

2008 ANNUAL EVALUATION REPORT



*Building
Safe
Communities*





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2008 Annual Evaluation Report

MICHIGAN OFFICE OF HIGHWAY SAFETY PLANNING



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Guiding Values and Principles

- >>We strive for integrity, commitment, and excellence in our daily work, and fairness and mutual respect in our relationships with our partners.
- >>We embrace a team-focused working environment and are committed to promoting professional growth and development.
- >>We value our role as leaders in fostering cooperation, collaboration, and innovation with other public and private organizations at the local, state, and national levels.
- >>We understand that a sound process of problem solving, including problem identification, strategy development, and evaluation, will result in effective outcomes.
- >>We believe it is essential to actively seek the input of local community representatives to achieve long-term safety improvements.
- >>We are committed to providing resources in an objective manner.

OHSP MISSION

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



Director's Message

As 2008 draws to a close, Michigan celebrates its successes and marks its challenges for the upcoming year as it strives to save lives and reduce injuries on the state's roadways.

For the fifth consecutive year, Michigan has maintained a safety belt use rate of over 90 percent and achieved a record-high 97.2 percent use rate following a summer of intense enforcement. Although 2007 fatalities mirrored 2006 with 1,084 traffic deaths, the number of fatal crashes declined from 1,002 to 987. And notably, alcohol and/or drug-involved fatalities fell 13 percent, from 440 in 2006 to 382 in 2007, the lowest number in more than a decade.

Significant progress has been made on several traffic safety issues over the past five years, including:

- >> 18 percent reduction in traffic fatalities;
- >> 24 percent reduction in traffic injuries;
- >> 23 percent reduction in alcohol involved fatal and serious injury crashes;
- >> Reductions of 23 percent in summer crashes, 20 percent in weekend crashes, and 16 percent in winter crashes;
- >> 24 percent reduction in intersection crashes;
- >> 48 percent reduction in fatalities and serious traffic injuries to children ages 0 to 8 years

The reduction in traffic fatalities alone over the last five years has resulted in an economic savings of over \$2.7 billion to Michigan families, businesses, and government.

Data reliability, timeliness, and accessibility continue to improve through training and updated reporting tools. In an effort to reduce motorcycle fatalities and increase motorcycle endorsements, the state's Motorcycle Safety Program continues to expand its training sites and new motorcycles have been purchased to utilize in its training programs.

Despite these advances and improvements, everything comes back to fatalities. The goal for 2009 is to have the fewest fatalities of any year on record. A daunting task, but one the traffic safety community in Michigan is more than capable of accomplishing.

Cooperation is key to this success. And as we embark upon a quest to address traffic safety in 2009 by implementing lifesaving programs, OHSP appreciates the ongoing support and dedication from its many traffic safety partners and advocates at the local, county, state, and federal levels.

MICHAEL L. PRINCE

Director

Office of Highway Safety Planning



Fiscal Year 2008 Highlights

- » Michigan's child passenger safety law was amended to require children use child safety seats or booster seats until they reach age 8, or are taller than 4'9" tall.
- » The state's safety belt use rate reached a record-high 97.2 percent.
- » Local, county, and state law enforcement agencies receiving grant funding for overtime traffic enforcement reported:
 - > 94,686 vehicles stopped
 - > 23,807 safety belt and child passenger safety citations
 - > 2,592 OWI arrests
 - > 1,085 misdemeanor arrests
 - > 800 driving while license suspended citations
 - > 97 felony arrests
- » Forty-eight law enforcement agencies conducted youth alcohol enforcement resulting in 710 parties dispersed and the following:
 - > 1,526 minor-in-possession (MIP)
 - > 389 open intoxicants
 - > 274 adults furnishing alcohol
 - > 3,245 compliance checks conducted with 410 violations issued during the checks
- » In the first year of a two-year pilot project, law enforcement agencies in Alger, Clinton, and Ottawa counties conducted 2,031 hours of speed enforcement patrols, resulting in:
 - > 3,249 vehicles stopped
 - > 76 safety belt citations
 - > 3 OWI arrests
 - > 2,520 speed citations
 - > 376 other traffic violations
 - > 14 misdemeanor arrests
- » Thirty-two law enforcement agencies purchased and distributed more than 1,800 bike helmets.
- » Twenty-four training motorcycles were purchased for the DOS Motorcycle Safety Program and two new training sites were added, allowing for 1,091 students to be trained.
- » Nearly 5,400 child safety seats were distributed by forty-seven law enforcement agencies.
- » A UD-10 training program for law enforcement agencies resulted in a 2 percent reduction in crash report errors in the first year.
- » More than six hundred Michigan State Fair visitors had their photos taken with a traffic safety-themed display; and twenty-four of them were awarded booster seats through a free raffle.
- » New television and radio ads with a combined safety belt and drunk driving theme were created to promote a pilot high-visibility enforcement effort in West Michigan.
- » Testimony offered via video technology by Michigan State Police forensic scientists in three cases saved the agency between \$1,200 and \$2,100 per case.



Vehicle Crash Statistics

VEHICLE CRASH STATISTICS

| | MICHIGAN | | | | | | UNITED STATES | | | | | |
|---|----------|---------|---------|---------|---------|-------------------|---------------|-----------|-----------|-----------|-----------|-------------------|
| | 2003 | 2004 | 2005 | 2006 | 2007 | 2003 2007% CHANGE | 2003 | 2004 | 2005 | 2006 | 2007 | 2003 2007% CHANGE |
| CRASHES | 391,486 | 373,028 | 350,838 | 315,322 | 324,174 | -17.2% | 6,289,000 | 6,181,000 | 6,159,000 | 5,974,000 | 6,024,000 | -4.2% |
| INJURIES | 105,555 | 99,680 | 90,510 | 81,942 | 80,576 | -23.7% | 2,889,000 | 2,788,000 | 2,699,000 | 2,575,000 | 2,491,000 | -13.8% |
| FATALITIES | 1,283 | 1,159 | 1,129 | 1,084 | 1,084 | -15.5% | 42,884 | 42,836 | 43,443 | 42,642 | 41,059 | -4.3% |
| VMT (MI=BILLIONS US= TRILLIONS) | 100.2 | 101.8 | 103.2 | 104.0 | 104.6 | 4.4% | 2.89 | 2.97 | 2.99 | 3.01 | 3.00 | 3.7% |
| FATALITY RATE (PER 100M VMT) | 1.28 | 1.14 | 1.09 | 1.04 | 1.04 | -19.1% | 1.48 | 1.44 | 1.46 | 1.42 | 1.37 | -7.4% |
| ALCOHOL- RELATED FATALITIES | 399 | 364 | 360 | 383 | 345 | -13.5% | 15,423 | 15,311 | 15,985 | 15,970 | 15,387 | 0.2% |
| ALCOHOL/DRUG-% OF TOTAL FATALITIES | 31.1% | 31.4% | 31.9% | 35.3% | 31.8% | 2.3% | 36% | 39.7% | 36.8% | 37.5% | 37.5% | 4.2% |
| LARGE TRUCK FATALITIES | 122 | 132 | 130 | 130 | 136 | 11.5% | 5,036 | 5,235 | 5,212 | 4,995 | 4,808 | -4.5% |
| PEDESTRIAN FATALITIES | 169 | 140 | 138 | 137 | 133 | -21.3% | 4,774 | 4,675 | 4,881 | 4,784 | 4,654 | -2.5% |
| MOTORCYCLE FATALITIES | 76 | 79 | 122 | 110 | 120 | 57.9% | 3,714 | 4,028 | 4,576 | 4,837 | 5,154 | 38.8% |

*VMT – Vehicle Miles Traveled

Source: Michigan Traffic Crash Facts

Source: National Highway Traffic Safety Administration

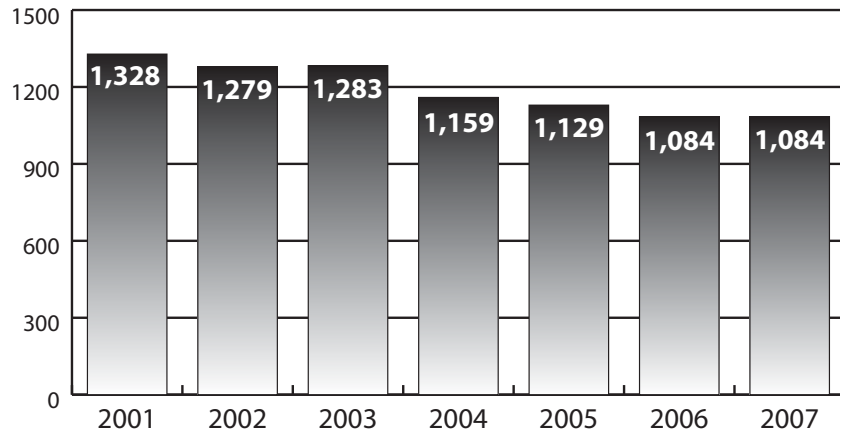
MICHIGAN CRASH CHANGES IN 2007





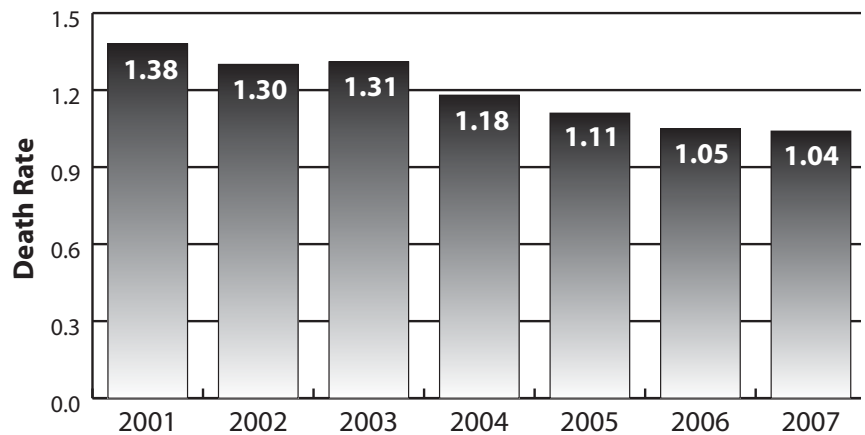
TRAFFIC FATALITIES

GOAL: *reduce fatalities to 1,157 by 2007.* Traffic fatalities were stable in 2007, at 1,084. That remains well below the 2008 goal of 1,131 fatalities. 2007 fatalities would likely have been lower were it not for a late winter that moved some expected fatalities from November and December 2006 to January and February 2007.



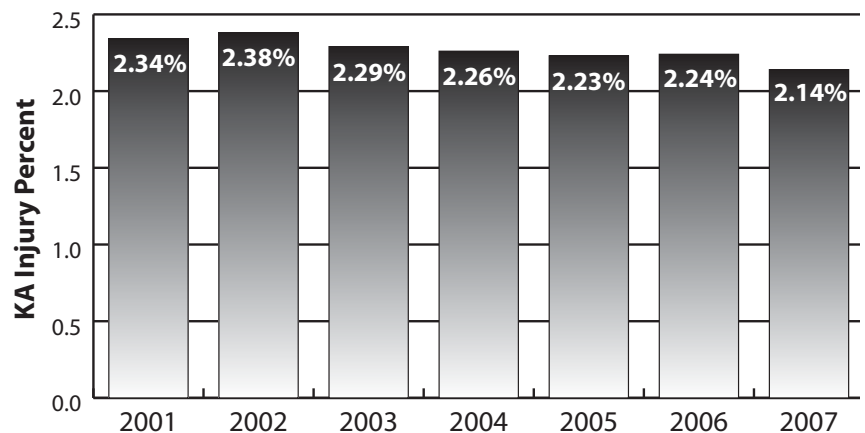
DEATHS PER 100 MILLION VEHICLE MILES TRAVELED (VMT)

GOAL: *reduce the VMT death rate (per 100 million miles) to 1.04 by 2007.* With a stable number of deaths comes a stable death rate, 1.04 per 100 million miles traveled. Vehicle miles traveled increased little in 2007. This will require substantial decreases in fatalities to reach the 2008 goal of 1.00 fatalities per 100 million miles traveled.



CRASHES RESULTING IN DEATH OR SERIOUS INJURY

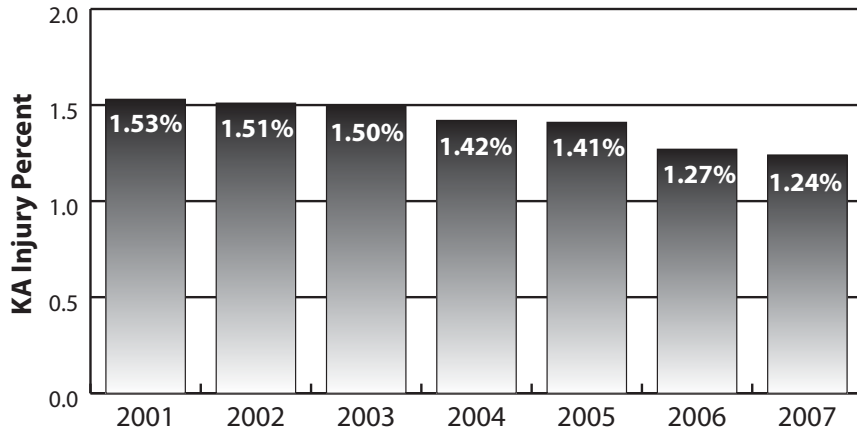
GOAL: *reduce KA injury proportion to 1.95% by 2007.* Fatal and serious injury crashes fell, and fell by more than total crashes, driving the percentage of crashes with serious injuries down to 2.14 percent. This did not reach the 2007 goal of 1.95 percent, and it remains a long distance from 2008's goal of 1.88 percent.





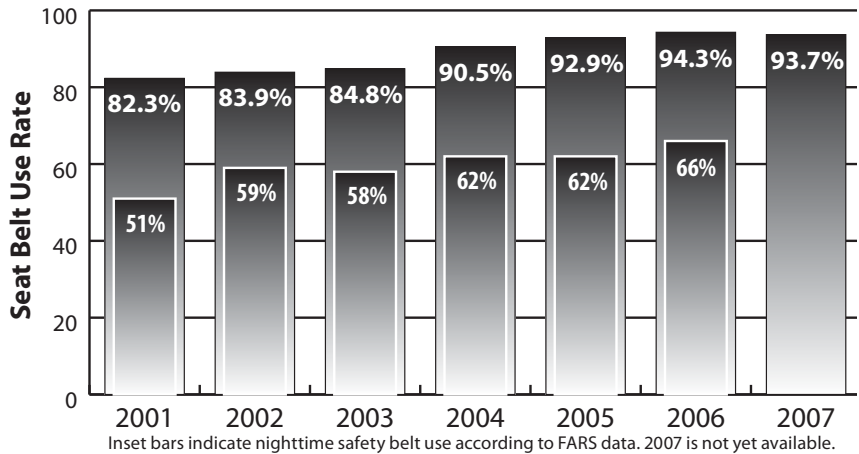
VEHICLE OCCUPANTS KILLED OR SERIOUSLY INJURED

GOAL: reduce KA injury proportion to 1.28 percent by 2007. With continuing high rates of safety belt use, the percentage of vehicle occupants in crashes suffering KA (fatal or incapacitating) injuries fell again. 2007's 1.24 percent rate met the 2008 goal.



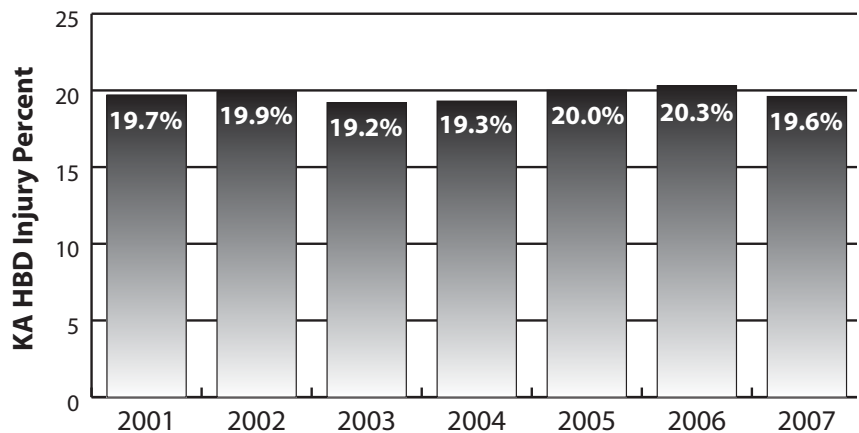
SAFETY BELT USE

GOAL: increase use to 92.6 percent by 2007. At 93.7 percent, Michigan had the highest safety belt use rate east of the Rockies in 2007. High safety belt use contributes to lower fatalities across all crash categories. Despite a small dip from 2006, 2007's rate exceeded the 2008 goal of 93.5 percent.



IMPAIRED DRIVING

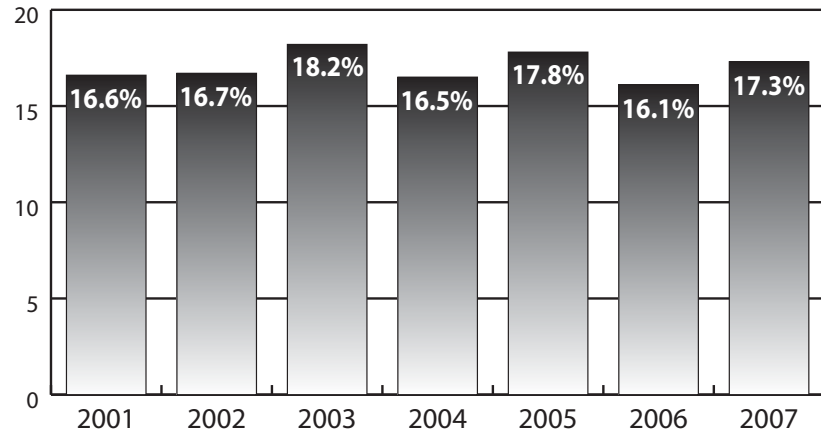
GOAL: reduce the involvement of alcohol in fatal and serious injury crashes to 19.1 percent by 2007. Despite a dip in 2007 to 19.6 percent, the proportion of fatal and serious injury crashes involving alcohol and drugs has been relatively stable over the last decade. Impaired-driving crashes are falling, but no faster than crashes overall. The 2008 goal is 19.1 percent.





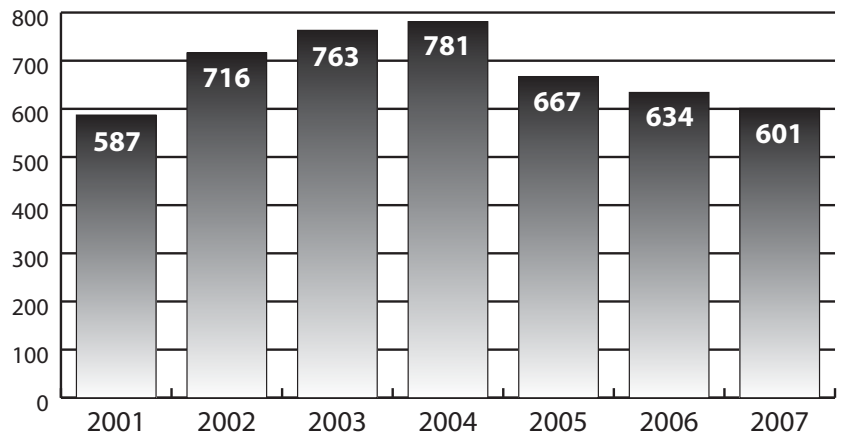
EXCESSIVE SPEED

GOAL: reduce the involvement of excessive speed in fatal and serious injury crashes to 16.5 percent by 2007. "Drove too fast" was noted as a hazardous action by at least one driver in 17.3 percent of fatal and serious crashes in 2007. This continues a pattern of yearly variation within a fairly narrow band, this time falling short of the 16.5 percent goal. 2008's goal is 16.4 percent.



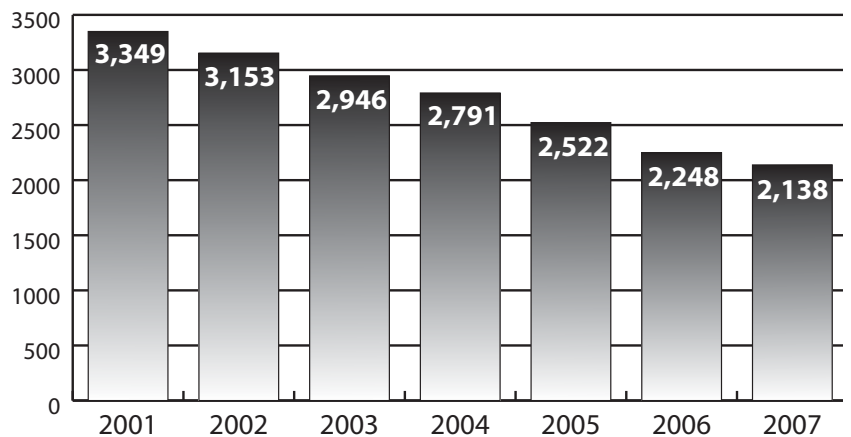
PEDESTRIANS

GOAL: reduce pedestrian fatalities and serious injuries to 524 by 2007. Pedestrian fatalities and serious injuries fell again in 2007, to 601, still not as low as 2001. With 2001 in the baseline data for goal setting, 2007 failed to reach the goal of 524.



INTERSECTION CRASHES

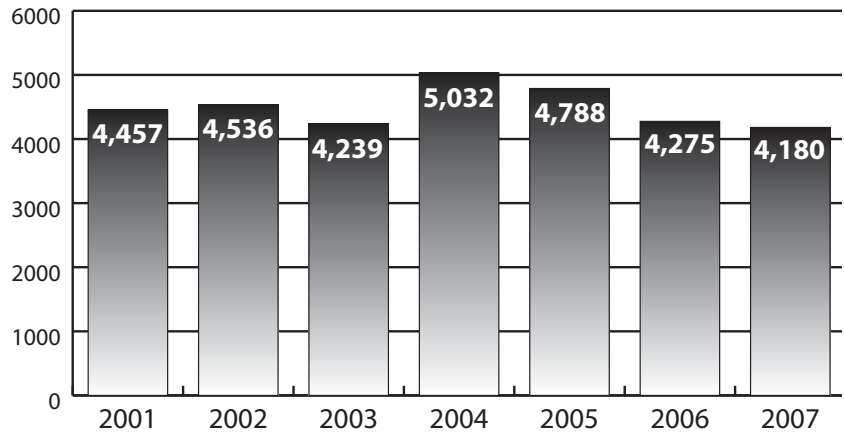
GOAL: reduce fatal and serious injury crashes within 150 feet of intersections to 2,400 by 2007. Fatal and serious-injury crashes within 150 feet of intersections continue to fall significantly, to 2,138 in 2007. This 5 percent decrease has pushed Michigan well below the 2008 goal of 2,296.





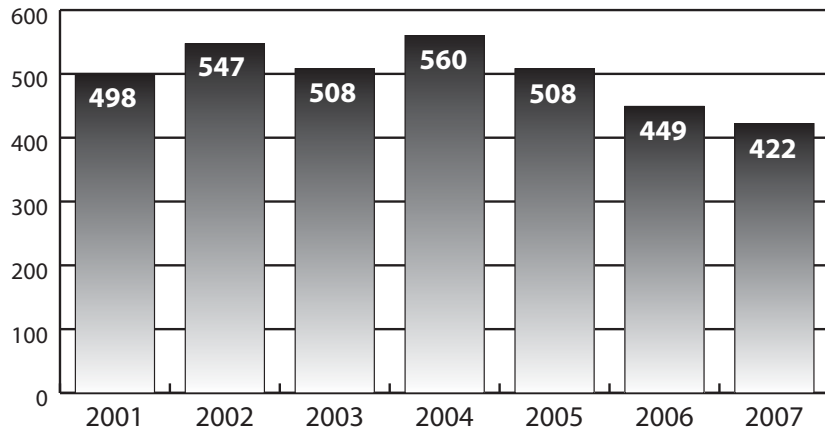
LOCAL ROADS

GOAL: reduce fatal and serious injury crashes on city and county roads to 3,281 by 2007. 2007 completed the recovery from the 2004 spike in fatal and serious injury (KA) crashes on local roads, down to 4,180. Given that spike, KA crashes are only now approaching the 2004 goal, and are far from the 2007 goal of 3,281 or the 2008 goal of 3,123.



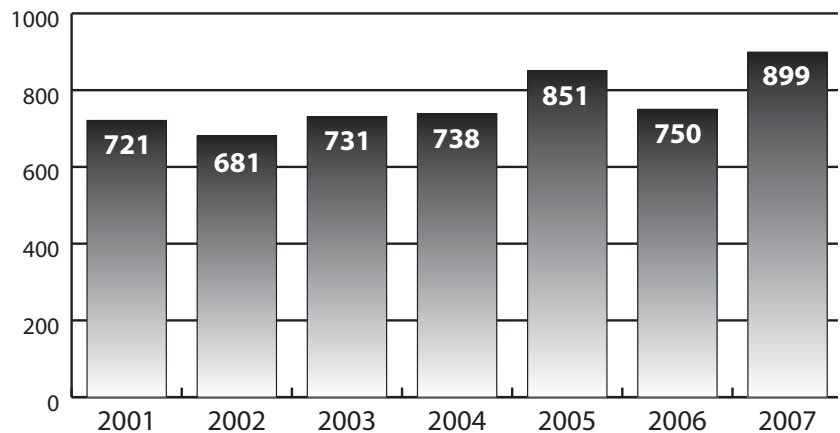
LARGE TRUCKS

GOAL: reduce fatal and serious injury crashes involving trucks and buses to 387 by 2007. Truck-involved fatal and serious injury crashes fell to 422 in 2007. They have fallen consistently since the local peak in 2004, although not yet down to the 2007 goal of 387. The 2008 goal is 368.



MOTORCYCLES

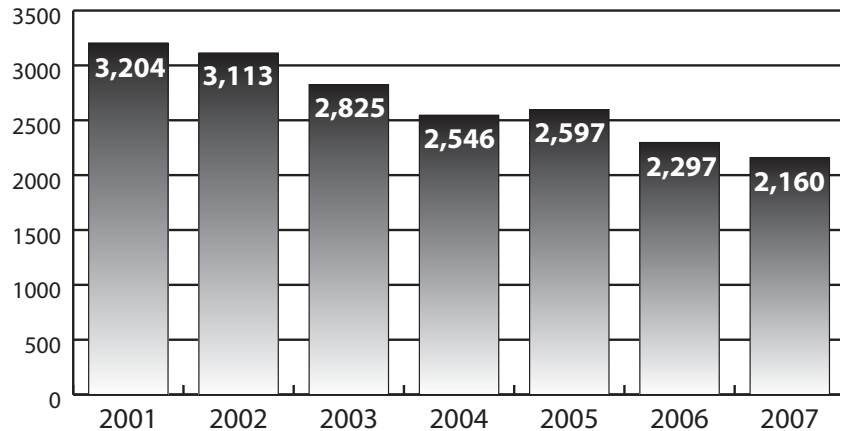
GOAL: reduce fatal and serious injury crashes involving motorcycles to 723 by 2007. Motorcycle fatalities and serious injuries increased again in 2007, to 899. Michigan's goal has been to reduce these back to 723, a goal that continues for 2008.





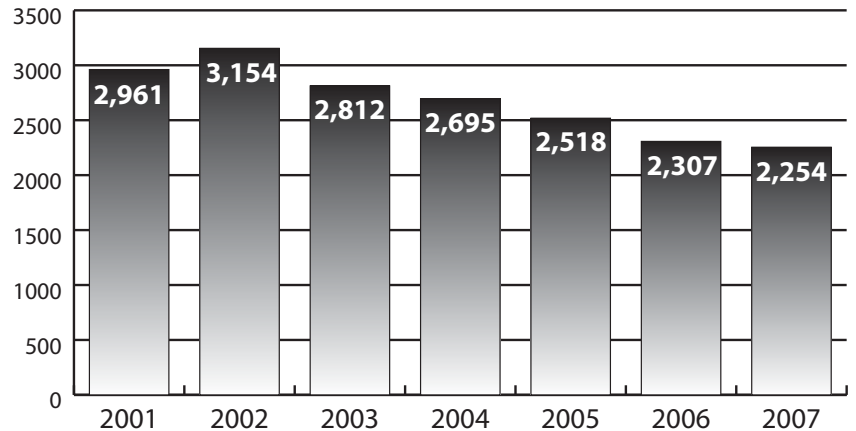
WEEKEND CRASHES

GOAL: reduce fatal and serious injury crashes on Fridays and Saturdays to 2,081 by 2006. The number of fatal and serious injury crashes on Fridays and Saturdays fell to 2,160 in 2007. These crashes have fallen over recent years, but not quite as quickly as the goals set for them. The 2007 goal was 2,081, and the 2008 goal is 1,930.



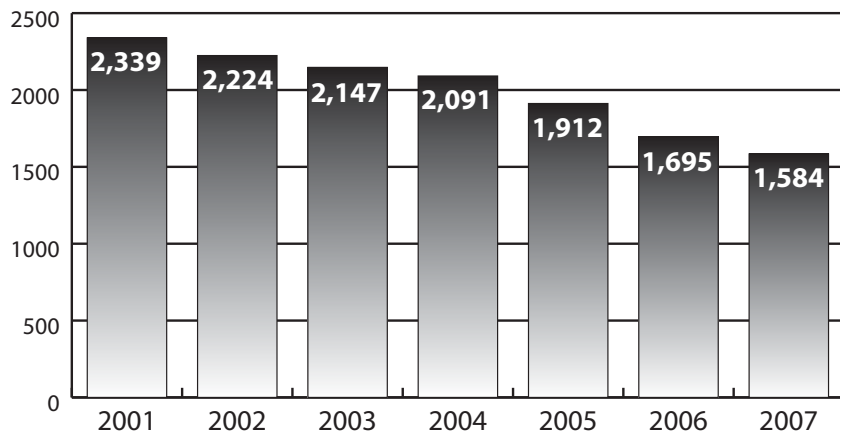
SUMMER CRASHES

GOAL: reduce fatal and serious injury crashes from Memorial Day to Labor Day to 2,272 by 2007. Fatal and serious injury crashes from Memorial Day through Labor Day fell to 2,254 in 2007, beating the goal of 2,272. OHSP's goal for 2008 is to further reduce this to 2,153.



WINTER CRASHES

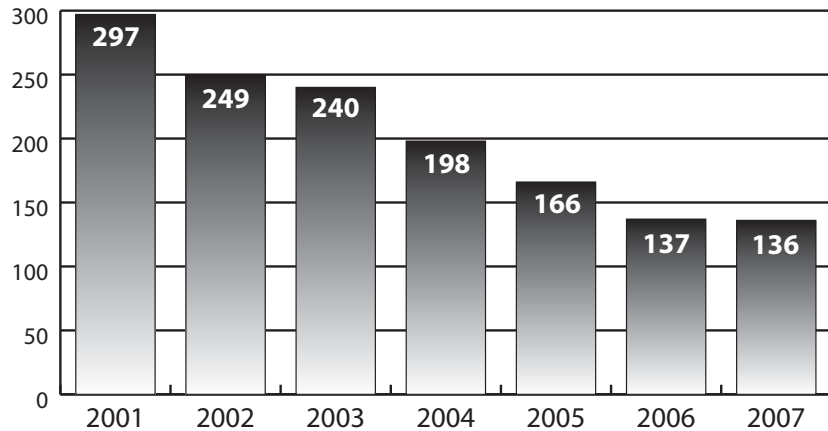
GOAL: reduce fatal and serious injury crashes from October to December to 1,649 by 2007. 2006 had an unusually large decrease in fatal and serious injury crashes from October through December, with precipitation coming late in the season. 2007 sustained and furthered this improvement, down to 1,584 crashes. The 2008 goal is 1,552.





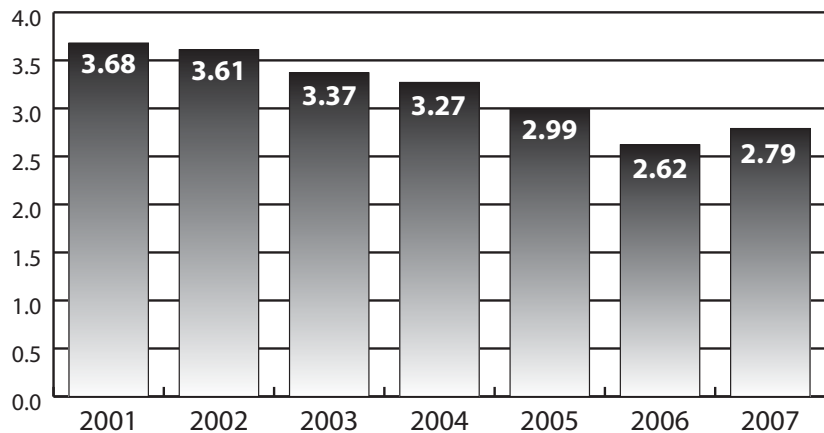
CHILD PASSENGER SAFETY

GOAL: reduce fatal and serious injury crashes to vehicle occupants (ages 0 to 8) to 172 by 2007. One hundred thirty-six children (ages 0 to 8) were killed or seriously injured in vehicles in 2007, stable from 2006. This measure excludes pedestrians and bicyclists, isolating the effect on children in vehicles whose parents have the option of using the proper restraints. The goal was 172 such injuries, with a 2008 target of 160.



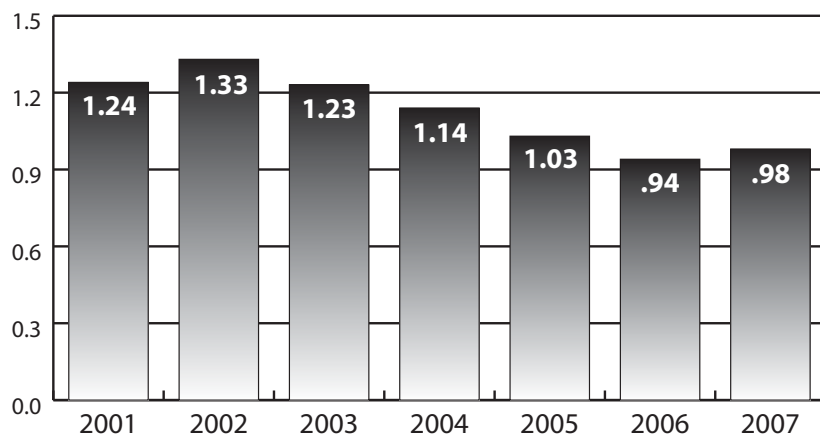
YOUNG MEN

GOAL: reduce fatal and serious injury crashes per 1,000 licensed drivers (men ages 16 to 34) to 2.51 by 2007. For almost every traffic safety problem, men ages 16 through 34 are the peak group, with more problems in the younger half. This is the key group to affect to move the numbers. There were 2.79 such drivers in fatal or serious injury crashes for every 1,000 licensed drivers in the age range in 2007. This was an increase from 2006 and failed to meet the 2007 goal of 2.51. The 2008 target is 2.34.



OLDER DRIVERS

GOAL: reduce fatal and serious injury crashes per 1,000 licensed drivers (ages 65+) to 0.97 by 2007. An aging population has placed an increasing number of drivers on the road with declining skills and increasing frailty. Drivers over age 65 drive fewer miles and are involved in fewer crashes, but those crashes are disproportionately likely to involve death or serious injury. There were 0.98 older drivers involved in such crashes for every 1,000 licensed drivers in the age range in 2007. This was an increase from 2006 and narrowly missed the goal of 0.97. The 2008 target is 0.92.







Occupant Protection

CHILD SAFETY SEATS

SAFE COMMUNITIES: CHILD SAFETY SEATS

Section 405

BACKGROUND: At the beginning of FY 2008, Michigan law required children under four years of age to be in a child safety seat when riding in a passenger vehicle. However, according to a Wayne State University 2007 survey, although 92 percent of children are riding in a child safety seat, over 80 percent were being used incorrectly. Some parents were not properly restraining their children because they did not have and/or could not afford the proper child safety seats and booster seats for their children.

GOAL: Provide child safety seats to low-income families through local child safety seat programs.

ACTIVITIES: Nearly \$215,000 was provided to forty-seven local and county law enforcement agencies, as well as Michigan State Police posts, to purchase and distribute child safety seats in their local communities. The law enforcement agencies partnered with local child passenger safety advocates to assist with the distribution of 5,486 child safety seats.



The Lapeer County Sheriff's Office used grant funding to distribute over ninety child safety seats.

Lapeer County Sheriff's Office held a press event to highlight their partnership with Lapeer County Safe Kids. The sheriff's office purchased ninety-two child safety seats and provided them to the Safe Kids chapter to use at local child safety seat events.

The Grand Traverse County Sheriff's Office used its funding to promote the *Sammie the Squirrel Booster Seat Training Program* to 1,950 kindergarteners and first grade students. The program, designed to teach children the appropriate times for them to transition from child seats to booster seats and to seat belts, was sponsored by the sheriff's office with assistance from AAA Michigan.

Several law enforcement agencies used the car seats to support Child Passenger Safety Week. The Detroit Police Department partnered with the Detroit Children's Hospital to host "Children Safe Day" where 120 families were educated on booster seat use. Each family was provided at least one booster seat.

The Manistee County Sheriff's Office partnered with a local car dealership to host a car seat inspection event during Child Passenger Safety Week. Nearly 250 child safety seats were distributed at the event.

SUCCESS STORY

A mother who was in need of two booster seats to comply with the new law was referred to a local fitting station. Later, it was discovered that the family was homeless and living out of their van. Although facing larger issues, they were still concerned about the safety of their children while riding in the vehicle. The fitting station was able to provide the family with the booster seats needed for their children.

CHILD PASSENGER SAFETY

LOWER PENINSULA CHILD PASSENGER SAFETY PROGRAM

157 Incentive

UPPER PENINSULA CHILD PASSENGER SAFETY PROGRAM

157 Incentive

BACKGROUND: Properly using child safety seats or booster seats can substantially reduce the likelihood of death or serious injury in the event of a crash. However, child safety seats are routinely misused. Further, the majority of children do not move from child safety seats to booster seats even though safety advocates



recommend this as the best and safest way for children to ride.

OHSP has partnered with the Michigan Department of Community Health (MDCH) to provide Child Passenger Safety (CPS) education and training in the Lower Peninsula. An MDCH specialist serves as CPS coordinator. In addition, a second ongoing partnership has been established in the Upper Peninsula (U.P.) with Marquette County to provide programs and training to that region.

GOAL: To increase the awareness of parents and caregivers regarding the importance of proper child safety seat use and reduce the state's rate of child safety seat misuse.

ACTIVITIES:

Lower Peninsula:

- »Conducted three CPS Technician CEU trainings for ninety-eight attendees
- »Conducted three CPS Technician Certification classes for 51 new technicians
- »Distributed funding to local CPS Instructors to conduct two CPS in EMS classes for thirty-three attendees
- »Conducted CPS for Special Healthcare Needs training class for nineteen attendees
- »Facilitated the development of a CPS for Law Enforcement Awareness Curriculum to be piloted in FY 2009
- »Conducted three community car seat events in Gratiot, Mason, and Crawford counties which resulted in forty-one child restraints inspected with an average misuse rate of 83 percent
- »Worked with the Head Start program to conduct car seat events which resulted in thirty-five child restraints inspected; an average misuse rate of 91 percent.
- »Purchased nearly 700 child safety seats to be distributed at community events

Upper Peninsula:

- »Coordinated a CPS Technician Certification training for twenty-five attendees. This resulted in ninety technicians with a minimum of two technicians in fourteen of the fifteen counties
- »Conducted two CPS Technician CEU trainings for sixteen attendees
- »At least two CPS technicians are now available in the five low-income counties of the U.P. to provide child passenger safety support and services. Car seat checks were conducted in three of these counties

- »Worked with the Marquette City Fire Department to assist forty-three families with child safety seat inspections and provided car seats to the other fitting stations across the region
- »Chaired the Michigan CPS Action Team's health department sub-committee to integrate CPS education into local health department programs
- »Conducted car seat check events in two counties during the 2008 CPS Week
- »Made presentations to community groups
- »Held sixteen child safety seat events which resulted in 403 child safety seats checked and 181 seats being distributed
- »Distributed quarterly U.P. CPS e-newsletters to technicians
- »Worked with tribal groups to provide CPS education to the Native American population; this resulted in three tribal members becoming certified technicians and two CPS events where seventy-seven child seats were inspected and fifty new seats distributed.



A Manistee County Sheriff's deputy installs a child safety seat during CPS week.

EDUCATION AND COMMUNICATION

SAFETY BELT USE FOR EXPECTANT MOTHERS BROCHURE

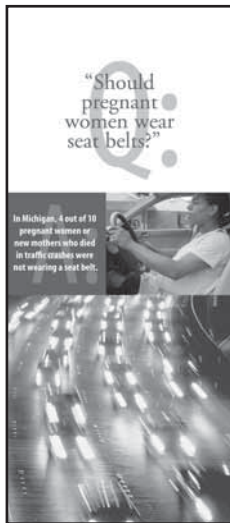
Unfunded

BACKGROUND: Compared to the average motorist, pregnant women face additional safety concerns when riding in motor vehicles. Concerns include comfort of the expectant mother and possible harm



to themselves and their unborn child if involved in a traffic crash. Approximately 3,400 fetal deaths occur in motor vehicle crashes each year. For pregnant women, as for anyone else, the key to making safety belt use effective is to wear it properly.

GOAL: To encourage expectant mothers to properly wear a safety belt during pregnancy.



ACTIVITIES: A National Highway Traffic Safety Administration brochure *Should Pregnant Women Wear Seat Belts?* was distributed to the healthcare community. The safety belt use of pregnant and new mothers killed in Michigan traffic crashes will be monitored.

SPANISH CHILD PASSENGER SAFETY VIDEO

Section 406

BACKGROUND: While the vast majority of Michigan residents are English speaking, there is a growing Spanish-speaking population in the state. As a result, most OHSP print materials are translated into Spanish. However, informational videos have been available in English-only versions. This creates a challenge when reaching out to Spanish-speaking parents about the importance of properly using child safety seats.

GOAL: To increase awareness of proper child safety seat use among Spanish-speaking families.

ACTIVITIES: Child safety seat advocates met with the Michigan Department of Human Services Migrant Affairs Office and a community center that works pri-

marily with Spanish-speaking residents for input on developing a video. A Spanish-language version was developed and Hispanic families are featured in the new video. In FY 2009, the DVD will be distributed to nearly eighty locations throughout Michigan to educate Spanish-speaking families on the importance of proper child safety seat use.

CHILD PASSENGER SAFETY FLYERS

Section 405

BACKGROUND: Observation surveys indicate most children under age four are in child safety seats. However, the majority of these seats are either installed or used improperly, which can compromise the effectiveness of the seat.

Focus groups indicated many parents are unclear about which seats to use, installation, and requirements of Michigan law. Analysis of the focus group feedback indicated a need to simplify information so parents understand the key provisions.

GOAL: To educate parents and others who transport children in motor vehicles on the proper selection and use of child safety seats.

ACTIVITIES: While previous CPS informational materials were technically correct, they contain a great deal of information that may be overwhelming to parents and caregivers. The materials, available in English, Spanish, and Arabic, have been redesigned to more clearly convey key points for rear-facing, toddler, booster, and L.A.T.C.H. system seats. Web resources and local fitting stations will provide more in-depth information, should parents want it. The redesigned flyers will be distributed in FY 2009 to over 300 locations where parents can receive these educational materials regarding proper child safety seat use.

HIGH SCHOOL SAFETY BELT CAMPAIGN

Section 406

BACKGROUND: Motor vehicle crashes are the leading cause of death for teens. From 2003 – 2007, Michigan traffic crashes resulted in 497 fatalities and 4,601 incapacitating injuries for teens ages 15-18. Of these teen fatalities and injuries, 154 of the fatalities were unrestrained and 913 of the incapacitating injuries were unrestrained. A recent study by AAA found crashes involving teen drivers ages 15 to 17 cost American society more than \$34 billion annually in medical expenses,



lost work, property damage, quality of life lost, and other related costs in 2006. Safety belt use is one of the best preventive measures for motor vehicle fatalities and injuries.

GOAL: To increase safety belt use by teen drivers and their passengers in efforts to reduce teen fatalities and injuries.

ACTIVITIES: OHSP finalized the content of a high school safety belt challenge manual that includes pre and post survey forms, suggested activities, and media materials. Work will continue in FY 2009 to develop a logo and slogan for the program as well as to secure sponsorships for campaign incentives. The program will be introduced to select high schools in three pilot counties.

ACTIVITIES: *Booster seats: more than a good idea. It's the law.* was the theme of a statewide campaign alerting parents and caregivers that booster seats were the law starting July 1. Campaign components included television and radio public service announcements (PSA) that were sent to TV, cable, and radio stations across the state.

The PSA ran in the state's Welcome Centers as well as Michigan Department of State branch offices. In addition, Meijer aired the video PSA on its *Checkout Channel*, the *Heart of the Store Channel* and the *Pharmacy Channel* as well as the radio PSA throughout the store.

Two major movie theater companies also aired the PSA throughout the summer in twenty-eight theaters across the state and thirty-four billboards were donated to promote the campaign by the Outdoor Advertising Association of Michigan in the Detroit,

BOOSTER SEAT LAW STATEWIDE PUBLICITY CAMPAIGN

Section 406

BACKGROUND: Michigan lawmakers approved a booster seat law mandating the use of child safety seats for children until age eight or 4'9" tall, effective July 1, 2008. Prior to the new law, only children under four years of age were required to ride in a child safety seat. Without a mandatory booster seat law, less than 30 percent of children who should be in booster seats were using them.

GOAL: Educate parents and caregivers regarding Michigan's new booster seat law.

Grand Rapids, Flint, and Lansing markets.

In addition, an informational flyer for parents and caregivers regarding the new law was distributed to thousands of individual sites, including:

- » Law enforcement agencies
- » Licensed day care centers
- » Head Start programs
- » WIC offices
- » Local community health departments
- » Insurance agents

Prior to the law taking effect, a news event was held to remind parents about the new law and to encourage them to secure booster seats if they had not already done so. The implementation of the new law received widespread media coverage across the state.



EVALUATION

DIRECT OBSERVATION OF SAFETY BELT USE

Section 405

BACKGROUND: Safety belt use is one of the few objectives for which progress can be measured immediately and directly. The annual statewide safety belt use survey tracks safety belt use as it has since 1983, with additional surveys to evaluate the May *Click It or Ticket* mobilization.

GOAL: Determine Michigan's safety belt use rate before and after the *Click It or Ticket* mobilization and again at the end of the summer, with reports on each.

ACTIVITIES: The Wayne State University Transportation Research Group conducted three waves of safety belt observations. These involved training observers and sending them to street corners statewide to observe the extent to which drivers and passengers were wearing safety belts. Before the Memorial Day safety belt enforcement mobilization, safety belt use was 92.6 percent; afterwards, it was 96.2 percent. By the end of the summer, safety belt use had risen to a record 97.2 percent.

Evaluation grants also funded the completion and printing of final reports from FY 2007's direct observation surveys of safety belt use and child restraint device use and misuse.

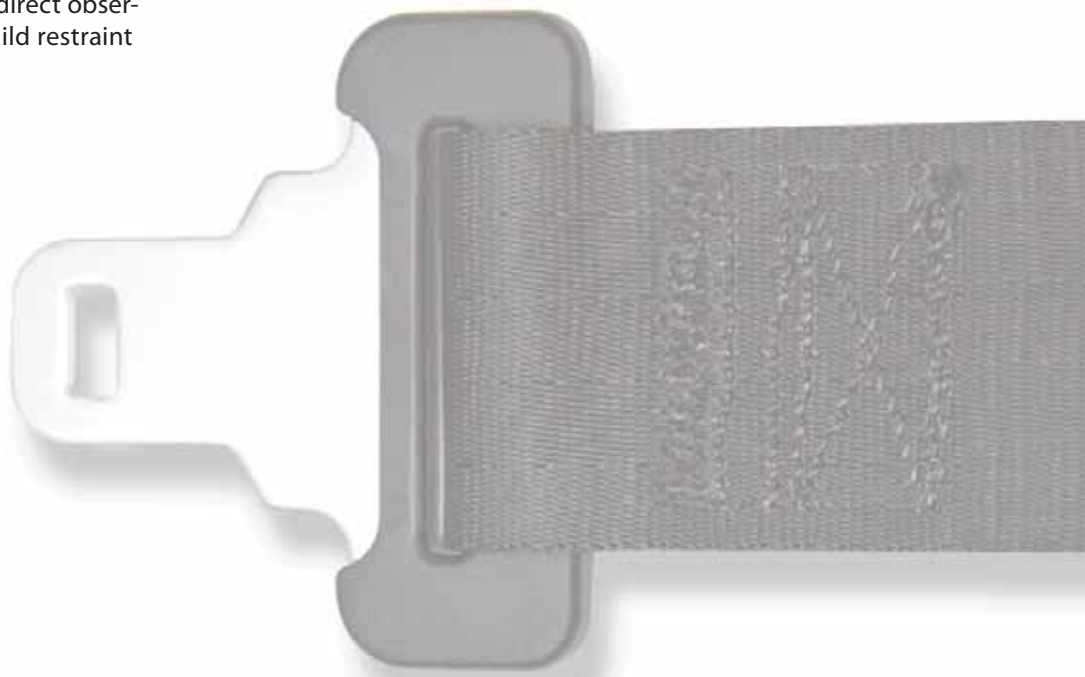
CHILD RESTRAINT DEVICE USE AND MISUSE SURVEY

Section 402

BACKGROUND: Because adult safety belts are not suited to small children, special efforts must be taken to determine to what extent children are safely restrained. This includes not just how often child restraints are used but to what extent they are being used properly.

GOAL: Determine the overall rates of child restraint device use and misuse, along with the degree of misuse, and report on the results.

ACTIVITIES: Wayne State University finalized the use and misuse report in early FY 2008. Copies of the report were provided to OHSP with an electronic copy made available for distribution to the child passenger safety and traffic safety networks.







Alcohol

ENFORCEMENT SUPPORT

STANDARDIZED FIELD SOBRIETY TESTING TRAINING

Section 410

BACKGROUND: Law enforcement officers are better able to make arrests that result in the successful prosecution of impaired drivers when they are trained with the most current alcohol detection techniques available. Because all Michigan officers are not fully certified in the National Highway Traffic Safety Administration (NHTSA) – International Association of Chiefs of Police (IACP) Standard Field Sobriety Testing (SFST), OHSP funds ongoing training opportunities. This program operates in conjunction with drunk driving overtime enforcement grants because officers working overtime enforcement must be SFST certified. Classes and materials are available at no charge, and all law enforcement agencies are encouraged to attend.

GOAL: To increase the number of officers with NHTSA-IACP SFST certification by 25 percent over the number of practitioners trained in 2007.

ACTIVITIES: Forty-three classes provided training to 584 students, an increase of thirty-seven students over FY 2007. In addition, new training computers were purchased to replace outdated equipment. This will allow trainers to use NHTSA-provided training materials in electronic and DVD formats.

The SFST coordinator also worked with the Michigan Commission on Law Enforcement Standards to update the state database of trained SFST officers and reviewed the Advanced Roadside Impaired Driving Enforcement Program (ARIDE) to determine if the program is suitable for Michigan law enforcement. The goal of this program is to train officers to observe the signs of impairment related to drugs, alcohol, or a combination of both. A final determination on the ARIDE Program will be made in FY 2009.

SAFE COMMUNITIES: IDENTIFICATION GUIDES

Section 410

BACKGROUND: Michigan drivers under twenty-one years of age are issued a vertical license to make it easy to identify those too young to legally purchase and consume alcohol. Law enforcement and retailers have

requested informational guides to learn more about the new IDs, since they are changing on a regular basis. These guides are an effective tool for officers and retailers to verify if an identification is valid. Many fraudulent IDs are from other countries and/or states that have ID formats that are easier to duplicate.

GOAL: To educate law enforcement officers and alcohol retailers on the correct identifications that can be accepted to purchase alcohol. Law enforcement officers also use the guides to train retailers on spotting false identification.

ACTIVITIES: Michigan Safe Communities grantees purchased 2,511 identification guides for use by law enforcement and retailers. The guides help prevent retailers from making alcohol sales to minors and assist law enforcement officers in confiscating false identification.

MICHIGAN STATE POLICE, FORENSIC SCIENCE DIVISION TOXICOLOGY LABORATORY

Section 410



BACKGROUND: The Michigan State Police (MSP) Forensic Science Division's Toxicology Lab faces a high demand from law enforcement agencies requesting blood analysis for motorists suspected of driving under the influence of drugs and/or alcohol. These services are provided to all law enforcement agencies free of charge. In the past decade, requests have increased almost 100 percent despite staffing levels remaining constant. Furthermore, the state's .08 BAC law passed in 2003 included criminalizing driving with a Schedule One drug in the driver's system.

Under the state's previous .10 BAC standard for drunk driving, blood alcohol analysis took up to three weeks. After passage of the .08 law, the time for forensic analysis doubled. Analysis for schedule one drugs took four to six weeks under the .10 BAC law and significantly increased after passage of the .08 BAC law. Both of these situations resulted in significant delays in the adjudication of impaired driving cases.



GOAL: To reduce the backlog for blood analysis of alcohol and Schedule One drugs at the Michigan State Police blood toxicology unit to pre-2003 levels; five days for alcohol cases and sixty days for Schedule One drugs.

ACTIVITIES: The alcohol turnaround time has decreased to approximately twenty-one days from a high of thirty-seven days at the inception of the .08 BAC law and there is a backlog of approximately 400 cases.

Drug toxicology turnaround time is approximately three-and-a-half months, a decrease from four months at the inception of the new system. The drug backlog stands at about 1,200 cases.

Both the alcohol and drug toxicology turnaround times may be decreased further in coming months with upgrades to the system which will streamline processing. However, it is unlikely that even with the additional resources provided by OHSP that the backlog will be reduced to pre-2003 levels.

The grant supports personnel costs for five scientists and a technician. Two scientists hired in 2005 are now fully trained. Two new scientists and a new technician have been hired. Once their training is complete, the additional staff will help further reduce the backlog and turnaround times which is a critical component in the timely and effective prosecution of impaired drivers.

INTERACTIVE VIDEO TECHNOLOGY

In 2006, OHSP funded the installation of video conferencing equipment in several courts and at the Michigan State Police Forensic Science Division Laboratory. The goal was to reduce the need for scientists to travel to court to provide in-person testimony in drunk driving cases enabling them to spend more time in the laboratory. Some cases would require scientists to spend up to three days out of the lab due to travel and court time, further adding to the backlog of drug and alcohol screening.

All court appearances, time and distance traveled, type of hearing/trial, and the availability of video testimony continues to be monitored by toxicology staff. Grant-funded staff analyzed 4,327 cases, and had thirty-three scheduled court appearances for testimony.

In January, scientists from the toxicology lab conducted three video testimonies for an Upper Peninsula county. Cost analyses show that offering testimony via video technology saved between \$1,200 and \$2,100 per case. Successful tests of the video testimony

equipment have occurred with Tuscola and Genesee counties and upgrades are planned to allow video testimony in Kent County utilizing other funding sources because of the financial benefits demonstrated by this project. By implementing cutting-edge technology, this project improved efficiency with existing staff resources.

SAFE COMMUNITIES: ENHANCED ENFORCEMENT VISIBILITY

Section 410

BACKGROUND: Motorists are less aware of drunk driving enforcement than safety belt enforcement, in part because safety belt enforcement mostly takes place during daylight hours on major roads in clearly marked locations. Drunk driving enforcement takes place at night in scattered locations and is difficult to see. In 2007, Kalamazoo County was part of a pilot project that included installing light bars with electronic messages in forty patrol cars to give the public a clear view of the type of enforcement they were conducting. In addition, mobile billboards were deployed during the August statewide drunk driving crackdown, advertising the fact that increased enforcement was underway.

GOAL: To expand the 2007 pilot program started in Kalamazoo County to Kent County using aggressive signage to enhance the visibility of drunk driving enforcement.

ACTIVITIES: No activities took place in 2008 due to another High Visibility Enforcement project taking priority in Kent County and Kalamazoo counties. This project is detailed in the Police Traffic Services section.

REDUCE UNDERAGE DRINKING

SAFE COMMUNITIES: ENFORCEMENT OF UNDERAGE DRINKING LAWS

Sections 410, 406, OJJDP

BACKGROUND: In 2006, Michigan drivers age twenty or younger were 51 percent more likely to be involved in a HBD (Had Been Drinking) crash than older drivers. "Zero tolerance" arrests per licensed driver age twenty or younger were 85 percent lower than drunk driving



arrests for older drivers. Teens not only are overrepresented in alcohol-related traffic crash deaths, they are the least likely to get caught driving while impaired (.02 BAC for those under twenty-one-years-of-age).

The Department of Justice, Office of Juvenile Justice & Delinquency Prevention's Enforcing Underage Drinking Laws (EUDL) program has provided funding to the states for overtime enforcement of underage drinking laws for the past ten years. In Michigan, OHSP is the coordinating agency for this program. Enforcement efforts are part of an overall and broader strategy to address the problem of underage drinking. Agencies in more than forty counties participate in a multi-tiered approach to enforcement – seeking out parties where underage drinkers are, targeting adults who furnish alcohol to minors, working special events where minors may drink alcohol, and watching for retailers who sell alcohol to minors.

GOAL: To increase the perception of risk among minors of being caught drinking alcohol and reduce the incidences of underage drinking.

ACTIVITIES: Forty-eight law enforcement agencies worked over 17,000 hours of overtime enforcement and dispersed 710 parties. Citations issued:

- >>1,526 minor-in-possession (MIP)
- >>389 open intoxicants
- >>274 adults furnishing alcohol
- >>3,245 compliance checks conducted with 410 violations

Highlights:

- >>The Bay County Sheriff's Office learned of a teen party taking place involving alcohol. Party-goers, who were encouraged to bring alcohol with them, met in a high school parking lot prior to the party. The parking lot rendezvous included sheriff's deputies who issued citations to the minors. Grant funding allowed the capability to respond to this tip.
- >>The Fraser Department of Public Safety discovered that a fifty-eight-year-old man was furnishing alcohol to minors. Students at several high schools would call his cell phone and arrange to meet him at a party store to purchase alcohol. He was charged with three counts of furnishing alcohol to minors.
- >>Officers in Grosse Ile conducted alcohol compliance checks and underage party patrols one night because of a local high school's Homecoming dance. During a compliance check, officers were in the pro-

cess of issuing citations when a patron took a seat at the bar next to the undercover officer. The patron ordered a drink and was subsequently served without being asked for identification. Because the patron appeared to be under the age of twenty-one, one of the officers requested identification. The patron produced a false identification, which when checked revealed several outstanding warrants for the real owner. The patron admitted to using the false identification and to being twenty-years-of-age. He was cited for MIP and Possession of a Fake ID. The bartender was given two citations for Furnishing Alcohol to a Minor, the decoy, and the patron. During the second half of the detail, officers received a tip of an underage party and initiated surveillance. A traffic stop led to the arrest of the operator for OWI and two passengers, one for MIP and the other for Open Intoxicants in Motor Vehicle. Probable cause was established for officers to approach the house, where thirty-eight minors were screened for alcohol, nineteen of which were cited for MIP.

Michigan had 10.1 percent fewer crashes involving impaired underage drivers in 2007, 1,389 compared to 1,545 in 2006.

SAFE COMMUNITIES: YOUTH ALCOHOL PREVENTION

Section 410

BACKGROUND: The Michigan Coalition to Reduce Underage Drinking (MCRUD), a program provided through Prevention Network (PN), was established in 1996 to assist communities by providing technical assistance, training youth in student leadership skills, and distributing information on model youth prevention programs. State agencies, including OHSP, provide funding for staff and small grants for local programs and projects. MCRUD has twenty-six regional community coalitions that work with youth and adults in performing youth alcohol prevention activities.

GOAL: To reduce youth access to alcohol by serving as a clearinghouse for local citizens, coalitions, and communities to obtain information on underage drinking initiatives. This is evaluated by the increase in prevention capacity the locals have after receiving services from PN staff, who hope to encourage coalitions to move beyond the perception that prevention is about teaching healthy behaviors.



ACTIVITIES: PN and MCRUD staff provided extensive resources, technical assistance, and coverage to local and grassroots organizations on youth and alcohol use. An Alcohol Awareness packet with sample policies, program ideas, and best practices was given to over 300 coalitions and schools.

Staff also administered sixteen mini-grants, totaling over \$38,000 for grassroots underage drinking prevention activities.

Highlights:

- »The Van Buren County Coalition to Reduce Underage Drinking contracted with the American Athletic Institute Director John Underwood's program to garner support for strong alcohol policies for student athletes. Underwood presented to students, coaches, school board members, parents, and the public. A portion of the training presented to high school athletic departments included information on the impact of alcohol on student athletes, as well as policy issues to help prevent student athletes from using alcohol.
- »The athletic conference in southwest Michigan is working to adopt a strong student athlete code. The coaches also pledge to be responsible drinkers during the course of the season as a "role-model" code of conduct.
- »Underwood also presented to over 500 people statewide, including coaches, educators, law enforcement, and prevention specialists. Nearly a dozen new communities are in the initial stages to implement stronger athletic policies based on this model program.

PUBLIC INFORMATION AND EDUCATION

Section 406

BACKGROUND: More than 84 percent of high school seniors have used alcohol at some time and approximately 55 percent have used alcohol within the past thirty days, according to a 2003 Michigan Youth Risk Behavior Survey. The Substance Abuse and Mental Health Services Administration reports that more than 40 percent of youth who begin drinking before age fifteen will become dependent on alcohol.

Publicity for underage drinking enforcement programs has been limited. While the activity regularly takes place, it is not widely advertised to teens. A program to make teens aware of underage drinking enforcement increases the likelihood that fewer will drink alcohol for fear of being caught. Young males ages 18 – 20 were identified as being the most likely

to drive drunk and be involved in a fatal or injury traffic crash.

GOAL: To develop a strong enforcement message for young males ages 18 – 20 to reduce their involvement in alcohol-related crashes.

ACTIVITIES: An advertising campaign to target young men ages 18-20 via the internet was explored this year. Additional research was conducted to determine the highest incidence of underage drinking-related traffic crashes. The conclusion was that men ages 18-20 were most likely to die in alcohol-involved crashes, and should be the target of the information campaign. Additional information is being gathered for an FY 2009 campaign since this is a new area for advertising.

ADJUDICATION

FATAL ALCOHOL CRASH TEAM PILOT

Section 410



BACKGROUND: Drunk driving continues to be one of America's deadliest problems. The Genesee County Prosecutor's Office, in cooperation with police agencies from around the county, implemented a Fatal Alcohol Crash Team (F.A.C.T.) in the fall of 2006 to help reduce the county's high number of crashes involving alcohol. This group of specially-trained law enforcement officers and a member of the prosecutor's office are called out to the scene of all fatal and serious injury crashes where alcohol or drugs is suspected to be involved. Using the latest equipment and training provided under the grant, these individuals investigate every aspect of the crash, compiling a highly-detailed report. The purpose is to hold accountable, under the law, those individuals who choose to drive while impaired and, as a result of their impaired driving, kill or seriously injure others in a traffic crash.



In 2006 in Genesee County, twenty-seven people died and more than 400 people were injured in an alcohol-involved crash. Over the past five years (2002-2006), Genesee County averaged 727 crashes per year where alcohol was a contributing factor which resulted in an average of twenty-three deaths and more than 473 injured persons.

The F.A.C.T. program is designed to assist the county prosecutor's office in making the strongest criminal court case possible where alcohol and/or drugs are a contributing factor in a fatal and/or serious injury crash.

GOAL: Develop a countywide team to investigate alcohol and drug-related crashes that result in death or serious injury and achieve a 100 percent conviction rate.

ACTIVITIES: The F.A.C.T. team investigated thirty-eight crashes resulting in twenty-five fatalities and twenty-eight serious injuries involving alcohol, up from twenty-nine cases in FY 2007. In the cases investigated by F.A.C.T., all defendants pled guilty except for one case that went to trial. This was the first case to go to trial utilizing F.A.C.T. evidence and resulted in a non-guilty verdict due to factors not related to the evidence provided.

In addition to crash scene investigations, F.A.C.T. team members also attended several crash technician and reconstruction classes which completed the training portion of this project.

Finally, a countywide F.A.C.T. records management system was funded and implemented. It is critical that F.A.C.T. members transfer crash report information quickly, efficiently, and securely to the Genesee County Prosecutor's Office. Typically the reports are hundreds of pages long and in a paper format. The record management system converts the information into a Web-based record allowing officers to share crash information in days rather than months. This system will allow quicker processing and easier case analysis by the prosecutor.

PROSECUTORIAL TRAINING

Sections 410, 402



BACKGROUND: It is imperative that prosecutors and law enforcement have access to current information on traffic safety issues as well as underage drinking. Prosecutors and law enforcement must stay abreast of the priority issues within the state, as well as nationally, to focus on these concerns.

GOAL: To provide prosecutors and law enforcement with enhanced training opportunities.

ACTIVITIES: For the past six years, the Prosecuting Attorneys Association of Michigan (PAAM) has provided traffic safety training for county prosecutors. This year, PAAM's Traffic Safety Training Attorney provided instruction to:

- » county prosecutors and their assistants
- » state agencies
- » law enforcement

Fifteen workshops were offered and included: Motor Vehicle Officers Training, Cops in Court, Science & Law of DataMaster, Basic Training for New Prosecutors, and Nuts and Bolts of OWI Prosecution. Nearly 200 prosecutors and law enforcement officers were trained.

In order to better assess the programs the training attorney has developed and their impact, follow-up surveys are sent out to participants four months after the courses have been held. Average feedback indicates the workshop attendees utilize their training on a regular basis and rate the workshops a 4.8 on a 1 to 5 scale. Most survey respondents also indicate they would attend another PAAM workshop and would recommend it to other prosecutors in their office.

Other activities included:

- » Serving as a resource for prosecutors by responding to questions on legal defenses being raised, including: paper plates and seizing the current plate of an intoxicated driver, Heidi's Law, OWI jury instructions, interpretations of OWI statutes, underage



drinking issues, Daubert challenges to SFSTs and the DataMaster, and cross examination of defense experts

- »Producing The Green Light, Yellow Light, and Red Light Alerts for county prosecutors with timely and useful traffic safety case law information
- »Completion of the Cops in Court Manual, a standardized manual for law enforcement personnel that will provide prosecutors a tool to conduct localized training
- »Continuing to address underage drinking issues through participation on a Strategic Prevention Framework - State Incentive Grant - Childhood & Underage Drinking Workgroup subcommittee dealing with underage drinking issues
- »Attending two national conferences to further training knowledge

ADJUDICATION TRAINING

Section 410

BACKGROUND: The adjudication community must stay abreast of priority traffic safety issues within the state, as well as nationally, for Michigan courts to focus on these concerns. This allows the state to better address impaired driving issues as well as underage drinking.

GOAL: To provide enhanced training for the adjudication community that will help to uphold effective sentencing and treatment of impaired driving cases.

ACTIVITIES: The Michigan Judicial Institute (MJJ), the training arm of the Michigan Supreme Court, conducted the following training sessions:

- »Speed measurement training for district court judges and magistrates
- »A DUI training session titled "Rural OWI Courts: Challenges and Solutions," at the Michigan Association of Drug Court Professionals Annual Conference for more than twenty-five participants
- »Traffic safety training for district court probation officers as part of the annual probation officer association conference
- »Two sessions were held in December as a part of the MJJ "New District Court Probation Officers" seminar
- »A full day workshop on "Drug & Alcohol Testing" and "Supervising the Impaired Driver: Importance of the Role of the Probation Officer" was offered at

the Michigan Association of District Court Probation Officers conference in May
MJJ has continued to host the "Drinking & Driving" Web-based interactive program through September, 2008.

DWI COURT TRAINING

Section 410

BACKGROUND: Drug and sobriety courts have been shown to significantly reduce recidivism in participants who graduate from the program. Courts with an active drug court or that are seeking to start one require training to update their staff on the latest court treatment programs and to learn how to run an effective and self-sustaining program.

GOAL: To provide training for new and experienced drug/sobriety court staff.

ACTIVITIES: The 92nd District Court DUI program staff attended a one-day training in St. Louis, Missouri, which provided them with the latest information on DUI and drug court management.

Members of the DUI court for the 32nd District Court attended a three-day program in Athens, Georgia, that focused on new courts looking to begin a specialty court program or who have experienced significant staff turnover in their existing program.

DWI COURT FUNDING

Section 410

BACKGROUND: The prevalence of specialty court programs that deal with drivers convicted of driving under the influence of drugs or alcohol in Michigan has expanded over the past few years. In 2004, there were twelve specialty court programs in the state that identified themselves as Driving While Intoxicated (DWI) courts. In FY 2008, that number has risen to nineteen.

In addition, there has been an increase in the number of adult circuit and district drug court programs that accept drunk drivers. There are twenty-nine adult drug court programs across the state and about 30 percent of enrollees are DWI offenders. Although the number of evaluations that include long-term recidivism measures are few, DWI courts have demonstrated to be more effective in reducing repeat drunk driving offenses than traditional case processing.



GOALS: To increase the number of DWI courts in Michigan from twenty-four to twenty-seven.

To increase the percentage of drunk driving or “driving under the influence of controlled substance” cases in traditional drug courts from 30 percent to 40 percent.

To increase the capacity of an existing felony DWI court (one of only two in the state that deal exclusively with felony drunk drivers) from twenty-five participants to forty-five participants.

ACTIVITIES: Three new DWI courts were created and included the 36th Circuit Court in Van Buren County, the 46th Circuit Court in Otsego County, and the 68th District Court in Flint, increasing the number to twenty-seven. Unfortunately, the Flint court dissolved its program at the end of the year due to funding issues.

The 36th Circuit Court in Van Buren County added seven cases and the 46th Circuit Court in Otsego also added seven cases due to the enhanced funding provided.

The 55th District Court in Ingham County and 54A District Court in Lansing have completed plans for program expansions. This program began in June and will begin to achieve results in 2009 when the courts have been able to utilize their funding for one full year.

LOCAL SUPPORT AND TRAINING

MADD IDEAS SYMPOSIUM

Section 410

BACKGROUND: The Michigan Office of Drug Control Policy provides funding to sixteen regional coordinating agencies. Within each regional agency there are several community collaboratives whose purpose is to prevent substance abuse and underage drinking. These collaboratives have designated reducing the prevalence of impaired driving fatalities as the measurable outcome for coalition success. Many coalition participants are not familiar with the evidence-based strategies that have been demonstrated to reduce impaired driving fatalities.

Providing information to local SPF/SIG coalitions about effective strategies to reduce impaired driving has been identified as a need. The Governor’s Traffic Safety Advisory Commission Impaired Driving Action Team will provide the information and train-

ing necessary through a one-day symposium/forum. Participants at the symposium/forum will be able to utilize this information to implement strategies/activities learned at the symposium.

GOAL: To increase participants’ knowledge of strategies that can be used to reduce incidences of impaired driving.

ACTIVITIES: More than 150 participants attended the one-day symposium as part of the effort to learn about best practices as well as promising technologies and methodologies that could benefit Michigan. Evaluation results rated the speakers extremely high and indicated attendees would implement the information in their communities. Presentations included: social norming, high visibility enforcement, ignition interlocks, server training, and liquor agency licensing. A follow-up survey was sent out to determine how many coalitions have implemented programs following the symposium, but results were not available in time for this report.







Police Traffic Services

TRAFFIC ENFORCEMENT

SAFE COMMUNITIES: OVERTIME TRAFFIC ENFORCEMENT

Sections 402, 405, 406, 163, 157 Incentive

BACKGROUND: Proactive and visible traffic enforcement has been, and continues to be one of the cornerstones of the state's traffic safety efforts. To make the best use of limited funds, awarding of traffic enforcement grant funding is based on a combination of population, frequency of fatal and serious injury crashes, and media reach. By focusing funding, OHSP can efficiently and effectively reach the majority of drivers. Qualifying counties receive grants for overtime traffic enforcement involving county sheriffs and local law enforcement agencies.

County and local law enforcement were also allowed to use funds to purchase in-car video cameras, preliminary breath test instruments, and shoulder-prep video microphones to enhance impaired driving enforcement. A focus of OHSP is to ensure that law enforcement agencies are able to provide officers with the most up-to-date technology to enhance their effectiveness.

Funding also supports four Mobile Traffic Enforcement Vans (formerly known as Breath Alcohol Testing [BATmobiles]) located in Ingham, Marquette, Monroe, and Ottawa counties. The vans are available for use in surrounding areas to enhance enforcement and increase publicity regarding traffic safety.

GOAL: To increase safety belt use and reduce alcohol-involved and intersection crashes.

ACTIVITIES: Local and county law enforcement agencies conducted traffic enforcement throughout the year with two statewide traffic enforcement mobilizations in the summer, one over Memorial Day with a focus on safety belts and one over Labor Day that focused on impaired driving. Two hundred forty-two law enforcement agencies in fifty-five counties, representing nearly 94 percent of the state's population, participated in safety belt, intersection, and impaired driving enforcement initiatives during the course of FY 2008.

Law enforcement agencies conducted 24,959 hours of grant-funded daytime safety belt enforcement resulting in:

>>27,253 vehicles stopped

- >>19,456 safety belt and child restraint citations
- >>566 citations for driving while license suspended
- >>172 misdemeanor arrests
- >>24 OWI arrests

SUCCESS STORY

A stolen vehicle recovery was made during an intersection enforcement patrol in Kalamazoo. The vehicle had been stolen in Portage the week before. The driver drove through numerous intersections where the police were on grant-funded overtime details. A few of the officers assisted with the chase that ended at the courthouse. Two people were arrested; two guns were discovered in the vehicle, and the stolen vehicle was recovered.

2,342 hours of grant-funded nighttime safety belt enforcement resulting in:

- >>2,385 vehicles stopped
- >>609 safety belt citations
- >>138 citations for driving while license suspended
- >>119 misdemeanor arrests
- >>50 OWI arrests

42,136 hours of OWI enforcement resulting in:

- >>43,735 vehicles stopped
- >>5,395 speeding citations
- >>2,219 OWI arrests
- >>671 misdemeanor and 97 felony arrests
- >>185 other alcohol arrests

10,750 hours of intersection enforcement patrols resulting in:

- >>12,696 vehicles stopped
- >>5,380 red-light running citations
- >>1,337 safety belt and child restraint citations
- >>957 speed citations
- >>943 illegal turn citations
- >>109 misdemeanor arrests
- >>14 OWI arrests

Grant funding was also used to purchase fifty-one in-car video cameras, five lidar, forty-three preliminary breath test instruments (PBT's), eighteen passive alcohol sensors, and 113 shoulder-prep video microphones.



The Lansing Police Department promotes traffic safety through the use of its Traffic Enforcement Van.

The Traffic Enforcement Vans were used at approximately seventy-five events throughout the year. In

Ottawa County, the van was used forty-five times throughout the year during OWI patrols, underage drinking enforcement, and several community events. In Marquette County, it was used as a spotter vehicle at safety belt enforcement zones and at five special events to discourage underage drinking. Monroe County used its vehicle during a dozen alcohol enforcement efforts, including both NASCAR race weekends at Michigan International Speedway, and at several community events. In Ingham County, the van was used during a dozen enforcement efforts and as a traffic safety information display at five community events and local music festivals.

SUCCESS STORY:

While Michigan has achieved tremendous success using the STEP model to increase safety belt use, reducing alcohol-related fatalities remains a significant challenge in a state that cannot conduct checkpoints. In 2007, Michigan learned about a successful high visibility impaired driving enforcement (HVE) project conducted by a group of law enforcement agencies from Minnesota.

OHSP invited participating law enforcement officers from Minnesota to present their program at Michigan's annual Traffic Safety Summit. Following the presentation, two Michigan law enforcement agencies indicated they were interested in piloting the HVE concept in Kent and Kalamazoo counties.

Crash data from 2003-2007 showed that Kent County ranked third highest in the number of alcohol-involved fatalities and serious injuries in the state and Kalamazoo County ranked sixth.

A pilot HVE enforcement project was conducted over the July 4th holiday period. Agencies used the Minnesota model by working specific roadways with high alcohol-related fatalities and crashes. Portable, lighted message signs, provided courtesy of the Michigan Department of Transportation, were used to alert motorists of the special enforcement effort and officers wore reflective traffic vests to increase visibility and notify the motoring public they were working this special drunk driving enforcement program.

Michigan added one additional element to its effort, that being nighttime safety belt enforcement, to address the state's dual problem of unbelted alcohol-involved fatal crashes during the late night hours.

Special "West Michigan Night Patrol" television and radio ads were developed for the pilot program and the effort was supported by paid advertising targeted to reach men 21-34.

Telephone surveys were conducted before and after the HVE campaign. Increases in campaign and message awareness were large in Western Michigan. However, there was no increased perception of the risk of arrest or citation for safety belt non-use in West Michigan.

During the enforcement, 195 hours of overtime resulted in 243 stops. Citations and arrests included:

- » 21 safety belt and CPS citations
- » 6 OWI arrests
- » 12 uninsured motorists
- » 15 driving while license suspended citations
- » 14 speeding citations
- » 2 drug arrests
- » 10 fugitive arrests
- » 14 misdemeanor arrests
- » 4 red-light running citations
- » 2 MIP citations
- » 74 other traffic violations



SAFE COMMUNITIES: MICHIGAN COMPREHENSIVE TRAFFIC SAFETY INITIATIVE

Sections 402, 405, 410, 406



BACKGROUND: Michigan State Police Posts in the qualifying Safe Communities project counties received grant funding for overtime traffic enforcement and the purchase of equipment to ensure their participation in enforcement efforts in concert with their county and local counterparts.

GOAL: To increase safety belt use and reduce alcohol-involved and intersection crashes.

ACTIVITIES:

2,715 hours of daytime safety belt enforcement resulting in:

- >>3,206 vehicles stopped
- >>1,502 safety belt and child restraint citations
- >>81 citations for driving while license suspended
- >>9 OWI arrests

5,017 hours of OWI enforcement resulting in:

- >>4,513 vehicles stopped
- >>398 speed citations
- >>266 OWI arrests
- >>145 safety belt and child restraint citations
- >>45 other alcohol arrests

388 hours of intersection enforcement resulting in:

- >>475 vehicles stopped
- >>71 red-light running citations
- >>17 safety belt and child restraint citations
- >>4 OWI arrests

Funding was used to purchase seventy-nine in-car cameras, three lidar, two motorcycle radios, and a laptop computer.

The MSP Safe Communities Grant funds a sergeant position in the MSP Traffic Safety Division to serve as project director to manage all aspects of the overtime, and to serve as dual role as the law enforcement liaison to the MSP posts and districts statewide. The project director hosted grant orientation meetings for seven MSP Districts, providing each post grant coordinator with information detailing 2009 grant requirements, and developed a new plan for funding distribution to the posts for the 2009 grant year. In addition, the project director ensured MSP posts submitted strategic plans for their enforcement efforts and collected and reported overtime enforcement activity on a monthly basis.

SAFE COMMUNITIES: SPEED ENFORCEMENT PILOT

Section 402

BACKGROUND: A Wayne State University study identified roadway segments in counties where enforcement would have the best chance of impacting speed-related traffic safety problems. The study looked at speed-related crashes for 2003 - 2005. The analysis examined:

- >>speed-related crashes per county
- >>VMT
- >>population
- >>licensed drivers
- >>registered vehicles
- >>number and percentage of severe speed-related crashes

As a result, three counties were selected to participate in a speed enforcement pilot project.

GOAL: To maintain excessive speed in KA crashes in three pilot counties at or below 16.4 percent by the end of 2008.

ACTIVITIES: In the first year of a two-year pilot project, law enforcement agencies in Alger, Clinton, and Ottawa counties conducted 2,031 hours of speed enforcement patrols, resulting in:

- >>3,249 vehicles stopped
- >>2,520 speed citations
- >>376 other traffic violations
- >>76 safety belt citations
- >>14 misdemeanor arrests
- >>3 OWI arrests



SUCCESS STORY

The Ottawa County Sheriff's Office, along with the Grand Haven Post, scheduled speed enforcement along US-31 (a 55 mph highway) the weekend of a highly-attended music festival. Nearly 100 speed citations were issued with the average speed per citation being 71 mph.

businesses along the U.S.-2 corridor to inform motorists of the campaign.

SAFETY BELT ENFORCEMENT ZONE SIGNS

157 Incentive

BACKGROUND: For the sixth year, law enforcement agencies conducted safety belt enforcement zones to ensure motorist awareness of increased enforcement. A safety belt enforcement zone requires the use of portable signs that mark the start of a zone area. Enforcement zone signs make it clear officers are writing safety belt citations, avoiding the assumption that a stop is for speeding. They also remind motorists that officers are serious about enforcing Michigan's safety belt law.

GOAL: To enhance the visibility of safety belt enforcement.

ACTIVITIES: As the number of grant-funded agencies continues to grow, so does the need for enforcement zone signs. Fifty enforcement zone signs were provided to new agencies.

SAFE COMMUNITIES: OPERATION SABRE

Section 402



BACKGROUND: US-2, US-41, I-75, and M-28 are the Upper Peninsula's (U.P.) most heavily traveled corridors, particularly during the summer tourist season. Single vehicle run-off-road crashes are over-represented and there are problems with impatient drivers in the two-lane stretches of roadway during heavy traffic times. This project has shown a marked decrease in traffic fatalities in this region since its inception. From a high of ten fatalities in 2002, fatal crashes decreased to four in 2006 and two in 2007.

GOAL: To encourage motorists in the U.P. to avoid aggressive driving and dangerous passing, obey speed limits, and wear safety belts.

ACTIVITIES:

Ten law enforcement agencies conducted 1,994 patrol hours, which resulted in:

- >>3,828 vehicles stopped
- >>2,273 speed citations
- >>515 other citations issued
- >>95 safety belt citations
- >>5 misdemeanor arrests

The Michigan Department of Transportation and two county tourism offices assisted with publicity. Placemats and banners were produced and disseminated at more than 100 restaurants, campgrounds, and

ENFORCEMENT SUPPORT

TRAFFIC ENFORCEMENT ASSOCIATION OF MICHIGAN

Section 402



BACKGROUND: Prior to 2006, Michigan law enforcement officers lacked a statewide traffic safety association to share information, promote specialized training, and recognize the important contribution traffic enforcement makes. The Traffic Enforcement Association of Michigan (T.E.A.M.) was formed to



provide this service. T.E.A.M. is featured on a Web site featuring topics that appeal to Michigan's law enforcement community. The activities are under the direction of the organization's president and T.E.A.M. Board, while a part-time administrative assistant manages updates and changes to the Web site. The Web site features training information, online training programs, traffic safety news articles, the T.E.A.M. store, and message boards.

GOAL: To unite law enforcement officers who have an interest in traffic safety.

ACTIVITIES: T.E.A.M.'s membership increased from 150 to 300 members in FY 2008. Grant funds were used to purchase T.E.A.M. hats, t-shirts, and duty bags to be used for a membership drive and as a fund-raising mechanism to help the association grow.

Even though the 2008 T.E.A.M. Training Conference was canceled, a one-day training on hidden compartments was offered and attended by nearly forty officers. Evaluations indicated officers would like more training on this and other traffic-related subjects, including legal updates.

T.E.A.M. also obtained non-profit status, which will create opportunities to solicit funding from other organizations, associations, and vendors.

SPEED MEASUREMENT STANDARDS

Section 402



BACKGROUND: While an informal Speed Measurement Task Force was in existence from the late 1970s until 2007, Michigan did not have formal standards to address issues related to speed measurement. A comprehensive speed measurement program includes formal standards for: procurement of speed mea-

surement equipment, performance specifications for speed measurement equipment; radar operator and instructor training, LIDAR (laser) operator and instructor training, and speedometer calibration. In addition, formal standards are needed for the adjudication of radar speeding cases and adjudication of cases involving laser speed measurement.

GOAL: To develop and adopt formal standards for speed measurement enforcement regarding training, equipment procurement, and adjudication of speed-related cases.

ACTIVITIES: The Michigan Commission on Law Enforcement Standards (MCOLES), established standards for speed enforcement and equipment procurement as well as standards for a Standardized Field Sobriety Testing (SFST) curriculum used in the state's training academies.

MCOLES obtained copies of the curriculum for the basic radar operator course, the MJI Magistrate Adjudication Manual, and the NHTSA operator and instructor manual. In addition, a request was made to obtain a copy of the radar manual created by NHTSA in cooperation with the International Association of Directors of Law Enforcement Standards and Training. These manuals were used as a foundation for this project.

MCOLES solicited interest from individuals to participate in a subject-matter-expert panel to validate and update the standards for radar/lidar operators and instructors. The panel consisted of approximately fifteen people with the requisite experience, expertise, and training in the area of speed measurement enforcement.

The group met in July, and as a result, MCOLES has made the following proposal for radar/lidar operators:

- » Twenty-four hours of training to meet radar/lidar standards
- » 100 hours of speed measurement enforcement per year to maintain certification
- » Update class or testing-out once every five years to remain current

As proposed, radar/lidar instructors must:

- » Function as a radar operator for a minimum of two years
- » Satisfactorily complete a general instructor development school
- » Satisfactorily complete a sixteen-hour radar/lidar instructor school



»Recertify as an instructor once every five years through updates or testing

The MCOLES panel went before the full Michigan Commission on Law Enforcement standards in the fall with a draft recommendation for radar/lidar standards. MCOLES will be subsequently requesting official approval of the standards. Moreover, the panel will ask that 2009 be an implementation year so all instructors can be brought up to date and refinements can be made to the program.

EDUCATION AND COMMUNICATION

PUBLIC INFORMATION AND EDUCATION

Sections 402, 406

BACKGROUND: Successful traffic enforcement mobilizations rely on widespread awareness of the enforcement activity. This occurs primarily through paid advertising and is supported by earned media efforts. In addition, outreach activities are also implemented to ensure the message is repeated in a variety of venues that reach the target audience with either *Buckle Up or Pay Up, Click It or Ticket or Drunk Driving, Over the Limit. Under Arrest.*

GOAL: To create widespread awareness of statewide enforcement mobilizations through outreach campaigns with materials targeted to specific groups in appropriate venues.

ACTIVITIES: OHSP distributed materials to publicize the May *Buckle Up or Pay Up, Click It or Ticket* and July and August *Drunk Driving, Over the Limit. Under Arrest.* enforcement efforts. New television and radio advertisements were created to promote a special West Michigan High Visibility Night Patrol pilot project designed to highlight nighttime traffic enforcement. More information on this task can be found in the *Mobilization* section.

PAID ADVERTISING

Sections 405-PM, 406-PM, 410-PM

BACKGROUND: Stepped up enforcement has the greatest impact when motorists are aware of these enforcement efforts. Using paid advertising allows OHSP to target messages to key groups—young

men—effectively and efficiently. This strategy has allowed OHSP to increase its message awareness and help drive positive behavior changes.

GOAL: Continue high levels of awareness for the *Buckle Up or Pay Up, Click It or Ticket* and *Drunk Driving, Over the Limit. Under Arrest.* campaign messages during enforcement mobilizations.

ACTIVITIES: Information about this task can be found in the *Paid Advertising* section.

EVALUATION

TELEPHONE SURVEYS

Section 402

BACKGROUND: The ongoing success of enforcement mobilizations can be tied, at least in part, to continual evaluation efforts. Evaluation tools can illuminate areas for improvement, identify program enhancements and new programs, and determine a program's effectiveness or ineffectiveness.

GOAL: To determine public perception of the enforcement efforts.

ACTIVITIES: Five waves of surveys were conducted, before and after each of the three summer mobilizations and crackdowns (with the post-survey from Memorial Day serving as the pre-survey for Independence Day). Surveys of the general driving populations were supplemented by additional surveys of young male drivers and drivers in Western Michigan. Survey results are included in the *Advertising and Mobilization* sections.



Pedestrians and Bikes

SAFE COMMUNITIES: BICYCLE HELMETS

Section 402

BACKGROUND: Statistics show that most bicyclist injuries and deaths result from riders who are not wearing helmets. Information from the FY 2002-03 Bicycle Assessment conducted by the League of Michigan Bicyclists indicated a need to focus on those children from low-income communities who are least likely to wear helmets. Bicycle-related injury and helmet use data in Michigan indicates that the potential target populations are children less than ten years of age and their parents.

Studies have shown that the strongest predictor of children's helmet use was the presence of a helmeted companion. A child's decision to wear a helmet may be more influenced by a helmeted adult than by a formal program directed at the unhelmeted child. By providing free helmets and educational materials, bicyclists will be more apt to wear them.

GOAL: To provide helmets to low-income bike riders and educate them on the importance of wearing helmets.

ACTIVITIES: This was the first year law enforcement agencies participating in Safe Communities Grant projects were allowed \$600 each to purchase and distribute bike helmets. Thirty-two law enforcement agencies purchased helmets and hosted bike safety events attended by more than 1,800 people. In many cases, these events were held in cooperation with child passenger safety seat checks, allowing families to address several safety issues in one stop.

More than 1,800 helmets were distributed and educational materials were provided to lower income families.

SUCCESS STORY

The Barry County Sheriff's Office hosted a bicycle safety rodeo in Middleville where 221 bicycle helmets were fitted and distributed. The event included helmet fittings, bike safety checks, a bike practice course, fingerprinting, and bike safety information distribution.







Traffic Records

ENFORCEMENT TRAINING

CRIMINAL JUSTICE INFORMATION CENTER TRAINER

Section 163

BACKGROUND: In Michigan, there are more than 600 law enforcement agencies employing over 22,000 officers/troopers, administrators, and support staff. These agencies and employees have access to many training classes and educational activities. Most classes and activities are coordinated separately from agency-to-agency or employee-to-employee in conjunction with the Michigan Commission on Law Enforcement Standards. A dedicated resource will provide UD-10 crash report writing training for law enforcement agencies designed to improve the quality, accuracy, and speed by which crash information is captured and submitted.

This is a multi-year initiative that began in the spring of 2007.

GOAL: To reduce the number of data errors per crash, from 1.5 to 1.0 by 2010.

To reduce the number of unknown BAC and restraint use reported on fatal crashes by 1 percent annually; from 13.9 percent unknown BAC level and 14.3 percent unknown restraint use in 2007.

ACTIVITIES: In 2006, there was an average of 1.49 errors per crash report. In 2007, the error rate per report dropped to 1.19, due in part to the efforts of training. Statewide error totals in 2006 were approximately 490,721. During 2007, the first year of the project, total errors statewide were reduced 2 percent to 484,287.

Although the average time to process a crash has stayed steady at approximately thirty-two days from the time of the crash until processing is complete and available to law enforcement, those agencies that have sent officers and supervisors to training classes have seen an overall decline in the number of days taken to submit their crashes.

The trainer has conducted the following activities:

- »Eleven supervisor and thirty officer trainings were offered in addition to presentations at the Michigan Traffic Safety Summit and the Michigan Association of Chiefs of Police State Conference
- »Trained 100 recruits at the Michigan State Police (MSP) Recruit School. The class was expanded from

six to eight hours based on the recommendation of MSP personnel

To reduce the unknown BAC reporting levels, letters were sent to hospitals requesting BAC/drug results related to fatal traffic crashes be sent directly to FARS. If the hospital agrees, the FARS staff will request results as opposed to officers requesting the results and then sending them to FARS. Many hospitals have approved this change or are reviewing the request.

Crash reports submitted by agencies that attend the training are monitored to ensure that errors are reduced and data is improved. Following are examples of changes following training:

- »Albion Police Department: Average processing days were reduced from forty-six to fourteen and error rate dropped from 4.11 to 3.8.
- »Cass County Sheriff's Office: Average processing days increased from eleven to thirteen, however, the error rate dropped from .66 to .28.
- »MSP Flint: Average processing days were reduced from fifteen to eleven and the error rate dropped from 1.13 to .80.
- »Western Michigan University Department of Public Safety: Average processing days increased from six to eight, however, the error rate was reduced from 4.09 to 1.59.

RECORDS IMPROVEMENT

ELECTRONIC CAPTURE AND DATA SUBMISSION

Sections 406, 408

BACKGROUND: The Michigan State Police Criminal Justice Information Center is responsible for maintaining the central repository for crash records. Over 600 law enforcement agencies submit nearly 400,000 crash reports (UD-10) annually. In the past five years the crash system has been updated through the Crash Process Redesign project. System changes have included: ability to accept crash reports electronically, a Web-based crash reporting tool, improved processing efficiencies, and crash location.

Although the system can receive electronic crash reports, 95 percent of law enforcement agencies submit paper reports. Electronically processing crash reports provides cost savings, improved data quality, timeliness, consistency, and completeness as well as processing efficiencies. However, there are potential



process, resource, technical, and financial barriers in moving to automated crash processing systems.

GOAL: To increase the number of law enforcement agencies submitting crash data through an electronic or automated process.

ACTIVITIES: Nine law enforcement agencies were awarded grants to incorporate an electronic crash capture and submission system in FY 2008. These grants included funding for hardware (laptops and mag stripe readers), software, and agency training. The agencies are all able to submit crash data electronically and additional funding will allow fifty-six more agencies to submit data electronically in FY 2009.

TRAFFIC RECORDS COORDINATING COMMITTEE STRATEGIC PLAN RECOMMENDATIONS

Section 408

BACKGROUND: The Traffic Records Coordinating Committee (TRCC) is an interagency work group that brings together several agencies that have an interest in the creation and use of traffic records. An executive committee provides leadership to the larger, full TRCC and meets quarterly. The TRCC Executive Committee is comprised of a representative from the Michigan Department of State Police, Michigan Department of Transportation, Michigan Department of State, Michigan Department of Community Health, State Court Administrative Office, and the Office of Highway Safety Planning.

A traffic records strategic plan was developed based on a 2004 traffic records assessment. This plan is used by the TRCC as a guide for improving the timeliness, accuracy, availability, and usefulness of traffic records.

GOAL: To implement recommendations from the traffic records strategic plan to improve the quality, accuracy, and timeliness of traffic crash records.

ACTIVITIES: Projects underway include: Crash Process Redesign release 7, electronic crash capture and submission, supporting the UD-10 trainer, and the crash image retrieval process outlined within the Michigan Department of State Business Application Modernization project. Additional detail on each of these projects can be found within this section of the report.

CRASH PROCESS REDESIGN – RELEASE 7

Sections 163, 408

BACKGROUND: The Michigan State Police Criminal Justice Information Center (CJIC) is statutorily responsible for maintaining the central repository for crash records. In the past five years the crash system has been updated through the Crash Project Redesign (CPR) project. System changes have included: a Web-based tool for law enforcement agencies to submit crash reports to the CRASH repository; an update of the UD-10 process at CJIC to improve processing efficiency, accuracy, and speed; and, moving the data and processing from a mainframe system to a client/server. This effort has resulted in significant improvements.

Despite these improvements, users continue to identify possible enhancements to improve reporting.

GOAL: To enhance the functionality of the current system by implementing quality improvements.

ACTIVITIES: Due to budget and contract issues, this grant did not have measurable activity in FY 2008 and is scheduled for completion in FY 2009.

EDUCATION AND COMMUNICATION

MICHIGAN TRAFFIC CRASH FACTS

Sections 402, 406

BACKGROUND: Many people and agencies use Michigan's traffic crash data to identify and analyze traffic safety problems, implement countermeasures, and evaluate impact. The annually updated Michigan Traffic Crash Facts Web site www.michigantrafficcrashfacts.org provides comprehensive traffic crash data. A data query tool was developed in 2006 to generate individualized reports and mapping capabilities.

GOAL: To produce the 2007 Michigan Traffic Crash Facts report.

ACTIVITIES: The 2007 Michigan Traffic Crash Facts report was released throughout the year as data sections were completed. Mapping tools were upgraded and new geographic filters for the Upper and Lower Peninsula were added to the data query tool.



A new addition provides access to UD-10 crash reports for 2004-2007. These UD-10s provide information about individual crashes, but to address ongoing concerns about personal privacy, security, and identity theft, have had any personal information, such as names, addresses, and driver's license numbers of those involved in the crash removed. Programming efforts continue to provide UD-10 image access within the data query tool.

DRIVER RECORD PROCESSING

BUSINESS APPLICATION MODERNIZATION PROJECT

Sections 163, 408

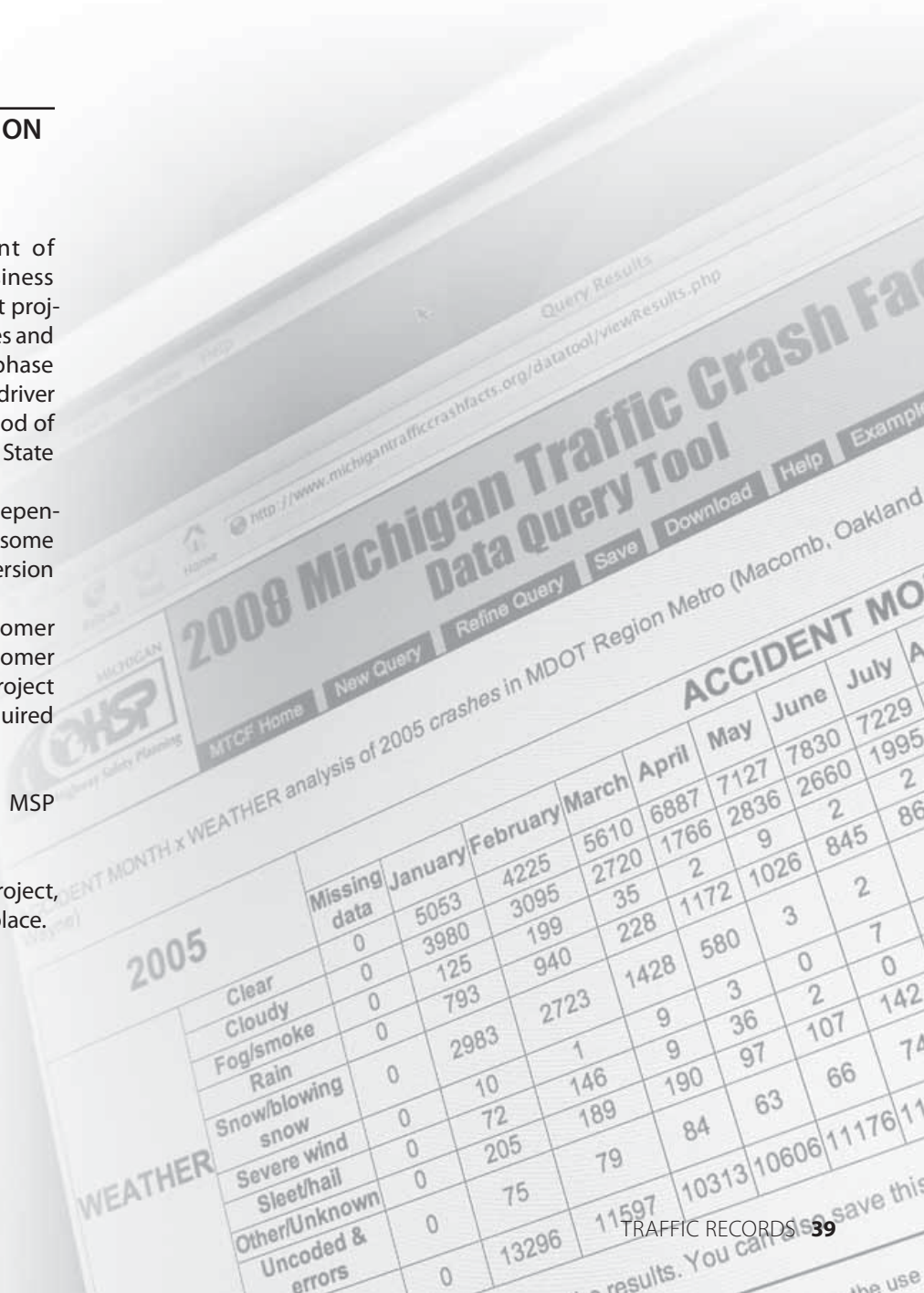
BACKGROUND: The Michigan Department of State (MDOS) is undertaking a multi-year Business Application Modernization (BAM) development project to reengineer and redesign business processes and technical infrastructure. During an upcoming phase of BAM and with changes to the existing digital driver license contract, it is anticipated that the method of obtaining driver license images for the Michigan State Police (MSP) will need to be changed.

Currently, the process requires an outside independent server to store images, resulting in a cumbersome procedure that does not allow for a timely conversion of image formats.

The new technical design will create a customer focus – linking all information related to a customer for easier access and higher data quality. This project allows for the planning and proper design of required changes to link MSP to the new file.

GOAL: To develop a new interface providing MSP access to driver's license photos.

ACTIVITIES: Due to the complexity of the BAM project, no progress on the MSP interface project took place.







Community Traffic Safety Programs

SAFE COMMUNITY COALITIONS

SAFE COMMUNITIES: COALITION MINI GRANTS

Section 402

BACKGROUND: The U.S. Department of Transportation has made a clear commitment to the philosophy that communities are in the best position to affect improvements in motor vehicle and other transportation-related safety problems.

The Michigan Safe Communities program invites local community leaders, organizations, and citizens to work with OHSP to prevent traffic crashes, violence, and substance abuse in their communities. The coalitions are a vehicle through which community members are reached with traffic enforcement messages as well as educational information regarding traffic safety issues.

GOAL: To save lives and reduce injuries caused by traffic crashes by delivering traffic safety programs at the community level.

ACTIVITIES: A call for mini-grant projects was sent in February to Michigan's Safe Community Coalitions. Responses were received too late to be included in FY 2008 grant development. These Safe Community Coalitions will be re-contacted for funding in FY 2009.

SAFE COMMUNITIES: DETROIT COMPREHENSIVE TRAFFIC SAFETY PROJECT

Section 402

BACKGROUND: Nearly 20 percent of the state's population resides in Wayne County, which includes Detroit, the state's largest city. Detroit experiences the largest number of Michigan's traffic fatalities and injuries.

The project coordinator for Detroit worked with the existing Detroit Safe Community coalitions to continue making traffic safety a priority, as well as seeking new avenues to address Detroit's traffic safety problems. This project includes the use of Detroit-specific problem identification, extensive community outreach, and ongoing assessment to evaluate whether new approaches to traffic safety in Detroit are proving effective.

GOAL: To reduce traffic and pedestrian crashes, fatalities, and injuries in the City of Detroit.

ACTIVITIES: In the second year of the two-year grant, officers from the Detroit Police Department (DPD), Community Services Division, were invited to set up a traffic safety booth at the North American International Automobile Show, which attracts thousands of visitors annually. They conducted interactive displays and provided traffic safety information to those attending the show.

Officers have worked with the Detroit Area Pedestrian Safety Action Team at Wayne State University to identify and begin implementing countermeasures to reduce pedestrian crashes in Detroit. Community Services Division officers have conducted numerous presentations on pedestrian safety, seat belt use, and alcohol awareness to groups including schools, churches, and block club meetings.

Officers also assisted in promoting child passenger safety within Detroit. As a result of these efforts, a member of the Community Services Division, Officer Angela Rudolph, received the Child Passenger Technician of Year Award for outstanding service from Children's Hospital of Michigan.

NETWORK OF EMPLOYERS FOR TRAFFIC SAFETY

SAFE COMMUNITIES: DRIVE SAFELY WORK WEEK

Section 402



Several outdoor displays were set up to promote the annual Drive Safely to Wayne State event

BACKGROUND: Michigan NETS was established in 1994 bringing together the private and public sector to reduce traffic deaths and bring down the cost of on- and off-the-job crashes. Michigan NETS, which now has over 900 business partners, encourages businesses to establish or expand workplace traffic safety programs.



National NETS provides resources to promote the annual Drive Safely Work Week (DSWW) campaign to encourage safe driving practices. Both Michigan NETS members and OHSP Safe Community grantees are encouraged to take part in this employer campaign.

GOAL: To reduce traffic deaths and injuries by encouraging employers to implement traffic safety programs.

ACTIVITIES: All Michigan NETS members were notified of free DSWW materials available for download from the NETS national website for publicizing the campaign. In addition, 150 DSWW campaign tool kits for employers to host their own initiatives were purchased and distributed to OHSP grantees.

One of the model campaigns promoting the DSWW campaign continues to be at Wayne State University (WSU). For the fifth year, WSU promoted a two-day DSWW event. The campaign kicked off with opening ceremonies that included many state-level dignitaries and outdoor exhibits on WSU's campus promoting traffic safety issues such as child passenger safety, occupant protection, alcohol awareness, vehicle technology, and motorcycle safety.

CORPORATE TRAINING

Unfunded

BACKGROUND: Training encourages businesses to implement workplace traffic safety programs. While there are benefits of a workplace traffic safety program, many employers are unaware of how these programs can enhance safety and reduce employer costs.

GOAL: To develop and implement workplace traffic safety training programs and presentations for Michigan businesses.

ACTIVITIES: The Corporate Outreach Program Coordinator provided:

- » Training on safety belts, drunk driving, distracted driving, fatigue, and defensive driving to approximately 150 Consumers Energy employees and 100 Columbian Distribution Services employees. Consumers Energy has also implemented a company-wide safety belt program involving thousands of employees
- » A traffic safety presentation to forty employers associated with the Bay Area Insurance Agencies Association
- » Training on how to implement a workplace traffic safety program to the safety management team of DTE Energy. The company plans to implement this program in FY 2009

- » A presentation on resources available to promote safe driving to approximately 100 driver training instructors at the Michigan Drivers and Traffic Safety Education Association's annual conference
- » Served on the Michigan NETS Advisory Board, whose members are a cross section of employers. Company representatives meet on a quarterly basis and provide guidance and feedback to the state's NETS coordinator

EDUCATION AND COMMUNICATION

IN-HOUSE PUBLIC INFORMATION AND EDUCATION

Section 402



BACKGROUND: To promote safety belt use, sober driving, and other traffic safety issues, the OHSP Communications Section carries out many activities, including a statewide, general interest traffic safety newsletter. The section also oversees the development of flyers, brochures, and posters to promote traffic safety campaigns, and hosts news conferences to promote traffic safety initiatives.

GOAL: To produce communication programs and materials for grantees, partners, and the general public to support traffic safety issues that address traffic deaths and injuries.

ACTIVITIES:

- » Produced annual reports for OHSP, the Michigan Truck Safety Commission, and the Secondary Road Patrol program
- » Developed new materials including a safety belt flyer, law enforcement card on safety belt laws, poster for EMS providers, and child passenger safety flyers
- » Hosted media events to promote a new booster seat law and intersection enforcement and developed related materials
- » Issued twenty-one statewide news releases and thirty-five localized news releases
- » Produced a child passenger safety DVD for Spanish-speaking audience



- » Developed a poster, nomination form, and certificate to promote the Saved by the Belt recognition program
- » Developed post cards, registration materials, and programs for the Michigan Traffic Safety Summit
- » Continued to keep information posted to the OHSP Web site current

MATERIALS STORAGE AND DISTRIBUTION

Sections 402, 406

BACKGROUND: OHSP supports the storage and shipment of traffic safety materials so that all Michigan citizens and organizations have access to this information at no charge. This allows grantees, partners, and others to utilize posters, brochures, and other materials for local traffic safety efforts.

GOAL: To support the efficient storage and shipment of traffic safety materials in support of ongoing traffic safety programs and campaigns.

ACTIVITIES: OHSP has a proactive strategy for distributing traffic safety materials statewide. When new flyers, brochures, or other traffic safety-related items are published, a targeted mailing is conducted to pertinent audiences. Twenty-four special mailings in FY 2008 of more than 770,000 items included: May mobilization kits, July Law Enforcement Action Kits, new booster seat law flyers, and August drunk driving crackdown materials.

Overall, nearly 825,000 items were shipped to 1,110 sites throughout the year. This is a decrease from 2007 when more than 900,000 items were shipped to 1,400 sites, which included mailings of three new publications. In addition, a change in the state's child passenger safety law caused a backlog of orders for CPS materials while the materials were being redesigned to reflect the change.

COMMUNICATIONS STRATEGIC COUNSEL

Section 402

BACKGROUND: While planning takes into account the vast majority of activities for a fiscal year, from time to time unanticipated issues arise. When this occurs it is often beneficial to have available consulting services from OHSP's advertising/marketing contractor.

GOAL: To provide strategic counsel, when needed, for unanticipated issues that arise throughout the fiscal year.

ACTIVITIES: During the fiscal year, this allowed for the contractor to take part in a special data presentation in January,

followed by an idea session to discuss how OHSP might best align resources to further reduce traffic deaths and injuries. This meeting resulted in OHSP developing a pilot program to conduct high-visibility nighttime safety belt and alcohol enforcement.

Also, the OHSP contractor made two presentations at the annual Traffic Safety Summit, one on the changing face of media, and a second on social media sites and sources to assist law enforcement with enforcement of underage drinking laws.

In addition, the contractor explored possible ways for OHSP to have a presence at the annual International Auto Show in Detroit.

COMMUNICATIONS OUTREACH

Section 402

BACKGROUND: While OHSP takes full advantage of earned media opportunities to highlight traffic safety issues, a variety of means must be employed to reinforce messages and introduce new themes, especially among target audiences.

GOAL: To identify opportunities to reinforce traffic safety messages, outside of earned media and paid advertising tactics.

ACTIVITIES: A key traffic safety audience remains young men. Among low belt use men, research indicates many in this group participate in outdoor activities, such as camping, hunting, and fishing. Strategic partnerships could assist with reaching this group through their recreational interests.

Plans to approach the Michigan Department of Natural Resources with a request to develop a partnership to distribute traffic safety materials did not materialize as planned due to competing priorities.

OHSP was again visible at the Michigan State Fair, using the opportunity to distribute materials and information regarding traffic safety for youngsters. Fair visitors had the opportunity to have their photos taken with a traffic safety-themed fair display which resulted in 600 photos taken. In addition, twenty-four booster seats were supplied to visitors through a free raffle.



Paid Advertising

SUMMARY

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

OHSP follows the traffic enforcement mobilization model established by National Highway Traffic Safety Administration. 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.

PAID ADVERTISING

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

Young men remain the focus of messaging efforts for both safety belts and drunk driving enforcement. Advertising vehicles included radio, television, and cable programs as well as Internet sites that are popular with the audience, men's restrooms at Comerica Park, movie theaters, and projection advertising in metro Detroit and Grand Rapids.

2007-2008 TRAFFIC ENFORCEMENT MOBILIZATION ADVERTISING SUMMARY

Campaign Targeted toward Men 18-34; May 12 through May 25, 2008

Michigan Office of Highway Safety Planning ~ May 2008 Radio ~ Buckle Up or Pay Up ~ 2 Weeks

| Market | Reach | Frequency | Total GRPs | Spot Total | Added Value :60 Spots | Added Value :10 Spots | Total |
|--------------------------------|-------|-----------|------------|-------------|-----------------------|-----------------------|---------------------|
| -Alpena | | | | 126 | 30 | | \$2,811.80 |
| -Marquette | | | | 820 | 343 | 10 | \$11,277.36 |
| -Muskegon | | | | 198 | 28 | 86 | \$2,533.00 |
| -Battle Creek | 56.6% | 9.9 | 559.9 | 437 | | 16 | \$4,105.50 |
| -Detroit | 83.4% | 8.8 | 733.9 | 837 | 134 | 249 | \$78,888.50 |
| -Flint | 85.2% | 12.0 | 1022.4 | 1042 | 18 | 72 | \$14,280.00 |
| -Grand Rapids | 69.8% | 10.4 | 726.4 | 724 | 98 | | \$18,249.50 |
| -Kalamazoo | 57.5% | 11.2 | 644.5 | 600 | 8 | 40 | \$10,731.25 |
| -Lansing | 72.9% | 9.6 | 699.8 | 506 | 40 | 12 | \$14,280.00 |
| -Saginaw | 66.8% | 10.0 | 668.2 | 444 | 50 | | \$11,220.00 |
| -Traverse City | 63.8% | 10.3 | 657.0 | 295 | 3 | 32 | \$10,989.65 |
| Total | | | | 6029 | 752 | 517 | \$179,366.56 |
| Total Value Added Worth | | | | | | | \$73,166.80 |

Michigan Office of Highway Safety Planning ~ May 2008 Cable ~ Buckle Up or Pay Up ~ 2 Weeks

| Market | Reach | Frequency | Total GRPs | Spot Total | Added Value :30 Spots | Added Value Taggables | Total |
|--------------------------------|--------|-----------|------------|-------------|-----------------------|-----------------------|---------------------|
| -Alpena | 53.0% | 3.7 | 196.0 | 1610 | 110 | | \$11,080.60 |
| -Detroit | 99.9% | 5.6 | 559.7 | 614 | | 200 | \$190,880.25 |
| -Flint | 93.4% | 4.3 | 401.8 | 600 | | 200 | \$60,133.25 |
| -Grand Rapids | 73.3% | 3.1 | 227.2 | 516 | | 150 | \$75,998.50 |
| -Lansing | 80.1% | 3.8 | 304.5 | 691 | | 150 | \$58,021.00 |
| -Marquette | 93.3% | 4.4 | 410.6 | 598 | 40 | | \$14,076.00 |
| -Michigan SW | 100.0% | 5.4 | 92.9 | 970 | 120 | | \$27,039.35 |
| -Traverse City | 85.1% | 3.7 | 315.0 | 700 | 50 | | \$21,046.00 |
| -FSN | | | 193.4 | 143 | 26 | | \$56,652.50 |
| Total | | | | 6442 | 346 | 700 | \$514,927.45 |
| Total Value Added Worth | | | | | | | \$89,050.00 |

Michigan Office of Highway Safety Planning ~ May 2008 TV ~ Buckle Up or Pay Up ~ 2 Weeks

| Market | Reach | Frequency | Total GRPs | Spot Total | Added Value :30 Spots | Added Value Billboards | Total |
|--------------------------------|-------|-----------|------------|-------------|-----------------------|------------------------|---------------------|
| -Alpena | 41.4% | 3.7 | 153.0 | 60 | | 6 | \$7,777.50 |
| -Detroit | 93.4% | 5.7 | 532.2 | 283 | 2 | 66 | \$175,015.00 |
| -Flint | 90.2% | 5.2 | 469.1 | 190 | 29 | | \$51,155.55 |
| -Grand Rapids | 93.3% | 4.6 | 429.0 | 194 | 13 | | \$84,366.75 |
| -Lansing | 83.3% | 4.7 | 391.7 | 200 | 36 | | \$33,728.00 |
| -Marquette | 62.5% | 4.6 | 287.4 | 200 | 52 | 14 | \$7,858.25 |
| -Traverse City | 92.2% | 4.8 | 442.7 | 215 | 6 | | \$27,832.40 |
| Total | | | | 1342 | 138 | 86 | \$387,733.45 |
| Total Value Added Worth | | | | | | | \$29,750.00 |

| Michigan Office of Highway Safety Planning ~ May 2008 Interactive ~ Buckle Up or Pay Up ~ 2 Weeks | | | | |
|---|-----------|-------------|----------|--------------------|
| Site | Market | Impressions | CPM | Total |
| - ESPN.com | Statewide | 993,667 | \$ 11.00 | \$9,324.48 |
| - SI.com | Statewide | 670,972 | \$ 11.00 | \$5,940.00 |
| - NASCAR.com | Statewide | 525,560 | \$ 14.37 | \$5,335.45 |
| - Turner Media | Statewide | 190,659 | \$ 11.37 | \$1,807.71 |
| - Facebook.com | Statewide | 2,314,890 | \$ 5.00 | \$9,702.16 |
| - MLB.com | Statewide | 4,064,653 | \$ 11.33 | \$22,750.00 |
| Total | | | | \$54,859.80 |

| Michigan Office of Highway Safety Planning ~ May 2008 Projection ~ Buckle Up or Pay Up ~ 2 Weeks | | | | |
|--|------------------------------|------------|-------|-------------------|
| Counties | Flight Dates | # of Units | Hours | Total |
| Macomb | 5/16, 5/17, 5/23, 5/24, 5/25 | 2 | 6.0 | \$5,628.69 |
| Oakland | 5/16, 5/17, 5/23, 5/24, 5/25 | 2 | 6.0 | |
| Wayne | 5/16, 5/17, 5/23, 5/24, 5/25 | 2 | 6.0 | |
| Total | | | | \$5,628.69 |

| Michigan Office of Highway Safety Planning ~ May 2008 Cinema ~ Buckle Up or Pay Up ~ 2 Weeks | | | | |
|--|--------------|---------------|--------------|--------------------|
| Market | Flight Dates | # of Theatres | # of Screens | Total |
| - Statewide | 5/09 - 5/22 | 56 | 517.0 | \$66,249.00 |
| Total | | | | \$66,249.00 |

| Michigan Office of Highway Safety Planning ~ May 2008 Stadium ~ BUPU ~ 2 Weeks | | | |
|--|-----------------------|----------|--------------------|
| Location | Flight Dates | # of Ads | Total |
| - Comerica Park | The entire MLB Season | 65 | \$60,000.00 |
| Total | | | \$60,000.00 |

| | |
|-----------------------------|-----------------------|
| Total Media Spending | \$1,268,764.95 |
|-----------------------------|-----------------------|

Campaign Targeted toward Men 21-34; June 23 through July 6, 2008

| Michigan Office of Highway Safety Planning ~ July 2008 Radio ~ Nighttime Enforcement ~ 2 Weeks | | | | | | | |
|--|-------|-----------|------------|-------------|-----------------------|-----------------------|--------------------|
| Market | Reach | Frequency | Total GRPs | Spot Total | Added Value :60 Spots | Added Value :10 Spots | Total |
| -Grand Rapids | 70.5% | 8.3 | 585.1 | 495 | 40 | 28 | \$18,725.50 |
| -Kalamazoo | 72.2% | 8.9 | 642.2 | 617 | 42 | 56 | \$10,123.50 |
| -Metro Traffic | | | | 363 | | | \$9,690.00 |
| Total | | | | 1112 | 82 | 84 | \$38,539.00 |
| Total Value Added Worth | | | | | | | \$6,600.00 |

| Michigan Office of Highway Safety Planning ~ July 2008 Cable ~ N.E. & Over the Limit Under Arrest ~ 2 Weeks | | | | | | | |
|---|-------|-----------|------------|-------------|-----------------------|-----------------------|---------------------|
| Market | Reach | Frequency | Total GRPs | Spot Total | Added Value :30 Spots | Added Value Taggables | Total |
| -Flint | 95.3% | 4.6 | 438.6 | 725 | | 150 | \$65,067.50 |
| -Grand Rapids | 81.2% | 3.4 | 276.0 | 793 | | 125 | \$70,184.50 |
| Total | | | | 1518 | 0 | 275 | \$135,252.00 |
| Total Value Added Worth | | | | | | | \$16,875.00 |

| Michigan Office of Highway Safety Planning ~ July 2008 TV ~ N.E. & Over the Limit Under Arrest ~ 2 Weeks | | | | | | | |
|--|-------|-----------|------------|------------|-----------------------|------------------------|--------------------|
| Market | Reach | Frequency | Total GRPs | Spot Total | Added Value :30 Spots | Added Value Billboards | Total |
| -Flint | 57.0% | 5.7 | 324.7 | 215 | 9 | 46 | \$63,932.75 |
| -Grand Rapids | 61.8% | 5.1 | 315.1 | 234 | 10 | | \$35,632.00 |
| Total | | | | 449 | 19 | 46 | \$99,564.75 |
| Total Value Added Worth | | | | | | | \$12,100.00 |

| | |
|-----------------------------|---------------------|
| Total Media Spending | \$273,355.75 |
|-----------------------------|---------------------|



Campaign Targeted toward Men 21-34; June 25 through July 6, 2008

| Michigan Office of Highway Safety Planning ~ July 2008 Radio ~ Over the Limit Under Arrest ~ 2 Weeks | | | | | | | |
|--|-------|-----------|------------|------------|-----------------------|-----------------------|--------------------|
| Market | Reach | Frequency | Total GRPs | Spot Total | Added Value :60 Spots | Added Value :10 Spots | Total |
| -Detroit | 69.4% | 6.1 | 423.3 | 476 | 104 | 195 | \$39,958.50 |
| Total | | | | 476 | 104 | 195 | \$39,958.50 |
| Total Value Added Worth | | | | | | | \$40,047.30 |

| Michigan Office of Highway Safety Planning ~ July 2008 Cable ~ Over the Limit Under Arrest ~ 2 Weeks | | | | | | | |
|--|-------|-----------|------------|------------|-----------------------|-----------------------|---------------------|
| Market | Reach | Frequency | Total GRPs | Spot Total | Added Value :30 Spots | Added Value Taggables | Total |
| -Detroit | 96.6% | 4.7 | 454.0 | 524 | | 200 | \$119,340.00 |
| -FSN | | | 84.6 | 90 | 50 | | \$19,158.15 |
| Total | | | | 614 | 50 | 200 | \$138,498.15 |
| Total Value Added Worth | | | | | | | \$43,000.00 |

| Michigan Office of Highway Safety Planning ~ July 2008 TV ~ Over the Limit Under Arrest ~ 2 Weeks | | | | | | | |
|---|-------|-----------|------------|------------|-----------------------|------------------------|--------------------|
| Market | Reach | Frequency | Total GRPs | Spot Total | Added Value :30 Spots | Added Value Billboards | Total |
| -Detroit | 64.2% | 3.9 | 250.5 | 148 | 3 | 80 | \$74,715.00 |
| Total | | | | 148 | 3 | 80 | \$74,715.00 |
| Total Value Added Worth | | | | | | | \$9,750.00 |

| Michigan Office of Highway Safety Planning ~ July 2008 Interactive ~ Over the Limit Under Arrest ~ 2 Weeks | | | | | |
|--|-----------|-------------|----------|--------------------|--|
| Site | Market | Impressions | CPM | Total | |
| - ESPN.com | Statewide | 219,157 | \$ 11.00 | \$5,007.15 | |
| - SI.com | Statewide | 522,975 | \$ 11.00 | \$4,400.00 | |
| - NASCAR.com | Statewide | 302,081 | \$ 14.37 | \$3,586.00 | |
| - Turner Media | Statewide | 69,340 | \$ 9.66 | \$675.91 | |
| Total | | | | \$13,669.06 | |

| | |
|-----------------------------|---------------------|
| Total Media Spending | \$266,840.71 |
|-----------------------------|---------------------|

Campaign Targeted toward Men 21-34; Aug 11 through Aug 31, 2008

| Michigan Office of Highway Safety Planning ~ August 2008 Radio ~ Over the Limit Under Arrest ~ 3 Weeks | | | | | | | |
|--|-------|-----------|------------|-------------|-----------------------|-----------------------|---------------------|
| Market | Reach | Frequency | Total GRPs | Spot Total | Added Value :60 Spots | Added Value :10 Spots | Total |
| -Battle Creek | 58.2% | 11.3 | 658.2 | 408 | 4 | 21 | \$4,615.50 |
| -Detroit | 75.8% | 8.2 | 621.2 | 679 | 116 | 224 | \$60,337.25 |
| -Flint | 79.4% | 10.4 | 806.9 | 998 | 27 | 108 | \$9,945.00 |
| -Grand Rapids | 67.2% | 8.4 | 564.7 | 645 | 99 | | \$13,498.00 |
| -Kalamazoo | 55.0% | 10.9 | 599.0 | 555 | 24 | 75 | \$8,215.25 |
| -Lansing | 62.7% | 7.7 | 483.0 | 381 | 33 | 24 | \$8,695.50 |
| -Saginaw | 65.9% | 8.7 | 573.3 | 549 | 60 | | \$9,460.50 |
| Total | | | | 4215 | | | \$114,767.00 |
| Total Value Added Worth | | | | | | | \$73,166.80 |

| Michigan Office of Highway Safety Planning ~ August 2008 Cable ~ Over the Limit Under Arrest ~ 3 Weeks | | | | | | | |
|--|-------|-----------|------------|-------------|-----------------------|-----------------------|---------------------|
| Market | Reach | Frequency | Total GRPs | Spot Total | Added Value :30 Spots | Added Value Taggables | Total |
| -Detroit | 99.6% | 6.5 | 647.6 | 668 | | 200 | \$169,677.00 |
| -Flint | 97.2% | 5.7 | 543.3 | 783 | | 200 | \$65,233.25 |
| -Grand Rapids | 84.6% | 4.1 | 333.2 | 806 | | 150 | \$74,222.00 |
| -Lansing | 80.6% | 4.2 | 348.1 | 1154 | | 150 | \$55,585.75 |
| -FSN | | | 240.4 | 201 | 45 | | \$61,361.50 |
| Total | | | | 3612 | | | \$426,079.50 |
| Total Value Added Worth | | | | | | | \$89,050.00 |

| Michigan Office of Highway Safety Planning ~ August 2008 TV ~ Over the Limit Under Arrest ~ 3 Weeks | | | | | | | |
|---|-------|-----------|------------|------------|-----------------------|------------------------|---------------------|
| Market | Reach | Frequency | Total GRPs | Spot Total | Added Value :30 Spots | Added Value Billboards | Total |
| -Detroit | 93.4% | 4.5 | 420.5 | 317 | | 85 | \$129,255.25 |
| -Flint | 69.1% | 6.7 | 463.1 | 225 | 6 | 50 | \$39,440.00 |
| -Grand Rapids | 86.4% | 3.7 | 319.5 | 166 | 19 | | \$68,170.00 |
| -Lansing | 81.0% | 4.2 | 340.1 | 231 | 39 | | \$23,438.76 |
| Total | | | | 939 | | | \$260,304.01 |
| Total Value Added Worth | | | | | | | \$23,500.00 |

| Michigan Office of Highway Safety Planning ~ August 2008 Interactive ~ Over the Limit Under Arrest ~ 3 Weeks | | | | | |
|--|-----------|-------------|----------|--------------------|--|
| Site | Market | Impressions | CPM | Total | |
| - ESPN.com | Statewide | 1,378,359 | \$ 11.00 | \$12,186.26 | |
| - SI.com | Statewide | 1,096,304 | \$ 11.00 | \$9,570.00 | |
| - NASCAR.com | Statewide | 1,052,993 | \$ 14.37 | \$6,270.00 | |
| - Turner Media | Statewide | 68,768 | \$ 9.66 | \$5,800.00 | |
| - Facebook.com | Statewide | 2,194,114 | \$ 5.00 | \$9,522.18 | |
| Total | | | | \$43,348.44 | |

| Michigan Office of Highway Safety Planning ~ August 2008 Projection ~ Over the Limit Under Arrest ~ 3 Weeks | | | | |
|---|------------------------------|------------|-------|--------------------|
| Counties | Flight Dates | # of Units | Hours | Total |
| Genesee | 8/22, 8/23, 8/29, 8/30, 8/31 | 2 | 6.0 | \$10,816.25 |
| Kent | 8/22, 8/23, 8/29, 8/30, 8/31 | 2 | 6.0 | |
| Macomb | 8/22, 8/23, 8/29, 8/30, 8/31 | 2 | 6.0 | |
| Oakland | 8/22, 8/23, 8/29, 8/30, 8/31 | 2 | 6.0 | |
| Wayne | 8/22, 8/23, 8/29, 8/30, 8/31 | 2 | 6.0 | |
| Total | | | | \$10,816.25 |

| Michigan Office of Highway Safety Planning ~ August 2008 Cinema ~ Over the Limit Under Arrest ~ 3 Weeks | | | | |
|---|--------------|---------------|--------------|--------------------|
| Counties | Flight Dates | # of Theatres | # of Screens | Total |
| Genesee | 8/08 - 9/04 | 20 | 270.0 | \$58,263.00 |
| Kent | 8/08 - 9/04 | | | |
| Macomb | 8/08 - 9/04 | | | |
| Oakland | 8/08 - 9/04 | | | |
| Wayne | 8/08 - 9/04 | | | |
| Total | | | | \$58,263.00 |

| | |
|-----------------------------|---------------------|
| Total Media Spending | \$913,578.20 |
|-----------------------------|---------------------|



ADVERTISING EVALUATION, ASSESSMENT AND OUTCOMES

Before and after each enforcement mobilization, OHSP sponsors a 400-sample statewide telephone surveys, with a 150 over sampling of male drivers under thirty. The surveys assist with measuring awareness of the enforcement efforts and how effective the advertising buy was at reaching the target group.

MAY 2008 CLICK IT OR TICKET

Police in my community are writing more safety belt tickets now than they were a few months ago. (strongly agree/somewhat agree)

| | 2006 | | 2007* | | 2008 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|
| | Pre survey | Post Survey | Pre survey | Post survey | Pre survey | Post survey |
| General population | 48% | 62% | n/a | n/a | 41.1% | 64.1% |
| Young men | 56% | 74% | n/a | n/a | 51.3% | 61.3% |

In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for safety belt violations? (Yes)

| | 2006 | | 2007* | | 2008 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|
| | Pre survey | Post Survey | Pre survey | Post survey | Pre survey | Post survey |
| General population | 30% | 56% | n/a | n/a | 18.5% | 57.3% |
| Young men | 40% | 55% | n/a | n/a | 15.3% | 53.3% |

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

| | 2006 | | 2007* | | 2008 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|
| | Pre survey | Post Survey | Pre survey | Post survey | Pre survey | Post survey |
| General population | 19% | 48% | n/a | n/a | 9.1% | 54.7% |
| Young men | 33% | 45% | n/a | n/a | 15.1% | 55% |

* No paid advertising took place this year and surveys were not conducted.

JULY 2008 OVER THE LIMIT. UNDER ARREST.

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

| | 2008 | |
|--------------------|------------|-------------|
| | Pre survey | Post survey |
| General population | 52.3% | 51.8% |
| Young men | 46.6% | 54% |
| Kalamazoo | 51% | 49.3 |



Have you heard of any special enforcement in the past thirty days related to police efforts to arrest drunk drivers? (Yes)

| | 2008 | |
|--------------------|------------|-------------|
| | Pre survey | Post survey |
| General population | 20% | 21.5% |
| Young men | 14.7% | 29% |
| Kalamazoo | 13.4% | 25% |

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

| | 2008 | |
|--------------------|------------|-------------|
| | Pre survey | Post survey |
| General population | 37.1% | 32.1% |
| Young men | 31.5% | 36.5% |
| Kalamazoo | 27.7% | 36.8 |

Kalamazoo County was surveyed because of a pilot visibility project detailed in the *Police Traffic Services* section.

AUGUST 2008 OVER THE LIMIT. UNDER ARREST.

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

| | 2006 | | 2007 | | 2008 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|
| | Pre survey | Post Survey | Pre survey | Post survey | Pre survey | Post survey |
| General population | 51% | 57% | 56% | 57% | 55.6% | 58.1% |
| Young men | 58% | 56% | 49% | 59% | 62.6% | 61.3% |

Have you heard of any special enforcement in the past thirty days related to police efforts to arrest drunk drivers? (Yes)

| | 2006 | | 2007 | | 2008 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|
| | Pre survey | Post Survey | Pre survey | Post survey | Pre survey | Post survey |
| General population | 27% | 41% | 23% | 35% | 16% | 29% |
| Young men | 23% | 41% | 19% | 31% | 20.7% | 34.7% |

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

| | 2006 | | 2007 | | 2008 | |
|--------------------|------------|-------------|------------|-------------|------------|-------------|
| | Pre survey | Post Survey | Pre survey | Post survey | Pre survey | Post survey |
| General population | 26% | 34% | 13% | 30% | 21.7% | 40.6% |
| Young men | 22% | 44% | 9% | 31% | 13.3% | 51.9% |





Driver Education

IMPROVING DRIVER EDUCATION

NEW DRIVER TRAINING

BACKGROUND: Young drivers are over-represented in traffic crashes and fatalities, not only in Michigan but across the nation. This is the deadly combination of limited driving experience and high risk-behavior. Research indicates that the first six months of licensure is the most dangerous time of a teenager's life.

GOAL: To coordinate training for driver's education instructors on the new Michigan version of the American Driver Traffic Safety Education Association's curriculum.

ACTIVITIES: The Michigan Department of State was able to support this project with agency funds and withdrew the grant request.





LEFT

WINDY WEATHER SAFETY TRAINING

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Roadway Safety

LOCAL SAFETY ANALYSIS

METROPOLITAN PLANNING ORGANIZATION SAFETY ANALYSIS

Section 402

BACKGROUND: Metropolitan Planning Organizations (MPOs) provide a variety of services to their communities, including transportation safety. However, many MPOs do not have the necessary resources to conduct an in-depth traffic safety analysis of roads in their communities. Since FY 2004, more than 400 intersections and road segments have been analyzed within several MPOs across the state through a technical assistance program established and funded by OHSP.

GOAL: To conduct a comprehensive traffic safety study for Jackson and Ingham county MPOs to assist in identifying crash and operational issues and recommend resolutions.

ACTIVITIES: Sixty locations were selected for in-depth engineering and safety studies within the Tri-County Regional Planning Commission and the Region 2 Planning Commission (Jackson County). Detailed traffic crash analysis at selected high-crash locations was performed. Comprehensive site investigations and analysis included:

- »Tri-County Region - Field surveys of existing geometric and traffic control features along with the peak hour traffic volume data have been completed for all thirty locations.
- »Jackson County - Field surveys of existing geometric and traffic control features have been completed for all thirty locations. Peak hour traffic volume data have been collected for ten locations.

The final report will be delivered to each MPO in November 2008.

INTERSECTION ENFORCEMENT ROAD SAFETY AUDIT

Section 402

BACKGROUND: In Michigan, there were 93,119 intersection crashes in 2007 representing 28 percent of crashes. These intersection crashes resulted in 288 fatalities (29 percent of fatalities) and 2,319 incapacitating injuries (31 percent of incapacitating injuries).

GOAL: To reduce the number of intersection-related crashes, fatalities, and injuries by 10 percent.

ACTIVITIES: No funding was designated for this project in FY 2008 due to limited resources.





Motorcycle Safety

MOTORCYCLE SAFETY

MOTORCYCLE SAFETY AND TRAINING

Sections 2010, 406

BACKGROUND: In 2007, Michigan experienced an increase in motorcycle fatalities, rising from 114 in 2006 to 120 in 2007. Many motorcyclists continue to ride motorcycles illegally by not having the proper endorsement. In fact, the results of a recent University of Michigan study of motorcycle crashes revealed that nearly one-half of the riders lacked the required cycle endorsement. It is believed that a reduction in motorcycle crashes, injuries, and fatalities could be realized with added emphasis on proper training and licensing of riders.

In an effort to address rider safety issues, several state agencies, in collaboration with the motorcycle community, have invested considerable time and effort toward improving rider safety through its motorcycle safety training program. Formal motorcycle education, training, and licensing are viewed as critical components necessary to operate a motorcycle safely.

The Michigan Motorcycle Safety Program, administered by the Michigan Department of State, offers both basic and experienced rider courses through public and private sponsors. These programs train approximately 13,000 motorcyclists annually at more than fifty training sites. However, due to the growing popularity of motorcycling, the number of classes offered has not kept pace with the demand for training. Offering additional training would enhance capacity and the programs' abilities to meet demand. In addition, purchasing additional training motorcycles is also required to enhance the quality of the training programs by providing the best equipment to meet the needs of an increasing student population.

GOAL: To fund an additional eighty-four motorcycle training courses at new locations in the Detroit and Grand Rapids areas.

To maintain safe equipment and provide twenty-four new training bikes for public sponsors.

ACTIVITIES: Eighty-four motorcycle safety courses were offered; forty-five in Grand Rapids and thirty-nine in Detroit resulting in approximately 1,091 students being trained. Twenty-four new training motorcycles were purchased for the training program and distributed to twelve sites.

EDUCATION AND COMMUNICATION

MOTORCYCLE SAFETY AND TRAINING

Section 402

BACKGROUND: Crash statistics indicate that motorcyclists who are not legally licensed to operate a motorcycle are more likely to be killed in crashes. The endorsement process ensures basic training or at least some forethought in the use of a motorcycle, and should lead to a better prepared, safer motorcyclist population. Previous research has shown that motorcycle riders do not get their endorsement due to various issues such as inability to find an open class for training, no classes held within a convenient distance, and some riders are unaware that an endorsement is required to ride legally on Michigan roadways.

GOAL: Conduct a communications campaign to encourage more motorcyclists to seek licensure and endorsement.

ACTIVITIES: The Michigan Department of State has not yet acted on implementing recommended changes from the Governor's Traffic Safety Advisory Commission's Motorcycle Action Team. Once a final determination on these recommendations is known, a comprehensive communication plan can be created.



Emergency Medical Services

RECORDS IMPROVEMENT

EMERGENCY MEDICAL DATABASE

Sections 163, 408

BACKGROUND: The Michigan Department of Community Health Emergency Medical Services & Trauma Section works to improve pre-hospital and hospital care in Michigan. One key element in improving that care is to establish a statewide database for EMS agencies and trauma facilities that can create linkages to other information, such as crash data, and outpatient treatment information.

Subject to HIPPA guidelines and system requirements, appropriate grantees and state agencies will be able to use and analyze this information.

GOAL: To establish an EMS database and Web input tool that can capture data from Medical First Response, Basic Life Support, Limited Advanced Life Support, and Advanced Life Support agencies.

ACTIVITIES: A vendor was selected to create the EMS database tool and provide training to system users. Eighteen agencies, including fire departments, EMS, and hospitals in Oakland, Livingston, Washtenaw, Eaton, and Kalamazoo counties, were selected to pilot this software. In February, a week-long training session was held with the pilot agencies to train them on the software and to identify administrative rules/rights. Once the pilot is complete, agencies will provide feedback to the vendor to enhance functionality, create reporting standards, and establish general procedures and processes that eventually all EMS providers will use.

The pilot phase began in March and more than 2,500 patient care records have been entered into the state repository from the pilot sites.

In September, a statewide Medical Control Authority training showcased the finished database tool. More than 800 medical first response agencies are expected to use the Web input tool by April 2009.





Administrative Issues

GOVERNORS TRAFFIC SAFETY ADVISORY COMMISSION



Bi-monthly meetings provide an avenue for traffic safety advocates at the state and local level to share information, concerns, resources, and activities. Member agency representatives update the commission on traffic safety activities taking place within their agencies. Legislative updates keep members current on legislation that has an impact on traffic safety issues.

Implementation of the Michigan Strategic Highway Safety Plan (SHSP) remains a focus of the Governor's Traffic Safety Advisory Commission (GTSAC). The original SHSP was prepared using 2003 traffic crash data and included a statewide goal expiring in 2008. In FY 2008, the commissioners voted to update the plan with full participation from commissioners, action team chairs, and other statewide traffic safety partners.

A day-long SHSP update meeting included presentations from traffic safety partners at the federal level and an update on Michigan's traffic crash data over the past five years. This information was used to update the SHSP's mission and goals.

Traffic crash data, along with the newly revised mission and goals, were used to examine the current set of traffic safety emphasis areas. There was consensus that most of the emphasis areas should remain, with the exception of work zone safety. It was felt this particular area was being thoroughly addressed by the Michigan Department of Transportation and did not need to be identified as a specific emphasis area in the plan. Emergency Medical Services was added to the SHSP as an emphasis area.

Following the April update meeting, the SHSP was updated and redesigned. It was sent to the Governor's office for review and approval and distributed upon receiving that approval. The Emphasis Area Action Plans will also be updated based upon the revised SHSP.

MICHIGAN TRAFFIC SAFETY SUMMIT

The 13th annual Michigan Traffic Safety Summit hosted nearly 400 exhibitors, attendees, and speakers. The 2008 Summit featured general sessions on why drivers need sleep by Dr. Mark Rosekind, president and chief scientist of Alertness Solutions, and What the Future Holds for Traffic Safety by Dr. Anthony Kane of the American Association of State Highway and Transportation Officials.

Attendees also had the opportunity to learn about traffic safety research, how to address teen driver distractions, wireless reporting systems for law enforcement, successful pedestrian and bicycle safety programs, work zone safety, combating motorcycle fatalities, and programs to encourage tweens and teens to buckle up.

An additional twenty-eight workshops on various traffic safety issues were offered.



Nearly 400 people attended the 13th annual Michigan Traffic Safety Summit

LEGISLATIVE UPDATE

Michigan's Legislature approved a "booster seat" law requiring children under age 8 or less than 4 feet 9 inches tall to ride in an appropriate child safety seat. That new law took effect July 1, 2008. Information regarding the communications campaign is in the *Occupant Protection* section.

A high BAC/ignition interlock bill has been introduced with a concerted effort to pass the legislation. As of the end of the fiscal year, it was not approved. Legislation to essentially repeal the mandatory motorcycle helmet law was approved by the Legislature, but vetoed by the governor. This marked the second time the governor has vetoed legislation that would make significant changes to the state's motorcycle helmet law. And, legislation to enact passenger limits for newly licensed drivers was introduced but not passed by the end of the fiscal year.



Mobilizations

OVERVIEW

Traffic enforcement mobilizations seek to reduce dangerous behavior by focusing statewide police efforts on a single problem. Periodic heightened enforcement has a greater deterrent effect than a prolonged but diffuse campaign. During mobilization periods, OHSP grantees conduct extra patrols, while other law enforcement agencies across the state place heightened attention on traffic enforcement. Intensive earned and paid media efforts bring attention to the increased enforcement. There were four periods of heightened enforcement for FY 2008: *Over the Limit*, *Under Arrest*, drunk-driving enforcement around New Year's Eve and Labor Day, *Buckle Up or Pay Up, Click It or Ticket*, safety belt enforcement around Memorial Day, and a combined campaign around the Independence Day holiday.

GOALS: To increase safety belt use and decrease drunk driving by increasing the perceived threat of arrest or citation for unsafe driving behaviors.

ACTIVITIES

DECEMBER DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST. CRACKDOWN

Summary:

LAW ENFORCEMENT PARTICIPATION: 182 law enforcement agencies reported enforcement activities
DRUNK DRIVING ARRESTS: 375 impaired drivers
NEWS STORIES: 231

The second worst time for drunk driving crashes in Michigan is New Year's Day, particularly just after midnight on New Year's Eve. There are also some high-crash days around the Christmas holiday, but only Independence Day beats the New Year for a one-day fatality count.

Given the constrained focus and that this was a Michigan-specific effort rather than a national crackdown, activity was more limited than the full mobilization's implementation seen in other mobilizations and crackdowns. The media strategy relied on earned media, using press releases to alert drivers to increased enforcement.

Most OHSP law enforcement partners scheduled grant-funded overtime for the holiday, although limits existed given holiday staffing and existing plans for holiday overtime.

MAY BUCKLE UP OR PAY UP, CLICK IT OR TICKET MOBILIZATION



Six media events promoted the May safety belt mobilization.

Summary:

LAW ENFORCEMENT PARTICIPATION: 336 law enforcement agencies reported enforcement activities
SAFETY BELT ENFORCEMENT ZONES: 775
SAFETY BELT CITATIONS: 10,503
CHILD RESTRAINT CITATIONS: 221
PAID ADVERTISING: \$1,400,000
MEDIA EVENTS: Six
NEWS STORIES: 428

Every OHSP law enforcement grantee participated in the Memorial Day *Buckle Up or Pay Up* effort, while many non-grantees took advantage of the heightened public attention to conduct enforcement as well. More than 10,000 safety belt citations were reported.

Paid media targeted young men, those most likely to be unbelted. In addition to standard advertising channels of television, cable, and radio, OHSP also reached its audience through stadiums, cinemas, online, and outdoor projection advertisements.

Earned media included media events and press releases across the state. Network outreach again placed audience-specific posters in venues patronized by the target audience, such as hardware, auto parts, convenience stores, and sporting goods stores. Posters were shipped to more than 12,000 locations. In addition, nearly 800 communications kits were sent out to law enforcement and other traffic safety partners for distribution in their communities. Kits contained posters, pizza box stickers, and banners promoting the enforcement effort. A teen-themed safety belt poster and announcement PSAs were mailed to the state's high schools.



Mobilization kits were shipped to:

- >>662 law enforcement agencies
- >>104 other traffic safety partners

Posters and other items were shipped to:

- >>11,066 convenience stores/gas stations
- >>1,800 bars/restaurants
- >>1,200 automotive parts stores
- >>835 high schools
- >>24 MC Sports
- >>14 Gander Mountain
- >>Cabela's

Telephone surveys showed large increases in awareness of safety belt enforcement during the mobilization. A majority of Michigan drivers were aware of the campaign, and more than a third personally saw at least one safety belt enforcement zone. The perceived risk of receiving a ticket for driving unbelted increased by 10 percent. Safety belt use rose from 92.6 percent to 96.2 percent during the mobilization, a new record for the state.

JULY COMBINED CRACKDOWN/ MOBILIZATION

Summary:

LAW ENFORCEMENT PARTICIPATION: 196 agencies reported enforcement activities.

DRUNK DRIVING ARRESTS: 314

SAFETY BELT CITATIONS: 1,694

CHILD RESTRAINT CITATIONS: 304

PAID ADVERTISING: \$300,000

MEDIA EVENTS: Two

NEWS STORIES: 158

The Fourth of July is the worst day of the year for drunk driving crashes in Michigan. OHSP selected ten days in June and July for increased enforcement, both on drunk driving and safety belt use. This was again a Michigan-specific effort rather than a national campaign, and the first combined message enforcement campaign. Most OHSP law enforcement partners scheduled grant-funded overtime during the July 4th holiday period.

WEST MICHIGAN HIGH VISIBILITY PILOT PROJECT



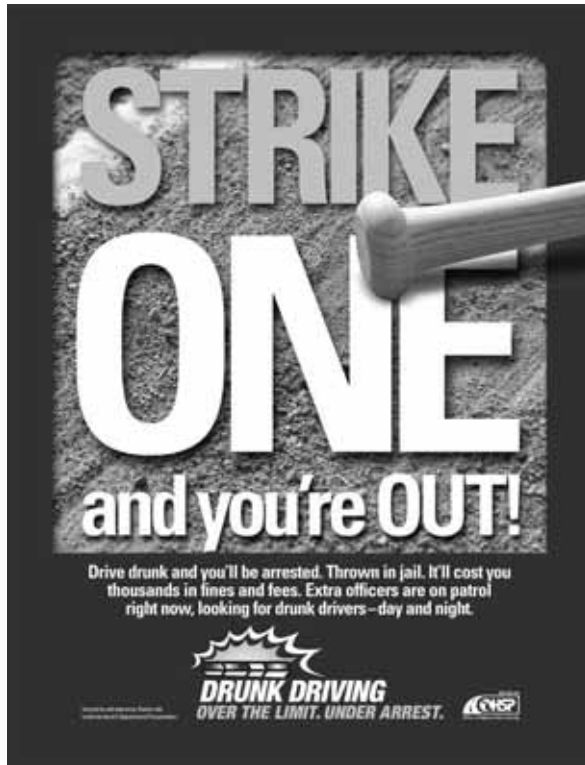
Officers in West Michigan prepare to take part in a high-visibility enforcement effort during the July 4th holiday.

In West Michigan, agencies took part in a high visibility enforcement pilot project which included enforcement in a concentrated area highlighted by special advertisements, electronic message boards, and officers clad in reflective vests. Earned and paid media focused on western Michigan, with a new ad focusing on night patrols. The purpose of the project was to increase the visibility of the enforcement. Unfortunately, low agency participation limited the extent to which the program could be meaningfully evaluated.

Telephone surveys indicated increased awareness of enforcement efforts in the media target populations (young men, western Michigan). There was less change in the perceived risk of being cited or arrested. There were almost no self-indicated changes in behavior, but very few drivers admit to driving drunk or unbelted to begin with. Observed safety belt use continued to rise over the summer, reaching 97.2 percent by Labor Day, the highest in the state to date.



AUGUST DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST. CRACKDOWN



This poster was featured at Comerica Park, home of the Detroit Tigers.

Summary:

LAW ENFORCEMENT PARTICIPATION: 309 agencies reported enforcement activities.

DRUNK DRIVING ARRESTS: 832 impaired drivers

PAID ADVERTISING: \$1,000,000

MEDIA EVENTS: Six

NEWS STORIES: 364

To reduce alcohol-involved deaths around the Labor Day holiday, OHSP took part in the national *Drunk Driving. Over the Limit. Under Arrest.* crackdown. Earned media included press releases and six media events around the state. Internet advertising on sites for sports, social networking, and young adult audiences joined the usual television and radio paid media advertising, along with cinema ads and outdoor projection ads.

All OHSP law enforcement grantees participated in overtime patrols for drunk drivers. In total activity, this was OHSP's largest enforcement project for the year, with more than 27,000 stops and 19,000 citations and arrests.

Telephone surveys showed that awareness of the campaign was good, both in terms of messages and enforcement, but the perceived threat of arrest did not significantly increase. This may be tied to the small proportion of drivers who admit to driving after drinking to excess, a number which did not significantly change either. Slogan recognition of the old *You Drink & Drive. You Lose.* remains higher than the new theme of *Drunk Driving. Over the Limit. Under Arrest.*

MOBILIZATION TOTALS

| | Traffic stops | Safety belt citations | Child restraint citations | Drunk driving arrests | Other felony arrests | Other misdemeanors | Other citations and arrests |
|----------------|---------------|-----------------------|---------------------------|-----------------------|----------------------|--------------------|-----------------------------|
| New Year's Eve | 8,197 | 210 | 12 | 375 | 54 | 1,083 | 4,831 |
| Memorial Day | 19,765 | 10,503 | 221 | 149 | 61 | 1,901 | 6,080 |
| 4th of July | 18,704 | 1,694 | 304 | 314 | 137 | 2,154 | 9,757 |
| Labor Day | 27,231 | 640 | 166 | 832 | 252 | 3,154 | 14,361 |
| Totals | 73,897 | 13,047 | 703 | 1,670 | 504 | 8,292 | 35,029 |



FY 2009 Focus

Everything comes back to fatalities. OHSP's primary mission is to reduce fatalities on Michigan roadways, and the goal for 2009 is to have the fewest fatalities of any year on record. The question for every program is: how will this activity/strategy save lives?

2009 is a "blank slate" year for problem identification: start over with a fresh look at the data to see what is involved in the most deaths. This view was expanded to fatalities and serious injuries to set goals through 2012.

Cooperation is always essential to traffic safety. There are important roles at the local, state, and national levels, and OHSP appreciates help from and the chance to help with partners' programs. Michigan has an enviably long history of cooperation and coordination in traffic safety, and these deep roots have borne great fruit.

IMPAIRED DRIVING "HIGH PRIORITY" FOR FY 2009:

With successful progress on safety belt use placing Michigan among the highest belt use states in the nation, impaired driving will find itself as a high priority issue for OHSP in 2009.

Between 2003 and 2007, 1,636 people were killed in Michigan in crashes involving a drunk driver with a BAC of .08 or higher and countless more received permanent, life altering and disabling injuries. In fact, since 1994, the Fatal Accident Reporting System (FARS) reports that fatalities involving .08 BAC drivers and above has not dropped below the 300 mark. While 2007 was a fourteen-year low in drunk driving fatalities, Michigan can do better.

The approach will be simple and straightforward and involve several key components including the following:

High-Visibility Enforcement - According to Heidi Coleman of the National Highway Traffic Safety Administration's Impaired Driving Division:

"The purpose of high-visibility enforcement is to create general deterrence by increasing the perceived risk of arrest. The object is to convince people not to drive impaired in the first place."

Through funding support, OHSP intends to create a climate where strict enforcement of Michigan's drunk driving law is not only recognized by the general public, but sends the message that if you want to

drive drunk, don't do it in Michigan. Fifty-five counties covering over 90 percent of the state's population will receive supplemental federal funds to support an aggressive overtime enforcement program, including two statewide drunk driving crackdowns over the July 4 and Labor Day holidays when crash data shows the problem is the most evident. As a non-checkpoint state, Michigan will employ the use of innovative strategies to raise the visibility of enforcement and to field the most well-trained and best-equipped police officers in the nation when it comes to drunk driving enforcement.

Underage Drinking Prevention and Enforcement - OHSP will invest over \$1.8 million in strategies to prevent and enforce violations of Michigan's under 21 drinking law. Efforts will include funding compliance checks and "Party Patrols" by state, county, and local law enforcement, training, equipment, and earned media support. In addition, a new publicity campaign to provide increased visibility to enforcement efforts is currently in the works.

Paid/Earned Media - To heighten the visibility of enforcement efforts, OHSP will fund the production of the finest and most effective television and radio advertisements in the country. Working in close partnership with experts in the marketing field, we will strategically target those that are most likely to violate the law with attention grabbing ads to drive the message home. These efforts will be complimented by earned or free media strategies and outreach to supplement messaging to the motoring public.

Sobriety Courts - Having the most effective enforcement program in the country is useless unless there are efforts to provide intensive supervision and treatment of convicted drunk drivers to keep them from offending again. As part of this effort, OHSP will invest \$300,000 in federal traffic safety funds to establish seven new sobriety courts. Michigan is one of the leading states in the nation in the use of sobriety courts, a strategy that is proven to be effective in reducing drunk driving recidivism.

Forensic Laboratory Support - With the passage of the .08 BAC law in 2003, and the inclusion of a provision for Schedule One drugs, the demand for toxicology services from the Michigan State Police Forensic Science Division skyrocketed. OHSP will provide funding support to expedite the testing of blood samples from suspected drunk drivers so that prosecutors can quickly and efficiently prosecute offenders.

While these are some of the more high-profile projects OHSP will be funding in 2009 to address the



drunk driving problem, there will be others including technical assistance and continuing education for prosecutors and courts, recognition for law enforcement and prosecutors, and prevention programs for high school and college-age students supporting non-drinking social norms.

While there are many traffic safety challenges that will be addressed in 2009 and beyond, impaired driving is among the most prevalent and the most preventable problem we face. Dramatic reductions in impaired driving fatalities will be one of the greatest traffic safety challenges of our lifetime and require our collective focus and commitment.

Rest assured that Michigan's traffic safety community is up to the task.

OCCUPANT PROTECTION

Unrestrained fatalities have fallen as Michigan has risen to the highest safety belt use in the nation, down to one-quarter of fatalities. While the *Buckle Up or Pay Up, Click It or Ticket* enforcement campaign will remain central to OHSP's behavioral countermeasures in 2009, occupant protection efforts will also include child passenger safety training and seat distribution, along with community outreach and safety belt education. Observational surveys will check for use and misuse of safety belts, booster seats, and child restraints.

WHERE

Freeways, for all their speed and traffic, are the safest roads. Problem identification highlighted intersections, local roads, and lane departure as location-based traffic safety problems.

Intersections give cars chances to interact, at variable speeds and with turns. Local roads, particularly in rural areas, tend to have the lowest design standards and room for error. Lane departure is a problem of both location and behavior: most drivers drift because they are drowsy, distracted, or drunk, but it happens more often on some types of roadways, and they can be designed to reduce the crashes and their impacts.

Dispersed rural populations make it more difficult to create efficient programs, but OHSP is working to determine what is effective. The Upper Peninsula branch office provides extra service in the rural north.

WHO

Motorcycles are a rising national problem for traffic safety. As motorcycle use increases, so do crashes and deaths. This is the only problem that has consistently increased. OHSP is supporting Basic Rider Course training through the Department of State's Motorcycle Safety Program in 2009.

It is no secret that men, particularly young men, are the core traffic safety audience. No one crashes or dies so often. Almost all media and education programs are targeted at this demographic. Young drivers of both sexes have crash problems, including new drivers, new drinkers, and the overlap between those two.

Pedestrians are the other large group needing greater traffic safety support. Pedestrians compose about one-eighth of those killed in traffic crashes. They have no protection in a crash, and there are few proven-effective behavioral means of improving pedestrian safety.

WHEN

In absolute terms, after work is the worst time for crashes. This is mostly a matter of exposure, but one cannot ignore such high numbers. High traffic combines with drowsiness and early drinking to create many chances for crashes and deaths. Education and enforcement can both address this time period.

In relative terms, after midnight is the worst time for crashes. Darkness, drowsiness, and the close of bars combine to make 2 a.m. to 3 a.m. the peak time for alcohol-involved crashes. The hours after midnight are the focus for impaired driving enforcement, deterring drunk driving, and arresting the undeterred.

These are all worse on the weekends. Friday night (and therefore early Saturday morning) has the most crashes. Crashes are worse in the Friday evening rush hour, and alcohol-involved crashes are worst just after midnight on Saturday.

WHAT NEXT

OHSP is also supporting improved records and information processing to learn what problems Michigan has but does not yet know about. An Emergency Medical Service database is under development, putting first responders on the same system, with plans to integrate it with other systems and let traffic safety analysis go beyond the crash. OHSP supports a trainer position to improve crash reporting, as well as improved electronic crash reporting systems for the state and local law enforcement. Finding the unknown unknowns will show OHSP where to focus in the future.



Fiscal Year 2008 OHSP Status Report

| Prog Area | Task Description | Grantee ID | Planned Amt | Oblig Req | Approved Grants | Total Pmts |
|-----------|------------------|---|-----------------------------|-------------------|------------------|------------------|
| OP | 402 | TK #4 Evaluation | Planned Amount | 15,000.00 | | 0.00 |
| | | | OP-07-08 WSU | 11,908.00 | 11,908.00 | 10,574.00 |
| | | TK #4 Evaluation Total | | 15,000.00 | 11,908.00 | 10,574.00 |
| | | TK #5 Grant Development & Community Outreach | Planned Amount | 85,000.00 | | 0.00 |
| | | | CP-08-01 OHSP | 84,980.00 | 84,980.00 | 84,979.00 |
| | | TK #5 Grant Development & Community Outreach Total | | 85,000.00 | 84,980.00 | 84,979.00 |
| | | Unallocated to Grants | Oblig Bal 402 funds | (11.00) | | 0.00 |
| | | Unallocated to Grants Total | | (11.00) | | 0.00 |
| | 402 Total | | | 100,000.00 | 96,877.00 | 96,888.00 |
| | 405 | TK #1 Child Safety Seats | Planned Amount | 225,000.00 | | 0.00 |
| | | | AL-08-07 Big Rapids DPS | 4,000.00 | 4,000.00 | 0.00 |
| | | | PT-08-03 Eaton CSO | 4,000.00 | 4,000.00 | 4,000.00 |
| | | | PT-08-04 Holland PD | 4,000.00 | 4,000.00 | 3,994.00 |
| | | | PT-08-05 Wayne CSO | 4,000.00 | 4,000.00 | 3,963.00 |
| | | | PT-08-06 Cheboygan CSO | 4,000.00 | 4,000.00 | 3,998.00 |
| | | | PT-08-07 Gaylord PD | 2,000.00 | 2,000.00 | 0.00 |
| | | | PT-08-08 Calhoun CSO | 4,000.00 | 4,000.00 | 0.00 |
| | | | PT-08-09 Mason CSO | 3,996.00 | 3,996.00 | 0.00 |
| | | | PT-08-12 Macomb CSO | 4,000.00 | 4,000.00 | 1,234.00 |
| | | | PT-08-13 Barry CSO | 4,000.00 | 4,000.00 | 3,997.00 |
| | | | PT-08-14 Grand Traverse CSO | 3,960.00 | 3,960.00 | 3,960.00 |
| | | | PT-08-15 Clinton CSO | 7,998.00 | 7,998.00 | 7,963.00 |
| | | | PT-08-16 Jackson TSP | 4,000.00 | 4,000.00 | 3,997.00 |
| | | | PT-08-17 Bay CSO | 4,000.00 | 4,000.00 | 3,962.00 |
| | | | PT-08-18 WMU DPS | 4,000.00 | 4,000.00 | 4,000.00 |
| | | | PT-08-19 Hillsdale CSO | 3,992.00 | 3,992.00 | 3,992.00 |
| | | | PT-08-20 St. Joseph CSO | 4,000.00 | 4,000.00 | 3,976.00 |
| | | | PT-08-21 Lapeer CSO | 12,000.00 | 12,000.00 | 11,947.00 |
| | | | PT-08-22 Van Buren CSO | 4,000.00 | 4,000.00 | 0.00 |
| | | | PT-08-23 Detroit PD | 4,000.00 | 4,000.00 | 3,999.00 |
| | | | PT-08-24 Ionia CSO | 4,000.00 | 4,000.00 | 4,000.00 |
| | | | PT-08-26 Cass CSO | 3,962.00 | 3,962.00 | 3,954.00 |
| | | | PT-08-28 Midland CSO | 4,000.00 | 4,000.00 | 3,989.00 |
| | | | PT-08-31 Isabella CSO | 4,067.00 | 4,067.00 | 4,067.00 |
| | | | PT-08-35 Washtenaw CSO | 4,000.00 | 4,000.00 | 4,000.00 |
| | | | PT-08-36 St. Clair CSO | 4,000.00 | 4,000.00 | 4,000.00 |
| | | | PT-08-39 Marquette CSO | 16,180.00 | 16,180.00 | 16,180.00 |
| | | | PT-08-40 Charlevoix CSO | 4,000.00 | 4,000.00 | 3,577.00 |
| | | | PT-08-41 Wexford CSO | 4,000.00 | 4,000.00 | 2,599.00 |
| | | | PT-08-43 TIA - Oakland Cty | 4,000.00 | 4,000.00 | 3,784.00 |
| | | | PT-08-44 Oceana CSO | 4,000.00 | 4,000.00 | 4,000.00 |
| | | | AL-08-05 Manistee PD | 4,000.00 | 4,000.00 | 3,997.00 |
| | | | PT-08-25 Monroe CSO | 4,000.00 | 4,000.00 | 3,995.00 |



| Prog Area | Task Description | Grantee ID | Planned Amt | Oblig Req | Approved Grants | Total Pmts |
|-----------|--|--|-------------------------|---------------------|---------------------|-------------------|
| | | PT-08-33 East Lansing PD | | 4,000.00 | 4,000.00 | 4,000.00 |
| | | PT-08-45 Roscommon CSO | | 4,000.00 | 4,000.00 | 3,999.00 |
| | | PT-08-46 Allegan CSO | | 4,069.00 | 4,069.00 | 4,069.00 |
| | | PT-08-49 Chippewa CSO | | 2,000.00 | 2,000.00 | 1,998.00 |
| | | PT-08-50 Alger CSO | | 0.00 | 0.00 | 0.00 |
| | | PT-08-34 Menominee PD | | 4,000.00 | 4,000.00 | 3,842.00 |
| | | PT-08-52 St. Ignace PD | | 4,000.00 | 4,000.00 | 3,985.00 |
| | | PT-08-51 Alpena CSO | | 4,000.00 | 4,000.00 | 3,960.00 |
| | | PT-08-48 Wyoming PD | | 8,000.00 | 8,000.00 | 4,294.00 |
| | | PT-08-53 Delta CSO | | 4,000.00 | 4,000.00 | 4,000.00 |
| | | PT-08-47 Livingston CSO | | 3,960.00 | 3,960.00 | 1,940.00 |
| | | PT-08-54 Muskegon CSO | | 4,000.00 | 4,000.00 | 3,960.00 |
| | | PT-08-55 Manistique DPS | | 4,000.00 | 4,000.00 | 3,857.00 |
| | | PT-08-56 Luce CSO | | 4,000.00 | 4,000.00 | 3,873.00 |
| | | PT-08-30 MSP- TSD | | 10,000.00 | 10,000.00 | 0.00 |
| | TK #1 Child Safety Seats Total | | 225,000.00 | 218,184.00 | 218,184.00 | 178,901.00 |
| | TK #2 CPS | Planned Amount | 66,000.00 | | | 0.00 |
| | | OP-08-02 MDCH | | 65,085.00 | 65,085.00 | 65,085.00 |
| | TK #2 CPS Total | | 66,000.00 | 65,085.00 | 65,085.00 | 65,085.00 |
| | TK#3 Education and Communication | Planned Amount | 40,000.00 | | | 0.00 |
| | | CP-08-02 OHSP | | 40,000.00 | 40,000.00 | 800.00 |
| | TK#3 Education and Communication Total | | 40,000.00 | 40,000.00 | 40,000.00 | 800.00 |
| | TK #4 Evaluation | Planned Amount | 166,000.00 | | | 0.00 |
| | | OP-08-01 WSU | | 141,792.00 | 141,792.00 | 139,271.00 |
| | | OP-07-04 WSU | | 23,686.00 | 23,686.00 | 23,656.00 |
| | TK #4 Evaluation Total | | 166,000.00 | 165,478.00 | 165,478.00 | 162,927.00 |
| | Unallocated to Grants | Oblig Bal 405 funds | | 985,835.00 | | 0.00 |
| | Unallocated to Grants Total | | | 985,835.00 | | 0.00 |
| | 405 Total | | 497,000.00 | 1,474,582.00 | 488,747.00 | 407,713.00 |
| | 406 | TK#3 Education and Communication | Planned Amount | 375,000.00 | | 0.00 |
| | | CP-08-02 OHSP | | 375,000.00 | 375,000.00 | 148,278.00 |
| | | TK#3 Education and Communication Total | | 375,000.00 | 375,000.00 | 148,278.00 |
| | 406 Total | | 375,000.00 | 375,000.00 | 375,000.00 | 148,278.00 |
| | 157 Inc | TK #2 CPS | Planned Amount | 242,000.00 | | 0.00 |
| | | OP-08-02 MDCH | | 126,915.00 | 126,915.00 | 100,186.00 |
| | | PT-08-39 Marquette CSO | | 115,000.00 | 115,000.00 | 115,000.00 |
| | | TK #2 CPS Total | | 241,915.00 | 241,915.00 | 215,186.00 |
| | | Unallocated to Grants | Oblig Bal 157 Inc funds | (26,729.00)" | | 0.00 |
| | | Unallocated to Grants Total | | (26,729.00)" | | 0.00 |
| | 157 Inc Total | | 242,000.00 | 215,186.00 | 241,915.00 | 215,186.00 |
| | OP Total | | 1,214,000.00 | 2,161,645.00 | 1,202,550.00 | 866,730.00 |
| AL | 402 | TK #3 Adjudication | Planned Amount | 56,000.00 | | 0.00 |
| | | TK #3 Adjudication Total | | 56,000.00 | | 0.00 |
| | | TK #4 Grant Development & Community Outreach | Planned Amount | 316,000.00 | | 0.00 |
| | | CP-08-01 OHSP | | 315,925.00 | 315,925.00 | 315,919.00 |



| Prog Area | Task Description | Grantee ID | Planned Amt | Oblig Req | Approved Grants | Total Pmts |
|------------------|--|-----------------------------|-------------------|-------------------|-------------------|-------------------|
| | TK #4 Grant Development & Community Outreach Total | | 316,000.00 | 315,925.00 | 315,925.00 | 315,919.00 |
| | Unallocated to Grants | Oblig Bal 402 funds | | 460.00 | | 0.00 |
| | Unallocated to Grants Total | | | 460.00 | | 0.00 |
| 402 Total | | | 372,000.00 | 316,385.00 | 315,925.00 | 315,919.00 |
| 406 | TK #2 Reducing Underage Drinking | Planned Amount | 600,000.00 | | | 0.00 |
| | | CP-08-02 OHSP | | 500,000.00 | 500,000.00 | 41,122.00 |
| | | AL-08-10 Royal Oak PD | | 25,577.00 | 25,577.00 | 19,072.00 |
| | TK #2 Reducing Underage Drinking Total | | 600,000.00 | 525,577.00 | 525,577.00 | 60,194.00 |
| 406 Total | | | 600,000.00 | 525,577.00 | 525,577.00 | 60,194.00 |
| 410 | TK #1 Enforcement Support | Planned Amount | 1,167,000.00 | 0.00 | | 0.00 |
| | | AL-08-01 Detroit PD | | 850.00 | 850.00 | 830.00 |
| | | AL-08-02 Fraser DPS | | 750.00 | 750.00 | 0.00 |
| | | AL-08-03 Meridian Twp PD | | 400.00 | 400.00 | 400.00 |
| | | AL-08-06 Traverse City PD | | 400.00 | 400.00 | 400.00 |
| | | AL-08-07 Big Rapids DPS | | 400.00 | 400.00 | 0.00 |
| | | CP-08-02 OHSP | | 50,000.00 | 50,000.00 | 18,092.00 |
| | | JJ-08-03 Westland PD | | 750.00 | 750.00 | 749.00 |
| | | JJ-08-04 Troy PD | | 745.00 | 745.00 | 745.00 |
| | | PT-08-02 Saginaw CSO | | 400.00 | 400.00 | 0.00 |
| | | PT-08-09 Mason CSO | | 400.00 | 400.00 | 0.00 |
| | | PT-08-12 Macomb CSO | | 750.00 | 750.00 | 0.00 |
| | | PT-08-16 Jackson TSP | | 400.00 | 400.00 | 0.00 |
| | | PT-08-17 Bay CSO | | 400.00 | 400.00 | 400.00 |
| | | PT-08-18 WMU DPS | | 400.00 | 400.00 | 0.00 |
| | | PT-08-21 Lapeer CSO | | 400.00 | 400.00 | 0.00 |
| | | PT-08-24 Ionia CSO | | 400.00 | 400.00 | 385.00 |
| | | PT-08-31 Isabella CSO | | 400.00 | 400.00 | 0.00 |
| | | PT-08-32 Baroda-Lake Twp PD | | 400.00 | 400.00 | 400.00 |
| | | PT-08-35 Washtenaw CSO | | 400.00 | 400.00 | 0.00 |
| | | PT-08-36 St. Clair CSO | | 400.00 | 400.00 | 0.00 |
| | | PT-08-37 Lenawee CSO | | 400.00 | 400.00 | 0.00 |
| | | PT-08-39 Marquette CSO | | 400.00 | 400.00 | 0.00 |
| | | PT-08-40 Charlevoix CSO | | 150.00 | 150.00 | 142.00 |
| | | PT-08-42 Ottawa CSO | | 401.00 | 401.00 | 401.00 |
| | | AL-08-04 Grand Blanc Twp PD | | 400.00 | 400.00 | 0.00 |
| | | AL-08-05 Manistee PD | | 400.00 | 400.00 | 399.00 |
| | | JJ-08-01 Grosse Ile PD | | 750.00 | 750.00 | 749.00 |
| | | PT-08-45 Roscommon CSO | | 389.00 | 389.00 | 389.00 |
| | | PT-08-50 Alger CSO | | 400.00 | 400.00 | 63.00 |
| | | PT-08-34 Menominee PD | | 400.00 | 400.00 | 0.00 |
| | | AL-08-08 Sault Ste Marie PD | | 400.00 | 400.00 | 0.00 |
| | | PT-08-52 St. Ignace PD | | 400.00 | 400.00 | 0.00 |
| | | PT-08-48 Wyoming PD | | 506.00 | 506.00 | 506.00 |
| | | PT-08-51 Alpena CSO | | 383.00 | 383.00 | 383.00 |
| | | PT-08-53 Delta CSO | | 400.00 | 400.00 | 0.00 |
| | | PT-08-47 Livingston CSO | | 400.00 | 400.00 | 0.00 |
| | | PT-08-55 Manistique DPS | | 400.00 | 400.00 | 381.00 |



MICHIGAN OFFICE OF HIGHWAY SAFETY PLANNING

| Prog Area | Task Description | Grantee ID | Planned Amt | Oblig Req | Approved Grants | Total Pmts |
|-----------|---|-----------------------------|--------------|--------------|-----------------|------------|
| | | PT-08-56 Luce CSO | | 400.00 | 400.00 | 0.00 |
| | | PT-08-57 Iron Mt PD | | 400.00 | 400.00 | 0.00 |
| | | AL-08-15 MSP- FSD | | 738,713.00 | 738,713.00 | 470,936.00 |
| | | AL-08-18 MSP- Training Div | | 253,379.00 | 253,379.00 | 225,466.00 |
| | | PT-08-30 MSP- TSD | | 400.00 | 400.00 | 0.00 |
| | TK #1 Enforcement Support Total | | 1,167,000.00 | 1,059,716.00 | 1,059,716.00 | 722,216.00 |
| | TK #2 Reducing Underage Drinking | Planned Amount | 1,237,000.00 | | | 0.00 |
| | | AL-08-01 Detroit PD | | 60,000.00 | 60,000.00 | 59,970.00 |
| | | AL-08-02 Fraser DPS | | 39,978.00 | 39,978.00 | 31,071.00 |
| | | AL-08-03 Meridian Twp PD | | 24,499.00 | 24,499.00 | 24,499.00 |
| | | AL-08-06 Traverse City PD | | 24,496.00 | 24,496.00 | 19,597.00 |
| | | AL-08-07 Big Rapids DPS | | 24,500.00 | 24,500.00 | 12,231.00 |
| | | AL-08-14 MDCH | | 237,000.00 | 237,000.00 | 225,037.00 |
| | | PT-08-02 Saginaw CSO | | 17,435.00 | 17,435.00 | 13,227.00 |
| | | PT-08-08 Calhoun CSO | | 17,793.00 | 17,793.00 | 6,354.00 |
| | | PT-08-09 Mason CSO | | 7,467.00 | 7,467.00 | 5,077.00 |
| | | PT-08-12 Macomb CSO | | 48,250.00 | 48,250.00 | 36,954.00 |
| | | PT-08-15 Clinton CSO | | 24,500.00 | 24,500.00 | 24,464.00 |
| | | PT-08-16 Jackson TSP | | 24,014.00 | 24,014.00 | 7,713.00 |
| | | PT-08-17 Bay CSO | | 24,402.00 | 24,402.00 | 14,943.00 |
| | | PT-08-18 WMU DPS | | 29,973.00 | 29,973.00 | 18,707.00 |
| | | PT-08-19 Hillsdale CSO | | 12,043.00 | 12,043.00 | 12,043.00 |
| | | PT-08-21 Lapeer CSO | | 24,493.00 | 24,493.00 | 21,144.00 |
| | | PT-08-24 Ionia CSO | | 17,495.00 | 17,495.00 | 16,291.00 |
| | | PT-08-29 Sanilac CSO | | 14,230.00 | 14,230.00 | 12,690.00 |
| | | PT-08-31 Isabella CSO | | 29,971.00 | 29,971.00 | 29,971.00 |
| | | PT-08-32 Baroda-Lake Twp PD | | 17,357.00 | 17,357.00 | 17,357.00 |
| | | PT-08-35 Washtenaw CSO | | 29,941.00 | 29,941.00 | 16,397.00 |
| | | PT-08-36 St. Clair CSO | | 29,500.00 | 29,500.00 | 29,367.00 |
| | | PT-08-37 Lenawee CSO | | 29,373.00 | 29,373.00 | 18,533.00 |
| | | PT-08-39 Marquette CSO | | 22,001.00 | 22,001.00 | 22,001.00 |
| | | PT-08-40 Charlevoix CSO | | 7,777.00 | 7,777.00 | 3,255.00 |
| | | PT-08-42 Ottawa CSO | | 29,551.00 | 29,551.00 | 27,998.00 |
| | | AL-08-04 Grand Blanc Twp PD | | 24,467.00 | 24,467.00 | 24,346.00 |
| | | AL-08-05 Manistee PD | | 17,508.00 | 17,508.00 | 17,169.00 |
| | | PT-08-45 Roscommon CSO | | 9,696.00 | 9,696.00 | 8,343.00 |
| | | PT-08-46 Allegan CSO | | 0.00 | 0.00 | 0.00 |
| | | PT-08-50 Alger CSO | | 14,874.00 | 14,874.00 | 14,874.00 |
| | | PT-08-34 Menominee PD | | 12,384.00 | 12,384.00 | 2,365.00 |
| | | AL-08-08 Sault Ste Marie PD | | 24,449.00 | 24,449.00 | 20,381.00 |
| | | PT-08-52 St. Ignace PD | | 14,971.00 | 14,971.00 | 6,633.00 |
| | | PT-08-51 Alpena CSO | | 17,440.00 | 17,440.00 | 16,648.00 |
| | | PT-08-48 Wyoming PD | | 24,900.00 | 24,900.00 | 14,598.00 |
| | | PT-08-53 Delta CSO | | 7,417.00 | 7,417.00 | 6,973.00 |
| | | PT-08-47 Livingston CSO | | 29,930.00 | 29,930.00 | 21,475.00 |
| | | PT-08-54 Muskegon CSO | | 14,985.00 | 14,985.00 | 0.00 |
| | | PT-08-55 Manistique DPS | | 10,000.00 | 10,000.00 | 9,671.00 |



| Prog Area | Task Description | Grantee ID | Planned Amt | Oblig Req | Approved Grants | Total Pmts |
|-----------------|--|--------------------------------|---------------------|---------------------|---------------------|---------------------|
| | | PT-08-56 Luce CSO | | 11,288.00 | 11,288.00 | 11,103.00 |
| | | PT-08-57 Iron Mt PD | | 6,920.00 | 6,920.00 | 1,422.00 |
| | | JJ-08-05 Highland Park PD | | 700.00 | 700.00 | 676.00 |
| | | PT-08-30 MSP- TSD | | 119,999.00 | 119,999.00 | 114,792.00 |
| | TK #2 Reducing Underage Drinking Total | | 1,237,000.00 | 1,229,967.00 | 1,229,967.00 | 1,018,360.00 |
| | TK #3 Adjudication | Planned Amount | 832,000.00 | | | 0.00 |
| | | AL-08-16 PAAM | | 290,000.00 | 290,000.00 | 247,841.00 |
| | | AL-08-19 Office of Genesee Cty | | 186,014.00 | 186,014.00 | 144,896.00 |
| | | CP-08-01 OHSP | | 15,258.00 | 15,258.00 | 15,258.00 |
| | | AL-08-17 MJI | | 48,425.00 | 48,425.00 | 11,429.00 |
| | | AL-08-13 SCAO | | 295,294.00 | 295,294.00 | 48,360.00 |
| | TK #3 Adjudication Total | | 832,000.00 | 834,991.00 | 834,991.00 | 467,784.00 |
| | TK #5 Local Support and Training | Planned Amount | 15,000.00 | | | 0.00 |
| | | AL-08-12 MADD | | 14,000.00 | 14,000.00 | 10,708.00 |
| | TK #5 Local Support and Training Total | | 15,000.00 | 14,000.00 | 14,000.00 | 10,708.00 |
| | Unallocated to Grants | Oblig Bal 410 funds | | 4,407,331.00 | | 0.00 |
| | Unallocated to Grants Total | | | 4,407,331.00 | | 0.00 |
| | 410 Total | | 3,251,000.00 | 7,546,005.00 | 3,138,674.00 | 2,219,068.00 |
| AL Total | | | 4,223,000.00 | 8,387,967.00 | 3,980,176.00 | 2,595,181.00 |
| PT | 163 | TK #1 Traffic Enforcement | Planned Amount | 378,000.00 | | 0.00 |
| | | PT-08-12 Macomb CSO | | 102,066.00 | 102,066.00 | 102,066.00 |
| | | PT-08-23 Detroit PD | | 275,195.00 | 275,195.00 | 275,195.00 |
| | TK #1 Traffic Enforcement Total | | 378,000.00 | 377,261.00 | 377,261.00 | 377,261.00 |
| | Unallocated to Grants | Oblig Bal 163 funds | | 0.00 | | 0.00 |
| | Unallocated to Grants Total | | | 0.00 | | 0.00 |
| | 163 Total | | 378,000.00 | 377,261.00 | 377,261.00 | 377,261.00 |
| | 402 | TK #1 Traffic Enforcement | Planned Amount | 4,964,000.00 | | 0.00 |
| | | PT-08-01 Ogemaw CSO | | 13,000.00 | 13,000.00 | 9,528.00 |
| | | PT-08-02 Saginaw CSO | | 35,000.00 | 35,000.00 | 35,000.00 |
| | | PT-08-03 Eaton CSO | | 32,500.00 | 32,500.00 | 30,835.00 |
| | | PT-08-04 Holland PD | | 60,000.00 | 60,000.00 | 60,000.00 |
| | | PT-08-05 Wayne CSO | | 749,963.00 | 749,963.00 | 690,423.00 |
| | | PT-08-06 Cheboygan CSO | | 13,617.00 | 13,617.00 | 13,308.00 |
| | | PT-08-07 Gaylord PD | | 8,013.00 | 8,013.00 | 8,013.00 |
| | | PT-08-08 Calhoun CSO | | 16,400.00 | 16,400.00 | 11,357.00 |
| | | PT-08-09 Mason CSO | | 15,000.00 | 15,000.00 | 13,340.00 |
| | | PT-08-10 Shiawassee CSO | | 44,971.00 | 44,971.00 | 44,971.00 |
| | | PT-08-12 Macomb CSO | | 197,934.00 | 197,934.00 | 197,091.00 |
| | | PT-08-13 Barry CSO | | 11,040.00 | 11,040.00 | 10,116.00 |
| | | PT-08-14 Grand Traverse CSO | | 55,015.00 | 55,015.00 | 39,750.00 |
| | | PT-08-15 Clinton CSO | | 75,006.00 | 75,006.00 | 75,006.00 |
| | | PT-08-16 Jackson TSP | | 35,000.00 | 35,000.00 | 32,154.00 |
| | | PT-08-17 Bay CSO | | 32,500.00 | 32,500.00 | 26,057.00 |
| | | PT-08-18 WMU DPS | | 75,000.00 | 75,000.00 | 65,771.00 |
| | | PT-08-19 Hillsdale CSO | | 13,939.00 | 13,939.00 | 13,939.00 |
| | | PT-08-20 St. Joseph CSO | | 27,500.00 | 27,500.00 | 27,500.00 |



| Prog Area | Task Description | Grantee ID | Planned Amt | Oblig Req | Approved Grants | Total Pmts |
|-----------|--|-----------------------------|--------------|--------------|-----------------|--------------|
| | | PT-08-21 Lapeer CSO | | 45,000.00 | 45,000.00 | 42,818.00 |
| | | PT-08-22 Van Buren CSO | | 10,408.00 | 10,408.00 | 10,408.00 |
| | | PT-08-23 Detroit PD | | 74,805.00 | 74,805.00 | 74,805.00 |
| | | PT-08-24 Ionia CSO | | 28,000.00 | 28,000.00 | 27,987.00 |
| | | PT-08-26 Cass CSO | | 11,070.00 | 11,070.00 | 10,233.00 |
| | | PT-08-27 Montcalm CSO | | 3,982.00 | 3,982.00 | 3,982.00 |
| | | PT-08-28 Midland CSO | | 30,000.00 | 30,000.00 | 30,000.00 |
| | | PT-08-29 Sanilac CSO | | 14,712.00 | 14,712.00 | 14,712.00 |
| | | PT-08-31 Isabella CSO | | 35,000.00 | 35,000.00 | 35,000.00 |
| | | PT-08-32 Baroda-Lake Twp PD | | 35,000.00 | 35,000.00 | 35,000.00 |
| | | PT-08-35 Washtenaw CSO | | 65,000.00 | 65,000.00 | 59,385.00 |
| | | PT-08-36 St. Clair CSO | | 55,501.00 | 55,501.00 | 55,501.00 |
| | | PT-08-37 Lenawee CSO | | 45,000.00 | 45,000.00 | 45,000.00 |
| | | PT-08-38 Burton PD | | 274,559.00 | 274,559.00 | 266,535.00 |
| | | PT-08-39 Marquette CSO | | 57,276.00 | 57,276.00 | 29,920.00 |
| | | PT-08-40 Charlevoix CSO | | 8,000.00 | 8,000.00 | 6,183.00 |
| | | PT-08-41 Wexford CSO | | 14,465.00 | 14,465.00 | 9,281.00 |
| | | PT-08-42 Ottawa CSO | | 40,000.00 | 40,000.00 | 31,025.00 |
| | | PT-08-43 TIA - Oakland Cty | | 349,500.00 | 349,500.00 | 323,032.00 |
| | | PT-08-44 Oceana CSO | | 14,998.00 | 14,998.00 | 14,998.00 |
| | | PT-08-25 Monroe CSO | | 85,000.00 | 85,000.00 | 83,520.00 |
| | | PT-08-33 East Lansing PD | | 79,948.00 | 79,948.00 | 73,863.00 |
| | | PT-08-45 Roscommon CSO | | 18,000.00 | 18,000.00 | 16,699.00 |
| | | PT-08-46 Allegan CSO | | 44,232.00 | 44,232.00 | 44,229.00 |
| | | PT-08-49 Chippewa CSO | | 26,499.00 | 26,499.00 | 21,916.00 |
| | | PT-08-50 Alger CSO | | 36,428.00 | 36,428.00 | 36,428.00 |
| | | PT-08-34 Menominee PD | | 17,500.00 | 17,500.00 | 8,448.00 |
| | | PT-08-52 St. Ignace PD | | 14,500.00 | 14,500.00 | 9,620.00 |
| | | PT-08-51 Alpena CSO | | 9,500.00 | 9,500.00 | 9,487.00 |
| | | PT-08-48 Wyoming PD | | 450,002.00 | 450,002.00 | 426,998.00 |
| | | PT-08-53 Delta CSO | | 11,064.00 | 11,064.00 | 11,064.00 |
| | | PT-08-47 Livingston CSO | | 37,000.00 | 37,000.00 | 36,913.00 |
| | | PT-08-54 Muskegon CSO | | 46,500.00 | 46,500.00 | 46,500.00 |
| | | PT-08-55 Manistique DPS | | 8,061.00 | 8,061.00 | 8,061.00 |
| | | PT-08-56 Luce CSO | | 11,206.00 | 11,206.00 | 11,206.00 |
| | | PT-08-57 Iron Mt PD | | 16,000.00 | 16,000.00 | 10,342.00 |
| | | PT-08-30 MSP- TSD | | 1,018,538.00 | 1,018,538.00 | 1,018,538.00 |
| | TK #1 Traffic Enforcement Total | | 4,964,000.00 | 4,653,652.00 | 4,653,652.00 | 4,403,796.00 |
| | TK #2 Enforcement Support | Planned Amount | 126,000.00 | | | 0.00 |
| | | AL-08-16 PAAM | | 56,000.00 | 56,000.00 | 36,733.00 |
| | | PT-08-11 MCOLES | | 69,400.00 | 69,400.00 | 11,848.00 |
| | TK #2 Enforcement Support Total | | 126,000.00 | 125,400.00 | 125,400.00 | 48,581.00 |
| | TK #3 Education and Communication | Planned Amount | 100,000.00 | | | 0.00 |
| | | CP-08-02 OHSP | | 100,000.00 | 100,000.00 | 63,065.00 |
| | TK #3 Education and Communication Total | | 100,000.00 | 100,000.00 | 100,000.00 | 63,065.00 |
| | TK #4 Evaluation | Planned Amount | 85,000.00 | | | 0.00 |



| Prog Area | Task Description | Grantee ID | Planned Amt | Oblig Req | Approved Grants | Total Pmts |
|------------------|---|-----------------------------|---------------------|---------------------|---------------------|---------------------|
| | | CP-08-01 OHSP | | 75,100.00 | 75,100.00 | 75,100.00 |
| | TK #4 Evaluation Total | | 85,000.00 | 75,100.00 | 75,100.00 | 75,100.00 |
| | TK #5 Grant Development & Community Outreach | Planned Amount | 1,025,000.00 | | | 0.00 |
| | | CP-08-01 OHSP | | 1,024,758.00 | 1,024,758.00 | 1,024,730.00 |
| | TK #5 Grant Development & Community Outreach Total | | 1,025,000.00 | 1,024,758.00 | 1,024,758.00 | 1,024,730.00 |
| | Unallocated to Grants | Oblig Bal 402 funds | | 38,254.00 | | 0.00 |
| | Unallocated to Grants Total | | | 38,254.00 | | 0.00 |
| 402 Total | | | 6,300,000.00 | 6,017,164.00 | 5,978,910.00 | 5,615,272.00 |
| 405 | TK #1 Traffic Enforcement | Planned Amount | 600,000.00 | | | 0.00 |
| | | PT-08-12 Macomb CSO | | 100,000.00 | 100,000.00 | 64,607.00 |
| | | PT-08-23 Detroit PD | | 100,000.00 | 100,000.00 | 100,000.00 |
| | | PT-08-43 TIA - Oakland Cty | | 100,000.00 | 100,000.00 | 100,000.00 |
| | | PT-08-30 MSP- TSD | | 300,000.00 | 300,000.00 | 219,710.00 |
| | TK #1 Traffic Enforcement Total | | 600,000.00 | 600,000.00 | 600,000.00 | 484,317.00 |
| 405 Total | | | 600,000.00 | 600,000.00 | 600,000.00 | 484,317.00 |
| 406 | TK #1 Traffic Enforcement | Planned Amount | 1,317,000.00 | | | 0.00 |
| | | AL-08-02 Fraser DPS | | 19,659.00 | 19,659.00 | 19,659.00 |
| | | AL-08-03 Meridian Twp PD | | 14,997.00 | 14,997.00 | 14,967.00 |
| | | JJ-08-03 Westland PD | | 23,408.00 | 23,408.00 | 23,408.00 |
| | | PT-08-02 Saginaw CSO | | 26,886.00 | 26,886.00 | 23,737.00 |
| | | PT-08-04 Holland PD | | 22,988.00 | 22,988.00 | 22,988.00 |
| | | PT-08-05 Wayne CSO | | 24,956.00 | 24,956.00 | 18,356.00 |
| | | PT-08-07 Gaylord PD | | 5,203.00 | 5,203.00 | 5,203.00 |
| | | PT-08-08 Calhoun CSO | | 15,000.00 | 15,000.00 | 15,000.00 |
| | | PT-08-09 Mason CSO | | 7,500.00 | 7,500.00 | 6,995.00 |
| | | PT-08-10 Shiawassee CSO | | 5,000.00 | 5,000.00 | 5,000.00 |
| | | PT-08-13 Barry CSO | | 7,486.00 | 7,486.00 | 4,801.00 |
| | | PT-08-15 Clinton CSO | | 16,348.00 | 16,348.00 | 16,189.00 |
| | | PT-08-16 Jackson TSP | | 25,556.00 | 25,556.00 | 25,556.00 |
| | | PT-08-17 Bay CSO | | 9,994.00 | 9,994.00 | 9,994.00 |
| | | PT-08-18 WMU DPS | | 19,981.00 | 19,981.00 | 19,953.00 |
| | | PT-08-20 St. Joseph CSO | | 28,960.00 | 28,960.00 | 23,165.00 |
| | | PT-08-22 Van Buren CSO | | 22,514.00 | 22,514.00 | 14,808.00 |
| | | PT-08-27 Montcalm CSO | | 3,849.00 | 3,849.00 | 3,849.00 |
| | | PT-08-31 Isabella CSO | | 20,012.00 | 20,012.00 | 17,875.00 |
| | | PT-08-32 Baroda-Lake Twp PD | | 20,000.00 | 20,000.00 | 17,914.00 |
| | | PT-08-35 Washtenaw CSO | | 16,598.00 | 16,598.00 | 1,325.00 |
| | | PT-08-36 St. Clair CSO | | 58,000.00 | 58,000.00 | 58,000.00 |
| | | PT-08-37 Lenawee CSO | | 4,961.00 | 4,961.00 | 945.00 |
| | | PT-08-38 Burton PD | | 24,940.00 | 24,940.00 | 19,577.00 |
| | | PT-08-42 Ottawa CSO | | 2,400.00 | 2,400.00 | 1,679.00 |
| | | PT-08-44 Oceana CSO | | 7,497.00 | 7,497.00 | 7,497.00 |
| | | AL-08-04 Grand Blanc Twp PD | | 24,475.00 | 24,475.00 | 24,475.00 |
| | | JJ-08-01 Grosse Ile PD | | 24,295.00 | 24,295.00 | 21,833.00 |
| | | PT-08-25 Monroe CSO | | 27,500.00 | 27,500.00 | 27,500.00 |
| | | PT-08-33 East Lansing PD | | 15,000.00 | 15,000.00 | 15,000.00 |



MICHIGAN OFFICE OF HIGHWAY SAFETY PLANNING

| Prog Area | Task Description | Grantee ID | Planned Amt | Oblig Req | Approved Grants | Total Pmts |
|----------------------|---|----------------------------|---------------------|---------------------|---------------------|---------------------|
| | | PT-08-48 Wyoming PD | | 24,494.00 | 24,494.00 | 21,999.00 |
| | | PT-08-47 Livingston CSO | | 20,023.00 | 20,023.00 | 17,487.00 |
| | | PT-08-54 Muskegon CSO | | 19,574.00 | 19,574.00 | 5,653.00 |
| | | JJ-08-02 Novi PD | | 22,845.00 | 22,845.00 | 22,845.00 |
| | | PT-08-12 Macomb CSO | | 30,325.00 | 30,325.00 | 6,333.00 |
| | | PT-08-26 Cass CSO | | 6,963.00 | 6,963.00 | 4,265.00 |
| | | PT-08-28 Midland CSO | | 37,500.00 | 37,500.00 | 37,185.00 |
| | | PT-08-30 MSP- TSD | | 499,963.00 | 499,963.00 | 499,963.00 |
| | TK #1 Traffic Enforcement Total | | 1,317,000.00 | 1,207,650.00 | 1,207,650.00 | 1,102,978.00 |
| | TK #3 Education and Communication | Planned Amount | 93,000.00 | | | 0.00 |
| | | CP-08-02 OHSP | | 93,000.00 | 93,000.00 | 62,088.00 |
| | TK#3 Education and Communication Total | | | 93,000.00 | 93,000.00 | 62,088.00 |
| | Unallocated to Grants | Oblig Bal 406 funds | | 1,106,807.00 | | 0.00 |
| | Unallocated to Grants Total | | | 1,106,807.00 | | 0.00 |
| 406 Total | | | 1,410,000.00 | 2,407,457.00 | 1,300,650.00 | 1,165,066.00 |
| 410 | TK #1 Traffic Enforcement | Planned Amount | 165,000.00 | | | 0.00 |
| | | PT-08-30 MSP- TSD | | 45,000.00 | 45,000.00 | 30,915.00 |
| | TK #1 Traffic Enforcement Total | | 165,000.00 | 45,000.00 | 45,000.00 | 30,915.00 |
| 410 Total | | | 165,000.00 | 45,000.00 | 45,000.00 | 30,915.00 |
| 157 Inc | TK #1 Traffic Enforcement | Planned Amount | 139,000.00 | | | 0.00 |
| | | CP-08-01 OHSP | | 14,393.00 | 14,393.00 | 14,393.00 |
| | | PT-08-43 TIA - Oakland Cty | | 124,230.00 | 124,230.00 | 124,230.00 |
| | TK #1 Traffic Enforcement Total | | 139,000.00 | 138,623.00 | 138,623.00 | 138,623.00 |
| 157 Inc Total | | | 139,000.00 | 138,623.00 | 138,623.00 | 138,623.00 |
| 405 PM | TK #3 Education and Communication | Planned Amount | 1,400,000.00 | | | 0.00 |
| | | CP-08-02 OHSP | | 1,400,000.00 | 1,400,000.00 | 1,370,654.00 |
| | TK #3 Education and Communication Total | | 1,400,000.00 | 1,400,000.00 | 1,400,000.00 | 1,370,654.00 |
| | Unallocated to Grants | Oblig Bal 405 funds | | 0.00 | | 0.00 |
| | Unallocated to Grants Total | | | 0.00 | | 0.00 |
| 405 PM Total | | | 1,400,000.00 | 1,400,000.00 | 1,400,000.00 | 1,370,654.00 |
| 410 PM | TK #3 Education and Communication | Planned Amount | 800,000.00 | | | 0.00 |
| | | CP-08-02 OHSP | | 800,000.00 | 800,000.00 | 782,014.00 |
| | TK #3 Education and Communication Total | | 800,000.00 | 800,000.00 | 800,000.00 | 782,014.00 |
| | Unallocated to Grants | Oblig Bal 410 funds | | 0.00 | | 0.00 |
| | Unallocated to Grants Total | | | 0.00 | | 0.00 |
| 410 PM Total | | | 800,000.00 | 800,000.00 | 800,000.00 | 782,014.00 |
| 406 PM | TK #3 Education and Communication | Planned Amount | 800,000.00 | | | 0.00 |
| | | CP-08-02 OHSP | | 800,000.00 | 800,000.00 | 789,869.00 |
| | TK #3 Education and Communication Total | | 800,000.00 | 800,000.00 | 800,000.00 | 789,869.00 |
| | Unallocated to Grants | Oblig Bal 406 PM | | 0.00 | | 0.00 |
| | Unallocated to Grants Total | | | 0.00 | | 0.00 |
| 406 PM Total | | | 800,000.00 | 800,000.00 | 800,000.00 | 789,869.00 |
| 402 PM | Unallocated to Grants | Oblig Bal 402 funds | | 0.00 | | 0.00 |



| Prog Area | Task Description | Grantee ID | Planned Amt | Oblig Req | Approved Grants | Total Pmts |
|-----------------|-----------------------------|-----------------------------|----------------------|----------------------|----------------------|----------------------|
| | Unallocated to Grants Total | | | 0.00 | | 0.00 |
| | 402 PM Total | | | 0.00 | | 0.00 |
| PT Total | | | 11,992,000.00 | 12,585,505.00 | 11,440,444.00 | 10,753,991.00 |
| PS | 402 | TK #1 Bicycle Safety | Planned Amount | 65,000.00 | | 0.00 |
| | | AL-08-07 Big Rapids DPS | | 500.00 | 500.00 | 497.00 |
| | | PT-08-01 Ogemaw CSO | | 500.00 | 500.00 | 0.00 |
| | | PT-08-02 Saginaw CSO | | 500.00 | 500.00 | 0.00 |
| | | PT-08-03 Eaton CSO | | 500.00 | 500.00 | 496.00 |
| | | PT-08-04 Holland PD | | 500.00 | 500.00 | 498.00 |
| | | PT-08-05 Wayne CSO | | 500.00 | 500.00 | 498.00 |
| | | PT-08-06 Cheboygan CSO | | 500.00 | 500.00 | 499.00 |
| | | PT-08-07 Gaylord PD | | 265.00 | 265.00 | 0.00 |
| | | PT-08-08 Calhoun CSO | | 500.00 | 500.00 | 0.00 |
| | | PT-08-09 Mason CSO | | 498.00 | 498.00 | 0.00 |
| | | PT-08-12 Macomb CSO | | 500.00 | 500.00 | 0.00 |
| | | PT-08-13 Barry CSO | | 500.00 | 500.00 | 498.00 |
| | | PT-08-14 Grand Traverse CSO | | 498.00 | 498.00 | 498.00 |
| | | PT-08-15 Clinton CSO | | 495.00 | 495.00 | 495.00 |
| | | PT-08-16 Jackson TSP | | 500.00 | 500.00 | 500.00 |
| | | PT-08-17 Bay CSO | | 500.00 | 500.00 | 0.00 |
| | | PT-08-18 WMU DPS | | 500.00 | 500.00 | 500.00 |
| | | PT-08-20 St. Joseph CSO | | 500.00 | 500.00 | 498.00 |
| | | PT-08-21 Lapeer CSO | | 500.00 | 500.00 | 498.00 |
| | | PT-08-22 Van Buren CSO | | 500.00 | 500.00 | 0.00 |
| | | PT-08-23 Detroit PD | | 500.00 | 500.00 | 493.00 |
| | | PT-08-24 Ionia CSO | | 500.00 | 500.00 | 468.00 |
| | | PT-08-26 Cass CSO | | 500.00 | 500.00 | 395.00 |
| | | PT-08-28 Midland CSO | | 500.00 | 500.00 | 500.00 |
| | | PT-08-31 Isabella CSO | | 500.00 | 500.00 | 500.00 |
| | | PT-08-35 Washtenaw CSO | | 500.00 | 500.00 | 0.00 |
| | | PT-08-36 St. Clair CSO | | 500.00 | 500.00 | 498.00 |
| | | PT-08-39 Marquette CSO | | 500.00 | 500.00 | 488.00 |
| | | PT-08-40 Charlevoix CSO | | 500.00 | 500.00 | 491.00 |
| | | PT-08-43 TIA - Oakland Cty | | 500.00 | 500.00 | 410.00 |
| | | PT-08-44 Oceana CSO | | 500.00 | 500.00 | 496.00 |
| | | AL-08-05 Manistee PD | | 500.00 | 500.00 | 497.00 |
| | | PT-08-25 Monroe CSO | | 500.00 | 500.00 | 500.00 |
| | | PT-08-33 East Lansing PD | | 500.00 | 500.00 | 495.00 |
| | | PT-08-45 Roscommon CSO | | 500.00 | 500.00 | 486.00 |
| | | PT-08-46 Allegan CSO | | 0.00 | 0.00 | 0.00 |
| | | PT-08-49 Chippewa CSO | | 500.00 | 500.00 | 500.00 |
| | | PT-08-50 Alger CSO | | 475.00 | 475.00 | 0.00 |
| | | PT-08-34 Menominee PD | | 500.00 | 500.00 | 0.00 |
| | | PT-08-52 St. Ignace PD | | 500.00 | 500.00 | 498.00 |
| | | PT-08-51 Alpena CSO | | 500.00 | 500.00 | 500.00 |
| | | PT-08-48 Wyoming PD | | 500.00 | 500.00 | 0.00 |
| | | PT-08-53 Delta CSO | | 502.00 | 502.00 | 502.00 |
| | | PT-08-47 Livingston CSO | | 500.00 | 500.00 | 500.00 |



| Prog Area | Task Description | Grantee ID | Planned Amt | Oblig Req | Approved Grants | Total Pmts |
|-----------------|---|---|---------------------|-------------------|-------------------|-------------------|
| | | PT-08-54 Muskegon CSO | | 500.00 | 500.00 | 496.00 |
| | | PT-08-55 Manistique DPS | | 500.00 | 500.00 | 500.00 |
| | | PT-08-56 Luce CSO | | 500.00 | 500.00 | 477.00 |
| | | PT-08-57 Iron Mt PD | | 500.00 | 500.00 | 0.00 |
| | TK #1 Bicycle Safety Total | | 65,000.00 | 23,233.00 | 23,233.00 | 16,665.00 |
| | TK #2 Grant Development & Community Outreach | Planned Amount | 8,000.00 | | | 0.00 |
| | | CP-08-01 OHSP | | 7,998.00 | 7,998.00 | 7,998.00 |
| | TK #2 Grant Development & Community Outreach Total | | 8,000.00 | 7,998.00 | 7,998.00 | 7,998.00 |
| | Unallocated to Grants | Oblig Bal 402 funds | | 157.00 | | 0.00 |
| | Unallocated to Grants Total | | | 157.00 | | 0.00 |
| | 402 Total | | 73,000.00 | 31,388.00 | 31,231.00 | 24,663.00 |
| PS Total | | | 73,000.00 | 31,388.00 | 31,231.00 | 24,663.00 |
| TR | 163 | TK #1 Enforcement Training | Planned Amount | 169,000.00 | | 0.00 |
| | | TR-07-03 MSP- CJC | | 139,862.00 | 139,862.00 | 139,862.00 |
| | | TK #1 Enforcement Training Total | 169,000.00 | 139,862.00 | 139,862.00 | 139,862.00 |
| | | TK #2 Traffic Enforcement | Planned Amount | 0.00 | | 0.00 |
| | | TK #2 Traffic Enforcement Total | 0.00 | | | 0.00 |
| | | TK #2 WITHDRAWN | 4297 MDOT | 0.00 | | 0.00 |
| | | TK #2 WITHDRAWN Total | | 0.00 | | 0.00 |
| | | TK #5 Driver Record Processing | Planned Amount | 104,000.00 | | 0.00 |
| | | TR-08-11 Dept of State | | 0.00 | 0.00 | 0.00 |
| | | TK #5 Driver Record Processing Total | 104,000.00 | 0.00 | 0.00 | 0.00 |
| | 163 Total | | 273,000.00 | 139,862.00 | 139,862.00 | 139,862.00 |
| | 402 | TK #3 Education and Communication | Planned Amount | 190,000.00 | | 0.00 |
| | | TR-08-01 UMTRI | | 190,000.00 | 190,000.00 | 190,000.00 |
| | | TK #3 Education & Communication Total | 190,000.00 | 190,000.00 | 190,000.00 | 190,000.00 |
| | | TK #4 Grant Development & Community Outreach | Planned Amount | 333,000.00 | | 0.00 |
| | | CP-08-01 OHSP | | 332,921.00 | 332,921.00 | 332,912.00 |
| | | TK #4 Grant Development & Community Outreach Total | 333,000.00 | 332,921.00 | 332,921.00 | 332,912.00 |
| | | Unallocated to Grants | Oblig Bal 402 funds | 25,458.00 | | 0.00 |
| | | Unallocated to Grants Total | | 25,458.00 | | 0.00 |
| | 402 Total | | 523,000.00 | 548,379.00 | 522,921.00 | 522,912.00 |
| | 406 | TK #2 Records Improvement | Planned Amount | 1,000,000.00 | | 0.00 |
| | | TR-08-02 Norton Shores PD | | 119,972.00 | 119,972.00 | 57,231.00 |
| | | TR-08-03 Oceana CSO | | 130,622.00 | 130,622.00 | 125,544.00 |
| | | TR-08-04 Sanilac CSO | | 108,024.00 | 108,024.00 | 98,013.00 |
| | | TR-08-05 Wyoming PD | | 6,812.00 | 6,812.00 | 6,812.00 |
| | | TR-08-06 Cadillac PD | | 24,253.00 | 24,253.00 | 24,253.00 |
| | | TR-08-07 WMU DPS | | 199,980.00 | 199,980.00 | 199,980.00 |
| | | TR-08-08 Albion DPS | | 37,252.00 | 37,252.00 | 37,121.00 |
| | | TR-08-09 Van Buren CSO | | 130,740.00 | 130,740.00 | 130,729.00 |
| | | TR-08-10 Bay CSO | | 236,466.00 | 236,466.00 | 236,326.00 |



| Prog Area | Task Description | Grantee ID | Planned Amt | Oblig Req | Approved Grants | Total Pmts |
|-----------|---------------------------------------|---|---------------------|---------------------|---------------------|---------------------|
| | TK #2 Records Improvement Total | | 1,000,000.00 | 994,121.00 | 994,121.00 | 916,009.00 |
| | TK #3 Education and Communication | Planned Amount | 100,000.00 | | | 0.00 |
| | TK #3 Education & Communication | TR-08-01 UMTRI | | 100,000.00 | 100,000.00 | 100,000.00 |
| | TK #3 Education & Communication Total | | 100,000.00 | 100,000.00 | 100,000.00 | 100,000.00 |
| | 406 Total | | 1,100,000.00 | 1,094,121.00 | 1,094,121.00 | 1,016,009.00 |
| | 408 | TK #2 Records Improvement | Planned Amount | 1,015,000.00 | | 0.00 |
| | | TR-08-12 MDOT | | 599,990.00 | 599,990.00 | 1,794.00 |
| | TK #2 Records Improvement Total | | 1,015,000.00 | 599,990.00 | 599,990.00 | 1,794.00 |
| | TK #2 WITHDRAWN | 4297 MDOT | | 0.00 | | 0.00 |
| | TK #2 WITHDRAWN Total | | | 0.00 | | 0.00 |
| | TK #5 Driver Record Processing | Planned Amount | 310,000.00 | | | 0.00 |
| | | TR-08-11 Dept of State | | 310,000.00 | 310,000.00 | 0.00 |
| | TK #5 Driver Record Processing Total | | 310,000.00 | 310,000.00 | 310,000.00 | 0.00 |
| | Unallocated to Grants | Oblig Bal 408 funds | | 1,200,205.00 | | 0.00 |
| | Unallocated to Grants Total | | | 1,200,205.00 | | 0.00 |
| | 408 Total | | 1,325,000.00 | 2,110,195.00 | 909,990.00 | 1,794.00 |
| | | | 3,221,000.00 | 3,892,557.00 | 2,666,894.00 | 1,680,577.00 |
| CP | 402 | TK #1 Safe Communities Coalitions | Planned Amount | 224,000.00 | | 0.00 |
| | | CP-07-05 Detroit PD | | 163,351.00 | 163,351.00 | 163,340.00 |
| | | TK #1 Safe Communities Coalitions Total | 224,000.00 | 163,351.00 | 163,351.00 | 163,340.00 |
| | | TK #2 Network of Employers for Traffic Safety | Planned Amount | 30,000.00 | | 0.00 |
| | | TK #2 Network of Employers for Traffic Safety Total | 30,000.00 | | | 0.00 |
| | | TK #3 Education and Communication | Planned Amount | 511,000.00 | | 0.00 |
| | | CP-08-02 OHSP | | 286,000.00 | 286,000.00 | 151,928.00 |
| | | CP-08-03 MSP-MSD | | 196,840.00 | 196,840.00 | 176,321.00 |
| | | TK #3 Education and Communication Total | 511,000.00 | 482,840.00 | 482,840.00 | 328,249.00 |
| | | TK #4 Grant Development & Community Outreach | Planned Amount | 86,000.00 | | 0.00 |
| | | CP-08-01 OHSP | | 85,980.00 | 85,980.00 | 85,976.00 |
| | | TK #4 Grant Development & Community Outreach Total | 86,000.00 | 85,980.00 | 85,980.00 | 85,976.00 |
| | | Unallocated to Grants | Oblig Bal 402 funds | (11.00) | | 0.00 |
| | | Unallocated to Grants Total | | (11.00) | | 0.00 |
| | 402 Total | | 851,000.00 | 732,160.00 | 732,171.00 | 577,565.00 |
| | 406 | TK #3 Education and Communication | Planned Amount | 25,000.00 | | 0.00 |
| | | CP-08-03 MSP-MSD | | 25,000.00 | 25,000.00 | 0.00 |
| | | TK #3 Education and Communication Total | 25,000.00 | 25,000.00 | 25,000.00 | 0.00 |
| | 406 Total | | 25,000.00 | 25,000.00 | 25,000.00 | 0.00 |
| | 157 Inc | TK #1 Safe Communities Coalitions | Planned Amount | 0.00 | | 0.00 |
| | | TK #1 Safe Communities Coalitions Total | 0.00 | | | 0.00 |
| | 157 Inc Total | | 0.00 | | | 0.00 |



| Prog Area | Task Description | Grantee ID | Planned Amt | Oblig Req | Approved Grants | Total Pmts |
|-----------------|-------------------|--|------------------------|-------------------|-------------------|-------------------|
| CP Total | | | 876,000.00 | 757,160.00 | 757,171.00 | 577,565.00 |
| RS | 402 | TK #1 Local Safety Analysis | Planned Amount | 115,000.00 | | 0.00 |
| | | | RS-08-01 WSU | 100,000.00 | 100,000.00 | 99,447.00 |
| | | TK #1 Local Safety Analysis Total | | 115,000.00 | 100,000.00 | 99,447.00 |
| | | TK #2 Grant Development & Community Outreach | Planned Amount | 14,000.00 | | 0.00 |
| | | | CP-08-01 OHSP | 13,997.00 | 13,997.00 | 13,996.00 |
| | | TK #2 Grant Development & Community Outreach Total | | 14,000.00 | 13,997.00 | 13,996.00 |
| | | Unallocated to Grants | Oblig Bal 402 funds | (2.00) | | 0.00 |
| | | Unallocated to Grants Total | | (2.00) | | 0.00 |
| | 402 Total | | 129,000.00 | 113,995.00 | 113,997.00 | 113,443.00 |
| RS Total | | | 129,000.00 | 113,995.00 | 113,997.00 | 113,443.00 |
| DE | 402 | TK #1 Improving Driver Education | Planned Amount | 0.00 | | 0.00 |
| | | TK #1 Improving Driver Education Total | | 0.00 | | 0.00 |
| | | TK #1 WITHDRAWN | DE-08-01 Dept of State | 0.00 | | 0.00 |
| | | TK #1 WITHDRAWN Total | | 0.00 | | 0.00 |
| | | TK #2 Grant Development & Community Outreach | Planned Amount | 7,000.00 | | 0.00 |
| | | | CP-08-01 OHSP | 6,998.00 | 6,998.00 | 6,998.00 |
| | | TK #2 Grant Development & Community Outreach Total | | 7,000.00 | 6,998.00 | 6,998.00 |
| | | Unallocated to Grants | Oblig Bal 402 funds | 199.00 | | 0.00 |
| | | Unallocated to Grants Total | | 199.00 | | 0.00 |
| | 402 Total | | 7,000.00 | 7,197.00 | 6,998.00 | 6,998.00 |
| DE Total | | | 7,000.00 | 7,197.00 | 6,998.00 | 6,998.00 |
| MC | 402 | TK #2 Education and Communication | Planned Amount | 50,000.00 | | 0.00 |
| | | | CP-08-02 OHSP | 50,000.00 | 50,000.00 | 0.00 |
| | | TK #2 Education and Communication Total | | 50,000.00 | 50,000.00 | 0.00 |
| | | TK #3 Grant Development & Community Outreach | Planned Amount | 26,000.00 | | 0.00 |
| | | | CP-08-01 OHSP | 25,994.00 | 25,994.00 | 25,993.00 |
| | | TK #3 Grant Development & Community Outreach Total | | 26,000.00 | 25,994.00 | 25,993.00 |
| | | Unallocated to Grants | Oblig Bal 402 funds | (3.00) | | 0.00 |
| | | Unallocated to Grants Total | | (3.00) | | 0.00 |
| | 402 Total | | 76,000.00 | 75,991.00 | 75,994.00 | 25,993.00 |
| | 406 | TK #1 Motorcycle Safety | Planned Amount | 75,000.00 | | 0.00 |
| | | TK #1 Motorcycle Safety | MC-08-01 Dept of State | 65,701.00 | 65,701.00 | 37,717.00 |
| | | TK #1 Motorcycle Safety Total | | 65,701.00 | 65,701.00 | 37,717.00 |
| | 406 Total | | 75,000.00 | 65,701.00 | 65,701.00 | 37,717.00 |
| | 2010 | TK #1 Motorcycle Safety | Planned Amount | 165,000.00 | | 0.00 |
| | | TK #1 Motorcycle Safety | MC-08-01 Dept of State | 165,000.00 | 165,000.00 | 165,000.00 |
| | | TK #1 Motorcycle Safety Total | | 165,000.00 | 165,000.00 | 165,000.00 |
| | | Unallocated to Grants | Oblig Bal 2010 funds | 158,127.00 | | 0.00 |
| | | Unallocated to Grants Total | | 158,127.00 | | 0.00 |
| | 2010 Total | | 165,000.00 | 323,127.00 | 165,000.00 | 165,000.00 |
| MC Total | | | 316,000.00 | 464,819.00 | 306,695.00 | 228,710.00 |



| Prog Area | Task Description | Grantee ID | Planned Amt | Oblig Req | Approved Grants | Total Pmts |
|--------------------|------------------|--|---|----------------------|------------------------|----------------------|
| PA | 402 | TK #1 Planning and Administration | Planned Amount | 691,000.00 | | 0.00 |
| | | | PA-08-01 OHSP | 563,910.00 | 563,910.00 | 563,349.00 |
| | | TK #1 Planning and Administration Total | 691,000.00 | 563,910.00 | 563,910.00 | 563,349.00 |
| | | Unallocated to Grants | Oblig Bal 402 funds | 0.00 | | 0.00 |
| | | Unallocated to Grants Total | | 0.00 | | 0.00 |
| | 402 Total | | | 691,000.00 | 563,910.00 | 563,910.00 |
| PA Total | | | | 691,000.00 | 563,910.00 | 563,910.00 |
| EM | 163 | TK #1 Records Improvement | Planned Amount | 200,000.00 | | 0.00 |
| | | | EM-07-02 MDCH | 200,000.00 | 200,000.00 | 200,000.00 |
| | | TK #1 Records Improvement Total | 200,000.00 | 200,000.00 | 200,000.00 | 200,000.00 |
| | 163 Total | | | 200,000.00 | 200,000.00 | 200,000.00 |
| | 402 | TK #2 Grant Development & Community Outreach | Planned Amount | 61,000.00 | | 0.00 |
| | | | CP-08-01 OHSP | 60,986.00 | 60,986.00 | 60,984.00 |
| | | TK #2 Grant Development & Community Outreach Total | 61,000.00 | 60,986.00 | 60,986.00 | 60,984.00 |
| | | Unallocated to Grants | Oblig Bal 402 funds | 292.00 | | 0.00 |
| | | Unallocated to Grants Total | | 292.00 | | 0.00 |
| | 402 Total | | | 61,000.00 | 61,278.00 | 60,986.00 |
| | 408 | TK #1 Records Improvement | Planned Amount | 440,000.00 | | 0.00 |
| | | | EM-07-02 MDCH | 322,679.00 | 322,679.00 | 62,057.00 |
| | | TK #1 Records Improvement Total | 440,000.00 | 322,679.00 | 322,679.00 | 62,057.00 |
| | 408 Total | | | 440,000.00 | 322,679.00 | 62,057.00 |
| EM Total | | | | 701,000.00 | 583,957.00 | 583,665.00 |
| Grand Total | | | | 23,443,000.00 | 29,550,100.00 | 21,653,731.00 |
| | | Fund | Planned Amt | Obligated Amt | Approved Grants | Total Paid |
| | | Total 402 w/o PM | 9,183,000.00 | 8,564,724.00 | 8,499,931.00 | 7,922,651.00 |
| | | Total 402 PM | 0.00 | 0.00 | 0.00 | 0.00 |
| | | Total 405 w/o PM | 1,097,000.00 | 2,074,582.00 | 1,088,747.00 | 892,030.00 |
| | | Total 405 PM | 1,400,000.00 | 1,400,000.00 | 1,400,000.00 | 1,370,654.00 |
| | | Total 410 w/o PM | 3,416,000.00 | 7,591,005.00 | 3,183,674.00 | 2,249,983.00 |
| | | Total 410 PM | 800,000.00 | 800,000.00 | 800,000.00 | 782,014.00 |
| | | Total 157 Incentive | 381,000.00 | 353,809.00 | 380,538.00 | 353,809.00 |
| | | Total 406 | 3,585,000.00 | 4,492,856.00 | 3,386,049.00 | 2,427,264.00 |
| | | Total 406 PM | 800,000.00 | 800,000.00 | 800,000.00 | 789,869.00 |
| | | Total 408 | 1,765,000.00 | 2,432,874.00 | 1,232,669.00 | 63,851.00 |
| | | Total 2010 | 165,000.00 | 323,127.00 | 165,000.00 | 165,000.00 |
| | | Total NHTSA GTS Funds | 22,592,000.00 | 28,832,977.00 | 20,936,608.00 | 17,017,125.00 |
| | | Total 163 | 851,000.00 | 717,123.00 | 717,123.00 | 717,123.00 |
| | | Total All Funds | 23,443,000.00 | 29,550,100.00 | 21,653,731.00 | 17,734,248.00 |
| | | Program Income | | | | |
| | | AL-08-16 PAAM | Used to pay for expenses of conducting seminars | | \$22,834.00 | |





Michigan Department of State Police / Office of Highway Safety Planning
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