2015, Chapter 1: Section 5.2; Chapter 2, Sections 2.1, 3.1.

Task 2: Program Management	\$95,000
Section FAST Act 402 funds	\$95,000

Program Management

Project Number	CP-18-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$95,000	402 FAST Act
Match	No	

COMMUNITY PROGRAMS FY2018

Indirect	5.4 percent
Grant Start-up	October 1

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs. The detailed budget for the Fiscal Year 2018 grant follows:

Program Management – Budget

- Salaries \$1,144,872
- Fringes \$852,613
- E-Grants \$50,000
- Supplies \$28,000
- Vehicle Operations \$21,000
- Team Travel \$31,000
- Staff Training \$25,000
- Membership Dues \$2,000
- Indirect Costs \$107,864
- Traffic Safety Network Meeting Costs \$4,000
- Postage \$2,000
- Office Equipment Leasing \$4,000
- Non-OHSP Travel \$3,000
- Office Equipment \$4,000
- Orientation Meeting Costs \$2,000
- Support of Traffic Safety Summit \$120,000
- Audit Costs \$40,000

Evidence of Effectiveness: not applicable.

FY2018 - HSP Budget
 Community Programs - PAP #6

Task Number	Task Title	402 FAST ACT	405 (b) FAST ACT	405 (c) FAST ACT	405 (c) FAST ACT	405 (d) FAST ACT	405 (d) FAST ACT	405 (f) FAST ACT	405(h) FAST ACT	General	Local	TOTAL
CP-1	Education and Communication	\$335,000										\$335,000
CP-2	Program Management	\$95,000										\$95,000
	TOTALS	\$430,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000

DRIVER EDUCATION FY2018

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.

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.

Task 1: Education & Communication	\$247,000
Section 402 FAST Act funds	\$247,000

Teen Defensive Driving School

Project Number	DE-18-01	
Benefit to Locals	No	
Grantee	Michigan State Police (MSP)-Training Division	
Grant Amount, Funding Source	\$15,000	402 FAST Act
Match	Yes	
Indirect cost rate	5.4 percent	
Grant Start-up	October 1	
SHSP Strategy	Improve young driver training. Employ activities focused on drivers ages 24 and younger.	
Project Objective	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.	

Inexperience, risk-taking behavior, immaturity, and greater risk exposure are factors that increase young driver crash risk. Motor vehicle crashes are the leading cause of death for teens and account for almost one third of all deaths among people age 16-19, according to the Insurance Institute for Highway Safety.

In FY 2015-16 course evaluations have shown a 25 percent increase in knowledge after taking the teen defensive driving course.

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.

DRIVER EDUCATION FY2018

The parents credit the course with contributing to their teens' survival. Increasing course offerings would help to train more teens and potentially save lives.

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

Evidence of Effectiveness: The MSP-led training involves classroom and hands-on training. Pre- and post-knowledge tests indicate a 25 percent increase in knowledge.

Strive For a Safer Drive (S4SD) Partnership with Ford Motor Company

Project Number	DE-18-02	
Benefit to Locals	Yes	
Grantee	Transportation Improvement Association (TIA)	
Grant Amount, Funding Source	\$83,000	402 FAST Act
Match	Yes	
Indirect cost rate	17 percent	
Grant Start-up	October 1	
SHSP Strategy	Employ school-based strategies. Improve young driver training.	
Project Objective	Solicit up to 60 applications from high schools statewide for participation in the S4SD program by September 30, 2018. Conduct one hands-on driving event for participating schools in the S4SD program by September 30, 2018.	

The OHSP will partner with the Ford Motor Fund to continue the school-based teen traffic safety program aimed at reducing teen traffic crashes and fatalities. Every high school in Michigan will be notified about the program and will have the opportunity to apply for funding to develop a teen, peer-to-peer traffic safety campaign.

Schools will conduct a variety of activities, including school assemblies, safety competitions, awareness videos, spirit days, and pre and post evaluations. Schools will submit a final report summarizing activities. Participating schools will have the opportunity to send students to a Ford *Driving Skills for Life, Ride and Drive* event. This event will give 200 teens the opportunity to get behind the wheel of a car with a professional instructor providing advanced instruction at a hands-on driving event at the Ford Development Center in Dearborn.

Funding will also be used for program management and to provide transportation for S4SD schools to attend the Ride and Drive event.

Evidence of Effectiveness: Curbing Teen Driver Drivers, Governors Highway Safety Association, 2011-2012, p. 50. Peer pressure has practical implications for

DRIVER EDUCATION FY2018

prevention and intervention among young drivers: Sela-Shayovitz cited in Henk & Fette, 2010).

ThinkFast: Interactive School Program for Young Drivers

Project Number	CP-18-01	
Benefit to Locals	Yes	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$40,000	402 FAST Act
Match	No	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Employ school-based strategies. Improve young driver training.	
Project Objective	Provide a teen driver safety interactive program for up to 12 high schools by September 30, 2018. Provide a teen driver safety interactive program for up to four colleges or universities by September 30, 2018.	

ThinkFast is an interactive game-show-like experience for teenagers and young adults. A full production set, mainstream music, and an MC or host travel to schools and engage participants in questions and answers in trivia-style game show interactions.

Teens and school mentors have consistently reported high levels of satisfaction with the ThinkFast Interactive program. Thinkfast administrators regularly receive anecdotal evidence from participants and program sponsors, including thank you letters praising the program and the valuable prevention efforts.

Funding will support production of the onsite programs.

Evidence of Effectiveness: Comparisons from pre to post presentations show significant improvements in teen attitudes toward wearing seat belts, not talking/texting while driving, not speeding, and other risky driving behaviors.

Save a Life Tour

Project Number	CP-18-01	
Benefit to Locals	Yes	
Grantee	OHSP-Special Projects	
Grant Amount, Funding Source	\$36,000	402 FAST Act
Match	No	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Employ school-based strategies. Improve	

DRIVER EDUCATION FY2018

	young driver training.
Project Objective	Provide up to 10 Save a Life Tour programs to high schools across Michigan by September 30, 2018.

The Save a Life Tour is a comprehensive 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.

Evidence of Effectiveness: Adolescent motor vehicle crash prevention through a trauma centered-based intervention program. May 25, 2017. Department of Surgery, University of Texas Medical Branch, Galveston, Texas.

Pilot Parental Involvement in Graduated Driver Licensing (GDL)/Driver Education Program

Project Number	DE-18-03	
Benefit to Locals	No	
Grantee	Michigan Department of State (MDOS)	
Grant Amount, Funding Source	\$58,000	402 FAST Act
Match	Yes	
Indirect cost rate	15.6 percent	
Grant Start-up	October 1	
SHSP Strategy	Employ school-based strategies. Improve young driver training.	
Project Objective	Develop content for Segment 1 and 2 parent and teen meetings and implementation plans by September 30, 2018.	

Michigan could reduce teen traffic crashes through improved parent-supervised driving practice during the teen GDL period. Unlike other states that provide all information up-front, Michigan offers two segments of driver education in the GDL program, which provides an opportunity to reach parents at different times when it may be more effective.

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.

Evidence of Effectiveness: CTW 2015, Chapter 6, Section 3.1.

DRIVER EDUCATION FY2018

Michigan's Guide for Aging Drivers and Their Families

Project Number	CP-18-03	
Benefit to Locals	Yes	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$15,000	402 FAST Act
Match	No	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Plan for an aging mobility and transportation-dependent population.	
Project Objective	<p>Edit the guidebook to mirror the new <i>Safe Drivers Smart Options</i> website by September 30, 2018.</p> <p>Print 50,000 copies of the guidebook by September 30, 2018.</p>	

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.

Evidence of Effectiveness: CTW 2015, Chapter 7, Section 1.2.

Task 2: Program Management	\$13,000
Section 402 FAST Act funds	\$13,000

Program Management

Project Number	CP-18-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$13,000	402 FAST Act
Match	No	
Indirect cost rate	5.4 percent	
Grant Start-up	October 1	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

Evidence of Effectiveness: not applicable.

FY2018 - HSP Budget
 Driver Education - PAP #8

Task Number	Task Title	402 FAST ACT	405 (b) FAST ACT	405 (c) FAST ACT	405 (c) FAST ACT	405 (d) FAST ACT	405 (d) FAST ACT	405 (f) FAST ACT	405(h) FAST ACT	General	Local	TOTAL
DE-1	Education and Communication	\$247,000									\$0	\$247,000
DE-2	Program Management	\$13,000										\$13,000
	TOTALS	\$260,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$260,000

MOTORCYCLE SAFETY FY2018

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.

Goals:

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

Task 1: Training and Education	\$235,000
Section 405(f) FAST Act funds	\$140,000
Section 402 FAST Act funds	\$45,000
Section 405(d) FAST Act funds	\$50,000

Advanced Rider Training

Project Number	MC-18-01	
Benefit to Locals	No	
Grantee	Michigan Department of State (MDOS)	
Grant Amount, Funding Source	\$140,000	405(f) FAST Act
Match	No	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Encourage motorcyclist safety through training.	
Project Objective	<p>Train up to 120 students in advanced rider courses by September 30, 2018.</p> <p>Provide up to five professional development sessions for Motorcycle Rider Coaches by September 30, 2018.</p> <p>Purchase up to 15 motorcycles to maintain the training fleet of public sponsors by September 30, 2018.</p>	

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, administered by the MDOS, offers basic rider, returning rider, and advanced rider courses through public and private sponsors. These programs train nearly 10,000 motorcyclists annually at nearly 50 training sites.

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

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

MOTORCYCLE SAFETY FY2018

Evidence of Effectiveness: NHTSA Highway Safety Program Guideline No. 3 2006, Component IV; Michigan Motorcycle Safety Program Technical Assessment Report 2016, Section IV.

Operation Shadow Rider

Project Number	CP-18-03	
Benefit to Locals	No	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$45,000	402 FAST Act
Match	No	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns. Encourage motorcyclist safety through training.	
Project Objective	Conduct a training course availability mailing to unendorsed motorcycle riders by September 30, 2018.	

The OHSP will collaborate with the MDOS and the University of Michigan Transportation Research Institute to locate unendorsed riders based on addresses on file with motorcycle registrations. In conjunction with motorcycle traffic safety partners, the OHSP will contact each unendorsed rider by mail to inform the rider about the availability of the Returning Rider Training classes and the Basic Rider Training classes to encourage them to obtain their motorcycle endorsements.

Funding will support the printing, mailing, and digital media efforts to the unendorsed riders in Michigan.

Evidence of Effectiveness: CTW 2015, Chapter 5; Michigan population of unendorsed riders has decreased from approximately 50,000 in 2013 to 38,000 in 2016.

Motorcyclist Impaired Prevention Campaign

Project Number	CP-18-03	
Benefit to Locals	Yes	
Grantee	OHSP-PI&E	
Grant Amount, Funding Source	\$50,000	405(d) FAST Act
Match	No	
Indirect cost rate	n/a	
Grant Start-up	October 1	
SHSP Strategy	Support public information and education campaigns.	
Project Objective	Develop and distribute education and outreach materials by September 30, 2018.	

MOTORCYCLE SAFETY FY2018

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

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

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

Evidence of Effectiveness: CTW 2015, Chapter 5. This effort will combine research with message development as recommended for a "good campaign" in CTW.

Task 2: Program Management	\$125,000
Section 402 FAST Act funds	\$125,000

Program Management

Project Number	CP-18-02	
Benefit to Locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$125,000	402 FAST Act
Match	No	
Indirect cost rate	5.4 percent	
Grant Start-up	October 1	
SHSP Strategy	N/A	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

Evidence of Effectiveness: not applicable.

FY2018 - HSP Budget
 Motorcycle Safety - PAP #9

Task Number	Task Title	402 FAST ACT	405 (b) FAST ACT	405 (c) FAST ACT	405 (c) FAST ACT	405 (d) FAST ACT	405 (d) FAST ACT	405 (f) FAST ACT	405 (h) FAST ACT	General	Local	TOTAL
MC-1	Training and Education	\$45,000					\$50,000	\$140,000				\$235,000
MC-2	Program Management	\$125,000										\$125,000
	TOTALS	\$170,000	\$0	\$0	\$0	\$0	\$50,000	\$140,000	\$0	\$0	\$0	\$360,000

EMERGENCY MEDICAL SERVICES FY2018

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

Goals:

Prevent fatalities from increasing from 963 in 2015 to 1,003 by December 31, 2018.

Prevent serious injuries from increasing from 4,865 in 2015 to 5,136 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.

Task 1: Program Management	\$5,000
Section 402 FAST Act	\$5,000

Program Management

Project Number	CP-18-02	
Benefit to locals	No	
Grantee	OHSP-Program Management Section	
Grant Amount, Funding Source	\$5,000	402 FAST Act
Match	No	
Indirect cost rate	5.4 percent	
Grant Start-up	October 1	

Funding will support the shared costs of the Program Management team required to implement and manage the OHSP programs.

FY2018 - HSP Budget
 Emergency Medical Services - PAP #10

Task Number	Task Title	402 FAST ACT	405 (b) FAST ACT	405 (c) FAST ACT	405 (c) FAST ACT	405 (d) FAST ACT	405 (d) FAST ACT	405 (f) FAST ACT	405(h) FAST ACT	General	Local	TOTAL
EM-1	Program Management	\$5,000										\$5,000
	TOTALS	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000

PLANNING AND ADMINISTRATION FY2018

Task 1: Planning and Administration	\$1,252,200
Section 402 FAST Act funds	\$640,500
State General funds	\$611,700

Planning and Administration

Project Number	PA-18-01	
Benefit to Locals	No	
Grantee:	OHSP	
Grant Amount, Funding Source:	\$640,500	402 FAST Act
Grant Amount, Funding Source:	\$611,700	State general funds
Match	Yes	
Indirect	5.4 percent	
Grant Start-up	October 1	

The following positions are supported with Planning and Administration funds (including percentage of salary supported):

- *Division Director (95%)*
- *Executive Secretary (for Division Director) (94%)*
- *Planning and Administration Section Manager (92%)*
- *Analysis and Evaluation Coordinator (94%)*
- *Fiscal Section Manager (95%)*
- *Accounting Technician (98%)*
- *Federal Financial Coordinator (96%)*
- *Financial Specialist (44%)*
- *Secretary (95%)*
- *Departmental Technician (for Program Management Section) (4%)*

FY2018 - HSP Budget
 Planning and Administration - PAP #11

Task Number	Task Title	402 FAST ACT	405 (b) FAST ACT	405 (c)	405 (c) FAST ACT	405 (d)	405 (d) FAST ACT	405 (f) FAST ACT	405(h) FAST ACT	General	Local	TOTAL
PA-1	Planning and Administration	\$640,500								\$611,700		\$1,252,200
	TOTALS	\$640,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$611,700	\$0	\$1,252,200

STATE PROGRAMS FY2018

Two programs administered by the OHSP are supported by state restricted funds.

Secondary Road Patrol and Traffic Accident Prevention Program

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

The SRP program supported the full-time equivalent of 125.6 deputies in FY2016 as reported through semi-annual reports submitted to the OHSP by participating counties. All 83 counties in the state participate in the program. For FY2016, \$9,300,000 was available to these counties for patrolling secondary roads.

Michigan Truck Safety Commission

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

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

In FY2017 the MTSC awarded the following grant projects:

- **Michigan State Police Commercial Vehicle Enforcement Division**
The Michigan State Police (MSP) Commercial Vehicle Enforcement Division (CVED) for the Special Traffic Enforcement Team (STET). A total of \$1,755,681 was made available.

Funds for the MSP CVED were used for overtime STET enforcement efforts and to hire and train up to 20 motor carrier officers.

- **Michigan Center for Truck Safety**
The grant to the Michigan Center for Truck Safety (MCTS) was used to fund public information and education efforts, safety reviews, conduct driver performance evaluations, operate a truck simulator, and other training programs. The MCTS was awarded \$1,104,160.

STATE PROGRAMS FY2018

- ***Western Michigan University***

Western Michigan University was awarded \$24,809 to finish the 2016-2019 Michigan Commercial Motor Vehicle Strategic Plan.

The MTSC strategic plan incorporates truck crash statistics and related research. It defines goals and objectives, guiding the grants awarded by the commission during the year. The commission reviews progress toward these goals at each meeting.

The MTSC participates on the Governor's Traffic Safety Advisory Commission as the action team for the Michigan Strategic Highway Safety Plan.

Office of Highway Safety Planning Glossary

AAA Michigan	American Automobile Association. Federation of automobile clubs providing domestic and foreign travel services, emergency road services, and insurance. Sponsors public services to increase the safety and efficiency of road travel.
AER	Annual Evaluation Report. A detailed document published by highway safety offices summarizing and evaluating the previous fiscal year's program areas and projects.
ARIDE	Advanced Roadside Impaired Driving Enforcement. A class offered to law enforcement officers to detect impaired driving.
CarFit	A program designed to assist senior drivers in adapting to their vehicles for maximum control and safety.
CEU	Continuing Education Unit. Courses offered in various fields of study after graduation to enhance training; often required to maintain a certification.
CIOT	Click It or Ticket. National seat belt enforcement campaign around Memorial Day.
CJIC	Criminal Justice Information Center. Division within Michigan State Police responsible for processing data, some of which is from the Michigan Traffic Crash Report (<i>UD-10</i>).
CLIP	Crash Relocating Improvement Project. Traffic records project that will allow law enforcement to electronically locate the site of crashes instead of using estimation.
CP	Community Traffic Safety Program. Community-level program intended to coordinate traffic safety activities, maximize use of available resources and respond to community needs.
CPS	Child Passenger Safety. Often used to refer to vehicle restraints for children too small for seat belts such as child safety seats and booster seats.
CVED	Commercial Motor Vehicle Enforcement Division. A uniformed division of the Michigan State Police focused on commercial motor vehicle enforcement.
DOSCI	Driver Orientation Screen for Cognitive Impairment Tool for Law Enforcement. A program developed in California to assist officers identify driving safety issues for senior drivers.
DRE	Drug Recognition Expert. A class offered to law enforcement officers to identify drug-impaired drivers.
Driving Skills for Life, Ride and Drive	Teen driving event for participants of S4SD. Also known as Ride and Drive. See <i>S4SD</i> .

DTMB	Department of Technology, Management, and Budget. A Michigan state agency responsible for overall technology infrastructure and direction for state government.
EIM	Enterprise Information Management. Provides operational efficiency, promotes transparency, and enables customer-centric service delivery; improved way of managing vast and valuable state information assets.
EMS	Emergency Medical Services. Incorporated within Michigan Department of Health and Human Services, and facilitates administration of licensing, pre-hospital patient care examinations, ambulance inspections, communication, training, and related activities.
EUDL	Enforcement of Underage Drinking Laws. Refers to the programs established and managed by many agencies which focus on underage drinking issues.
FARS	Fatality Analysis Reporting System. Nationwide census providing National Highway Traffic Safety Administration (<i>NHTSA</i>), Congress and the American public, yearly data regarding fatal injuries suffered in motor vehicle traffic crashes.
FAST Act	Fixing America's Surface Transportation Act. Signed into law by President Barak Obama on December 4, 2015; latest transportation bill enacted to fund public roadways.
FDE	Federal Data Elements. See <i>MIRE</i> .
FHWA	Federal Highway Administration. Provides expertise, resources, and information to continually improve the quality of the nation's highway system and its safety programs.
FY	Fiscal Year. October 1-September 30. Used by federal, state, and local government entities as well as businesses.
GAO	Government Accountability Office. Investigative arm of Congress charged with examining matters related to the receipt and payment of public funds.
GDL	Graduated Drivers Licensing. A step-by-step process for issuing licenses to young drivers. As the young driver gains experience behind the wheel, driving privileges are increased.
GDP	Grant Development Plan. A template used by program staff to identify strategies and projects for the next fiscal year.
GHSA	Governors Highway Safety Association. Represents the state and territorial highway safety offices that implement programs to address behavioral highway safety issues.
GTSAC	Governor's Traffic Safety Advisory Commission. Works to identify traffic safety challenges and develops, promotes, and implements strategies to address those challenges.

HSP	Highway Safety Plan. A component of the state's application submitted to the US DOT/NHTSA each year to obtain federal funds for traffic safety. Must describe the projects and activities the state plans to implement to reach the goals identified in the performance plan.
IPTM	Institute of Police Technology and Management. Provides cost effective training to law enforcement agencies across the United States.
JOL	Judicial Outreach Liaison. Works as the outreach person between the judges and traffic safety program partners to improve community outreach, provide education, and promote confidence and trust in the judiciary.
KA	Fatal and serious injuries. Subset of "KABCO" scale.
KABCO	Injury severity scale for traffic crash-related injuries. <i>K-level</i> injuries refer to injuries caused by a crash that result in death within 90 days of the incident. <i>A-level</i> injuries refer to incapacitating or serious injuries that prevent injured persons from continuing activities they were capable of performing prior to the injury. <i>B-level</i> injuries refer to non-incapacitating injuries that are evident to observers at the scene of the crash in which the injury occurred. <i>C-level</i> injuries are non-evident but might be referenced. Crashes with only property damage are noted as "O" severity (no injury or property damage only: PDO).
MADD	Mothers Against Drunk Driving. Mission is to stop drunk driving, support victims, and prevent underage drinking.
MAP-21	Moving Ahead for Progress in the 21st Century Act. The transportation reauthorization law signed on July 6, 2012 which provides funding for Fiscal Year 2013 through Fiscal Year 2016.
MCTS	Michigan Center for Truck Safety. State grant funded organization responsible for the education of the Michigan trucking industry after graduation from a truck driving school.
MDHHS	Michigan Department of Health and Human Services. Objectives include preventing disease, prolonging life, promoting health through organized community programs for sanitation, protection of the environment, and control of communicable and chronic disease, health education and promotion, and development of comprehensive medical services and facilities for effective diagnosis and treatment.
MDOS	Michigan Department of State. Operates services and programs in four major areas including traffic safety and motor vehicle-related activities (<i>e.g., driver licensing, vehicle registration, administration of driver-point system</i>), election-related activities, activities related to presenting and preserving Michigan history, and receiving and maintaining important records of state and local governmental units. Sometimes abbreviated SOS (<i>Secretary of State</i>).
MDOT	Michigan Department of Transportation. Department of state government whose primary functions include construction, improvement, and maintenance of state highway system, and administration of all other state transportation programs.

MIRE	Model Inventory of Roadway Elements. The FHWA developed it as a recommended listing and data dictionary of roadway and traffic data elements critical to supporting highway safety management programs and tools. It consists of 202 roadway and traffic federal data elements grouped under three major categories: 1) roadway segments, 2) roadway alignments, and 3) roadway junctions. See <i>FHWA</i> .
MJI	Michigan Judicial Institute. Primary services include providing a comprehensive continuing education program for judicial branch employees; assisting judicial associations and external organizations to plan and conduct training events; providing complete and up-to-date legal reference materials for judges, quasi-judicial hearing officers, and others; maintaining a reference library for use by judicial branch employees; and conducting tours of and other public outreach activities for the Michigan Supreme Court Learning Center.
MLBA	Michigan Licensed Beverage Association. Business organization in Michigan that represents the restaurant and bar owners.
MMUCC	Model Minimum Uniform Crash Criteria. Represents a voluntary and collaborative effort to generate uniform crash data that are accurate, reliable, and credible for data-driven highway safety decisions within a state, between states, and at a national level.
MSF	Motorcycle Safety Foundation. One of several approved organizations that provides motorcycle training materials to the states.
MSP	Michigan State Police. Michigan law enforcement agency with statewide jurisdiction in all safety and criminal matters.
MTCF	Michigan Traffic Crash Facts. Annual report and data query tool maintained by the University of Michigan Transportation Research Institute (<i>UMTRI</i>) that summarizes the annual crash statistics for Michigan, now online at http://www.michigantrafficcrashfacts.org . This document and tool helps determine the areas in which programs should be targeted to reduce fatalities and injuries caused by crashes.
MTSC	Michigan Truck Safety Commission. Improves truck safety by providing Michigan's trucking industry and the citizens with effective educational programs, and by addressing significant truck safety issues.
NCHRP	National Cooperative Highway Research Program. Conducts research in problem areas that affect highway safety and planning for all levels of government and the private sector.
NHTSA	National Highway Traffic Safety Administration. Established by the Highway Safety Act of 1970 to carry out safety programs previously administered by the National Highway Safety Bureau. Directs the highway safety and consumer programs established by the National Traffic and Motor Vehicle Safety Act of 1966, the Highway Safety Act of 1966, the 1972 Motor Vehicle Information and Cost Savings Act, and succeeding amendments to these laws.
OHSP	Office of Highway Safety Planning. Division within the Michigan State Police that serves as the coordinating agency for traffic safety within the

state and distributes federal funds for development, implementation, and evaluation of traffic safety programs.

Operation C.A.R.E.	Operation Combined Accident Reduction Efforts. Operation C.A.R.E began in 1977 through the efforts of the Michigan State Police and Indiana State Police to reduce traffic crashes, fatalities, and injuries through public information, education, and enforcement. It is now a nationwide effort.
P&A	Planning and Administration. One of program area plans included in the Highway Safety Plan. The focus is on administrative side of planning and implementing traffic safety programs.
PAAM	Prosecuting Attorneys Association of Michigan. Keeps the prosecuting attorneys informed of all changes in legislation, law, and matters pertaining to their office, to the end that a uniform system of conduct, duty and procedure be established in each county of the state.
PAP	Program Area Plan. The Highway Safety Plan includes the following program area plans: occupant protection, alcohol-impaired driving prevention, police traffic services, pedestrian/bicycle safety, traffic records, community traffic safety, driver education, motorcycle safety, emergency medical services, and planning and administration.
Performance Plan	A component of the state's application submitted to the federal government each year to obtain federal funds for traffic safety. Must contain a description of the process used by the state to identify its highway safety problems, a list of measurable highway safety goals developed through the problem identification process, and a description of how projects are selected for funding.
PI&E	Public Information and Education. Important for supporting traffic safety programs and creating a supportive environment for policy changes. Not effective as a stand-alone strategy for behavior change.
PM	Paid Media. Advertising through print, television, radio, display, etc. that is purchased.
PSA	Public Service Announcement. A training tool for any program to expose a message to the public; a component of public information and education campaigns.
PTS	Police Traffic Services. A program area of the Highway Safety Plan.
SCAO	State Court Administrative Office. Administrative agency of the Michigan Supreme Court.
SFST	Standardized Field Sobriety Testing. A battery of three tests administered and evaluated in a standardized manner to obtain validated indicators of impairment and establish probable cause for arrest.
SHSP	Strategic Highway Safety Plan. A statewide-coordinated plan that Provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads.

SRP	A secondary road patrol and traffic accident prevention program. Provides state grant funding to local county sheriff's offices to patrol county and local roads outside the corporate limits of cities and villages.
STEP	Selective Traffic Enforcement Program. The use of targeted long- or short-term enforcement for areas with specific traffic problems.
STET	Special Traffic Enforcement Team. State grant that provides funding for the enforcement of commercial motor vehicle codes.
S4SD	Strive for a Safer Drive. Teen driving initiative aimed at reducing crashes, injuries, and fatalities among young drivers.
TBD	To Be Determined.
TCRS	Traffic Crash Reporting System. State database of crash reports. (UD-10s)
TCRU	Traffic Crash Reporting Unit. A unit of the Michigan State Police which processes traffic crash.
TIA	Traffic Improvement Association of Michigan. Facilitates engineering, education, and enforcement programs that reduce human and economic losses caused by traffic crashes, and improve mobility in Michigan.
TRCC	Traffic Records Coordinating Committee. A GTSAC Action Team charged with maximizing the quality of traffic safety data and analysis.
TSN	Traffic Safety Network. A regional committee formed to assist in traffic safety issues.
TSRP	Traffic Safety Resource Prosecutor. Provides training to law enforcement agencies and county prosecutors' offices on impaired driving, court testimony, crash reconstruction, presentation skills, and other topics of value to traffic prosecutors.
UAD	Underage Drinking. The practice of drinking alcohol by people under the age of 21.
UD-10	The Michigan traffic crash report form. Available electronic and paper.
UMTRI	University of Michigan Transportation Research Institute. Established to address the problem of motor vehicle injury. Primary focus of research is road transportation, with some efforts directed at marine and air transport.
USDOT	United States Department of Transportation. Federal department responsible for establishing the nation's overall transportation policy. Contains nine administrations whose jurisdictions include highway planning, development, and construction; urban mass transit; railroads; aviation; and the safety of waterways, ports, highways, and oil and gas pipelines.
VMT	Vehicle Miles Traveled. Number of miles residential vehicles are driven collected. This is collected by the Residential Transportation Energy Consumption Survey.