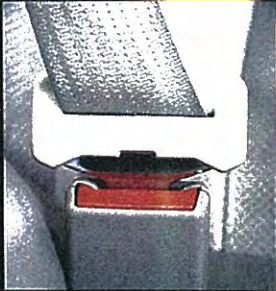


MICHIGAN HIGHWAY SAFETY PLAN 2011



STATE OF MICHIGAN

FY 2011 HIGHWAY SAFETY PLAN

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

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

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

OHSP MISSION

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

2011 PERFORMANCE PLAN AND HIGHWAY SAFETY PLAN

TABLE OF CONTENTS

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



ENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF STATE POLICE
LANSING



COL. EDDIE L. WASHINGTON, JR.
DIRECTOR

August 2010

Dear Friend of Traffic Safety:

The Michigan Office of Highway Safety Planning (OHSP) is pleased to present Michigan's *"Highway Safety Plan"* for the 2011 Fiscal Year. We look forward to building upon the gains made in traffic safety over the past year.

At 97.9 percent, Michigan currently has the highest safety belt use rate in the country. In 2009, traffic deaths fell below 900, the fewest since 1924. Crashes and fatalities involving alcohol, pedestrians, motorcycles, and commercial motor vehicles also fell. While this is good news, 2010 fatalities are trending upwards, and we need your help to keep driving them down. OHSP's plans capitalize on recent successes while holding the line in areas that threaten to worsen.

In 2011, our most prominent plans include:

- High visibility enforcement including enforcement mobilizations, crackdowns, and efforts focused on high-crash times and locations
- Enforcement of underage drinking laws and youth alcohol prevention programs
- Support for community-based traffic safety efforts
- Support for the prosecution, adjudication, and treatment of drunk drivers
- Child passenger safety education, training, and equipment
- Increased public awareness on all aspects of motorcycle safety
- Public information programs to raise awareness of risky behaviors such as distracted, drowsy, and aggressive driving. "Thumbs on the wheel," texters
- Support for programs promoting safe driving among Michigan's senior population
- A new employer outreach program
- Improvement of data systems to make crash data and other records more available, reliable, accurate, and useful

The 2011 Michigan Highway Safety Plan would not have been possible without the commitment of our partners in traffic safety from across our great state and around the nation. We extend our sincere thanks and welcome your continued contributions to make Michigan a safer place to drive, walk, and ride.

Sincerely,

Michael L. Prince, Director
Michigan Office of Highway Safety Planning

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

Certifications and Assurances

Section 402 Requirements

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

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

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the

State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

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

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

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

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(I)).

Other Federal Requirements

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

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

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

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

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

Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

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

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

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

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42

USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a

condition of employment under the grant, the employee will --

1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its

principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

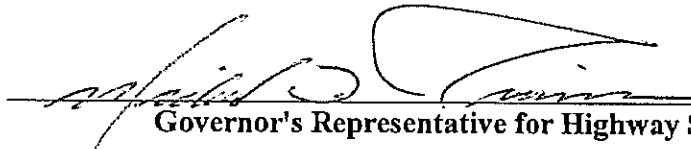
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

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

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

ENVIRONMENTAL IMPACT

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



Governor's Representative for Highway Safety

Michigan

State or Commonwealth

2011

For Fiscal Year

August 25, 2010

Date

FY2011 OVERVIEW

Michigan roads have never been safer. The Office of Highway Safety Planning (OHSP) enters FY2011 with the lowest Michigan traffic fatality count since 1924, with the lowest ever death rate per mile driven. After the unprecedented lows of 2008 and 2009, the goal is to retain that progress and reduce fatalities further. OHSP has a long record of successful partnerships with committed traffic safety professionals across the state and the nation. Cooperation and a culture of safety will enable us to further capitalize on efforts to drive down traffic deaths and injuries on Michigan roadways.

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

High-visibility traffic enforcement remains a key strategy in FY2011. Alcohol-impaired driving remains the top behavioral issue in Michigan traffic deaths. It will be the primary focus on OHSP enforcement, supported by effective public messaging strategies aimed at changing driving behavior. Support for the prosecution, adjudication, and treatment of drunk drivers is also an essential component.

For the past two years, Michigan has had the highest safety belt use rate in the nation. Despite this high belt use number, far too many unbelted fatalities and serious injuries continue to occur particularly among alcohol-involved crashes during the overnight hours. As a result, enforcement on safety belts will continue, with a focus on nighttime enforcement.

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

Organization Overview

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

OHSP is the State of Michigan's primary traffic safety agency, and its Director is the designated Governor's Highway Safety Representative. OHSP administers state and federal highway safety-related grant programs including the National Highway Traffic Safety Administration's State and Community Grant Program, the Office of Juvenile Justice and Delinquency Prevention (OJJDP) Enforcement of Underage Drinking Laws Program, the Michigan Truck Safety Fund, and Michigan's Secondary Road Patrol and Accident Prevention Program. The OHSP also serves as the administrative host for the Governor's Traffic Safety Advisory Commission (GTSAC) and the Michigan Truck Safety Commission.

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

Safety Planning and Administration Section

This section is responsible for developing the annual Highway Safety Plan (HSP), HSP budgeting, and providing procedural support for statewide traffic safety programming. Section activities include traffic records, data analysis, project evaluation, and coordinating local traffic safety coalitions.

Program Management Section

The section implements grant projects in the Highway Safety Plan and conducts regional outreach activities with local stakeholders and partners. Section staff includes the recognized State traffic safety experts for each program area. Program staff serve on a variety of state and local committees including the GTSAC Action Teams and local Regional Traffic Safety Committees (TSC).

Fiscal Management Section

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

Communications Section

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

OHSP Realignment

OHSP is adjusting staffing assignments as traffic safety issues evolve and new ones emerge. The realignment will streamline office operations and improve program efficiency. Staffing re-assignments include:

Jamie Dolan, OHSP Upper Peninsula Regional Coordinator, has assumed responsibilities for northern Michigan and will serve as OHSP liaison to the Traverse Bay Area and Northern Michigan TSCs. She will also provide oversight of traffic enforcement grants in northern Michigan. She will retain all of her responsibilities for program coordination in the U.P., assuming the new position title of Rural Traffic Safety Program Coordinator.

Dianne Pérukel has assumed responsibilities for OHSP Alcohol Impaired Driving Programs which will be combined with the Underage Drinking Prevention and Enforcement Programs. She will also serve as OHSP representative to the Southwest and South Central TSCs.

Jason Hamblen will be increasing his level of emphasis on motorcycle safety with the reassignment of alcohol impaired driving programs to Dianne Pérukel. He will continue to provide oversight of OHSP's adjudication programs (district courts, prosecutors, probation) and will serve as OHSP liaison to the Saginaw Valley, Thumb, and St. Clair TSCs.

Mike Harris, OHSP Law Enforcement Liaison, will assume responsibilities for Standardized Field Sobriety Testing, Advanced Roadside Impaired Driving Enforcement, Drug Evaluation and Classification, and High-Visibility Enforcement projects.

Pat Eliason will coordinate all Safe Communities traffic enforcement grants with the exception of northern Michigan and the Upper Peninsula. She will also serve as liaison to the Chippewa Valley Traffic Safety Committee.

Alyson Kechkaylo, OHSP Communications Representative, has assumed responsibilities for Employer Traffic Safety Programs. She will focus on promoting the adoption of policies, programs, and practices to reduce traffic crashes and promote traffic safety in the workplace with a specific focus on ignition interlocks, texting and other driver distractions, and medical marijuana. She will serve as liaison to the Capitol Area TSC.

Alicia Sledge has assumed the role of OHSP Traffic Records Coordinator, with responsibility for Data-Driven Approaches to Crime and Traffic Safety (DDACTS). The DDACTS philosophy promotes the use of crime and crash data mapping for deployment of criminal justice resources. She will also serve as OHSP liaison to the West Michigan and Lakeshore TSCs. She continues to oversee the Occupant Protection, Child Passenger Safety, and EMS program areas until more permanent arrangements are made.

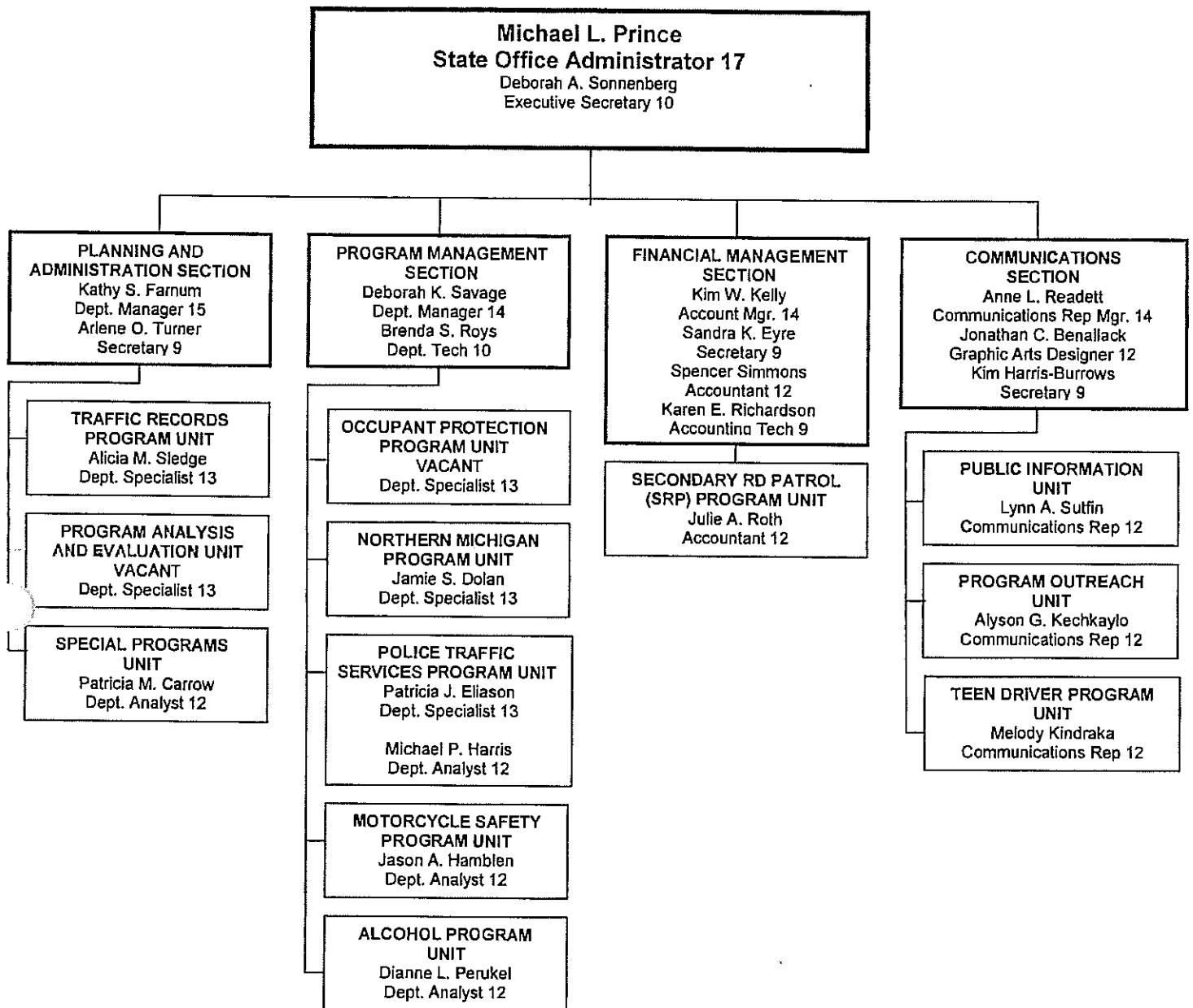
Lynn Sutfin, Public Information and Marketing Coordinator, will serve as liaison to the Huron Valley TSC Executive Board in addition to her current communications duties.

Pat Carrow, Special Programs Coordinator, will continue to serve as the OHSP liaison with AAA Michigan for coordination of the AAA/OHSP Regional Traffic Safety Committees and handle elderly mobility and bicycle safety. She will also assume responsibilities for coordination of the Annual Michigan Traffic Safety Summit and other large-scale special events and projects coordinated by the OHSP.

Melody Kindraka has joined OHSP as Teen-Distracted Driver Program Coordinator and will focus on development of new strategies to reach teen populations with an emphasis on initiatives to address text messaging and other distractions while driving.

An organization chart precedes the Performance Plan. This Performance Plan explains OHSP's process for identifying goals, strategies, performance measures, data sources, budget development, and project selection.

OFFICE OF HIGHWAY SAFETY PLANNING



U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary

State: Michigan

Page: 1

Report Date: 08/25/2010

2011-HSP-1

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2011-00-00-00		\$.00	\$489,000.00	\$.00	\$725,000.00	\$725,000.00	\$.00
		Planning and Administration Total	\$.00	\$489,000.00	\$.00	\$725,000.00	\$725,000.00	\$.00
Alcohol								
	AL-2011-00-00-00		\$.00	\$.00	\$.00	\$459,000.00	\$459,000.00	\$.00
		Alcohol Total	\$.00	\$.00	\$.00	\$459,000.00	\$459,000.00	\$.00
Motorcycle Safety								
	MC-2011-00-00-00		\$.00	\$.00	\$.00	\$63,000.00	\$63,000.00	\$.00
		Motorcycle Safety Total	\$.00	\$.00	\$.00	\$63,000.00	\$63,000.00	\$.00
Occupant Protection								
	OP-2011-00-00-00		\$.00	\$.00	\$.00	\$203,000.00	\$203,000.00	\$.00
		Occupant Protection Total	\$.00	\$.00	\$.00	\$203,000.00	\$203,000.00	\$.00
Pedestrian/Bicycle Safety								
	PS-2011-00-00-00		\$.00	\$.00	\$.00	\$35,000.00	\$35,000.00	\$30,000.00
		Pedestrian/Bicycle Safety Total	\$.00	\$.00	\$.00	\$35,000.00	\$35,000.00	\$30,000.00
Police Traffic Services								
	PT-2011-00-00-00		\$.00	\$.00	\$.00	\$5,146,000.00	\$5,146,000.00	\$3,603,000.00
		Police Traffic Services Total	\$.00	\$.00	\$.00	\$5,146,000.00	\$5,146,000.00	\$3,603,000.00
Traffic Records								
	TR-2011-00-00-00		\$.00	\$.00	\$.00	\$421,000.00	\$421,000.00	\$.00
		Traffic Records Total	\$.00	\$.00	\$.00	\$421,000.00	\$421,000.00	\$.00
Community Traffic Safety Project								
	CP-2011-00-00-00		\$.00	\$.00	\$.00	\$752,000.00	\$752,000.00	\$115,000.00

Highway Safety Plan Cost Summary

U.S. Department of Transportation National Highway Traffic Safety Administration Highway Safety Plan Cost Summary

State: Michigan

Page: 2

2011-HSP-1
For Approval

Report Date: 08/25/2010

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
Community Traffic Safety Project Total			\$-00	\$-00	\$-00	\$752,000.00	\$752,000.00	\$115,000.00
Driver Education								
	DE-2011-00-00-00	Driver Education Total	\$-00	\$-00	\$-00	\$90,000.00	\$90,000.00	\$-00
Paid Advertising								
	PM-2011-00-00-00	Paid Advertising Total	\$-00	\$-00	\$-00	\$100,000.00	\$100,000.00	\$-00
405 OP SAFETEA-LU		NHTSA 402 Total	\$-00	\$489,000.00	\$-00	\$7,994,000.00	\$7,994,000.00	\$3,748,000.00
405 Paid Media								
	K2-2011-00-00-00	405 Occupant Protection Total	\$-00	\$-00	\$-00	\$791,000.00	\$791,000.00	\$436,000.00
	K2PM-2011-00-00-00	405 Paid Media Total	\$-00	\$-00	\$-00	\$750,000.00	\$750,000.00	\$750,000.00
NHTSA 405		405 OP SAFETEA-LU Total	\$-00	\$-00	\$-00	\$1,541,000.00	\$1,541,000.00	\$1,186,000.00
406 Traffic Records								
	K4PT-2011-00-00-00	406 Police Traffic Services Total	\$-00	\$-00	\$-00	\$261,000.00	\$261,000.00	\$261,000.00
406 Driver Education								
	K4TR-2011-00-00-00	406 Traffic Records Total	\$-00	\$-00	\$-00	\$100,000.00	\$100,000.00	\$100,000.00
	K4DE-2011-00-00-00	406 Driver Education Total	\$-00	\$-00	\$-00	\$20,000.00	\$20,000.00	\$20,000.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary

State: Michigan

Page: 3

2011-HSP-1

Report Date: 08/25/2010

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
406 Safe Communities								
	K4CP-2011-00-00-00		\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	406 Safe Communities Total		\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	NHTSA 406 Total		\$.00	\$.00	\$.00	\$431,000.00	\$431,000.00	\$381,000.00
408 Data Program SAFETEA-LU								
	K9-2011-00-00-00		\$.00	\$.00	\$.00	\$1,115,000.00	\$1,115,000.00	\$930,000.00
	408 Data Program Incentive Total		\$.00	\$.00	\$.00	\$1,115,000.00	\$1,115,000.00	\$930,000.00
	408 Data Program SAFETEA-LU Total		\$.00	\$.00	\$.00	\$1,115,000.00	\$1,115,000.00	\$930,000.00
	410 Alcohol SAFETEA-LU		\$.00	\$.00	\$.00	\$2,585,000.00	\$2,585,000.00	\$2,255,000.00
	K8-2011-00-00-00		\$.00	\$.00	\$.00	\$2,585,000.00	\$2,585,000.00	\$2,255,000.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$.00	\$.00	\$2,585,000.00	\$2,585,000.00	\$2,255,000.00
	410 Alcohol SAFETEA-LU Paid Media		\$.00	\$.00	\$.00	\$1,750,000.00	\$1,750,000.00	\$.00
	K8PM-2011-00-00-00		\$.00	\$.00	\$.00	\$1,750,000.00	\$1,750,000.00	\$.00
	410 Alcohol SAFETEA-LU Paid Media Total		\$.00	\$.00	\$.00	\$1,750,000.00	\$1,750,000.00	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$.00	\$.00	\$4,335,000.00	\$4,335,000.00	\$2,255,000.00
	2010 Motorcycle Safety		\$.00	\$.00	\$.00	\$306,000.00	\$306,000.00	\$.00
	K6-2011-00-00-00		\$.00	\$.00	\$.00	\$306,000.00	\$306,000.00	\$.00
	2010 Motorcycle Safety Incentive Total		\$.00	\$.00	\$.00	\$306,000.00	\$306,000.00	\$.00
	2010 Motorcycle Safety Total		\$.00	\$.00	\$.00	\$306,000.00	\$306,000.00	\$.00
	2011 Child Seats		\$.00	\$.00	\$.00	\$531,000.00	\$531,000.00	\$531,000.00
	K3-2011-00-00-00		\$.00	\$.00	\$.00	\$531,000.00	\$531,000.00	\$531,000.00
	2011 Child Seat Incentive Total		\$.00	\$.00	\$.00	\$531,000.00	\$531,000.00	\$531,000.00
	2011 Child Seats Total		\$.00	\$.00	\$.00	\$531,000.00	\$531,000.00	\$531,000.00
	NHTSA Total		\$.00	\$489,000.00	\$.00	\$16,253,000.00	\$16,253,000.00	\$9,031,000.00

U.S. Department of Transportation National Highway Traffic Safety Administration
 Highway Safety Plan Cost Summary

State: Michigan

Page: 4

2011-HSP-1

Report Date: 08/25/2010

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre./(Decre)	Current Balance	Share to Local
Total			\$0.00	\$489,000.00	\$0.00	\$16,253,000.00	\$16,253,000.00	\$9,031,000.00

MICHIGAN PERFORMANCE PLAN

Michigan traffic fatalities have fallen by more than 100 for two years in a row, from 1084 in 2007 to 871 in 2009. This represents improved behavior, enforcement, engineering, and medical care, along with decreased exposure. Per mile driven, Michigan's roadways have never been safer. While these unheard-of improvements cannot be sustained indefinitely, we can keep advancing traffic safety to help more people survive the trip home today.

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

PROCESS DESCRIPTION

PROGRAM PURPOSE: REDUCE FATALITIES, INJURIES, AND CRASHES

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

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

Pre-planning Steps

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

Each step of the planning process is identified below:

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

EXHIBIT 1 – HSP Planning Outline

FY2011 HSP PLANNING CALENDAR		
ACTION	DATES	DETAILS
HSP Committee Planning Session	NOVEMBER DECEMBER	<ul style="list-style-type: none"> ❖ Review past years' activity ❖ Review current year's activity ❖ Review crash data ❖ Review state and national priorities ❖ Update problem identification ❖ Quantify goals
Program Partner Meetings	JANUARY FEBRUARY	<ul style="list-style-type: none"> ❖ Meet with program partners, obtain input ❖ Review planning session output ❖ Review data specific to the program ❖ Review quantitative goals ❖ Outline grant opportunities ❖ Identify long-term strategies (>3 years)
Create Grant Development Plans	MARCH APRIL	<ul style="list-style-type: none"> ❖ Consult with current and prospective grantees ❖ Program area presentations ❖ Create draft Grant Development Plans ❖ Establish draft budget ❖ HSP management team reviews programs and budgets
Formal Grant Development	MAY JUNE	<ul style="list-style-type: none"> ❖ GDPs finalized ❖ HSP budget finalized ❖ Notify grantees of grant timelines ❖ Send grantees grant templates
Prepare HSP and Performance Plan	JUNE	<ul style="list-style-type: none"> ❖ Monitor grant development process ❖ Create draft HSP ❖ Create draft performance plan
Approve HSP and Performance Plan	JULY	<ul style="list-style-type: none"> ❖ Administrative review of performance plan ❖ Administrative review of HSP ❖ Approve FY2011 performance plan and HSP ❖ Create in-house grants ❖ Begin grant entry in e-grants
Circulate HSP and Performance Plan	AUGUST	<ul style="list-style-type: none"> ❖ Print and distribute performance plan and HSP to: NHTSA, FHWA, State and Local Agencies ❖ Post to web site
Grant Approval and Implementation	SEPTEMBER OCTOBER	<ul style="list-style-type: none"> ❖ Approve and start implementation of FY2011 grants. ❖ Conduct grant orientation meetings
Annual Evaluation Report	NOVEMBER	<ul style="list-style-type: none"> ❖ Annual evaluation report prepared for FY2010 HSP

Plan Organization

The performance plan follows the steps of OHSP's planning process. Consultation of crash data, program partners, and research continues throughout each step. In addition, program and financial staff meet weekly or biweekly at Highway Safety Plan/Program Development Meetings, at which they exchange information about program activities, track grant and revision activity, and ensure that programs remain on-track for successful completion. OHSP staff incorporate emerging information into program development and implementation whenever possible.

1. PROBLEM IDENTIFICATION

Everything starts with data. We cannot solve problems if we do not know what they are. OHSP looks at who crashes and dies, where and how, and that tells us what to address while suggesting critical points for intervention.

Data analysis begins the planning process. The first pass through the data is collecting factors that contribute to 10% of fatalities or more. These are key variables that cannot be ignored, and all receive goals in the next section. Other factors may be added to the list for other reasons, such as many severe but non-life-threatening injuries, increasing trends that threaten to join the top fatality list soon, or "low-hanging fruit" for which strong countermeasures exist and which may have relatively large room for improvement.

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

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

The 2011 problem identification is based on previous years' analyses, updated with the most recent data on crash issues in need of immediate attention.

2. GOAL DETERMINATION AND ANALYSIS

Goals are statements of program intent or purpose, consistent with the mission of the organization. The 2011 performance plan retains the goals identified in 2009. Target areas are the top factors involved in fatal crashes, along with emerging issues, and quantitative targets are set through crash projections based on five-year crash trends.

The following section begins with a summary of Michigan traffic crash statistics from 2005 through 2009 (the most current data available). OHSP's revised long-term goals through 2012 follow, along with annual benchmarks.

Crash Data Comparison - 2005-2009

	2005	2006	2007	2008	2009	% Change 05-09
Total Crashes	350,838	315,322	324,174	316,057	290,978	-17%
Fatal Crashes	1,030	1,002	987	915	806	-22%
People Injured	90,510	81,942	80,576	74,568	70,931	-22%
People Killed	1,129	1,084	1,084	980	871	-23%
Death Rate (100M VMT)	1.09	1.05	1.04	0.97	0.91	-17%
Fatal Crash Rate (100M VMT)	1.00	0.97	0.95	0.91	0.84	-16%
VMT (Billions)	103.2	104.0	104.6	100.9	95.9	-7%
Registered Vehicles (Millions)	9.69	8.70	8.33	8.38	8.15	-16%
Population (Millions)	10.11	10.12	10.09	10.00	9.97	-1%

2009 crash numbers were down in almost every category, reaching historic lows. Safety belt use was up, the highest in the nation.

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

Note that the latest year's results may be better than the next year's goal. Benchmarks were set for several years at once, averaging out over good and bad years. Goals have not been changed after an exceptionally good year, which 2009 was, because some reversion to the mean is normal and expected.

¹ For each goal, an ordinary least squares regression was applied to 2003-2007, yielding a 2007 trendline value that smoothed the year-to-year variance. The 4% annual improvement was deducted from this value. The improvement value is 4% of the previous year, not 4% of the 2007 baseline year, so 2009's goal is 96% of the 2008 goal, and so on. Fatality and injury counts may differ from previously published sources due to updates.

EXHIBIT 2: OHSP FY2011 Goals at a Glance

	2003 actual	2007 actual	2008 actual	2009 actual	2010 goal	2011 goal	2012 goal
Fatalities	1,233	1,084	980	871	934	896	860
fatalities per 100 million vehicle miles traveled	1.51	1.04	0.97	0.91	0.89	0.86	0.82
Injuries	105,555	80,576	74,568	70,931	69,158	66,382	63,718
fatalities and incapacitating injuries ("KAs")	11,203	8,569	7,705	7,382	7,363	7,068	6,784
KAs involving alcohol	2,143	1,711	1,504	1,396	1,511	1,451	1,393
fatalities to unrestrained vehicle occupants	346	252	239	194	207	199	191
observed daytime safety belt use (front seat occupants)	84.8%	93.7%	97.2%	97.9%	97.0%	97.0%	97.0%
KAs to vehicle occupants ages 0 to 8	240	131	119	113	102	98	94
KAs at intersections	3,781	2,750	2,391	2,499	2,369	2,274	2,183
KAs involving lane departure	4,102	3,324	3,183	2,922	2,838	2,724	2,614
KAs on local roads	6,954	5,130	4,626	4,396	4,374	4,199	4,030
KAs involving motorcycles	806	991	1,030	865	954	954	954
KAs to pedestrians	762	600	577	552	533	512	491
KAs to males	6,183	4,945	4,487	4,209	4,272	4,101	3,936
KAs involving drivers ages 16 to 20	2,680	1,947	1,691	1,639	1,623	1,558	1,495
KAs involving drivers ages 21 to 24	1,719	1,244	1,050	973	1,065	1,023	982
KAs from 3pm to 6pm	2,248	1,722	1,537	1,552	1,485	1,425	1,368
KAs from midnight to 3am	1,456	881	741	698	710	681	654
KAs from noon Friday to noon Sunday	3,677	2,928	2,603	2,606	2,537	2,435	2,338
KAs from July to September	3,319	2,566	2,228	2,158	2,148	2,062	1,979

Traffic Fatalities:

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

Before 2002, Michigan had not had fewer than 1,300 traffic fatalities since 1945. Every year since 2002 has had fewer than 1,300, dropping below 1,200 in 2004, 1,100 in 2006, 1,000 in 2008, and 900 in 2009. *The Statistical Abstract of the United States* lists 1924 as the last year with fewer than 871 Michigan traffic fatalities. There were 863 in 1924, so Michigan’s 2012 goal is to get below the 1924 fatality count, ever downward on the path to zero.

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

Vehicle Mileage Death Rate:

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

If fatalities are decreasing while miles driven are increasing, the state is getting safer faster than the simple fatality count suggests. If both are decreasing, then some of the improvement is just a factor of people driving less, rather than the roads’ being any safer.

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

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

(# fatalities/100 million VMT)

Traffic Injuries:

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

Crash avoidance seeks to reduce crashes entirely: no one crashed, no one was hurt, no one died. Crash mitigation takes some number of crashes as a given and seeks to reduce how bad they are. Either approach, and they are often combined, reduces total suffering.

Traffic Injuries					
Year	Actual		Year	Goal	Actual
2003	105,555		2008	75,062	74,568
2004	99,680		2009	72,049	70,931
2005	90,510		2010	69,158	
2006	81,942		2011	66,382	
2007	80,576		2012	63,718	

Fatalities and Incapacitating Injuries (“KAs”):

Michigan classifies injuries according to the KABC0 scale: K: fatal; A: incapacitating; B: non-incapacitating; C: possible; and 0: none.

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

Fatalities and Incapacitating Injuries (“KAs”)					
Year	Actual		Year	Goal	Actual
2003	11,203		2008	7,992	7,705
2004	10,429		2009	7,671	7,382
2005	9,615		2010	7,363	
2006	8,702		2011	7,068	
2007	8,569		2012	6,784	

Alcohol-Impaired Driving

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

Other forms of impairment are also dangerous, but they are less apparent in the crash data and often connected to alcohol when they are present. 2008 showed a large increase in drug-impaired fatalities, but increased testing for Schedule 1 drugs played a part in that. Drowsiness and distraction also impair driving, but the data there is poor because they cannot be observed after the crash.

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

KAs involving drugs					
Year	Actual		Year		Actual
2003	318		2008*		399
2004	357		2009		358
2005	342		2010		
2006	378		2011		
2007	355		2012		

There are no goals set for drug-involved fatalities and serious injuries. With the increased drug testing that began in 2008, it is not unlikely that previous years' results would provide a consistent basis for comparison – recorded drug-involvement is likely to increase even if actual drug-involvement decreases simply because it was under-recorded.

Safety Belt Use

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

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

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

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

(motor vehicle occupants only, excludes unknown and unavailable)

Safety belt use					
Year	Actual		Year	Goal	Actual
2003	84.8%		2008	96.0%	97.2%
2004	90.5%		2009	97.0%	97.9%
2005	92.9%		2010	97.0%	
2006	94.3%		2011	97.0%	
2007	93.7%		2012	97.0%	

(observed, daytime, front seat occupants)

Child Passenger Safety

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

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

KA injuries, passenger vehicle occupants ages 0-8					
Year	Actual		Year	Goal	Actual
2003	240		2008	110	119
2004	191		2009	106	113
2005	162		2010	102	
2006	130		2011	98	
2007	131		2012	94	

(excludes motorcycles)

Intersection Crashes

While most drivers can keep a car going in a straight line, problems occur when cars interact with each other. The severity of intersection crashes is exacerbated by the risk of angle (T-bone) collisions during turns. About one-third of all crashes happen in or near intersections. Of this one-third, 39% occur at signalized intersections, 37% at sign-controlled intersections and 24% occur at intersections with no control at all.

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

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

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

Lane Departure

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

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

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

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

City-County Roads

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

With most serious crashes taking place on local roads, any effort directed to the whole will affect this part, and anything targeting a high-crash location is almost certain to take place on local roads.

KAs on local roads					
Year	Actual		Year	Goal	Actual
2003	6,964		2008	4,748	4,626
2004	6,236		2009	4,557	4,396
2005	5,845		2010	4,374	
2006	5,230		2011	4,199	
2007	5,130		2012	4,030	

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

Motorcycles

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

Continued crash increases are likely with increasing motorcycle ridership. OHSP's goal is to reduce motorcycle-involved fatalities and serious injuries back down to the 2007 trend value.

KAs involving motorcycles					
Year	Actual		Year	Goal	Actual
2003	806		2008	954	1,030
2004	794		2009	954	865
2005	931		2010	954	
2006	833		2011	954	
2007	991		2012	954	

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

Pedestrians

Pedestrians are about one-eighth of traffic fatalities each year. There are relatively few effective behavioral interventions for improving pedestrian safety. Some of them relate to helping drivers avoid pedestrians, while others hope to keep pedestrians out of harm's way. An issue for pedestrian safety education is the difference between those hit and those killed. Due to relatively high exposure, those most likely to be hit are young non-drivers during the day; due to increased bodily frailty and alcohol use, older pedestrians at night are more likely to be hit and killed.

KAs to pedestrians					
Year	Actual		Year	Goal	Actual
2003	762		2008	578	577
2004	785		2009	555	552
2005	701		2010	533	
2006	637		2011	512	
2007	600		2012	491	

Men

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

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

KAs to males					
Year	Actual		Year	Goal	Actual
2003	6,183		2008	4,637	4,487
2004	5,874		2009	4,451	4,209
2005	5,471		2010	4,272	
2006	5,016		2011	4,101	
2007	4,945		2012	3,936	

Young Drivers

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

Drivers under age eighteen participate in graduated driver licensing, which allows gradual exposure to greater driving demands under structure and supervision. Crash involvement per driver then peaks at age eighteen, with no supervision, more exposure, and still incomplete driving skills. Persons under age twenty-one may not legally drink, which is not to say that all abstain. Alcohol-involved crashes then peak at age twenty-one, with increased opportunity. As responsibilities increase and brain development completes in the mid-twenties, crash involvement drops precipitously. By age twenty-five, the most dangerous years are past, and after thirty-five risk is average.

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

KAs involving drivers ages 16 to 20					
Year	Actual		Year	Goal	Actual
2003	2,680		2008	1,761	1,691
2004	2,488		2009	1,691	1,639
2005	2,212		2010	1,623	
2006	1,883		2011	1,558	
2007	1,947		2012	1,495	

KAs involving drivers ages 21 to 24					
Year	Actual		Year	Goal	Actual
2003	1,719		2008	1,157	1,050
2004	1,622		2009	1,110	973
2005	1,503		2010	1,065	
2006	1,274		2011	1,023	
2007	1,244		2012	982	

Afternoon Rush Hour

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

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

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

Nighttime Driving

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

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

KAs from midnight to 3am					
Year	Actual		Year	Goal	Actual
2003	1,456		2008	770	741
2004	1,034		2009	739	698
2005	1,000		2010	710	
2006	913		2011	681	
2007	881		2012	654	

Weekend Driving

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

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

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

Summer Travel

While many would expect more crashes in inclement weather, the summer months see more travel, travel to unfamiliar destinations, and all the distractions that come with them.

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

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

3. TRAFFIC SAFETY PARTNER INPUT

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

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

Governor's Traffic Safety Advisory Commission

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

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

Strategic Highway Safety Plan

In 2006, the GTSAC approved a statewide Strategic Highway Safety Plan, identifying priority areas for all GTSAC member agencies to address and to set an agenda for traffic safety efforts in the state. Each priority area has an associated Action Team to keep progress moving forward. OHSP participates in these Action Teams and incorporates their information and recommendations into the Highway Safety Plan.

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

Program Area Network Meetings

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

Traffic Safety Summit

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

Additional Planning Resources

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

- The Michigan Department of State Police Strategic Plan and other state and local plans.
- National plans, priorities, and programs, including those from the United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), and National Highway Traffic Safety Administration (NHTSA).
- NHTSA publication "Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices."
- NCHRP Report 622, "Effectiveness of Behavioral Highway Safety Countermeasures"
- USDOT, American Association of State Highway and Transportation Officials (AASHTO), Transportation Research Board (TRB), and Association of Transportation Safety Information Professionals (ATSIP) publications and conferences.
- Academic publications and research reports.
- Staff participation on various committees and associations, including: GTSAC Action Teams, The Michigan Model for Comprehensive School Health Education Steering Committee, Michigan Section of the Institute of Transportation Engineers, Michigan Association of Chiefs of Police, Michigan Sheriffs' Association, Michigan Pupil Transportation Advisory Committee, Prevention Network, Michigan Coalition to Reduce Underage Drinking, the Michigan Deer Crash Coalition, the Association of Traffic Safety Information Professionals, Michigan Transportation Research Board, and local Traffic Safety Committees.
- Feedback from grantees during the implementation, monitoring, and evaluation of traffic safety projects.
- Input provided by the general public.
- OHSP staff attendance at state, regional, and national conferences and seminars to network and learn about developing tools, trends, and issues.

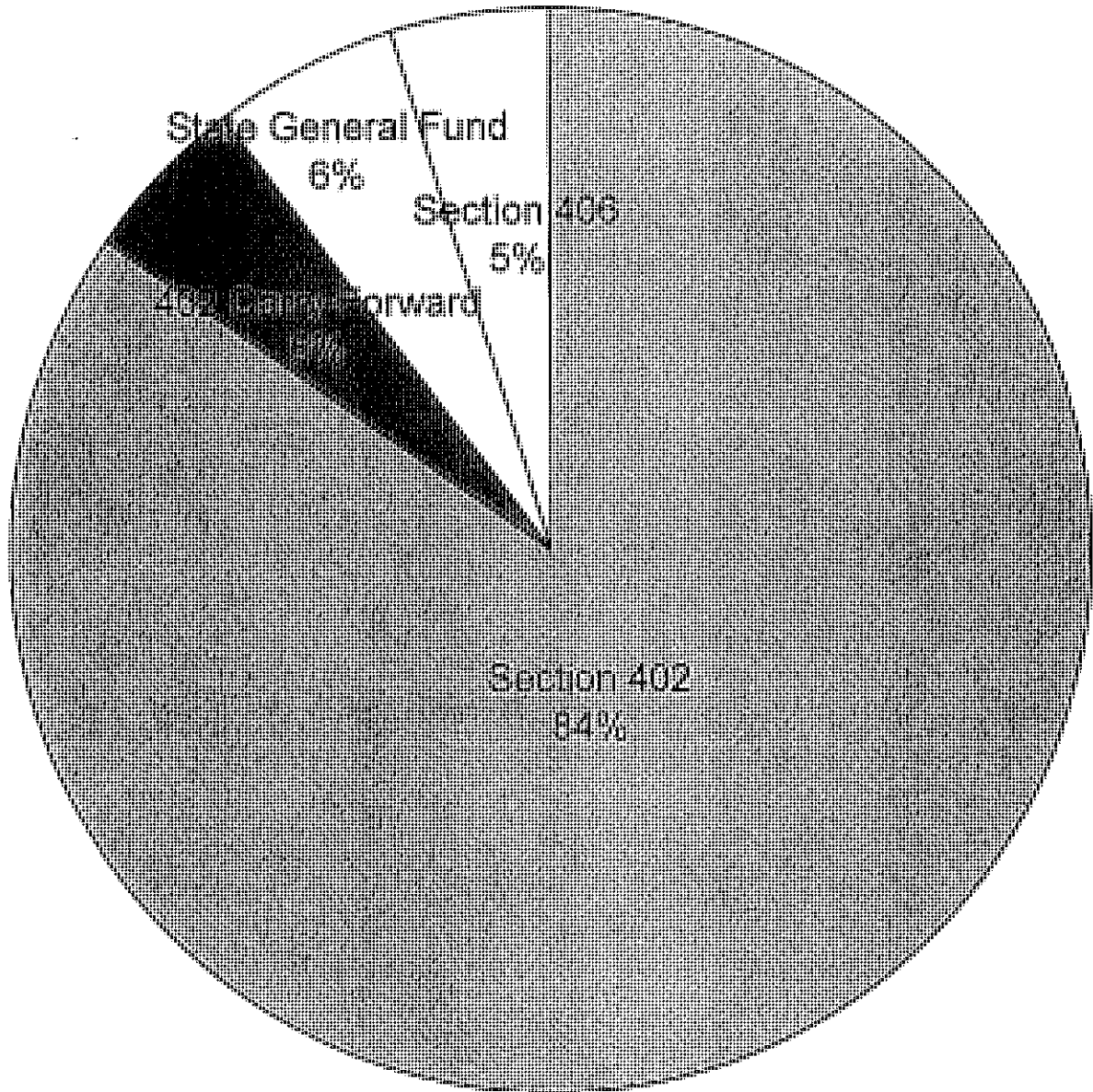
4. BUDGET DEVELOPMENT

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

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

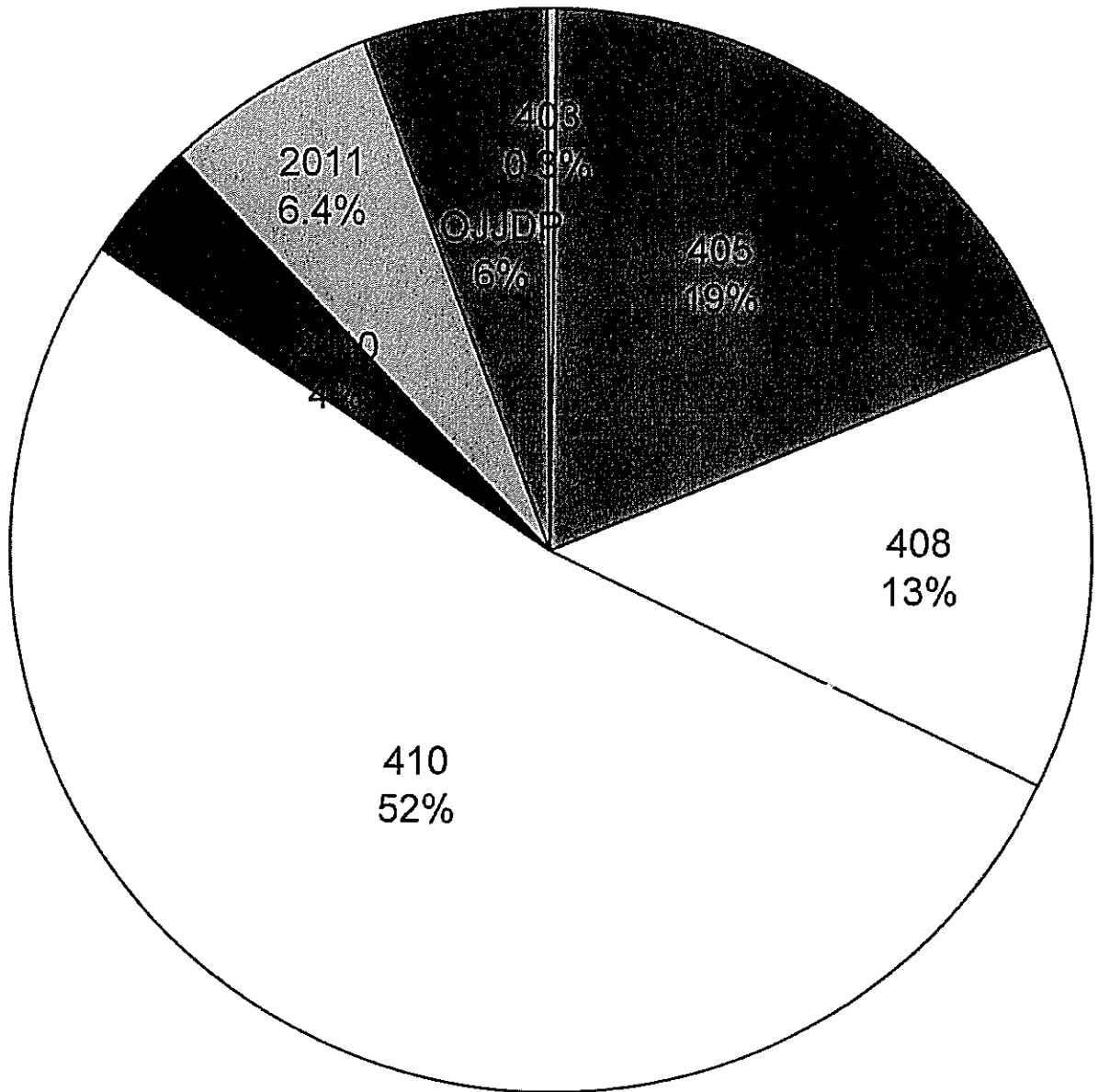
Exhibits 3, 4, 5, and 6 illustrate the projected sources of funding, program level budgets, and the distribution of funding by type.

EXHIBIT 3: Unrestricted Program Funding Sources, FY2011 - \$8,889,000



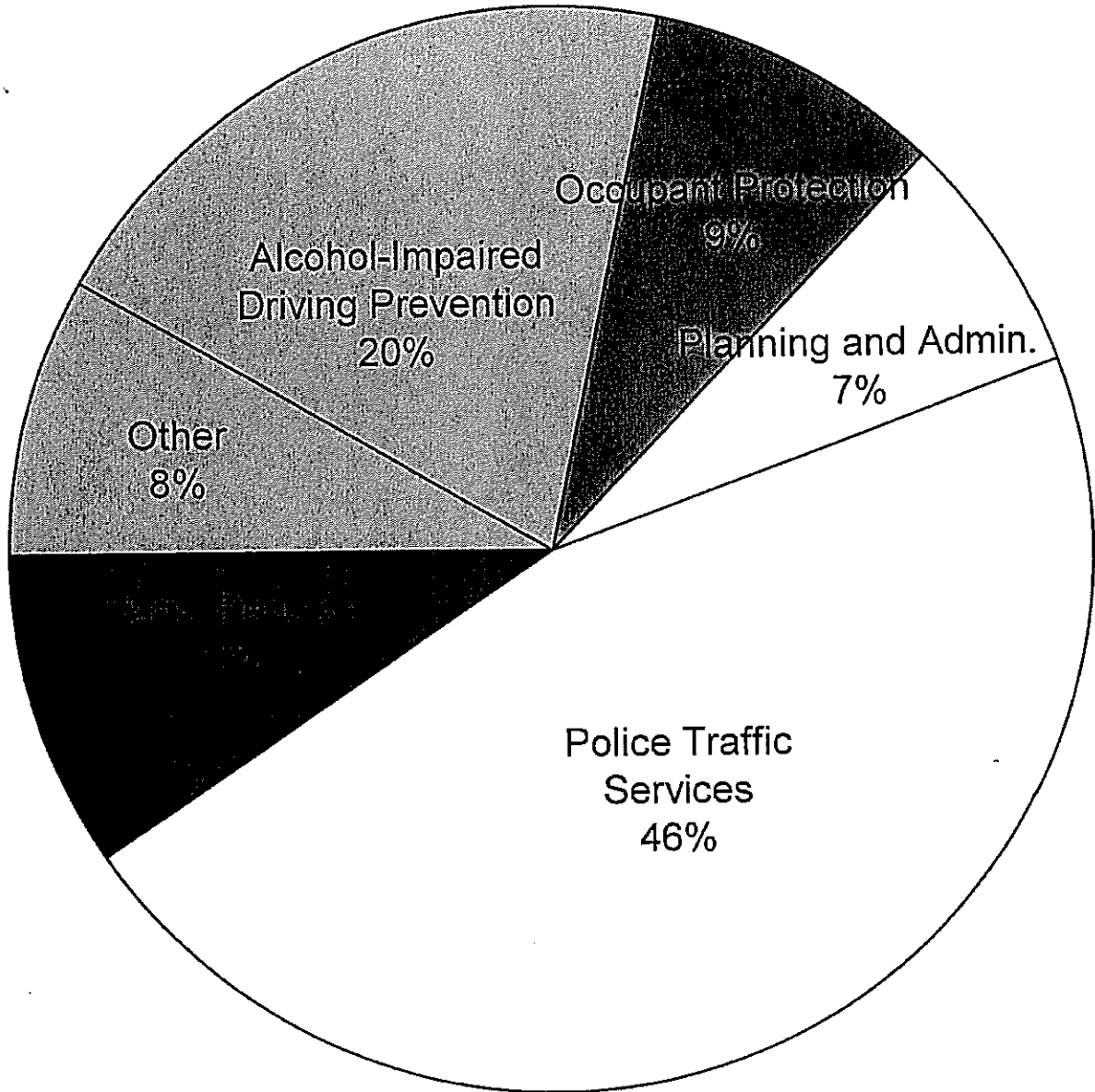
State General Fund	Section 402	Section 406	402 Carry Forward
\$489,000	\$7,538,000	\$431,000	\$431,000

EXHIBIT 4: Restricted Program Funding Sources, FY2011 - \$8,318,000



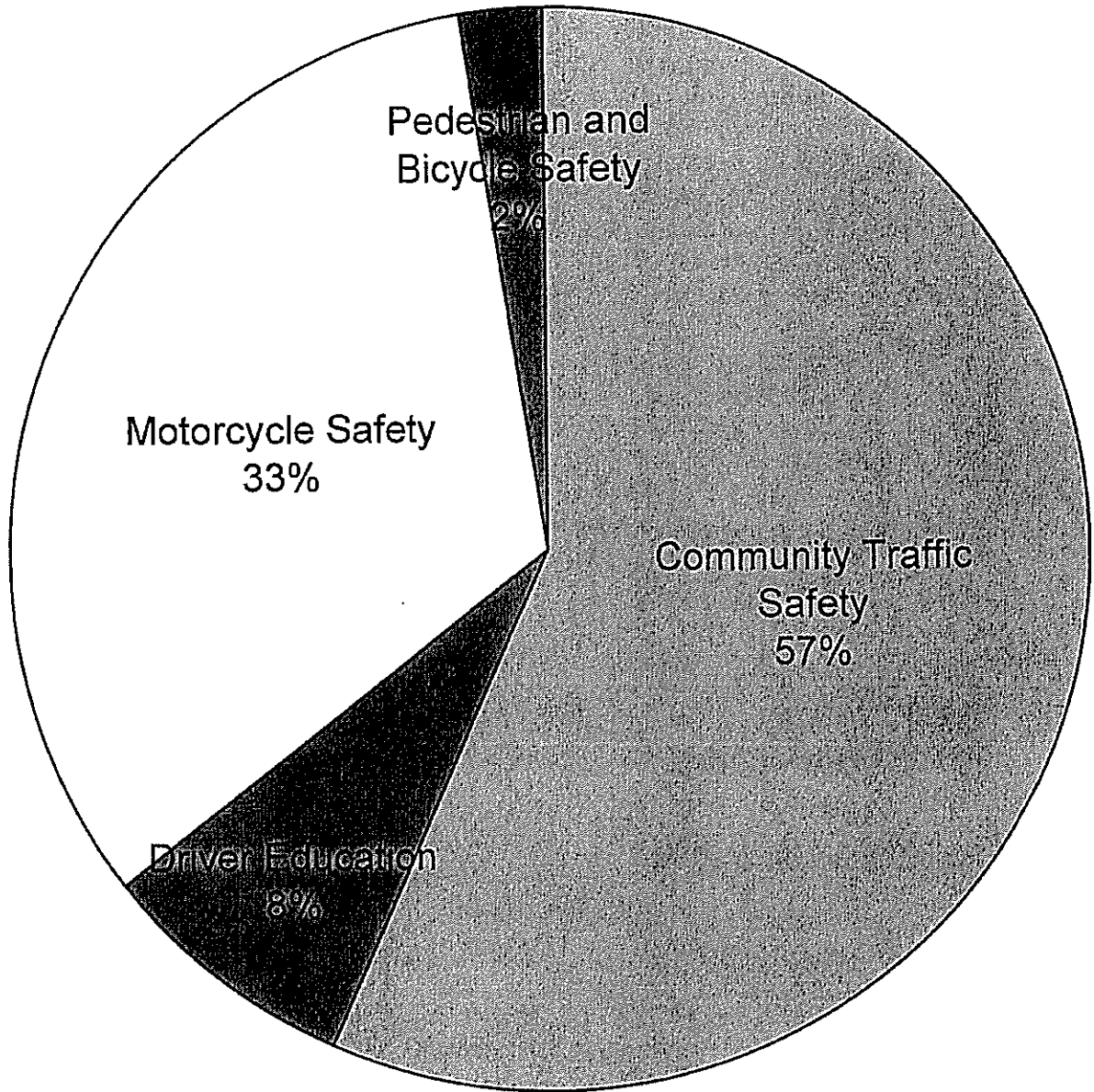
403	405	408	410	2010	2011	OJJDP
\$23,000	\$1,541,000	\$1,115,000	\$4,335,000	\$306,000	\$530,000	\$468,000

EXHIBIT 5: Program Budgets, FY2011 - \$17,207,000



Alcohol-Impaired Driving Prevention	Occupant Protection	Planning and Admin.	Police Traffic Services	Traffic Records	Other
\$3,462,000	\$1,524,000	\$1,214,000	\$7,932,000	\$1,659,000	\$1,416,000

EXHIBIT 6: "Other" Program Budgets, FY2011 - \$,000



Community Traffic Safety	Driver Education	Emergency Medical Services	Motorcycle Safety	Pedestrian and Bicycle Safety
\$802,000	\$110,000	\$0	\$469,000	\$35,000

5. PROJECT SELECTION

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

When recommending programs, OHSP program staff consider:

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

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

Grant Development Plans

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

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

Exhibit 6 is an example of the GDP form.

EXHIBIT 6: FY2011 Grant Development Form

Grant Development Plan

due March 3, 2010

Strategy Name:

Background/Problem Statement

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

Funding Recommendation

HSP Goal/Objective targeted

Information sources and partners consulted

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

Year of funding?		Will the strategy continue next year?	Y N
Expected grantee		Estimated budget	\$
October 1 start-up required?	Y N	Split-funded from FY2010?	Y N
Seed-funding grant needing post-OHSP continuation plan?	Y N	If so, does it have one?	
Funds for Program Management Section in-house grant?	Y N	Funds for Communication Section in-house grant?	Y N
For the benefit of locals?	Y N	PI&E materials being made?	Y N
Strategic Highway Safety Plan action item?			Y N
Contractual costs?	Y N	Personnel costs?	Y N
Indirect costs?	Y N	If so, indirect rate	
Program income?	Y N	If so, how much?	
Any equipment?	Y N	If so, matching funds	
Equipment over \$5,000 per item?	Y N	If so, matching funds	
Out-of-state travel?	Y N	If so, purpose of travel?	

Objectives (Specific, Measurable, Attainable, Relevant, Time-bound) (3 or 4: what is the purpose of this grant?)

Additional notes

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

Author
Approval

Date
Date

OHSP program area staff present a summary of GDPs for OHSP leadership and staff. This presents an opportunity for back-and-forth questioning and discussion, bringing out detail and emphasis that might be lost in the pages of text. It also allows everyone in the office to become better aware of plans and partnership opportunities in other program areas.

Management Review

OHSP management reviews the material presented for final selection of which programs will receive funding. This recapitulates the list of factors that staff consider in the programs that they recommend, with an office-wide rather than program area-specific perspective and greater attention to budget limitations and balancing demands and opportunities in various program areas.

Grant development and program implementation can begin with final approval.

6. PERFORMANCE MEASURES

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

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

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

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

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

	actual (from)										goal (to)	
	2004	2005	2006	2007	2008	2009	2010	2011	2012			
Traffic fatalities	1,159	1,129	1,086	1,087	980	871	934	896	860			
Serious ("A") Injuries in traffic crashes	9,270	8,486	7,618	7,485	6,725	6,511	6,429	6,172	5,924			
Fatalities per 100 million VMT	1.12	1.09	1.04	1.04	0.97	0.91	0.89	0.86	0.82			
Rural fatalities per 100 million VMT	2.15	2.02	2.03	2.00	1.84	*						
Urban fatalities per 100 million VMT	0.66	0.67	0.59	0.61	0.56	*						
Unrestrained passenger vehicle occupant fatalities, all seat positions	300	270	252	256	241	*	207	199	191			
Fatalities in crashes involving a driver or motorcycle operator with a BAC of .08+	329	327	335	304	282	*	278	267	256			
Speeding-related fatalities	249	243	219	242	232	*	197	189	182			
Motorcyclist fatalities	81	124	114	123	128	*	128	128	128			
Unhelmeted motorcyclist fatalities	6	22	13	11	14	*	14	14	14			
Drivers age 20 or younger in fatal crashes	243	208	183	213	166	*	169	163	156			
Pedestrian fatalities	137	137	136	131	114	*	113	108	104			
Safety belt use (daytime, observed)	90.5%	92.9%	94.3%	93.7%	97.2%	97.9%	97.0%	97.0%	97.0%			
Safety belt citations issued during grant-funded enforcement activities (FY)	63,540	42,481	35,388	25,310	23,924	21,510						
Impaired driving arrests made during grant-funded enforcement activities (FY)	1,300	2,050	2,706	2,200	2,685	2,381						
Speeding citations issued during grant-funded enforcement activities (FY)	3,847	7,081	9,076	6,642	12,711	10,341						

* 2009 FARS information was not yet available. Goals are not required for VMT death rate components.

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

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

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

Occupant Protection – FY2011

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

Please see the Police Traffic Services section for overtime enforcement.

Task 1: Child Passenger Safety	\$1,045,000
Section 405 funds	\$515,000
Section 2011 funds	\$531,000

Statewide Child Passenger Safety (CPS) Program

Grant Development Plan form:	OP 3 (p 5-8)	
Benefit to Locals:	No	
Grantee:	TBD	
Grant Amount, Funding Source:	\$140,000	405
Benefit to Locals:	Yes	
Grantee:	Marquette County Health Department	
Grant Amount, Funding Source:	\$115,000	405
Grant Start-up:	October 1	

Michigan has excellent safety belt use, but *proper* child restraint use remains low. 78% of child seats were improperly installed, and only 51% of children ages 4 to 7 use booster seats. These numbers are especially troublesome when safety belt use is 98%. Safety belts are often enough to keep a child alive, but without the proper restraints, they risk severe spinal and intestinal injuries, to say nothing of the infants in child seats that were never buckled to the car.

Child passenger safety technicians instruct parents on the proper use of child restraints and help with installation. These grants will ensure that there is support in the Upper and Lower Peninsula for CPS training for new and existing technicians, technical assistance, community outreach, travel, and the purchase and distribution of child safety seats.

Occupant Protection – FY2011

Safe Communities: Child Safety Seat Distribution & Training

Grant Development Plan form:	OP 4 (p 9-11)	
Benefit to Locals:	No	
Grantee:	Michigan Department of State Police – MCTSI	
Grant Amount, Funding Source:	\$75,000	405
Benefit to Locals:	Yes	
Grantee:	Local and county law enforcement	
Grant Amount, Funding Source:	\$175,000	405
Grant Amount, Funding Source:	\$531,000	2011
Grant Start-up:	October 1	

Note that child passenger safety calls for *technicians*. It is not simply a matter of buckling up. Children need different seats at different ages and sizes, a seat that fits well in one car might fit differently in another, and all this requires proper installation and adjustment as the child grows. It also calls for the seats themselves.

Safe Communities grantees will work with local CPS partners to purchase, distribute, and install child safety seats in their communities. Funding will also support travel and training costs for CPS technician training.

Child Safety Seat Event Signage

Grant Development Plan form:	OP 7 (p 17-18)	
Benefit to Locals:	Yes	
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$10,000	405
Grant Start-up:	October 1	

Child safety seat check events are very popular in some areas, but their visibility is poor in others. If parents are not aware that they can get their seats checked, they cannot benefit.

OHSP will develop, purchase, and distribute child safety seat event signage to grantees needing assistance in improving public awareness of events. This will increase the number of child seats inspected at each event.

Task 2: Education and Communication	\$6,000
Section 405 funds	\$6,000

Safety Belt Convincer

Grant Development Plan form:	OP 2 (p 3-4)	
Benefit to Locals:	Yes	
Grantee:	To be determined	
Grant Amount, Funding Source:	\$6,000	405
Grant Start-up:	October 1	

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

Occupant Protection – FY2011

Task 3: Evaluation	\$270,000
Section 405 funds	\$270,000

NHTSA Occupant Protection for Children (OPC) Re-Assessment

Grant Development Plan form:	OP 6 (p 15-16)	
Benefit to Locals:	No	
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$25,000	405
Grant Start-up:	October 1	

National assessments periodically review state programs for quality, best practices, and improvement. Teams of national experts visit a state; review state plans and outcomes; interview leaders, practitioners, and staff; and prepare a report on the state of the issue in that state. Michigan's last child passenger safety assessment was in 2005.

OHSP will plan and support a re-assessment, then coordinate efforts with CPS networks to develop plans in light of the assessment findings.

Direct Observation Surveys: Safety Belt Use

Grant Development Plan form:	OP 1 (p 1-2)	
Benefit to Locals:	No	
Grantee:	Michigan Technological University	
Grant Amount, Funding Source:	\$100,000	405
Grantee:	Wayne State University	
Grant Amount, Funding Source:	\$15,000	405
Grant Start-up:	October 1	

Michigan has measured safety belt use since 1983. This is one of few program outcomes that can be measured directly, with the target behavior unambiguously visible.

The grantee will train observers and estimate statewide safety belt use rates for drivers and front-seat passengers. A June survey will evaluate the *Click It or Ticket* mobilization. An August-September survey will determine regional safety belt use rates. Funding will also support the completion of FY2010 survey reports.

Direct Observation Survey: Child Restraint Use

Grant Development Plan form:	OP 5 (p 12-14)	
Benefit to Locals:	No	
Grantee:	Wayne State University	
Grant Amount, Funding Source:	\$130,000	405
Grant Start-up:	October 1	

Michigan requires child safety seats for children under age 4 and booster seats for children under age 8. Previous years' surveys have alternated between child restraints and booster seats. This grant will unite the two for a biennial survey of child restraints for all children under age 8, to begin in the summer of 2011.

Occupant Protection – FY2011

Task 4: Program Management	\$203,000
Section 402 funds	\$203,000

Program Management

Benefit to Locals:	No
Grantee:	OHSP – Program Management
Grant Amount, Funding Source:	\$203,000 402
Grant Start-up:	October 1

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

FY2011 - 11 Budget
 Occupant Protection - PAP #1

Task Number	Task Title	402	403	405	406	408	410	2010	2011	0JJD	General Fund	Local	TOTAL
OP-1	Child Passenger Safety (CPS)			\$515,000					\$531,000			\$300,000	\$1,046,000
OP-2	Education and Communication			\$6,000								\$6,000	\$6,000
OP-3	Evaluation			\$270,000									\$270,000
OP-4	Program Management	\$203,000											\$203,000
	TOTALS	\$203,000	\$0	\$791,000	\$0	\$0	\$0	\$0	\$531,000	\$0	\$0	\$306,000	\$1,525,000

Alcohol-Impaired Driving Prevention – FY2011

Impaired drivers crash more and have more severe crashes than sober ones. Impaired driving crashes have remained a steady percentage of fatal crashes since the mid 1990s, in Michigan and nationwide. OHSP seeks to decrease the number of impaired drivers on the road, in part by increasing the risk (and perceived risk) of being arrested and convicted.

Please see the Police Traffic Services section for overtime enforcement.

Task 1: Enforcement Support	\$890,000
Section 410 funds	\$890,000

Impaired Driving Detection Training

Grant Development Plan form:	PTS-Eli 4 (p 13-16)	
Benefit to Locals:	No	
Grantee:	To Be Determined	
Grant Amount, Funding Source:	\$260,000	410
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$40,000	410
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$30,000	410
Grant Start-up:	October 1	

OHSP requires Standardized Field Sobriety Testing (SFST) training for officers participating in grant-funded overtime, and it is essential for any officer who will engage in DUI enforcement. Further training exists to assist officers in identifying drug impairment. This training improves the apprehension and prosecution of impaired drivers for officers who may not have had it as a component of their police academy training programs.

Funding will support a training coordinator and expenses to administer Michigan's SFST and Advanced Roadside Impaired Driving Enforcement (ARIDE) training programs, including instructor costs, scheduling, facilities, and programmatic and financial oversight. OHSP activities will include training materials and a Drug Recognition and Evaluation (DRE) school.

Michigan State Police (MSP) Toxicology Lab Backlog Reduction

Grant Development Plan form:	AL 4 (p 8-10)	
Benefit to Locals:	Yes	
Grantee:	Michigan State Police – Forensic Science	
Grant Amount, Funding Source:	\$555,000	410
Grant Start-up:	October 1	

The MSP Toxicology Lab is the central resource for blood tests in the event of an impaired crash, serving all of Michigan. The case backlog increased significantly following the .08 BAC and drug *per se* laws in 2003. Turnaround time on alcohol cases is down 68% since the 2003 high, and is down 38% on drug cases, but neither is back to the 2002 level of service.

Alcohol-Impaired Driving Prevention – FY2011

Funding will support five full-time toxicologists and one lab technician, to work on chemical analysis and serve as expert witnesses in court cases, with some overtime and supplies. A fully trained toxicologist is expected to complete 1,500 cases per year.

Mothers Against Drunk Driving (MADD) Recognition and Training

Grant Development Plan form:	AL 6 (p 13-14)	
Benefit to Locals:	Yes	
Grantee:	Prosecuting Attorneys Association of Michigan	
Grant Amount, Funding Source:	\$5,000	410
Grant Start-up:	October 1	

OHSP will sponsor attendance of the MADD Lifesaver award winners at the Michigan Traffic Safety Summit and Prosecuting Attorney Association of Michigan conferences.

Task 2: Adjudication	\$895,000
Section 410 funds	\$895,000

Traffic Safety Resource Prosecutor

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

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

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

Adjudication Training

Grant Development Plan form:	AL 2 (p 4-5)	
Benefit to Locals:	Yes	
Grantee:	Michigan Judicial Institute	
Grant Amount, Funding Source:	\$20,000	410
Grant Start-up:	October 1	

After a traffic arrest, the adjudication system lies ahead. Judges, magistrates, judicial staff, probation officers, and other adjudication partners will deal with the offender. They need to know what works in sentencing, treatment, and probation for traffic offenders.

Alcohol-Impaired Driving Prevention – FY2011

MJI will secure educational speakers on drunk driving and traffic safety issues for the annual conferences of the Michigan Association of District Court Probation Officers and the Michigan Association of District Court Magistrates. These are the largest statewide venues for reaching adjudication partners.

Sobriety Court Enhancement

Grant Development Plan form:	AL 4 (p 6-7)	
Benefit to Locals:	Yes	
Grantee:	State Court Administrative Office	
Grant Amount, Funding Source:	\$500,000	410
Grant Start-up:	October 1	

Drug and DUI courts consistently reduce recidivism among offenders completing the specialty court program. Michigan's 18 DUI courts are running at capacity and unable to expand to meet the full demand for their services.

Up to fifteen courts will initiate or expand DUI court operations in FY2011. Funding will support probation officers, overtime, drug testing, and transportation. OHSP provides seed grants for sobriety courts, not long-term funding, and early grantees will be transitioning into unsupported project continuation.

DWI Court Training

Benefit to Locals:	Yes	
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$10,000	410
Grant Start-up:	October 1	

DUI courts have the capability of reducing recidivism by improving how courts deal with convicted drunk drivers, directing appropriate responses to different offenders. OHSP will support travel and expenses for Michigan court personnel attending the NHTSA-NDCI DWI Court training.

Interactive Video Testimony

Grant Development Plan form:	AL 5 (p 11-12)	
Benefit to Locals:	Yes	
Grantee:	State Court Administrative Office	
Grant Amount, Funding Source:	\$75,000	410
Grant Start-up:	October 1	

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

Alcohol-Impaired Driving Prevention – FY2011

In 2007, OHSP sponsored a pilot of an interactive video testimony system, allowing toxicologists to testify from the lab via live remote video. The courts have been satisfied with this system, and it earned a Council of State Governments 2008 Innovation Award. In 2011, up to five additional courts will be equipped to receive video testimony.

Task 3: Reducing Underage Drinking	\$1,200,000
Section 410 funds	\$750,000
OJJDP funds	\$450,000

Safe Communities: Enforcement of Underage Drinking Laws (EUDL)

Grant Development Plan form:	UAD 1 (p 1-4)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$500,000	410
Grant Amount, Funding Source:	\$237,000	OJJDP
Benefit to Locals:	No	
Grantee:	Michigan State Police – MCTSI	
Grant Amount, Funding Source:	\$163,000	OJJDP
Grant Start-up:	October 1	

Teens who begin drinking before age fifteen are four times as likely to have alcohol dependency as adults. Drivers under age 21 cannot legally drink, but they are the number two age category for drunk driving crashes, with an average of 146 underage drinking drivers in fatal or serious injury crashes per year from 2005 to 2009, falling to 109 in 2009.

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

Alcohol-Impaired Driving Prevention – FY2011

Innovative Training for Law Enforcement

Grant Development Plan form:	UAD 3 (p 8-9)	
Benefit to Locals:	No	
Grantee:	To Be Determined	
Grant Amount, Funding Source:	\$50,000	OJJDP
Grant Start-up:	October 1	

As technology changes, so do the means of finding and breaking up underage drinking events, from underground raves to field parties where word of mouth spreads by text message and Facebook invitation. Officers will be trained on modern social media and communication networks, accessing them for information gathering, and related legal issues.

Underage Drinking Prevention

Grant Development Plan form:	UAD 2 (p 5-7)	
Benefit to Locals:	Yes	
Grantee:	Prevention Network	
Grant Amount, Funding Source:	\$250,000	410
Grant Start-up:	October 1	

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

Prevention Network seeks to reduce harms by keeping them from coming into existence. If high school and college students do not start drinking, the problem to be solved later will be much smaller. The grantee will foster and maintain non-drinking social norms in local communities. Funding will include mini-grants of up to \$5,000 to local prevention coalitions.

Task 4: Program Management	\$477,000
Section 402 funds	\$459,000
OJJDP funds	\$18,000

Program Management

Benefit to Locals:	No	
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$459,000	402
Grant Amount, Funding Source:	\$18,000	OJJDP
Grant Start-up:	October 1	

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

FY2011 - HSP Budget
 Alcohol-Impaired Driving - PAP #2

Task Number	Task Title	402	403	405	406	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
AL-1	Enforcement Support						\$890,000					\$555,000	\$890,000
AL-2	Adjudication						\$895,000					\$895,000	\$895,000
AL-3	Reducing Underage Drinking						\$750,000			\$450,000		\$1,000,000	\$1,200,000
AL-4	Program Management	\$459,000								\$18,000			\$477,000
	TOTALS	\$459,000	\$0	\$0	\$0	\$0	\$2,535,000	\$0	\$0	\$468,000	\$0	\$2,450,000	\$3,462,000

Police Traffic Services – FY2011

In trying to change driver behavior, tickets and arrests have proven far more successful than appeals to safety, morality, or respect for the rule of law.

Task 1: Traffic Enforcement	\$4,049,000
Section 402 funds	\$3,788,000
Section 406 funds	\$261,000

Safe Communities: Overtime Traffic Enforcement

Grant Development Plan form:	PTS-Eli 1 (p 1-5)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$2,727,000	402
Grant Amount, Funding Source:	\$261,000	406
Benefit to Locals:	Yes	
Grantee:	Michigan State Police – MCTSI	
Grant Amount, Funding Source:	\$1,036,000	402
Grant Start-up:	October 1	

In 2009, 47 percent of Michigan's fatalities involved alcohol impairment, unrestrained vehicle occupants, or both. These are not difficult or obscure laws, nor are they widely flouted, but the few offenders account for almost half of the traffic deaths.

Enforcement increases compliance with traffic laws. The credible threat of citation or arrest reduces traffic violations, crashes, and deaths. OHSP will fund cooperative, high-visibility overtime enforcement of traffic laws in thirty-five counties, focusing on alcohol-impaired driving and safety belts, particularly during statewide mobilizations and crackdowns. Enforcement will focus on peak crash periods.

Grantees were selected because they had the most alcohol-involved fatalities and serious injuries, statewide and then the highest in the Upper Peninsula and northern Lower. Funding levels are based on the amount of activity needed for a grantee agency to be highly visible in its enforcement area, which is largely a function of the duration of enforcement and the size of the population area covered. Please see the attached Traffic Enforcement Action Plan for further enforcement details.

Operation C.A.R.E.

Benefit to Locals:	No	
Grantee:	Michigan State Police – MCTSI	
Grant Amount, Funding Source:	\$25,000	402
Grant Start-up:	October 1	

2011 will be the 34th year of Operation C.A.R.E., a multi-state effort to deter speeding, impaired driving, and failure to use occupant restraints. Operation C.A.R.E. also brings increased law enforcement activity around holiday travel periods, and it synergizes well with traffic safety mobilizations and crackdowns.

Police Traffic Services – FY2011

OHSP will support Michigan State Police participation in Operation C.A.R.E. over the Thanksgiving holiday through overtime funding for stepped-up enforcement. OHSP will also provide public information and education support under the assorted PI&E tasks.

Task 2: Enforcement Support	\$175,000
Section 402 funds	\$125,000
Section 410 funds	\$50,000

Law Enforcement Conference

Grant Development Plan form:	PTS-Eli 4 (p 13-16)	
Benefit to Locals:	No	
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$50,000	402
Grant Start-up:	October 1	

The last OHSP-sponsored law enforcement conference in 2005 welcomed a capacity crowd of 500 officers, with positive reviews. With changes in laws, technology, and crash data, there is much for law enforcement to stay abreast of but not a lot of resources for training costs or travel at most police departments.

OHSP will organize two law enforcement conferences in 2011, in Lansing and Marquette. Topics will include legal updates, impaired driving, and key traffic safety issues.

Michigan Association of Chiefs of Police (MACP) Awards

Grant Development Plan form:	PTS-Eli 2 (p 6-9)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$65,000	402
Benefit to Locals:	No	
Grantee:	Michigan State Police – MCTSI	
Grant Amount, Funding Source:	\$10,000	402
Grant Start-up:	October 1	

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

Impaired Driving Enforcement Signage

Grant Development Plan form:	PTS-Eli 3 (p 10-12)	
Benefit to Locals:	Yes	
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$50,000	410
Grant Start-up:	October 1	

Police Traffic Services – FY2011

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

Michigan has had great success with "Safety Belt Enforcement Zone" signs, reminding motorists that enforcement is in effect. OHSP will attempt to parlay that into a similar increased deterrent to impaired driving through the use of drunk driving enforcement signage. Funding will shift from rental of lighted signs to purchase of unlighted signs.

Task 3: Education and Communication	\$2,675,000
Section 402 funds	\$175,000
Section 405 funds – Paid Media	\$750,000
Section 410 funds – Paid Media	\$1,750,000

Paid Advertising

Grant Development Plan form:	PTS-Oth 2 (p 3-4)	
Benefit to Locals:	Yes	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$750,000	405 – Paid Media
Grant Amount, Funding Source:	\$1,750,000	410 – Paid Media
Grant Start-up:	October 1	

The effectiveness of paid advertising as a component of high visibility enforcement is one of the best-evidenced practices in behavioral traffic safety. Ads prime drivers to notice the police patrols, reach people who never saw the patrols, and find the target audience of high-risk drivers who will not read press releases or news stories.

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

Mobilization Message Development and Media Planning

Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$75,000	402
Grant Start-up:	October 1	

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

Police Traffic Services – FY2011

Evaluation: Telephone Surveys

Grant Development Plan form:	PTS-Oth 1 (p 1-2)	
Benefit to Locals:	No	
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$100,000	402
Grant Start-up:	October 1	

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

Task 4: Program Management	\$1,058,000
Section 402 funds	\$1,058,000

Program Management

Benefit to Locals:	No	
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$1,058,000	402
Grant Start-up:	October 1	

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

FY2011 - HSP Budget
Police Traffic Services - PAF #3

Task Number	Task Title	402	403	405	406	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
PT-1	Traffic Enforcement	\$3,788,000			\$261,000							\$2,659,000	\$4,049,000
PT-2	Enforcement Support	\$125,000					\$50,000					\$115,000	\$175,000
PT-3	Education and Communication	\$175,000											\$175,000
PT-3 PM	Education and Communication - Paid Media			\$750,000			\$1,750,000						\$2,500,000
PT-4	Program Management	\$1,058,000											\$1,058,000
	TOTALS	\$5,146,000	\$0	\$750,000	\$261,000	\$0	\$1,800,000	\$0	\$0	\$0	\$0	\$2,774,000	\$7,957,000

FY2011 Traffic Enforcement Plan



August 2010

BACKGROUND

Ongoing enforcement programs to reduce fatal crashes and increase safety belt use have proven successful in Michigan. In 2009, Michigan recorded 871 traffic fatalities, the lowest since 1924. Michigan led the nation in safety belt use for two consecutive years (97.2 in 2008 and 97.9 in 2009).

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

The key to success for drunk driving and safety belt programs is high visibility enforcement. Educational messages, when coupled with periodic, high visibility enforcement, bring about meaningful and lasting behavior change. The primary offenders continue to be men ages 16 to 24, which research shows are less likely to wear seat belts and more likely to drive impaired.

The National Highway Traffic Safety Administration has developed a detailed model for conducting high visibility enforcement campaigns, combining evaluation, earned media, paid media, and enforcement. OHSP adopted this model as the basis for its enforcement campaign strategy and incorporates all aspects of the model into statewide safety belt and impaired driving mobilizations.

GOALS

- Reduce the number of fatalities to unrestrained vehicle occupants statewide from 239 in 2008 to 207 by December 31, 2011.
- Reduce alcohol involvement in serious and fatal crashes statewide from 1,504 in 2008 to 1,386 by December 31, 2011.
- Reduce the proportion of underage drivers in fatal and serious injury crashes statewide who had been drinking from 8% in 2009 to 7% by December 31, 2011.

SAFETY BELT AND IMPAIRED DRIVING ENFORCEMENT

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

Overtime Patrols

The most recent 5-year crash data demonstrates a significant increase in unrestrained fatal and serious injuries around June 1 and September 1, which supports the need to fund stepped-up enforcement during these times.

In 2009, 58% of vehicle occupants killed between the hours of 10pm and 5am in Michigan were unrestrained (where belt use was possible and known). This is a 5% decrease from 2008. In addition, 65% of people with positive BAC killed at night were unrestrained.

Crash data also demonstrates there is a marked increase in alcohol/drug impaired drivers involved in fatal and serious injury crashes on Halloween, New Year's Eve and the 4th of July.

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

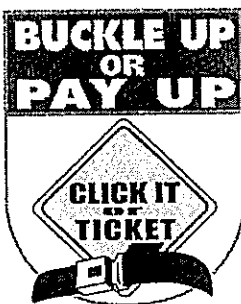
- Halloween - October 25 - 31, 2010
- Christmas/New Year's - December 16, 2010 - January 2, 2011
- Memorial Day - May 23 – June 5, 2011
- Fourth of July - July 1 – July 10, 2011
- Labor Day - August 19 - September 5, 2011

Counties that will receive grant funding for overtime traffic enforcement are determined by crash data and available funding levels. A review of 2005 - 2009 ranking of the number of fatal and serious injuries in Had-Been-Drinking crashes was used to identify where grant-funded overtime has the best potential to impact traffic crashes.

More than 200 state, county and local law enforcement agencies in 35 counties across the state will work together to enforce traffic safety laws, reaching up to 87.3% of the state's population. Thirty counties in the Central/Lower Peninsula, two counties in Northern Lower Michigan and three counties in the Upper Peninsula with highest ranking were identified (see map).

The grant budgets were determined on prior liquidation rates and the number of agencies participating.

During the **Click It or Ticket** enforcement period, grant-funded safety belt enforcement zones will take place in high-traffic, high-crash areas. Portable signs will mark the entry



into an enforcement zone where a law enforcement officer will serve as a spotter to identify unbelted drivers, conveying that information to several marked patrol vehicles that stop drivers and issue citations. This enforcement strategy has dramatically increased the public's awareness of increased enforcement activity. It is estimated \$750,000 will be expended for overtime enforcement of the safety belt law during the mobilization.

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

During the **Over the Limit. Under Arrest.** enforcement periods, overtime impaired driving enforcement will occur during late-night hours as officers work "saturation patrols."



Saturation patrols are concentrated enforcement patrols in selected high-crash areas where drivers observed committing a moving violation are stopped and screened for possible alcohol violations. It is estimated \$2.8 million will be spent on overtime enforcement of the impaired driving laws during the enforcement periods.

Grant-funded agencies will be allowed to conduct additional saturation patrols during weekends from June 9 through September 24, the time in Michigan when most serious and fatal injury crashes occur.

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

Earned Media

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

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

Paid Advertising

Paid advertising allows the state to create messages and target them where they stand to have the greatest influence for behavior change. With paid advertising, OHSP is able to continue to reach groups they have had past success with changing behaviors.

New ads will be developed with specific enforcement-themed messages directed toward young men and then placed on programs and stations, including the internet, most likely to reach this group during the summer mobilizations. A strong emphasis will be placed on reach and frequency during concentrated two-week periods. Ads for the summer enforcement periods will play a week before enforcement and into the first week of enforcement.

Non-grant Funded Enforcement

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

Evaluation

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

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

OPERATION C.A.R.E.



During the Thanksgiving holiday weekend, Michigan State Police (MSP) troopers will join other state police and highway patrol agencies from across the continent in an effort to make roadways safer by participating in the annual Operation C.A.R.E. (Combined Accident Reduction Effort) traffic safety initiative. MSP will use overtime funding for stepped-up traffic enforcement. The enforcement will be supported by a variety of earned media efforts, including donated billboards and television spots; as well as banners that will be displayed at Welcome Centers and a holiday e-card.

CHILD PASSENGER SAFETY

Child passenger safety will be promoted by the enforcement grantees by conducting activities throughout the year, with special emphasis on Child Passenger Safety Week, September 18–24, 2011.

The Safe Communities grantees will work with a certified technician to develop a car seat distribution plan. Activities can include:

- Coordinating a special event to attract local media attention.
- Purchasing a supply of child safety seats to support local child passenger safety activities.
- Using NHTSA artwork to print banners to support local child passenger safety activities.
- Partnering with child passenger safety instructors/technicians to provide educational opportunities for local agencies and families.
- Ensuring a certified child passenger safety technician will be available at all child safety seat checks.
- Using funding to pay registration and travel expenses for law enforcement officers to attend the 32-hour child passenger safety technician certification training.

HIGH VISIBILITY IMPAIRED DRIVING ENFORCEMENT (HVE)

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

MICHIGAN NIGHT PATROL

This strategy for impaired driving enforcement is working to reduce alcohol involvement in crashes. A review of the rankings of the number of fatal and serious injuries in crashes that involved alcohol in two of the counties that conducted HVE in 2009 demonstrates remarkable results. Kalamazoo County was ranked 6th when the 2004-2008 data was reviewed. Kalamazoo County fell to 9th when the 2005-2009 data was reviewed. Ottawa County was ranked 13th and fell to 15th when the 2005-2009 data was reviewed. These positive results support continuation of the program in 2011.

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

LAW ENFORCEMENT TRAINING

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

OHSP plans to execute two training conferences in May 2011 in both the lower and upper peninsulas. The agendas for the conferences are under development.

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

- Michigan is in the process of becoming a Drug Evaluation and Classification program state. Drug Recognition Expert (DRE) training is scheduled for April 2011.
- Officers working grant-funded impaired driving overtime enforcement are required to have completed the NHTSA-approved Standardized Field Sobriety Testing (SFST) training. SFST training classes will be scheduled throughout the year. In addition, a refresher course for SFST training has been established. It is recommended that officers who were certified prior to 2008 attend a 4-hour refresher no later than September 30, 2012. It is recommended those officers trained in 2008 and after attend a 4-hour refresher four years thereafter.
- Due to the rise of drug-involvement in crashes, Advanced Roadside Impaired Driving Enforcement (ARIDE) training will be offered. ARIDE classes are designed to address the gap between SFST and the Drug Recognition and Evaluation (DRE) program.

UNDERAGE DRINKING ENFORCEMENT

Research and experience confirm strong enforcement helps to reduce underage drinking by limiting access to alcohol, reducing the opportunities for youth to drink, and curbing impaired driving. Consistent, vigorous enforcement reinforces the message that adults and youth must be responsible for their actions and that violating the law is unacceptable. Conducting compliance checks is an effective tool to measure and decrease minors' access to alcohol.

Underage drinking is associated with a host of problems, ranging from academic issues (dropouts and expulsions) to crime (as victim or perpetrator) to alcohol poisoning, drunk

driving and suicide. More than 40% of underage drinkers (defined as those who are ages 12–20 who drank in the past 30 days) were provided free alcohol by adults 21 or older (SAMHSA). While constant enforcement of the underage drinking laws is recognized nationally as an effective tool in the prevention of underage drinking, officers should also investigate how and from who minors are obtaining alcoholic beverages.

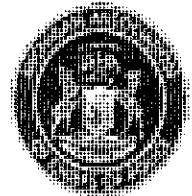
In 2009, Michigan drivers age 20 or younger were 25% more likely to be involved in a HBD crash than older drivers (MTCF 2009) and "zero tolerance" arrests per licensed driver age 20 or younger were 85% lower than drunk driving arrests for older drivers.

Nearly 170 state, county and local law enforcement agencies in 30 counties across the state will work together to enforce underage drinking laws.

MACP AWARD FOR EXCELLENCE IN TRAFFIC SAFETY

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

Up to \$75,000 in grants will be awarded for the purchase of equipment or scheduling of overtime for traffic enforcement. AAA Michigan will present each finalist agency with a personalized plaque. Awards will be presented at the MACP mid-winter training conference on February 10, 2011.



Pedestrian and Bicyclist Safety – FY2011

Pedestrians and bicyclists represent fourteen percent of traffic deaths in Michigan. They have almost no protection in the event of a crash, while sharing the roadway with multi-ton vehicles that are not always looking for them.

Task 1: Education and Communication	\$30,000
Section 402 funds	\$30,000

Non-Motorized Safety Support

Grant Development Plan form:	PB 1 (p 1-2)	
Grantee:	TBD	
Grant Amount, Funding Source:	\$30,000	402
Grant Start-up:	October 1	

OHSP will participate in the GTSAC Pedestrian and Bicycle Action Team and the Detroit Area Pedestrian Safety Action Team and will promote pedestrian and bicycle safety best practices. Funding will support evidence-based behavioral countermeasures to reduce pedestrian fatalities.

Task 2: Program Management	\$5,000
Section 402 funds	\$5,000

Program Management

Benefit to Locals:	No	
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$5,000	402
Grant Start-up:	October 1	

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

FY2011 - RSP Budget
Pedestrians and Bicycles - PAP #4

Task Number	Task Title	402	403	405	406	408	410	2010	2011	OJDP	General Fund	Local	TOTAL
PS-1	Education and Communication	\$30,000											\$30,000
PS-2	Program Management	\$5,000											\$5,000
	TOTALS	\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000

Traffic Records – FY2011

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

Task 1: Enforcement Support	\$1,238,000
Section 403 funds	\$23,000
Section 406 funds	\$100,000
Section 408 funds	\$1,115,000

Criminal Justice Information Center Trainer

Grant Development Plan form:	TR 4 (p 8-9)	
Benefit to Locals:	No	
Grantee:	Michigan State Police	
Grant Amount, Funding Source:	\$185,000	408
Grant Start-up:	October 1	

There are twenty-two thousand personnel at six hundred police agencies across Michigan, any of whom might deal with a crash form. Some of them are dedicated traffic officers who could recite UD-10 field values, while others might see a crash form or two per year, years away from whatever training they might have had. Delays and errors in crash reporting impair the entire system downstream.

A dedicated trainer at the Criminal Justice Information Center will identify crash records training needs and conduct training to rectify those deficits. Training will improve the timeliness and accuracy of crash reports, reducing the number of unknowns and errors in the crash file.

Electronic Capture and Data Submission (ECCS 4)

Grant Development Plan form:	TR 3 (p 5-7)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$930,000	408
Grant Start-up:	October 1	

Paper forms are still in use in the field, but the crash file is entirely electronic now. The sooner the data is converted and uploaded, the sooner everyone can use it. Electronic reports skip the paper step, automating some tasks for officers while making sure that reports are complete, providing error-checking, and transmitting reports for central processing. Fifty-one percent of crash forms are now submitted electronically, up from less than 1% in 2006.

Five to ten grantee agencies will implement electronic capture and data submission. They will reduce reporting times and data edit error rates. Funding will support hardware, software, and implementation.

Traffic Records – FY2011

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

Grant Development Plan form:	TR 7 (p 15-17)	
Benefit to Locals:	Yes	
Grantee:	To be determined	
Grant Amount, Funding Source:	\$100,000	406
Grant Start-up:	October 1	

DDACTS is a law enforcement operational model that uses the integration of location-based crime and traffic crash data to deploy resources effectively and efficiently. DDACTS uses geo-mapping to identify high crime and crash areas and times, and it emphasizes high-visibility traffic enforcement at these loci to reduce crime, crashes, and traffic violations.

Michigan is currently determining how and where to implement DDACTS, particularly with respect to linking local, state, and federal files.

BAC Investigation

Benefit to Locals:	No	
Grantee:	Michigan State Police	
Grant Amount, Funding Source:	\$23,000	403
Grant Start-up:	October 1	

Michigan law requires blood alcohol content (BAC) testing for all deceased drivers in fatal crashes. Best practice recommends testing all surviving drivers as well. In 2008, Michigan successfully collected BAC results for 77% of deceased drivers and 60% of all drivers in fatal crashes.

Completing a FY2010 project, a Michigan State Police trooper will contact agencies to secure missing BAC results, identify issues that are preventing full BAC testing and reporting, and report to OHSP on how to improve this process.

Task 2: Education and Communication	\$200,000
Section 402 funds	\$200,000

Michigan Traffic Crash Facts

Grant Development Plan form:	TR 2 (p 3-4)	
Benefit to Locals:	No	
Grantee:	Univ. of MI Transportation Research Institute	
Grant Amount, Funding Source:	\$200,000	402
Grant Start-up:	October 1	

Michigan Traffic Crash Facts is available at <http://www.michigantrafficcrashfacts.org>. It provides comprehensive crash statistics for traffic safety partners and the general public at the statewide and community levels. It includes a query and mapping tool that allows advanced users to ask very specific questions of the database, complete with "sanitized" crash forms that provide all details except personal identifiers. The Association of Traffic Safety Information Professionals awarded Michigan Traffic Crash Facts the "Best Traffic Web Site Award" in 2005, 2007, and 2010.

Traffic Records – FY2011

FY2010 saw improvements to the query tool and increased user guidance. In addition to maintaining the existing site, grant activities in FY2011 will include improvements such as streamlining tables and options and improving user-friendliness.

Task 3: Program Management	\$221,000
Section 402 funds	\$221,000

Program Management

Benefit to Locals:	No	
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$221,000	402
Grant Start-up:	October 1	

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

FY2011 - HSP Budget
Traffic Records - PFP #5

Task Number	Task Title	402	403	405	406	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
TR-1	Enforcement Support		\$23,000		\$100,000	\$1,115,000						\$570,000	\$1,238,000
TR-2	Education and Communication	\$200,000											\$200,000
TR-3	Program Management	\$221,000											\$221,000
	TOTALS	\$421,000	\$23,000	\$0	\$100,000	\$1,115,000	\$0	\$0	\$0	\$0	\$0	\$570,000	\$1,659,000

Community Traffic Safety – FY2011

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

Task 1: Safe Community Coalitions	\$115,000
Section 402 funds	\$115,000

Safe Communities: Detroit Comprehensive Traffic Safety Project

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

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

OHSP has funded this project since 2006. Since the project began crashes have decreased 13%, fatalities have decreased 7%, and injuries have decreased 16%. The Detroit Police Department will continue to work with OHSP and local coalitions to improve traffic safety in Detroit. Activities will include community education, working with ethnic communities, pedestrian safety, safety belt promotion, and technical assistance on data collection and model programs.

Safe Communities: Coalition Mini-Grants

Grant Development Plan form:	CTS-SC-TSC 2 (p 1-2)	
Benefit to Locals:	Yes	
Grantee:	Local coalitions	
Grant Amount, Funding Source:	\$15,000	402
Grant Start-up:	October 1	

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

Community Traffic Safety – FY2011

Task 2: Employer Outreach		\$60,000
Section 402 funds		\$10,000
Section 406 funds		\$50,000

Employer Outreach

Grant Development Plan form:	CTS (p 1-2)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$10,000	402
Grant Amount, Funding Source:	\$50,000	406
Grant Start-up:	October 1	

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

OHSP's Outreach Coordinator will work with employers in the state to promote traffic safety in the workplace.

Task 3: Education and Communication		\$520,000
Section 402 funds		\$520,000

In-House Public Information and Education

Grant Development Plan form:	CTS-PI&E 1 (p 1-2)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$145,000	402
Grant Start-up:	October 1	

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

OHSP communications staff will develop media campaigns and materials, educating the public about traffic safety information, programs, and changes in laws. Funding will support development and production of public information materials, along with media tracking to measure exposure. Project C.A.R.E. public information will also be included in this task.

Community Traffic Safety – FY2011

Materials Storage and Distribution

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

OHSP has a wide variety of materials and equipment to support traffic safety programs. Storing and shipping an average of one million items per year exceeds OHSP's staffing capabilities and organizational expertise. A central distribution center will fulfill requests for traffic safety materials.

Rural Traffic Safety Leadership Conference and Training

Grant Development Plan form:	UP 1 (p 1-2)	
Benefit to Locals:	No	
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$15,000	402
Grant Start-up:	October 1	

Traffic safety training options in northern Michigan are limited, but what information is made available is actively shared across close networks. Long travel times prevent the effective participation of northern partners in traffic safety events happening far below the Bridge.

OHSP will organize a day-long rural traffic safety leadership conference in northern Michigan in the late spring. In addition, OHSP will sponsor up to 12 Upper Peninsula traffic safety partners to attend the Michigan Traffic Safety Summit.

New Legislation Publicity

Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$50,000	402
Grant Start-up:	October 1	

The legislature addresses traffic safety in each session, frequently passing legislation about which the public will need information. Recent examples have included banning text messaging while driving, requiring child passengers to ride in the back seat, removing the nursing mothers exemption from the safety belt law, and requiring booster seats. Which laws will pass in a given year is not predictable, only that there will most likely be some kind of legal change. OHSP will develop and distribute public information materials about new traffic safety laws as appropriate.

Community Traffic Safety – FY2011

Communications Strategic Counsel

Grant Development Plan form:	CTS-PI&E 2 (p 3-4)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$75,000	402
Grant Start-up:	October 1	

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

School Bus Safety

Grant Development Plan form:	CTS-SB 1 (p 1-2)	
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$0	
Grant Start-up:	October 1	

School buses are the safest vehicles on the roads. OHSP will participate in the efforts of the Michigan Association for Pupil Transportation, monitor federal legislation pertaining to school buses, and promote first responder information for assisting special needs children.

Community Traffic Safety – FY2011

Task 4: Program Management	\$107,000
Section 402 funds	\$107,000

Program Management

Benefit to Locals:	No	
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$107,000	402
Grant Start-up:	October 1	

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

Grant Amount, Funding Source:	\$2,131,000	402
Grant Amount, Funding Source:	\$18,000	OJJDP

The detailed budget for the FY2011 grant follows:

FY2011 Program Management – Budget

- | | |
|---|---|
| <ul style="list-style-type: none"> • Salaries (1,064,500) • E-Grants (71,000) • Supplies (14,000) • Vehicle Operations (17,000) • Team Travel – Out State (11,000) • Staff Training (5,000) • Membership Dues (2,000) • Office Equipment (8,000) • Support of Traffic Safety Summit (68,000) | <ul style="list-style-type: none"> • Fringes (566,000) • Postage (2,000) • Office Equipment Leasing (5,000) • Non-OHSP Travel (8,500) • Team Travel – In State (11,500) • Orientation Meeting Costs (4,500) • OJJDP Operating Costs (2,000) • Indirect Costs (284,000) • TSC meeting support (5,000) |
|---|---|

FY2011 - HSP Budget
Community Traffic Safety - PAP #6

Task Number	Task Title	402	403	405	406	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
CP-1	Safe Community Coalitions	\$115,000										\$115,000	\$115,000
CP-2	Network of Employers for Traffic Safety	\$10,000			\$50,000								\$60,000
CP-3	Education and Communication	\$520,000											\$520,000
CP-4	Program Management	\$107,000											\$107,000
	TOTALS	\$752,000	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000	\$802,000

Driver Education – FY2011

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

Task 1: Education & Communication	\$75,000
Section 402 funds	\$75,000

Teen Traffic Safety

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

Young drivers combine low experience with high risk-taking, a combination that gives them the highest crash rate per licensed driver. Crashes peak at age 18 and alcohol-involved crashes peak at age 21. Challenges include acquiring new skills, assessing risks, and dealing with new privileges appropriately.

OHSP's young driver safety program is under revision. Activities will include problem identification, message development, distributing materials, and continuing existing programs.

Task 2: Senior Mobility	\$20,000
Section 406 funds	\$20,000

Senior Mobility Campaign

Benefit to Locals:	Yes	
Grantee:	Area Agency on Aging 1-B	
Grant Amount, Funding Source:	\$20,000	406
Grant Start-up:	October 1	

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

OHSP will provide funding in support of programs promoting safe driving among Michigan's senior population.

Driver Education – FY2011

Task 3: Program Management	\$15,000
Section 402 funds	\$15,000

Program Management

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

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

FY2011 - HSP Budget
 Driver Education - PA# #8

Task Number	Task Title	402	403	405	406	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
DE-1	Education & Communication	\$75,000											\$75,000
DE-2	Senior Mobility				\$20,000							\$20,000	\$20,000
DE-3	Program Management	\$15,000											\$15,000
	TOTALS	\$90,000	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$110,000

Motorcycle Safety – FY2011

Five years ago, Michigan had fewer than one hundred motorcyclist fatalities per year. Since 2005, that number has consistently been around one hundred twenty. Crashes and fatalities are not increasing as quickly as motorcycle registrations, but motorcycle-involved crashes are usually severe due to their lack of protection. Approximately 90% of motorcycle crashes involve injuries or fatalities.

Task 1: Training and Education	\$406,000
Section 402 funds – Paid Media	\$100,000
Section 2010 funds	\$6,000
Section 2010 funds – Paid Media	\$300,000

Motorcycle Public Information Campaign

Grant Development Plan form:	MC 1 (p 1-2)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$100,000	402 – Paid Media
Grant Amount, Funding Source:	\$300,000	2010 – Paid Media
Grant Start-up:	October 1	

Posters and brochures are fine for people who are already seeking information, but high crash risk populations rarely look for safety materials. Intensive, targeted efforts can be the catalyst that prompts riders to think safety.

Funding will support message refinement and placement of paid advertising for the Ride Safe to Ride Again campaign in the metropolitan Detroit and Grand Rapids media markets.

Endorsement and Rider Training Study

Grant Development Plan form:	MC 4 (p 7-8)	
Benefit to Locals:	No	
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$1,000	2010
Grant Start-up:	October 1	

Rider training and the endorsement process are the basic preparations for safe motorcycle riding in Michigan. Crash data shows whether crash-involved riders had a motorcycle license endorsement and whether s/he was wearing a helmet, but not deeper information like whether s/he had training, how long ago, or anything that might appear in a driver history record.

OHSP will perform an in-house analysis of motorcyclists involved in fatal crashes, comparing crash records, driver histories, and training records. Funding will support database query fees. Improved knowledge will contribute to future education and training efforts.

Motorcycle Safety – FY2011

Motorcycle Safety Conference

Benefit to Locals:	No	
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$5,000	2010
Grant Start-up:	October 1	

OHSP will provide support to promote proficient ridership, proper safety gear, and risk-reduction measures at a motorcycle safety conference or other venues in 2011.

Task 2: Interagency Coordination	\$0
Section 402 funds	\$0

Department of State Planning and Partnership

Grant Development Plan form:	MC 3 (p 5-6)	
Benefit to Locals:	No	
Grant Amount, Funding Source:	\$0	
Grant Start-up:	October 1	

OHSP and the Department of State will communicate and collaborate constantly to implement recommendations from the motorcycle assessment and the SHSP Motorcycle Action Plan. Specific activities are still under consideration, with a focus on communication and education strategies.

Task 3: Program Management	\$63,000
Section 402 funds	\$63,000

Program Management

Benefit to Locals:	No	
Grantee:	OHSP – Program Management	
Grant Amount, Funding Source:	\$63,000	402
Grant Start-up:	October 1	

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

FY2011 - HSP Budget
 Motorcycle Safety - PAF #9

Task Number	Task Title	402	403	405	406	408	410	2010	2011	OUJDP	General Fund	Local	TOTAL
MC-1	Training and Education							\$6,000					\$6,000
MC-1 PM	Training and Education - Paid Media	\$100,000						\$300,000					\$400,000
MC-2	Interagency Coordination												\$0
MC-3	Program Management	\$63,000											\$63,000
	TOTALS	\$163,000	\$0	\$0	\$0	\$0	\$0	\$306,000	\$0	\$0	\$0	\$0	\$469,000

Emergency Medical Services – FY2011

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

Following the completion of the EMS/trauma database, OHSP and MDCH will seek new ways to share traffic safety information and integrate EMS into the statewide traffic safety architecture.

Task 1: EMS Support	\$0
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Emergency Medical Services Support

Grant Development Plan form:	EMS 1 (p 1-2)
Grantee:	OHSP – Program Management
Grant Amount, Funding Source:	\$0
Grant Start-up:	October 1

OHSP will work with the EMS Coordination Committee to promote data sharing and training relevant to traffic safety.

FY2011 - HSP Budget
 Emergency Medical Services - PAP #10

Task Number	Task Title	402	403	405	406	408	410	2010	2011	O.J.D.P.	General Fund	Local	TOTAL
EM-1	EMS Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTALS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Planning and Administration – FY2011

Task 1: Planning and Administration	\$1,214,000
Section 402 funds	\$725,000
State general funds	\$489,000

Planning and Administration

Benefit to Locals:	No	
Grantee:	OHSP	
Grant Amount, Funding Source:	\$725,000	402
Grant Amount, Funding Source:	\$489,000	State general funds
Grant Start-up:	October 1	

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

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

- Division Director (98%)
- Executive Secretary (for Division Director) (90%)
- Safety Planning and Administration Section Manager (60%)
- Planning and Evaluation Coordinator (8%)
- Secretary (for Safety Planning and Administration Section) (100%)
- Departmental Technician (for Program Management Section) (20%)
- Fiscal Management Section Manager (80%)
- Accountants (96% and 10%)
- Accounting Technician (for Fiscal Management Section) (90%)
- Secretary (for Fiscal Management Section) (30%)
- Secretary (for Communications Section) (100%)

Task 2: Interagency Coordination	\$0
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Strategic Highway Safety Plan (SHSP) Action Team Support

Benefit to Locals:	Yes	
Grantee Amount:	\$0	
Grant Start-up:	October 1	

OHSP staff will provide traffic safety program area expertise, guidance, and leadership to the Michigan Strategic Highway Safety Plan Emphasis Area Action Teams. Staff will ensure that OHSP strategies support those identified in the Emphasis Area Action Plans.

FY2011 - HSP Budget
 Planning and Administration - PAP #11

Task Number	Task Title	402	403	405	406	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
PA-1	Planning and Administration	\$725,000									\$489,000		\$1,214,000
PA-2	Interagency Coordination	\$0											\$0
	TOTALS	\$725,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$489,000	\$0	\$1,214,000

2010-11 OHSP Communications Calendar

October

National Teen Driver Safety Week	Statewide news release
School Bus Safety Week, Oct. 18-22	Statewide news release – back to school
Halloween alcohol enforcement, Oct. 25-31	Localized enforcement news releases

November

Thanksgiving holiday travel, Operation C.A.R.E.	News release, earned media, media event
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December

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

January

Super Bowl Sunday	General release
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February

March

Michigan Traffic Safety Summit, March 22-24	Annual statewide conference; media advisory. Localized GTSAC award release
2010 Traffic Fatalities	Statewide news release

April

May

Motorcycle Awareness Month	Statewide news release
Click It or Ticket mobilization, May 23 -June 5	News conferences, localized releases; \$750,000 in paid advertising targeted at young men, outreach

June

July

Fourth of July alcohol enforcement June 30-July 10	Localized news releases; \$750,000 in paid advertising targeted at young men, Detroit, Flint, Grand Rapids markets
Drunk Driving Audit	Statewide news release

August

Over The Limit. Under Arrest. crackdown, Aug. 18-Sept. 4	News conferences, \$1,000,000 in paid media targeted at young men, outreach
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September

Deer Crash Awareness activities	Michigan Deer Crash Coalition will host media event. Statewide news release.
Child Passenger Safety Week, Sept. 18-24	Statewide news release

Additional paid advertising will run in support of a motorcycle campaign (\$300,000). A start date has not been determined.

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

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

- Market Research
- Communications Plan
- Creative Development

2010-2011 OHSP Enforcement and Communications Calendar

October 2010

National Teen Driver Safety Week	Statewide news release
School Bus Safety Week , October 18-22	Statewide news release –back to school
Halloween alcohol enforcement Paid Media Enforcement budget # participating law enforcement agencies	Localized enforcement news release Over 200 state, county local agencies in 35 counties

November 2010

Thanksgiving holiday travel, Operation C.A.R.E. Earned Media Enforcement budget Participating agencies	Localized enforcement news release Donated billboards and television spots, banners that will be displayed at Welcome Centers and a holiday e-card \$25,000 MSP

December 2010

Christmas/New Year alcohol enforcement December 16 –January 2 Paid Media Enforcement budget #participating law enforcement agencies	Localized news releases Over 200 state, county local agencies in 35 counties

January 2011

Super Bowl Sunday	General release
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February 2011

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March 2011

Michigan Traffic Safety Summit, March 22-24	Annual statewide conference; media advisory Localized GTSAC award release
2010 Traffic Fatalities	Statewide news release

April 2011

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May 2011

Motorcycle Awareness Month	Statewide news release
CIOT mobilization May 23-June 5 Paid Media budget Enforcement budget #participating law enforcement agencies	News conferences; localized news releases; \$750,000 paid advertising targeted at young men, outreach \$750,000 Over 200 state, county local agencies in 35 counties

**At least one nighttime patrol will be required each weekend of the two week mobilization period.*

June 2011

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July 2011

Fourth of July alcohol enforcement June 30-July 10 Paid Media budget Enforcement budget # participating law enforcement agencies	Localized news releases \$750,000 paid advertising targeted at young men in Detroit, Flint, Grand Rapids market Over 200 state, county local agencies in 35 counties
Drunk Driving Audit	Statewide news release

August 2011

Drunk Driving. Over the Limit. Under Arrest crackdown August 18-September 4 Paid media Enforcement budget # participating law enforcement agencies	News conferences \$1,000,000 paid advertising targeted at young men, outreach \$ Over 200 state, county local agencies in 35 counties
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September 2011

Deer crash awareness activities	Michigan deer crash coalition will host media event. Statewide news release.
National Child Passenger Safety Week, September 18-24 Enforcement activity	Statewide news release Enforcement grantees will conduct enforcement during this period

***Additional paid advertising will run in support of a motorcycle campaign (\$300,000). A start date has not yet been determined.**

***Seven counties will participate in HVE enforcement – Genesee, Kalamazoo, Kent, Muskegon, Ottawa, Saginaw and Washtenaw.**

OHSP State Programs Section

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



Secondary Traffic Accident Prevention Program

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

The SRP program supported the full-time equivalent of 167.2 deputies in FY 2009 (the most recent completed period), as reported through semi-annual reports submitted to OHSP by participating counties. All 83 counties in the state currently participate in the program. For FY 2010, a total of \$11,300,000 was allocated to these counties for use in patrolling secondary roads.

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

Michigan Truck Safety Commission



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

Funding for Commission activities is provided by a Truck Safety Fund, established by Public Act 348 of 1988, and administered by the Office of Highway Safety

Planning. This state fund provides grants to various non-profit agencies, for truck driver education and training, heightening of all drivers' awareness of the operational characteristics and limitations of trucks, initiating data collection and research and supporting enforcement of motor carrier safety laws.

In 2010, grant funds were provided to the Michigan State Police Motor Carrier Division for enforcement and to Michigan Center for Truck Safety for education. A total of \$ 2,569,954 was made available to the two grantees for the 2010 fiscal year.

Motor Carrier grant funds are used to conduct STET enforcement efforts, for publication of a Commercial Vehicle Enforcement Information bulletin, to collaborate with the Michigan Association of Chiefs of Police in award programs to promote highway safety and to provide Federal Motor Carrier Regulations to officers, judges, prosecutors and magistrates around the state.

The grant to the Michigan Center for Truck Safety is used to fund a hotline for truck information, public information and education efforts, safety reviews, videos, hands-on training through two Decision Driving Courses, operation of a truck simulator, and various other training programs.

The Michigan Truck Safety Commission strategic plan incorporates truck crash statistics and related research. It defines goals and objectives, guiding the grants awarded by the Commission during the year. The Commission reviews progress towards these goals at each meeting.

OHSP Glossary

AAA Michigan	American Automobile Association. Federation of automobile clubs providing domestic and foreign travel services, emergency road services, and insurance. Sponsors public services to increase the safety and efficiency of road travel.
AAMVA	American Association of Motor Vehicle Administrators.
AASHTO	American Association of State Highway and Transportation Officials.
Accident	This term is often used to describe a collision between a motor vehicle and one or more other motor vehicles, bicycles, pedestrians, or objects. It implies an unpreventable, random event. The term "crash" is preferred as a more accurate description of such an event.
Alcohol-impaired Driving	Drinking and driving behavior resulting in impairment of driving ability. Less evocative but more accurate than "drunk driving," because driving ability has been shown to be affected at blood alcohol levels well before someone would generally be considered "drunk". See also "OWI."
BAC/BAL	Blood Alcohol Concentration/Blood Alcohol Level. Determination of percent by weight of ethyl alcohol in blood. Usually measured as mg/dl.
CIOT	Click It or Ticket. The national safety belt enforcement campaign.
CP	Community Traffic Safety Program. Community-level program intended to coordinate traffic safety activities, maximize use of available resources, and better respond to unique needs of community.
CPS	Child Passenger Safety. Often used to refer to vehicle restraints for children too small for safety belts (child safety seats, booster seats).
CJIC	Criminal Justice Information Center. Center within Michigan State Police responsible for processing data from the Michigan Traffic Crash Report.
CRAM	County Road Association of Michigan.

Crash	Term used to describe collision between motor vehicle and one or more other motor vehicles, bicycles, pedestrians, or objects. Results from combination of driver, vehicle, and road factors-is not random, unpreventable occurrence. Preferred to term "accident" which implies unpreventable random occurrence.
DLN	Driver's License Number.
DUI/DUIL	Driving Under the Influence / Driving Under the Influence of Liquor. Drunk driving. Old terms for OWI (Operating While Intoxicated).
EMD	Emergency Management Division.
EMS	Emergency Medical Services. Incorporated within Michigan Department of Community Health. Facilitates administration of licensing, pre-hospital patient care examinations, ambulance inspections, communication, training, and related activities.
EUDL	Enforcement of Underage Drinking Laws.
FACT	Fatal Alcohol Crash Team. A cooperative project between law enforcement and prosecutors to make sure that serious alcohol-involved crashes receive proper investigation so that a case can be made if a trial arises from the crash.
FARS	Fatality Analysis Reporting System.
FHWA	Federal Highway Administration.
FMCSA	Federal Motor Carrier Safety Administration.
FTE	Full Time Employee.
GDL	Graduated Drivers Licensing. A step-by-step process for issuing drivers licenses to young people. As the young driver gains experience behind the wheel, driving privileges are increased.
GHSA	Governors Highway Safety Association.
GIS	Geographic Information System.
GTSAC	Governor's Traffic Safety Advisory Commission

HBD	Had-Been-Drinking. Used synonymously with "alcohol-impaired," although it implies any amount of alcohol. When applied to a crash rather than a person, it means that at least one driver, pedestrian, or bicyclist was drinking.
HSP	Highway Safety Plan. A component of the State's application submitted to the Federal Government each year to obtain federal funds for traffic safety. The Plan must describe the projects and activities the State plans to implement to reach the goals identified in the Performance Plan.
ITE	Institute of Transportation Engineers.
KA	Fatal or incapacitating injury. Subset of KABC0 scale.
KABC0	Injury severity scale for traffic crash-related injuries. K-level injuries refer to injuries caused by a crash that result in death within 90 days of the incident. A-level injuries refer to incapacitating injuries that prevent injured persons from continuing activities they were capable of performing prior to the injury. B-level injuries refer to non-incapacitating injuries that are evident to observers at the scene of the crash in which the injury occurred. C-level injuries are non-evident but complained of. Crashes with only property damage are noted as "0" severity (no injury, PDO).
MACP	Michigan Association of Chiefs of Police.
MADD	Mothers Against Drunk Driving.
MCRUD	Michigan Coalition to Reduce Underage Drinking.
MCTSI	Michigan Comprehensive Traffic Safety Initiative. The Michigan State Police component of several enforcement programs.
MDCC	Michigan Deer Crash Coalition.
MDCH	Michigan Department of Community Health (formerly Michigan Department of Public Health). Department of Michigan state government. Objectives include preventing disease, prolonging life, promoting health through organized community programs for sanitation, protection of the environment, and control of communicable and chronic disease, health education and promotion, and development of comprehensive medical services and facilities for effective diagnosis and treatment.

MDIT	Michigan Department of Information Technology. Department of Michigan State Government responsible for overall technology infrastructure and direction.
MDOS	Michigan Department of State. Department of Michigan state government. Operates services and programs in four major areas including traffic safety and motor vehicle-related activities (e.g., driver licensing, vehicle registration, administration of driver-point system), election-related activities, activities related to presenting and preserving Michigan history, and receiving and maintaining important records of state and local governmental units. Sometimes abbreviated SOS (Secretary of State).
MDOT	Michigan Department of Transportation. Department of Michigan state government. Primary functions include construction, improvement, and maintenance of state highway system, and administration of all other state transportation programs.
MDTSEA	Michigan Driver and Traffic Safety Education Association.
MJI	Michigan Judicial Institute.
Michigan Model	Comprehensive school health curriculum which includes traffic safety - grades K-8.
Michigan Traffic Crash Facts	Annual report published for OHSP by UMTRI that summarizes the yearly crash statistics for Michigan, now online at http://www.michigantrafficcrashfacts.org . This document helps determine the areas in which programs should be targeted to reduce the deaths and injuries in Michigan caused by crashes.
MIP	Minor in Possession.
MMUTCD	Michigan Manual of Uniform Traffic Control Devices.
MPHI	Michigan Public Health Institute.
MPO	Metropolitan Planning Organization.
MSA	Michigan Sheriffs' Association.
MSP	Michigan State Police.
MSSC	Michigan State Safety Commission.
MSU	Michigan State University.

MTSC	Michigan Truck Safety Commission.
MTSMS	Michigan Traffic Safety Management System.
MTU	Michigan Technological University.
NETS	Network of Employers for Traffic Safety. Non-profit, public/private partnership working to help employers develop and implement comprehensive workplace traffic safety programs.
NHTSA	National Highway Traffic Safety Administration.
NMU	Northern Michigan University.
NSC	National Safety Council.
OHSP	Office of Highway Safety Planning. Division within the Department of State Police in Michigan. Serves as coordinating agency for traffic safety within the state and distributes federal funds for development, implementation, and evaluation of traffic safety programs.
OJJDP	Office of Juvenile Justice and Delinquency Prevention.
OUID	Operating Under the Influence of Drugs. Drugged driving. Driving with any detectable amount of a schedule 1 drug in one's system is illegal in Michigan. Schedule 1 includes everything most people would mean by "illegal drugs," including cocaine, ecstasy, heroin, LSD, marijuana, methamphetamine, and PCP.
OUIL	Operating Under the Influence of Liquor. Drunk driving. Old term for OWI.
OWI	Operating While Intoxicated. Refers to driving while impaired by alcohol. Drivers with blood alcohol concentration levels of 0.08 percent or greater are legally assumed to be impaired, but some drivers may exhibit impairment at lower levels. This is the law most people mean by "drunk driving."
P&A	Planning and Administration. One of program area plans included in the Highway Safety Plan. The administrative side of planning and implementing traffic safety programs.
P&P	Policy and Procedures.
PAAM	Prosecuting Attorneys Association of Michigan.

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

SFST	Standardized Field Sobriety Testing.
SMS	Safety Management System.
Standard Enforcement	Enforcement provision of safety belt laws that allows police to stop motorists solely for failure to use safety belts. Michigan has had standard enforcement since 2000.
STEP	Selective Traffic Enforcement Program. The use of targeted long- or short-term enforcement for areas with specific traffic problems.
TCRS	Traffic Crash Reporting System. A state crash database tool.
TEA-21	Transportation Equity Act for the 21st Century. The previous transportation legislation before SAFETEA-LU.
TSEAC	Traffic Safety Engineering Action Committee.
TIA	Traffic Improvement Association (of Oakland County).
TSA	Traffic Safety Association.
TSAM	Traffic Safety Association of Michigan.
TSC	Traffic Safety Committee.
UD-8	Form used by law enforcement in Michigan to record traffic citations.
UD-10	The Michigan traffic crash report form.
UMTRI	University of Michigan Transportation Research Institute. Established to address the problem of motor vehicle injury. Primary focus of research is road transportation, with some efforts directed at marine and air transport.
UP-EMS	Upper Peninsula Emergency Medical Services Corporation. Public nonprofit organization serving as the resource and coordinating agency for provision of emergency medical services in the Upper Peninsula.

USDOT	United States Department of Transportation. Federal department responsible for establishing the nation's overall transportation policy. Contains nine administrations whose jurisdictions include highway planning, development, and construction; urban mass transit; railroads; aviation; and the safety of waterways, ports, highways, and oil and gas pipelines.
VIN	Vehicle Identification Number.
VMT	Vehicle Miles Traveled. How many miles vehicles travel in a year.
WSU	Wayne State University.
YDYDYL	You Drink. You Drive. You Lose. The impaired driving enforcement campaign preceding Over the Limit. Under Arrest.
Zero Tolerance	The State of Michigan policy of no acceptance of any level of BAC above .02 in drivers under the age of 21.

