

STATE OF MICHIGAN
PERFORMANCE PLAN

FISCAL YEAR 2008



**Prepared For:
U.S. Department of Transportation
National Highway Traffic Safety
Administration and Federal Highway
Administration**

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2008 PERFORMANCE PLAN

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Director's Message

Dear Friend of Traffic Safety:

The Michigan Office of Highway Safety Planning (OHSP) is pleased to present the Highway Safety Plan for the 2008 Fiscal Year. We are looking forward to another year of historic lows in traffic fatalities.

We start this letter each year with "Dear Friend of Traffic Safety" because it is true. You are not just a loyal partner with whom OHSP is proud to work, but a true friend of traffic safety who is working to save lives throughout Michigan and across the country. Your efforts have helped Michigan reduce fatal crashes every year since 1999, and successful efforts here are being replicated elsewhere. While OHSP may be the state's official highway safety office, every success is a tribute to the fine efforts of many professionals.

OHSP's plans to continue these successes include:

- high visibility enforcement, centered on periodic crackdowns and mobilizations but also sustained throughout the year;
- Michigan Safe Communities, supporting local coalitions and community-based efforts;
- support for the prosecution, adjudication, and treatment of drunk drivers;
- child passenger safety education and training;
- enforcement of underage drinking laws and youth alcohol prevention;
- the Network of Employers for Traffic Safety, promoting safe driving to, from, and at work;
- media support, to bring public attention and awareness of traffic safety programs;
- improved data systems, to make crash (and other) records more available and useful;

and, as always, much more.

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

MICHAEL L. PRINCE, DIRECTOR
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

- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations

- 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

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;

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.**

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.

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));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and 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 18.20, 18.21, and 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;

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), which prohibits discrimination on the basis of handicaps (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; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

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 (23 USC 101 Note) 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 with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

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.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 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

Date

OFFICE OF HIGHWAY SAFETY PLANNING

MISSION

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



FY2008 OVERVIEW

For FY2008, the Office of Highway Safety Planning (OHSP) recommits itself to developing Safe Communities. The ongoing practice of using data-driven planning to target the most essential traffic safety problems has been wedded to an increased focus on regional programs and partners. OHSP has a long record of successful partnerships with committed traffic safety professionals across the state and the nation. Capitalizing on this strength will further drive-down traffic deaths and injuries on Michigan roads.

Problem identification keeps OHSP aiming at key crash targets, the greatest threats to Michigan drivers. In coordination with partners, program coordinators developed strategies to meet these threats. OHSP awards grants based on each project's potential for saving lives and preventing injuries. This potential includes the severity of the problem addressed, the efficacy and reach of countermeasures, and the availability of highly-competent grantees to implement programs.

High-visibility enforcement remains a top priority in FY2008. Recent years' successes have shown the value of strong enforcement supported by a strong message. OHSP looks to evaluations, pilot programs, research, and time-proven strategies to find effective means of developing and implementing traffic safety programs, along with promising ideas for new pilots. Developing this Highway Safety Plan would not have been possible without the valuable input of OHSP's many partners, at the local, state, and national level.

Organization Overview

The Office of Highway Safety Planning (OHSP) is the State of Michigan's primary traffic safety agency, and its Director is the designated Governor's Highway Safety Representative. OHSP administers several state and federal highway safety-related grant programs, including the federal 402 program, the Michigan Truck Safety Fund, and Michigan's Secondary Road Patrol and Accident Prevention Program.

OHSP is located organizationally within the State Services Bureau of the Michigan Department of State Police. The office is organized into three sections grouped according to functional responsibilities. Within each section, specific units and sub-units have been identified to better reflect OHSP's priorities and programs.

Planning and Program Operations Section

This section is responsible for all program and grant development, implementation, evaluation, development of the planning budget, and the planning and creation of the Highway Safety Plan and Annual Evaluation Report. This section also includes the Grant Management Unit which is responsible for implementing the grant projects identified in the annual Highway Safety Plan as well as regional outreach activities with local stakeholders and partners.

Fiscal Section

Responsibility within this section consists of the fiscal administration of \$28 million in state and federal grant programs including NHTSA highway safety funds, the State Secondary Road Patrol Program, and the Michigan Truck Safety Fund. The section oversees all general accounting procedures, the overall office budget, financial reviews of all grants, and processing payments to grantees.

Communications Section

This section has responsibility for planning and implementing OHSP's comprehensive communication plan including regional communications with state and local partners, marketing of OHSP's programs, and management of all external grants and contracts related to communications and public information initiatives. The Communications Section is the main contact for all news agencies and public/private informational requests.

The Performance Plan section that follows explains OHSP's process for identifying goals, strategies, performance measures, data sources, budget development and project selection.

MICHIGAN PERFORMANCE PLAN

PROCESS DESCRIPTION

Michigan remains a regional and national leader in traffic safety, driving down traffic fatalities and injuries. Michigan traffic fatalities were 28% lower in 2006 than 1996, falling from more than 1,500 to fewer than 1,100. These are the lowest fatality numbers since the creation of the Office of Highway Safety Planning (OHSP) in 1969, despite much higher population, registered vehicles, and miles traveled.

Despite this remarkable progress, more than one thousand people still die on Michigan roads each year, with seventy-five times as many injured. Michigan police respond to a crash every hundred seconds. The roads have never been safer but the crash problem continues to loom large.

OHSP's Highway Safety Plan (HSP) for fiscal year 2008 combines continuing efforts to reduce ongoing problems, countermeasures to emerging issues, and new opportunities to address traffic crashes through innovative techniques and technology.

A report published in 2007 for the National Cooperative Highway Research Program conducted a review of four states with exemplary traffic safety records, one of them being Michigan. The report, entitled "Creating a Traffic Safety Culture - A Case Study of Four Successful States," highlighted the key elements in the four states of creating this so-called "safety culture." Under the banner of a renewed Michigan Safe Communities program, OHSP hopes to promote this safety culture in communities at the local level, through the establishment of more comprehensive traffic safety programs that build upon the county-wide overtime enforcement grants of previous years. These comprehensive traffic safety programs will utilize the ever-improving stream of traffic crash data to answer the key questions of how, why, when, and where crashes are occurring, who is involved, what countermeasures can be implemented, and most importantly, how to apply limited federal, state, and local resources to reduce or mitigate them. Most importantly, it will encourage the creation of new partnerships and enhancement of existing ones.

Michigan's budgetary situation has reinforced the need for effective programs within tight constraints. OHSP's range of available options requires a focus on programs with demonstrated effectiveness. Scarce resources at all levels of government underscore the need for flexible and productive partnerships. OHSP cannot excel without the partners whose teamwork and commitment have made possible the attainment of shared traffic safety goals.






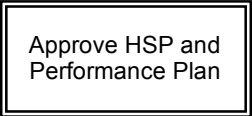
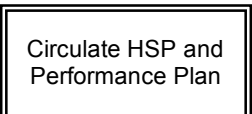

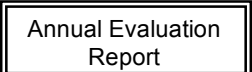
Pre-planning Steps

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 and those in need of improvement. 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. Strategy Selection
5. Budget Development
6. Project Selection
7. Performance Measures

EXHIBIT 1 – HSP Planning Outline

FY2008 HSP PLANNING CALENDAR		
ACTION	DATES	DETAILS
	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 ❖ Identify problem areas ❖ Identify long-term goals (5 years) ❖ Identify short-term goals (1 year)
	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)
	MARCH APRIL	<ul style="list-style-type: none"> ❖ Consult with current and prospective grantees ❖ Identify short-term strategies (1 year) ❖ Program presentations to management and staff ❖ Create draft Grant Development Plans ❖ Establish draft budget
	MAY JUNE	<ul style="list-style-type: none"> ❖ GDPs finalized ❖ HSP management team reviews programs and budgets ❖ HSP budget finalized ❖ Notify grantees of grant timelines ❖ Send grantees grant templates
	JUNE	<ul style="list-style-type: none"> ❖ Create in-house grants ❖ Monitor grant development process ❖ Create draft performance plan ❖ Create draft HSP
	JULY	<ul style="list-style-type: none"> ❖ Administrative review of performance plan ❖ Administrative review of HSP ❖ Approve FY2008 performance plan and HSP
	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
	SEPTEMBER OCTOBER	<ul style="list-style-type: none"> ❖ Approve and start implementation of FY2008 grants. ❖ Conduct grant orientation meetings
	NOVEMBER	<ul style="list-style-type: none"> ❖ Annual evaluation report prepared for FY2007 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. OHSP staff includes emerging information into program development and implementation whenever possible.

1. PROBLEM IDENTIFICATION

Problem identification is a key function of the planning process. Problems cannot be solved without knowing what they are. Identifying the largest problems and their components directs attention to where progress is possible.

Crash data is the foundation of problem identification. Data analysis continues year-round, with intensified efforts early in the HSP and GDP development processes. There were two primary sources for crash analysis in this year's planning cycle:

Michigan Traffic Crash Facts: Through a partnership with the University of Michigan Transportation Research Institute (UMTRI), a compilation of Michigan's traffic crash data is completed annually and published as the Michigan Traffic Crash Facts. Crash Facts back to 1992 are available at the award-winning <http://www.michigantrafficcrashfacts.com> web site.

Direct data analysis: With improvements in the quality and availability of electronic crash data, OHSP can go directly to the crash database, running queries of the updated data without intermediaries. New data updates analyses of problem areas under scrutiny since the 2005 analysis that set OHSP's current long-term goals. In addition to statewide analysis, OHSP provides Safe Communities and partners with information and tools for local problem identification.

The problem identification process incorporates previous years' analyses and goals along with updated data, staff expertise, outside research, and state and national priorities, including the statewide Strategic Highway Safety Plan.

2. GOAL DETERMINATION AND ANALYSIS

Goals are statements of program intent or purpose, consistent with the mission of the organization. 2008 is the final year in OHSP's current set of long-term goals, setting targets for reducing the factors most prevalent in severe crashes. This list of goals was based on previous years' experience, crash projections, programmatic considerations, and the best available data and research. The goals have seen minor alterations since their initial adoption due to recent developments or greater interest in specific subsets of the problem areas. Specific targets were based on projections from five-year crash trends.

The following section begins with a summary of Michigan traffic crash statistics from 2000 through 2006 (the most current data available). OHSP's revised long-term goals through 2008 follow, along with annual benchmarks.

Crash Data Comparison - 2000-2006

2000-2005 Compare	2000	2001	2002	2003	2004	2005	2006	% Change 00-06
Total Crashes	424,867	400,813	395,212	391,485	373,028	350,838	315,322	-26%
Fatal Crashes	1,237	1,206	1,175	1,172	1,055	1,030	1,002	-19%
People Injured	121,832	112,292	112,484	105,555	99,680	90,510	81,942	-33%
People Killed	1,382	1,328	1,279	1,283	1,159	1,129	1,084	-22%
/ / / / / / / / / /								
Death Rate (100M VMT)	1.46	1.38	1.30	1.28	1.14	1.09	1.05	-28%
Fatal Crash Rate (100M VMT)	1.30	1.25	1.20	1.17	1.06	1.00	0.97	-25%
/ / / / / / / / / /								
VMT (Billions)	94.9	96.4	98.2	100.2	101.8	103.2	*103.2	+9%
Registered Vehicles (Millions)	8.57	8.6	8.69	8.71	8.58	8.46	*8.70	+2%
Registered Drivers (Millions)	7.04	7.09	7.14	7.19	7.23	7.22	*7.28	+3%
Population (Millions)	9.93	9.99	10.05	10.08	10.11	10.12	*10.10	+2%

* = estimated

2006 crash data again shows improvements on most major crash variables. Progress of this magnitude is unprecedented in OHSP's history. Fatalities have reached a new post-WWII low and safety belt use is at an all-time high, with Michigan second in the nation.

OHSP remains committed to maintaining excellence and achieving aggressive goals. Continuous improvement in established programs and development of innovative approaches to traffic safety will save further lives on Michigan roadways. The proper response to exceptional success is to try to repeat it.

Goals for 2004-2008 are based on 1999-2003 data. For each measure, the goal was calculated by trending the five-year data then projecting that annual percentage rate of improvement through 2008.¹ Exceptions are noted individually.

¹ Specifically, an ordinary least squares regression was applied to 1999-2003, estimating a linear trendline. The difference between the trend values for 2003 and 1999 was expressed as a percentage of the 1999 value to estimate the four-year impact. The fourth-root gave the average annual impact, which was then applied to the 2003 trendline value to establish estimates for 2004-2008.

EXHIBIT 2: OHSP FY2008 Goals at a Glance

	1999	2003	annual impact	2004	2005	2006	2007	2008
Overall Goals								
traffic fatalities	1386	1283	2.30%	1241	1212	1184	1157	1131
VMT death rate	1.49	1.28	4.70%	1.21	1.15	1.10	1.04	1.00
percent of crashes that are KA	2.70%	2.29%	3.61%	2.17%	2.10%	2.02%	1.95%	1.88%
percent of crash-involved vehicle occupants receiving KA injuries	1.72%	1.50%	3.24%	1.42%	1.37%	1.33%	1.28%	1.24%
Program Objectives								
safety belt non-use	16.50%	9.50%	11.06%	10.5%	9.3%	8.3%	7.4%	6.5%
percent of KA crashes coded HBD	21.10%	19.25%	0.33%	19.3%	19.3%	19.2%	19.1%	19.1%
percent of KA crashes with "excessive speed" coded as hazardous action	18.38%	18.20%	1.00%	17.1%	16.9%	16.7%	16.6%	16.4%
number of KA injuries to pedestrians in traffic crashes	969	763	5.87%	629	592	557	524	494
number of KA crashes "related to or within 150 feet of intersection"	4,181	2,946	4.31%	2,739	2,621	2,508	2,400	2,296
number of KA crashes on city/county roads	6,249	4,239	4.83%	3,806	3,622	3,447	3,281	3,123
number of KA crashes involving trucks and buses	750	508	4.91%	450	428	407	387	368
number of KA crashes involving motorcycles	663	731	0.00%	723	723	723	723	723
number of KA crashes on Friday and Saturday	3836	2825	7.26%	2609	2420	2244	2081	1930
number of KA crashes from Memorial Day through Labor Day	3640	2812	5.20%	2667	2528	2396	2272	2153
number of KA crashes from October through December	2711	2147	5.90%	1979	1863	1753	1649	1552
number of KA injuries to crash-involved vehicle occupants ages 0-8	311	241	7.42%	217	201	186	172	160
rate of KA crash involvement per 1000 licensed drivers, males ages 16-34	4.423	3.368	6.74%	3.092	2.884	2.689	2.508	2.339
rate of KA crash involvement per 1000 licensed drivers, ages 65+	1.547	1.227	5.24%	1.144	1.084	1.027	0.973	0.922

OVERALL GOALS

The following four goals represent the best measures of the state of traffic safety in Michigan. They are consistent with OHSP's mission "to save lives and reduce injuries on Michigan roads." Achievement of the program objectives will directly support Michigan's achievement of the statewide impact goals.

Goal #1 – Traffic Fatalities:

The single most important goal in traffic safety is to reduce traffic fatalities. After all the rates and contributing factors have been considered, the final measure of success must always be the lives of Michigan citizens.

Until recently, Michigan had not had fewer than 1,300 traffic fatalities since 1945. Fatalities have been below 1,300 for five years in a row and continue to fall. OHSP seeks not only to maintain improvements but also to continue them with an eventual vision of 0 fatalities. The goals below extend the 2.30% annual impact on fatalities seen in 1999-2003.

Traffic Fatalities					
Year	Actual		Year	Goal	Actual
1999	1,386		2004	1,241	1,159
2000	1,382		2005	1,212	1,129
2001	1,328		2006	1,184	1,084
2002	1,279		2007	1,157	
2003	1,283		2008	1,131	

Goal #2 – Vehicle Mileage Death Rate:

The Vehicle Miles Traveled (VMT) death rate adjusts this worst outcome of a crash by a consistent 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.

The national goal is to reach a 1.0 VMT death rate by 2008. For Michigan to match this goal, the rate of improvement must improve from the recent 4.12% annual reduction in the VMT death rate to a 4.70% annual reduction, reflected below.

VMT death rate					
Year	Actual		Year	Goal	Actual
1999	1.49		2004	1.21	1.14
2000	1.46		2005	1.15	1.09
2001	1.38		2006	1.10	1.05 (est)
2002	1.30		2007	1.04	
2003	1.28		2008	1.00	

(# fatalities/100 million VMT)

Goals #3 and #4 – K and A Injury:

Crash mitigation complements crash prevention by reducing the severity of crashes that do occur. Eliminating a serious or fatal injury from a crash is a success, so OHSP measures the proportion of crashes with a K (fatal) or A (incapacitating) injury and the proportion of crash-involved occupants experiencing a K or A injury.

In 2004, the crash reporting threshold in Michigan increased from \$400 to \$1000 of property damage (or any injury). This does not seem to have affected the number of crashes reported, although it may have contributed to falling numbers of property-damage-only crashes in some unmeasured way. Such an effect would increase the reported KA injury crash percentage. Retaining the existing goals, OHSP seeks to maintain the current annual rates of improvement, 3.61% and 3.24% respectively.

KA injury crash percentage					
Year	Actual		Year	Goal	Actual
1999	2.70%		2004	2.17%	2.26%
2000	2.46%		2005	2.10%	2.23%
2001	2.34%		2006	2.02%	2.24%
2002	2.38%		2007	1.95%	
2003	2.29%		2008	1.88%	

(# KA crashes / # crashes)

Vehicle occupant KA injury percentage					
Year	Actual		Year	Goal	Actual
1999	1.72%		2004	1.42%	1.42%
2000	1.58%		2005	1.37%	1.41%
2001	1.53%		2006	1.33%	1.27%
2002	1.51%		2007	1.28%	
2003	1.50%		2008	1.24%	

(# KA drivers + passengers / # drivers + passengers in crashes)

PROGRAM OBJECTIVES

Fatal crash analysis identified fourteen factors potentially receptive to countermeasures. Most of these factors represent more than 10% of fatalities or fatal crashes, but others are potentially serious emerging issues or areas with especially cost-effective countermeasures. These issues present the greatest opportunities for improvements.

Occupant Protection

The effectiveness of safety belts in reducing injury severity and preventing death is well documented. Reducing non-use of safety belts will substantially improve crash survivability.

Having reached 90% safety belt use, Michigan has limited room for improvement. Michigan saw large boosts from the primary safety belt law and its aggressive enforcement, but future gains will be marginal. The goals below extend the 11.06%

annual impact on non-use seen since the primary safety belt law was implemented, 2000-2004.

Safety belt non-use					
Year	Actual		Year	Goal	Actual
2000	16.5%		2005	9.3%	7.1%
2001	17.7%		2006	8.3%	6.0%
2002	17.1%		2007	7.4%	
2003	15.2%		2008	6.5%	
2004	9.5%				

(#unrestrained front occupants/ # front occupants)

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.

There has been no significant movement in the rate of alcohol-involvement in serious crashes since 2000. Prior to that date, crash data had one code that included both alcohol-impairment and drug-impairment, so previous years' data are not comparable. The goals are based on an annual improvement of 0.33%.

HBD-KA crash percentage					
Year	Actual		Year	Goal	Actual
2000	19.4%		2005	19.3%	20.0%
2001	19.7%		2006	19.2%	20.3%
2002	19.9%		2007	19.1%	
2003	19.2%		2008	19.1%	
2004	19.3%				

(#HBD-KA crashes / #KA crashes)

Excessive Speed

High speeds and speed variances make crashes both more likely and more severe. Whether a driver is exceeding the posted speed limit or simply driving too fast for conditions, speed plays a part in many crashes. Excessive speed is a major factor in roadway departure, nighttime crashes, and crashes on secondary roads. Setting and enforcing safe speed limits remains a significant traffic safety challenge.

The involvement of excessive speed in crashes has shown variation within a narrow band over recent years, with little consistent change. The goals below reflect a 1.00% annual impact in KA crash involvement, up from 0.26% in 1999-2003.

Speeding-related KA crash percentage					
Year	Actual		Year	Goal	Actual
1999	18.4%		2004	17.1%	16.5%
2000	16.8%		2005	16.9%	17.7%
2001	16.6%		2006	16.7%	16.1%
2002	16.7%		2007	16.5%	
2003	18.2%		2008	16.4%	

(#KA crashes with "speed too fast" / #KA crashes)

Pedestrians

Pedestrians have near-zero protection in the event of a crash, and vehicle-pedestrian crashes account for more than 10% of fatalities every year. Roadways are not always designed to accommodate non-motorized traffic, and a large proportion of pedestrian fatalities arises from attempts to cross away from intersections or crosswalks. Pedestrian fatalities in Michigan and the city of Detroit have been identified as a FHWA focus area.

Pedestrian crash numbers are more variable than most, and while the baseline years show little consistent progress, the presence of unusually good and bad years projects a positive trend that OHSP will seek to maintain. The goals below extend the 5.87% annual impact on pedestrian-KA crashes seen in 1999-2003, a trendline likely distorted by a bad 1999.

Pedestrian KA injuries					
Year	Actual		Year	Goal	Actual
1999	966		2004	629	786
2000	767		2005	592	700
2001	596		2006	557	634
2002	721		2007	524	
2003	762		2008	494	

(#KA injuries to pedestrians)

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 collisions during turns. About one-third of all crashes happen in or near intersections.

The goals below reflect half as much annual improvement as was seen in 1999-2003 (8.62%). Previous years had poor data quality, and better location information is a likely factor in reduced intersection crashes, along with the real improvements that OHSP continues to see in annual crash data.

Intersection KA crashes					
Year	Actual		Year	Goal	Actual
1999	4,179		2004	2,739	2,808
2000	3,793		2005	2,621	2,529
2001	3,352		2006	2,508	2,248
2002	3,158		2007	2,400	
2003	2,951		2008	2,296	

(# of KA crashes coded as "related to or within 150' of intersection")

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.

The same crash location issues that affect intersections affect city-county roads. Even after slowing the expected rate of improvement, as was done with intersections, the projected goals have been far more optimistic than actual crash outcomes, possibly suggesting that data improvements cut both ways. OHSP is maintaining the original goals for a final year of data, with half of the 9.66% annual improvement averaged 1999-2003.

Local road KA crashes					
Year	Actual		Year	Goal	Actual
1999	6,249		2004	3,806	5,032
2000	5,528		2005	3,622	4,788
2001	4,457		2006	3,447	4,275
2002	4,536		2007	3,281	
2003	4,239		2008	3,123	

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

Trucks

Large trucks always represent an area for concern because of the potential for catastrophic crashes. A fully loaded truck has limited maneuverability, a long stopping distance, and a great deal of mass. Single-vehicle crashes highlight the issue of driver fatigue, while car drivers' failure to compensate for trucks' capabilities are a primary cause of multi-vehicle crashes.

Michigan saw surprising reductions in large vehicle KA crashes from 1999 to 2003, falling by one-third, followed by a rebound from which Michigan has recovered. The goals below are very ambitious at half the 9.82% annual impact on truck/bus KA crashes seen in 1999-2003.

Truck/Bus KA crashes					
Year	Actual		Year	Goal	Actual
1999	750		2004	450	560
2000	669		2005	428	508
2001	498		2006	407	449
2002	547		2007	387	
2003	508		2008	368	

(# KA crashes coded "truck/bus")

Motorcycles

Of the eighteen measures presented here, the only one with an increasing trend is motorcycle KA crashes. Motorcycle use is rising quickly, as is average motorcyclist age and motorcycle size. In the event of a crash, motorcyclists have little more protection than pedestrians. Crash data indicates that new riders with larger motorcycles and little training are dying at accelerating rates.

Motorcyclist deaths have increased most years since 1999, sometimes more and sometimes less than the rate of ridership increases. The most aggressive plausible goal at present is to return motorcycle-involved KA crashes to their 2003 level, which normalizes to 723 on the five-year trend.

Motorcycle KA crashes					
Year	Actual		Year	Goal	Actual
1999	663		2004	723	738
2000	676		2005	723	851
2001	721		2006	723	750
2002	681		2007	723	
2003	731		2008	723	

(# KA crashes involving motorcycles)

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.

Efforts to improve safety on weekends have borne fruit. The goals below extend the 7.26% annual impact on weekend KA crashes seen in 1999-2003.

Weekend KA crashes					
Year	Actual		Year	Goal	Actual
1999	3,836		2004	2,609	2,546
2000	3,568		2005	2,420	2,597
2001	3,204		2006	2,244	2,297
2002	3,113		2007	2,081	
2003	2,825		2008	1,930	

(# KA crashes Friday and Saturday)

Summer Driving

During the summer, drivers drive more, worry about road conditions less, and are less likely to be fully attentive to the road. Summer is the peak period for crashes of all kinds.

Through an ongoing focus on summer driving, OHSP has shown great progress in reducing serious crashes. The goals below extend the 7.26% annual impact on summer KA crashes seen in 1999-2003.

Summer KA crashes					
Year	Actual		Year	Goal	Actual
1999	3,640		2004	2,667	2,695
2000	3,174		2005	2,528	2,518
2001	2,961		2006	2,396	2,307
2002	3,154		2007	2,272	
2003	2,812		2008	2,153	

(# KA crashes from Memorial Day to Labor Day)

Winter Driving

The most surprising result of fatal crash analysis was the number of fatalities from October to December. It is well known that summer is the peak period for crashes, but the start of inclement weather beat out every month except July and August. In addition to having less light and more precipitation, these months have increased

risk because this is when drivers adjust to the worsened conditions. Michigan usually sees more snow in February than November, but drivers are used to it by then.

Whether as part of the general improvement or through unique efforts, October to December KA crashes are another area that has seen large reductions in serious crashes. The goals below extend the 5.90% annual impact on winter KA crashes seen in 1999-2003.

Winter KA crashes					
Year	Actual		Year	Goal	Actual
1999	2,711		2004	1,979	2,091
2000	2,544		2005	1,863	1,912
2001	2,339		2006	1,753	1,695
2002	2,224		2007	1,649	
2003	2,147		2008	1,552	

(# KA crashes, October-December)

Child Passenger Safety

A subset of occupant protection, child passenger safety remains a challenge for engineering, education, and enforcement. Safety belts are designed for adults, so children need child safety seats (until age four) and booster seats (until age eight). Parents sometimes do not know what the right seat is, how to install it properly, or why booster seats are necessary. Officers may not have much more training, and it is difficult to observe violations of child safety seat laws. Children eight and under are often under-protected in the event of a crash.

Rigorous education efforts and easier-to-install child safety seats are showing improvements in injury rates. The goals below extend the 7.42% annual impact on KA injuries (ages 0-8) seen in 1999-2003.

KA injuries, ages 0-8					
Year	Actual		Year	Goal	Actual
1999	315		2004	217	198
2000	346		2005	201	166
2001	297		2006	186	223
2002	249		2007	172	
2003	240		2008	160	

(# KA injuries to vehicle occupants, 0-8)

Dividing this age group into the two categories of child restraints would set a goal of 58 KA injuries in ages 0 through 3 (child safety seats) and 102 KA injuries in ages 4 through 8 (booster seats) for calendar year 2008.

Young Male Drivers

Young men are the most likely to be involved in a crash, and they tend to have more serious crashes. Inexperience and risk-seeking behavior lead to the deaths of many

young men each year. They represent the single largest demographic for most traffic safety issues.

Progress in reducing severe crashes cannot be made without improving the numbers for young men. The goals below extend the 6.74% annual impact on young male KA crash involvement seen in 1999-2003.

KA crashes per 1000 young men					
Year	Actual		Year	Goal	Actual
1999	4.42		2004	3.09	3.27
2000	4.16		2005	2.88	2.99
2001	3.68		2006	2.69	2.62
2002	3.61		2007	2.51	
2003	3.37		2008	2.34	

(# KA crashes involving male drivers 16-34/1000 licensed male drivers 16-34)

On the specific issue of underage drinking, this measure would narrow to HBD-KA crashes per 1000 licensed drivers, males ages 16-20. That subset goal would be 0.376 in calendar year 2008.

Older Drivers

Older drivers are becoming increasingly present in crash data. Demographics are leading to substantial increases in the elderly population, which faces declining driving faculties combined with increasing bodily frailty. While older drivers are less likely to be involved in crashes, those crashes are more likely to be injurious to the driver. As such, they are disproportionately represented in serious crashes.

The goals below extend the 5.24% annual impact on older driver KA crash involvement seen in 1999-2003.

KA crashes per 1000 age 65+					
Year	Actual		Year	Goal	Actual
1999	1.55		2004	1.14	1.14
2000	1.41		2005	1.08	1.03
2001	1.24		2006	1.03	0.94
2002	1.33		2007	0.97	
2003	1.23		2008	0.92	

(# KA crashes involving drivers 65+/1000 licensed drivers 65+)

3. TRAFFIC SAFETY PARTNER INPUT

OHSP solicits and receives input from traffic safety partners both directly and indirectly throughout the year. OHSP applies this wealth of knowledge to HSP development and project selection.

The importance of input from traffic safety partners cannot be overstated. Meetings and conferences, progress reports from grantees, feedback on the grant development system, 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, the Office of Services to the Aging, and three local representatives at the county, city, and township levels.

In 2004, the GTSAC developed a statewide Strategic Highway Safety Plan, identifying priority areas for all GTSAC member agencies to address as they are able 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. This coordinates the OHSP-led Highway Safety Plan with the Strategic Highway Safety Plan that keeps a variety of Michigan agencies working from the same page.

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>). 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. Periodic surveys measure the effectiveness of GTSAC communications.

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 and identify appropriate strategies to solve traffic safety problems. 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 and why model programs are working (or not) 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 GTSAC partners to promote promising ideas, solicit input and feedback from partners, and showcase programs from the local, state, and national levels. The 2007 Summit's record attendance shows the event's continuing value to Michigan traffic safety professionals.

Additional Planning Resources

OHSP consults a wide variety of resources for problem identification, priority setting, program selection, and grant awards. Some of these resources include:

- Michigan's statewide Strategic Highway Safety Plan
- 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).
- Academic publications and research reports
- 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.
- 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. STRATEGY DEVELOPMENT PROCESS

With problems identified, goals set, and information gathered, the next step in the process is strategy development. The OHSP leadership team reviews all strategies to ensure that they are in line with the overall vision, goals, budget, and direction of the office. Strategy selection is guided by OHSP's key priorities.

FY 2008 OHSP PRIORITIES

Improve compliance with Michigan traffic laws by increasing the public's perceived threat of ticketing, arrest, and conviction.

Enhance the knowledge and expertise of highway traffic safety professionals through improved, accessible, and cost-effective education and training.

Increase the awareness and support of traffic safety as a priority through improved communications with state and local stakeholders and the public.

Enhance the availability, timeliness, and use of traffic crash records and other planning data and information through improvements to the State's traffic records system, research studies, and evaluations.

Improve the effectiveness of traffic crash emergency medical response and treatment by strengthening ties to hospitals, emergency medical systems, and injury prevention and treatment.

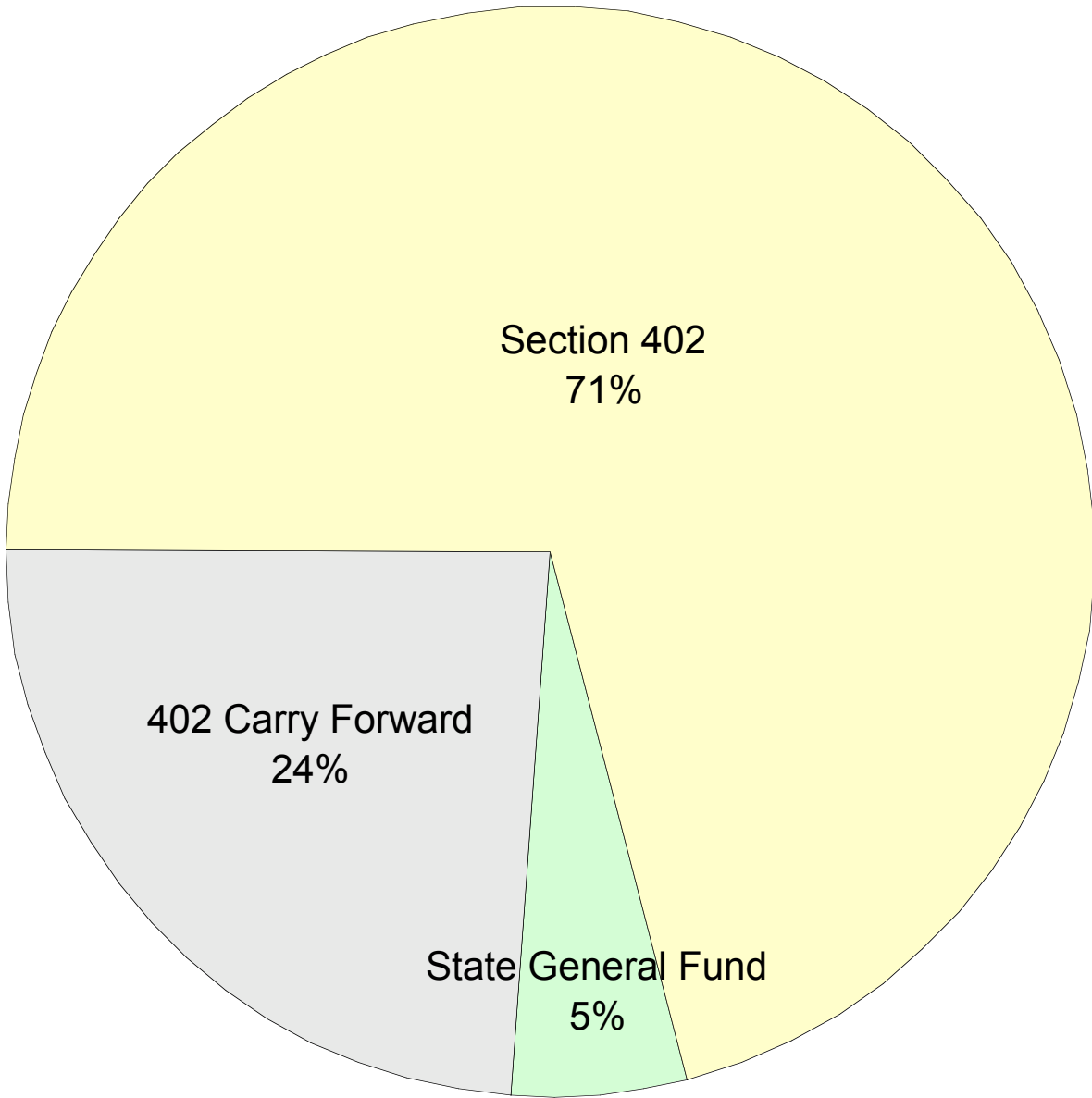
5. BUDGET DEVELOPMENT PROCESS

An estimated Highway Safety Planning budget including projected new and carry-forward funds is developed as staff begin drafting their short-term strategies. Staff work from a principle of zero-base budgeting, determining what resources are needed to solve problems rather than assuming the previous year's programs and budget. This is especially important in times of fiscal unpredictability.

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 long-range goals for the overall program 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.

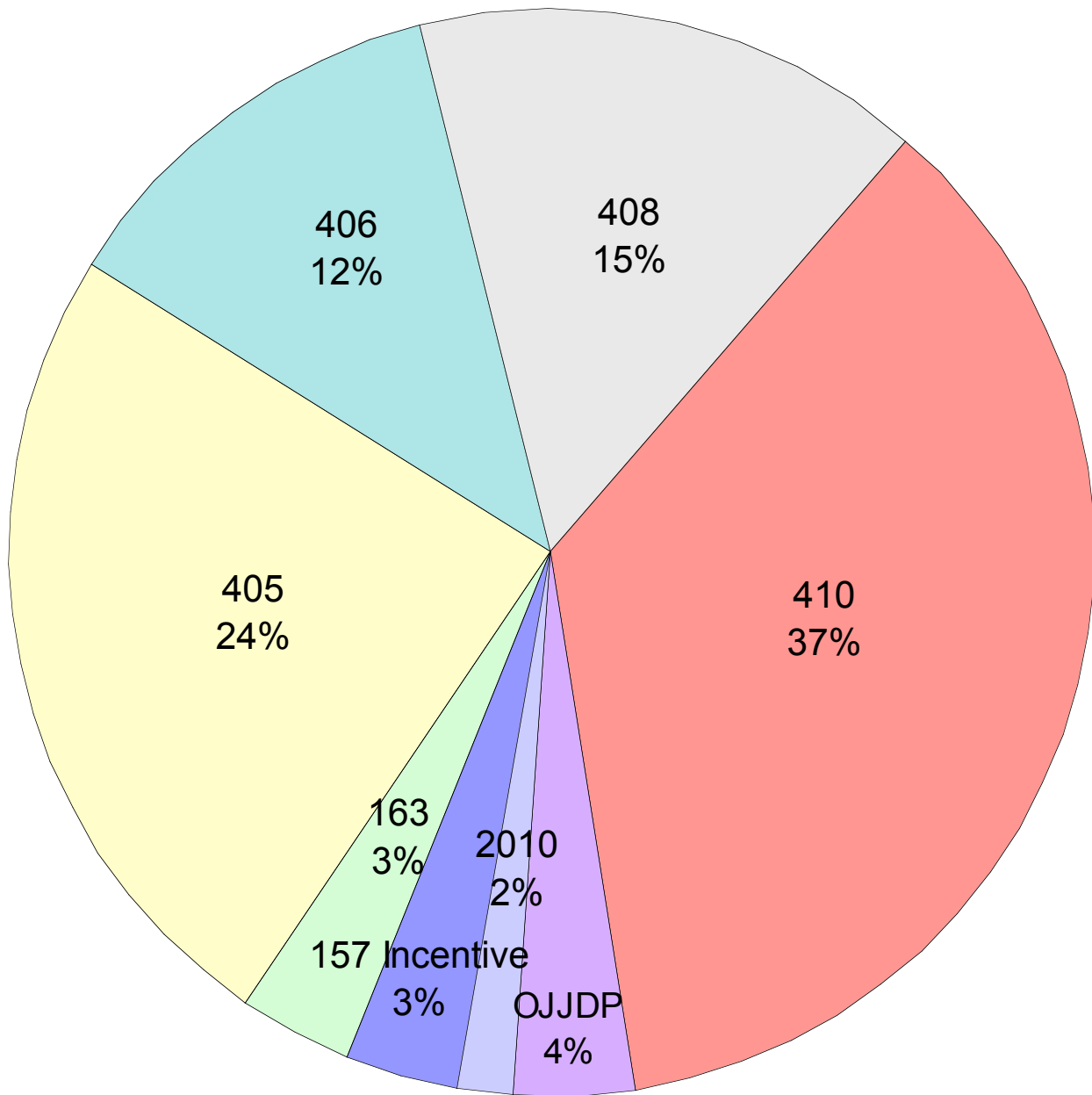
Exhibits 3, 4, 5, and 6 illustrate the projected sources of funding, program level budgets, and the distribution of funding by type.

EXHIBIT 3: Unrestricted Program Funding Sources, FY2008 - \$9,730,000



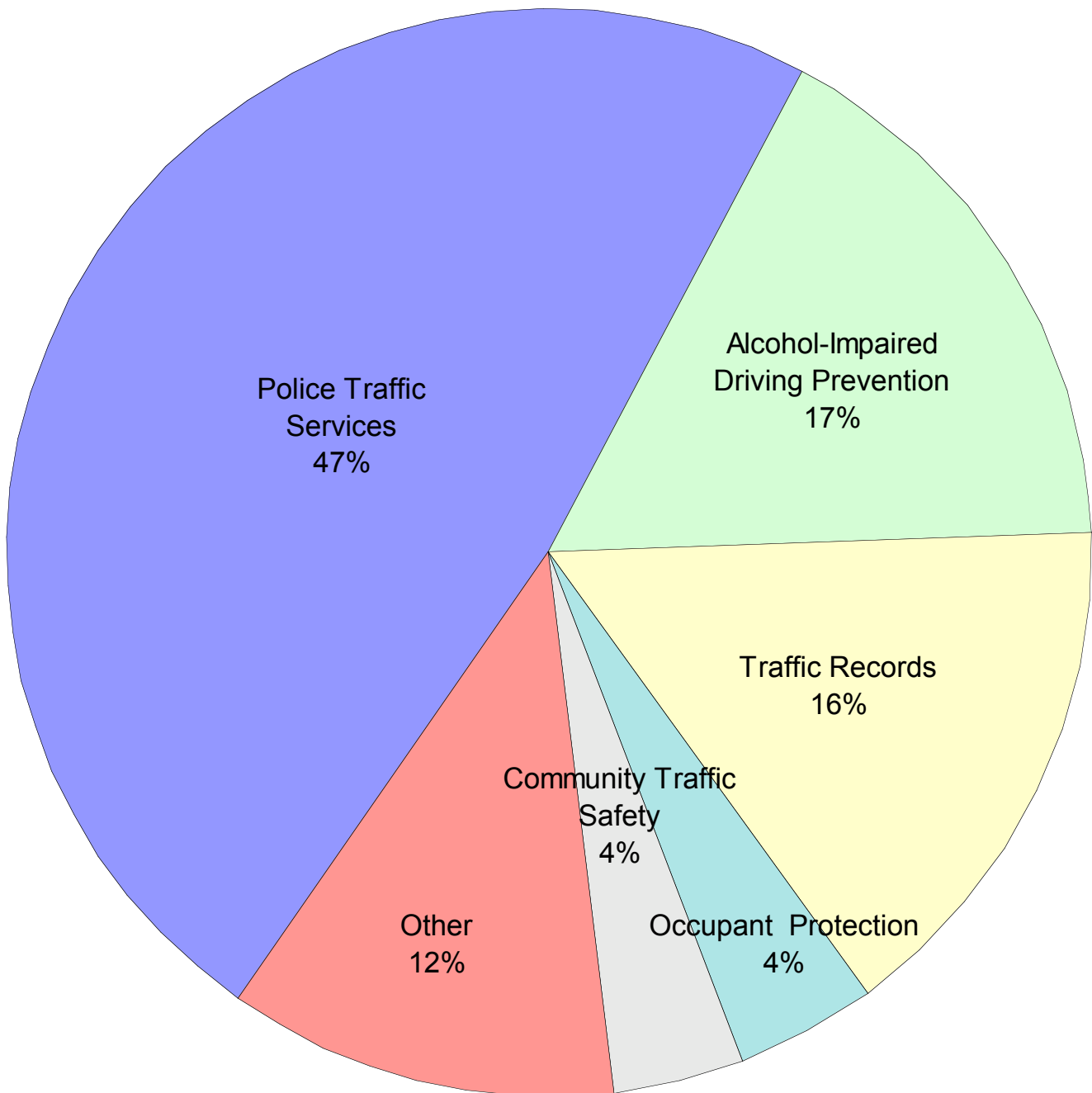
State General Fund	Section 402	402 Carry Forward
\$506,000	\$6,900,000	\$2,324,000

EXHIBIT 4: Restricted Program Funding Sources, FY2008 - \$9,783,000



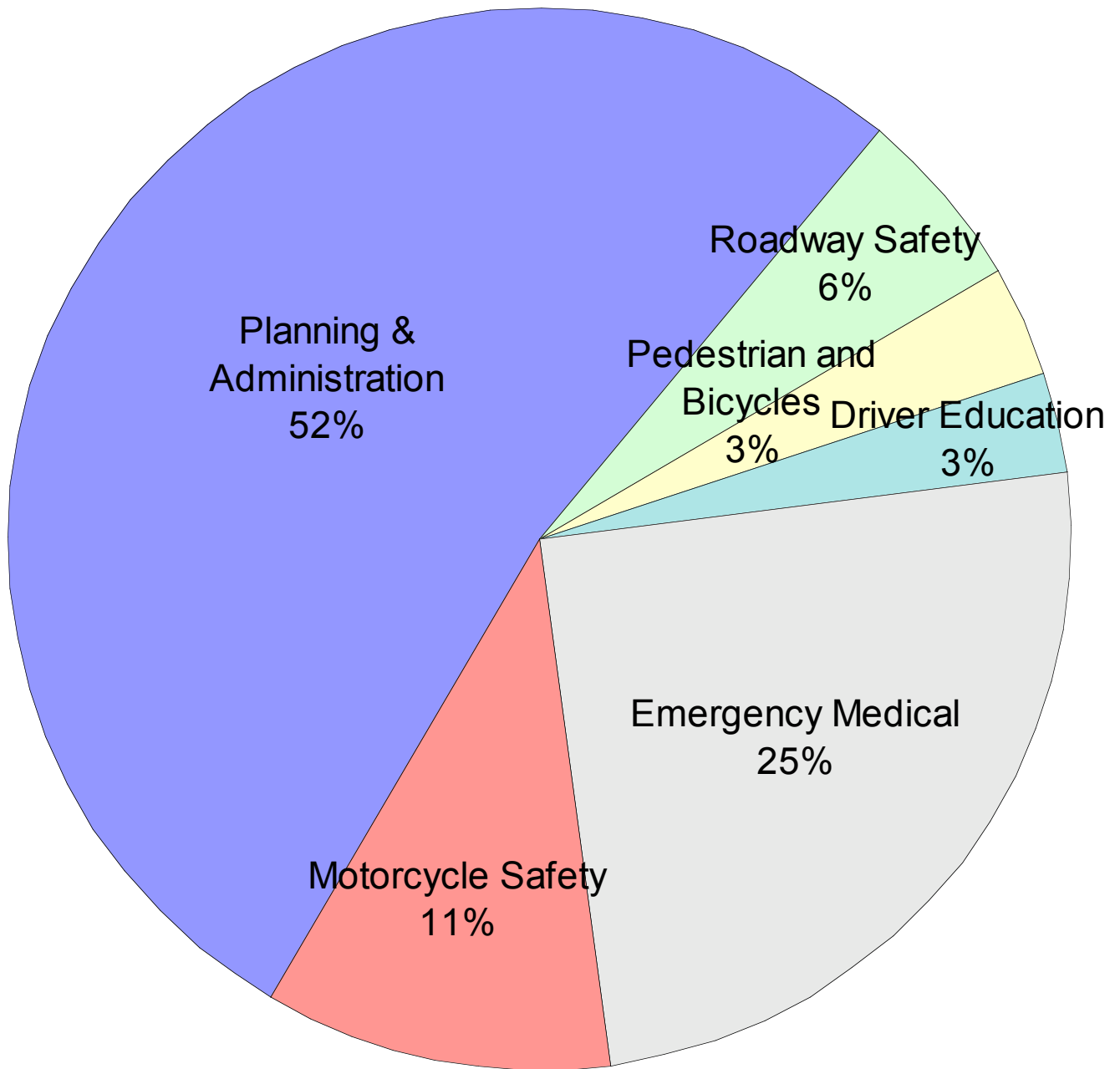
157 Incentive	163	405	406	408	410	2010	OJJDP
\$325,000	\$325,000	2,385,000	\$1,200,000	\$1,500,000	\$3,537,000	\$165,000	\$346,000

EXHIBIT 5: Program Budgets, FY2008 - \$19,458,000



Alcohol-Impaired Driving Prevention	Community Traffic Safety	Occupant Protection	Police Traffic Services	Traffic Records	Other
\$3,251,000	\$786,000	\$779,000	\$9,385,000	\$3,045,000	\$2,267,000

EXHIBIT 6: "Other" Program Budgets, FY2008 - \$2,267,000



Driver Education	Emergency Medical	Motorcycle Safety	Pedestrians & Bicycles	Planning & Administration	Roadway Safety
\$67,000	\$561,000	\$241,000	\$73,000	\$1,196,000	\$129,000

6. PROJECT SELECTION PROCESS

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

Every program must have an impact. If it does not contribute to reducing deaths and injuries on Michigan roadways, OHSP should not be doing it.

In some instances, coordination of programs such as training, public information campaigns, and law enforcement overtime initiatives must take place at the state level in order to be most effective. 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

Once strategies and program budgets are final and approved, program staff begin preparing 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 address;
- potential grantees;
- funding levels and sources;
- project schedules.

Exhibit 7 is an example of the GDP form.

EXHIBIT 7: FY2008 Strategy and Grant Development Form

Strategy

due April 11, 2007

Strategy Name

Problem Statement

HSP Goal/Objective targeted

information sources and partners consulted

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

Year of funding?		Will the strategy continue next year?	
Expected grantee		Estimated budget	\$

Author

Date

Approval

Date

Grant Development Plan

due May 4, 2007

Grantee		Total grant amount	\$
Grant due at OHSP	July 13	Final approval needed by	Sept 15
October 1 start-up required?		Multi-agency grant?	
Split-funded from FY2007?		Split-funded into FY2009?	
Continuation plan needed?		If so, does it have one?	
Funds for Savage's in-house grant?		Funds for Readett's in-house grant?	
For the benefit of locals?		PI&E materials being made?	
Strategic Highway Safety Plan action item?			
Contractual costs?		Personnel costs?	
Indirect costs?		If so, indirect rate	
Program income?		If so, how much?	
Any equipment?		If so, matching funds	
Equipment over \$5,000 per item?		If so, matching funds	
Out-of-state travel?		If so, purpose of travel?	

Objectives (Specific, Measurable, Attainable, Relevant, Time-bound) (3 or 4 – less is more)

Activities (Do not repeat objectives, but activities should be directly related to them.)

How will we evaluate this project? (Ask yourself what method will be used. Is the project measurable? If so, how? See page 201-3 of Dummies guide.)

Special forms or due dates

Supporting documentation

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

Author

Date

Approval

Date

7. PERFORMANCE MEASURES

The ability to measure programmatic success is critical to planning and implementing successful programs. Programs that work may be able to be improved; programs that do not must be fixed or scrapped. As explained under Section 2, Goal Determination and Analysis, OHSP tracks many variables to see monitor progress on crash problems and set program goals, with revisions as appropriate. Evaluation is an ongoing process throughout the year, supported by trend analysis to determine the significance of changes and the long-term effects of activities.

Statewide Performance Measures

- Traffic fatalities and serious injuries, both absolute and as rates
- The percentage of front seat occupants in all vehicle types using safety belts
- The percent of fatal crashes involving alcohol and/or drugs
- Compliance with the 10% restriction on P & A program funding
- Progress and results of traffic safety legislation

Program Specific Performance Measures

- Long-term goals specific to each program area (Section 2), along with any intermediate variables that program staff consider important to reaching them
- Contingent on program goals, various grants from each program are targeted for review by program staff to determine both how the grant is being implemented and if the activity is showing the desired results.
- Grantees are required to submit quarterly progress and financial reports on every grant OHSP administers
- Grant monitoring

Key references and resources:

- Crash data, including Michigan Traffic Crash Facts
- Review of quarterly progress and financial reports
- Annual Evaluation Report
- Evaluation from the annual Traffic Safety Summit
- Public requests for OHSP and traffic safety materials
- Results of state and national research

Occupant Protection – FY2008

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 safety belt enforcement.

Task 1: Occupant Protection	\$225,000
Section 405 funds	\$225,000

Safe Communities: Child Safety Seats

Grant Development Plan form:	CTS-PIE 7 (p 13-14)	
Benefit to Locals:	Yes	
Grantee:	Local coalitions and law enforcement	
Grant Amount, Funding Source:	\$225,000	405
Grant Start-up:	October 1	

Some parents are not properly restraining their children because they do not have and/or cannot afford the proper child seats and booster seats for their children.

As a part of the Safe Communities grants, local Safe Communities coalitions and law enforcement agencies will have funds to purchase child safety seats for distribution to families in need, primarily through car seat checks or needs identified through enforcement actions.

Please see Appendix C for all Safe Communities components in the FY2008 HSP.

Task 2: Child Passenger Safety (CPS)	\$295,000
Section 157 Incentive funds	\$295,000

Lower Peninsula Child Passenger Safety (CPS) Program

Grant Development Plan form:	OP 1 (pg 1-3)	
Benefit to Locals:	No	
Grantee:	Michigan Department of Community Health	
Grant Amount, Funding Source:	\$180,000	157 Incentive
Grant Start-up:	October 1	

Almost all passengers ages 0-3 are restrained, but almost none are *properly* restrained. The problem repeats itself in the 4- to 8-year-old population, with fewer restrained and almost none properly using booster seats.

Child passenger safety technicians instruct parents on the proper use of child restraints and help with the installation of child safety seats. This grant will support CPS training for new and existing technicians. It will also include outreach and educational activities for the general public, with some booster seat distribution to low-income families.

Occupant Protection – FY2008

Upper Peninsula Child Passenger Safety (CPS) Program

Grant Development Plan form:	OP 2 (pg 4-6)	
Benefit to Locals:	Yes	
Grantee:	Marquette County Sheriff's Office	
Grant Amount, Funding Source:	\$115,000	157 Incentive
Grant Start-up:	October 1	

The Upper Peninsula faces the same CPS problems that Michigan as a whole does, compounded by a more geographically dispersed population. Serving and educating a scattered population requires special efforts to reach the rural parts of the state, where there are fewer resources available.

The grantee will conduct training and facilitate information sharing in the Upper Peninsula. This will include technical assistance, education, and community outreach across the Peninsula. Training expenses will include travel and the purchase of child safety seats for distribution.

Task 3: Education and Communication	\$0
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Safety Belt Use for Expectant Mothers Brochure

Grant Development Plan form:	OP 6 (p 13-14)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$0	
Grant Start-up:	October 1	

Expectant mothers face additional safety concerns when riding in motor vehicles. Safety belts may not fit as well and may be uncomfortable, while the health of the mother and unborn child may depend on that belt in the event of a crash.

OHSP will obtain and reproduce NHTSA's "Should Pregnant Women Wear Seat Belts?" brochure, with distribution as appropriate through Michigan's OB/GYN medical community. Funding will come from in-house PI&E (please see Community Traffic Safety).

Occupant Protection – FY2008

Spanish Child Passenger Safety (CPS) Video

Grant Development Plan form:	OP 5 (p 11-12)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$0	
Grant Start-up:	October 1	

CPS materials are developed primarily in English, while the community to be educated includes non-English-speakers. Materials must be translated or developed entirely anew for different audiences.

OHSP will convene a workgroup to develop a Spanish-language video concept, content, casting, and translation. The workgroup will identify agencies and partners who could make productive use of the video and existing Spanish-language materials. Funding will come from in-house PI&E (please see Community Traffic Safety).

Task 4: Evaluation	\$175,000
Section 402 funds	\$15,000
Section 405 funds	\$160,000

Direct Observation of Safety Belt Use

Grant Development Plan form:	OP 4 (p 9-10)	
Benefit to Locals:	No	
Grantee:	Wayne State University	
Grant Amount, Funding Source:	\$160,000	405
Grant Start-up:	October 1	

Safety belt use data in crashes is not reliable for program planning and evaluation. Many fatal crashes have “unknown” belt use, non-fatal crashes are inaccurate due to self-reporting, and accurate or not the final data is not available until the middle of the following year. Without a good data source, it is not possible to tell whether safety belt efforts are increasing use.

Conveniently, safety belt use can be seen directly. The grantee will train and place observers in the field to observe drivers and estimate statewide safety belt use rates. Observations will occur around the primary safety belt enforcement periods during the summer. Funding will also support the completion of reporting on FY2007 activity.

Occupant Protection – FY2008

Child Restraint Device Use and Misuse Survey

Grant Development Plan form:	FY2007 OP 1 (p1-3)	
Benefit to Locals:	No	
Grantee:	Wayne State University	
Grant Amount, Funding Source:	\$15,000	402
Grant Start-up:	October 1	

In accordance with the CPS assessment, OHSP is conducting surveys of child safety seat use and misuse every two years. Problems with survey site locations caused delays in FY2007 observation. A no-cost grant extension into FY2008 will support the completion of reporting on FY2007 activity.

Task 5: Grant Development & Community Outreach	\$84,000
Section 402 funds	\$84,000

Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP – GDCO	
Grant Amount, Funding Source:	\$84,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

Alcohol-Impaired Driving Prevention – FY2008

Alcohol decreases inhibitions and increases reaction times, a dangerous combination that leaves many wrecks and bodies on the roadway. Despite decades of work, alcohol-related crashes still kill someone every day in Michigan. OHSP seeks to improve the risk (and perceived risk) of being arrested for drunk driving while working to prevent it in the first place.

Please see the Police Traffic Services section for drunk driving enforcement.

Task 1: Enforcement Support	\$1,142,000
Section 410 funds	\$1,142,000

Standardized Field Sobriety Testing (SFST) Training

Grant Development Plan form:	AL 4 (p 10-12)	
Benefit to Locals:	No	
Grantee:	Michigan State Police	
Grant Amount, Funding Source:	\$228,000	410
Grantee:	OHSP – GDCO	
Grant Amount, Funding Source:	\$20,000	410
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$50,000	410
Grant Start-up:	October 1	

SFST certification is required for officers to participate in OHSP-funded alcohol enforcement overtime, and it is useful for any officer who will engage in traffic enforcement. This training improves the apprehension and prosecution of impaired drivers, but far from all Michigan police have it.

Funding will support a training coordinator and related expenses to administer Michigan's SFST training program, including scheduling, facilities, materials, and programmatic and financial oversight. This will cover approximately fifty courses and an instructor training course. OHSP's portion of the funding will provide for course manuals and a program assessment.

Safe Communities: Identification Guides

Grant Development Plan form:	UD 6 (p 15-16)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$24,000	410
Grant Start-up:	October 1	

Fraudulent identification is a problem for law enforcement and alcohol retailers. "Identity theft" has entered the general public's vocabulary, and the best forgers in the world are just a double-click away. Fake IDs let minors buy alcohol and criminals escape detection.

Grantees will purchase and distribute and/or use identification checking guides that have the specifications for forms of identification from Michigan as well as other states and countries.

Alcohol-Impaired Driving Prevention – FY2008

Michigan State Police (MSP) Toxicology

Grant Development Plan form:	AL 7 (p 18-19)	
Benefit to Locals:	No	
Grantee:	Michigan State Police	
Grant Amount, Funding Source:	\$820,000	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, leading to the delay or dismissal of cases. Since the start of OHSP assistance, the backlog has fallen from a high of 1000 cases and with a turnaround time of 90 days to 560 cases and 59 days, but this is far short of the 30 day target.

Funding will support three full time toxicologists, two scientists, and one lab technician at the MSP Toxicology Lab, along with limited overtime as necessary. The Lab is to reduce the backlog to pre-2003 levels: 5 days for alcohol-involved crashes and 30 days for crashes allegedly involving schedule one drugs. OHSP and MSP will monitor the backlog along with the use of equipment purchased in previous years.

Safe Communities: Enhanced Enforcement Visibility

Grant Development Plan form:	AL 1 (p 1-3)	
Benefit to Locals:	Yes	
Grantee:	Wyoming Police Department	
Grant Amount, Funding Source:	\$0	410
Grant Start-up:	October 1	

The driving public is consistently less aware of drunk driving enforcement than safety belt enforcement. Safety belt enforcement mostly takes place during daylight hours on major roads in clearly marked locations. Drunk driving enforcement takes place at night in scattered locations where signs would be hard to see even if posted. How can OHSP increase the perception that drunk driving enforcement is taking place and that a particular stop is for drunk driving rather than speeding?

Extending the 2007 pilot program, Kent County will use aggressive signage to enhance the visibility of drunk driving enforcement. This program will combine electronic message bars on patrol cars with outdoor media such as billboards, bringing the public an unambiguous enforcement message. The exact level of activity will be determined following results from part one of the pilot program in Kalamazoo County.

Alcohol-Impaired Driving Prevention – FY2008

Task 2: Reducing Underage Drinking	\$1,337,000
OJJDP funds	\$337,000
Section 410 funds	\$1,000,000

Safe Communities: Enforcement of Underage Drinking Laws (EUDL)

Grant Development Plan form:	UD 1 (p 1-4)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$1,000,000	410
Grant Amount, Funding Source:	\$100,000	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 and are far less likely to be arrested for impairment than older drivers.

Enforcement can reduce underage drinking at several points before drinking and driving occurs. Compliance checks at retailers will reduce the availability of alcohol, as will having a police presence at special events where alcohol is served. The perceived risk of enforcement will be increased through actual enforcement, notably at parties. Grantees across the state will combine dedicated enforcement with earned media support.

Safe Communities: Youth Alcohol Prevention

Grant Development Plan form:	UD 3 (p 6-9)	
Benefit to Locals:	No	
Grantee:	Michigan Department of Community Health	
Grant Amount, Funding Source:	\$237,000	OJJDP
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 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 develop and maintain programs supporting cultures with non-drinking social norms.

Alcohol-Impaired Driving Prevention – FY2008

Task 3: Adjudication	\$450,000
Section 410 funds	\$450,000

Fatal Alcohol Crash Team (FACT) Pilot

Grant Development Plan form:	AL 5 (p 13-15)	
Benefit to Locals:	Yes	
Grantee:	Genesee County	
Grant Amount, Funding Source:	\$100,000	410
Grant Start-up:	October 1	

Alcohol-involved fatalities are newsworthy cases that garner more public attention than average. Clear stories with a victim and a villain, they provide visible examples of successfully prosecuting the guilty or of how easily the reckless escape justice. Improper investigation or evidence collection can lead to pleading to lower charges or a failed attempt to convict.

A FACT unites law enforcement with prosecutors to ensure that all the necessary information is collected properly in the event of an alcohol-involved fatality. Having a specialized team facilitates an investigation that will stand up in court and lead to a conviction. This will be the third year of the pilot project.

Prosecutorial Training

Grant Development Plan form:	AL 2 (p 4-6)	
Benefit to Locals:	Yes	
Grantee:	Prosecuting Attorneys Association of Michigan	
Grant Amount, Funding Source:	\$290,000	410
Grant Start-up:	October 1	

Effective enforcement must be followed by effective prosecution. No one enters the prosecutor's office equipped with the necessary knowledge of statutes, precedents, evidentiary procedures, and such to address the variety of alcohol offenses that occur, not to mention the changes that occur each year. Without the credible threat of prosecution, the threat of arrest means far less.

PAAM's Traffic Safety Resource Prosecutor will provide training to law enforcement agencies and county prosecutor offices on impaired driving, court testimony, crash reconstruction, presentation skills, and other topics of value to traffic prosecution. Funding will support salaries along with some law enforcement grantees' costs to attend needed training.

Alcohol-Impaired Driving Prevention – FY2008

Adjudication Training

Grant Development Plan form:	AL 3 (p 7-9)	
Benefit to Locals:	Yes	
Grantee:	Michigan Judicial Institute	
Grant Amount, Funding Source:	\$50,000	410
Grant Start-up:	October 1	

Effective adjudication of traffic crimes requires knowledgeable judges, magistrates, judicial staff, and other adjudication partners. Court officers need to know what works in sentencing, treatment, probation, and other factors after the arrest.

MJI will provide training and information on drunk driving, traffic issues, and DUI/drug courts, along with conference speakers and materials for these issues for annual conferences of the Michigan Supreme Court, the Michigan Association of Drug Court Professionals, the Michigan Association of District Court Probation Officers, and the Michigan Association of District Court Magistrates.

DWI Court Training

Benefit to Locals:	No	
Grantee:	OHSP - GDCO	
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.

Task 4: Grant Development & Community Outreach	\$322,000
Section 402 funds	\$313,000
OJJDP funds	\$9,000

Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP - GDCO	
Grant Amount, Funding Source:	\$313,000	402
Grant Amount, Funding Source:	\$9,000	OJJDP
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

Police Traffic Services – FY2008

Drivers react to police. 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. As such, enforcement is the 'E' most likely to make large improvements in driver behavior in a short time frame.

Task 1: Traffic Enforcement	\$5,858,000
Section 402 funds	\$5,113,000
Section 405 funds	\$600,000
Section 410 funds	\$145,000

Safe Communities: Overtime Traffic Enforcement

Grant Development Plan form:	PTS 1 (p 1-7)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$3,793,000	402
Grant Amount, Funding Source:	\$300,000	405
Grant Start-up:	October 1	

If everyone followed the existing traffic laws, very few people would die on the roads. There are very few fatal crashes in which everyone involved was sober, attentive, proceeding at a reasonable speed, yielding the right-of-way as appropriate, and using the required restraints or helmets.

A primary method of increasing compliance with traffic laws is enforcing them. 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 fifty-five counties, focusing on alcohol-impaired driving and safety belts particularly during statewide cooperative mobilizations and crackdowns. If data shows a local need, grantees may also conduct OWI warrant sweeps or enforcement on other traffic problems such as red-light running.

Please see Appendix C for all Safe Communities components in the FY2008 HSP. Please see the attached Traffic Enforcement Action Plan for further enforcement details.

Police Traffic Services – FY2008

Safe Communities: Michigan Comprehensive Traffic Safety Initiative

Grant Development Plan form:	PTS 2 (p 8-14)	
Benefit to Locals:	No	
Grantee:	Michigan State Police (MSP)	
Grant Amount, Funding Source:	\$1,000,000	402
Grant Amount, Funding Source:	\$300,000	405
Grant Amount, Funding Source:	\$145,000	410
Grant Start-up:	October 1	

The Michigan State Police is Michigan's only statewide law enforcement agency, and it participates in almost every OHSP enforcement program. MSP Posts work cooperatively with county and local law enforcement and work independently in areas without OHSP grantees. MSP will participate in overtime enforcement, the speed enforcement pilot, SABRE, child passenger safety, underage drinking enforcement, and the Fatal Alcohol Crash Team. Funding will also support traffic safety equipment and a full-time sergeant to manage the grant.

Please see Appendix C for all Safe Communities components in the FY2008 HSP. Please see the attached Traffic Enforcement Action Plan for further enforcement details.

Safe Communities: Speed Enforcement Pilot

Grant Development Plan form:	PTS 3 (p 15-19)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$250,000	402
Grant Start-up:	October 1	

Excessive speed is a factor in many crashes, increasing their likelihood and severity. Enforcement of posted limits is not enough to ensure that crashes and injuries will fall: posted limits may be too low or high, enforcement may not be feasible in some locations, or road design issues may prevent enforcement from having a lasting impact.

In FY2007, Wayne State University identified locations in three counties (Alger, Clinton, and Ottawa) for a model speed enforcement program. These counties have high rates and/or numbers of speed-related crashes, and the selected locations have crash problems that could be solved by effective speed enforcement. Grantees will enforce safe speeds in these areas.

Please see Appendix C for all Safe Communities components in the FY2008 HSP. Please see the attached Traffic Enforcement Action Plan for further enforcement details.

Police Traffic Services – FY2008

Safe Communities: Operation SABRE

Grant Development Plan form:	PTS 4&5 (p 19-24)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$70,000	402
Grant Start-up:	October 1	

US-2, US-41, and M-28 are the Upper Peninsula's most heavily traveled corridors, particularly during the summer tourist season. Single car run-off-road crashes are over-represented, and there are problems with impatient drivers in the two-lane stretches between passing lanes during heavy traffic.

Additional saturation patrol enforcement will focus on safety belts, speed, and aggressive driving on and around US-2, US-41, and M-28 during the summer. This will be a cooperative enforcement effort with media support.

Please see Appendix C for all Safe Communities components in the FY2008 HSP. Please see the attached Traffic Enforcement Action Plan for further enforcement details.

Task 2: Enforcement Support	\$126,000
Section 402 funds	\$126,000

Traffic Enforcement Association of Michigan

Benefit to Locals:	No	
Grantee:	Prosecuting Attorneys Association of Michigan	
Grant Amount, Funding Source:	\$56,000	402
Grant Start-up:	October 1	

While traffic enforcement is a priority at most law enforcement agencies, keeping traffic officers abreast of traffic issues requires ongoing institutional support. Unless established as an essential aspect of police work, traffic safety garners support solely through scattered individual efforts.

TEAM is now a fully established non-profit association, having recruited over 150 members in 2006. OHSP will work with PAAM to continue solidifying this association by hosting training, maintaining an up-to-date website, and providing a statewide link to law enforcement information and activities. TEAM will be fully self-sufficient by the end of FY2009.

Police Traffic Services – FY2008

Speed Measurement Standards

Grant Development Plan form:	PTS 6 (p 25-26)	
Benefit to Locals:	No	
Grantee:	Michigan State Police	
Grant Amount, Funding Source:	\$70,000	402
Grant Start-up:	October 1	

Michigan lacks formal standards for speed measurement issues. The Michigan Commission on Law Enforcement Standards will develop and/or adopt standards to address specifications for and procurement of speed measurement equipment, including radar and LIDAR; operator and instructor training; and adjudication guidelines. Funding will support subject matter expert consultants.

Task 3: Education and Communication	\$2,300,000
Section 402 funds	\$100,000
Section 405 funds	\$1,400,000
Section 410 funds	\$800,000

Public Information and Education

Benefit to Locals:	Yes	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$100,000	402
Grant Start-up:	October 1	

Enforcement does not deter if no one is aware of it. Public information efforts that are tied to specific enforcement campaigns have had significant impacts and synergized with the enforcement to produce greater results.

OHSP will develop and distribute materials publicizing safety belt mobilizations, impaired driving crackdowns, and Operation SABRE. Public information will also include materials (such as patrol car magnets) to increase visibility and maintain awareness of traffic enforcement efforts.

Police Traffic Services – FY2008

Paid Advertising

Grant Development Plan form:	PTS-other 2 (p 3-4)	
Benefit to Locals:	Yes	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$1,400,000	405-PM
Grant Amount, Funding Source:	\$800,000	410-PM
Grant Start-up:	October 1	

The key to effective traffic enforcement is visibility. Drivers need to receive the enforcement message several times before they will notice the increased enforcement and react to it. While media events and press releases garner news stories, the target audience of high-risk drivers does not pay much attention to the news.

In compliance with federal guidelines, OHSP uses paid advertising to spread the message with each law enforcement mobilization and crackdown. Paid placement of ads allows OHSP to reach specified audiences with measured calibration. Surveys and crash data have identified young men as the key demographic to reach, particularly with a spike in alcohol-related deaths among men ages 21 to 24 in 2006.

Task 4: Evaluation	\$85,000
Section 402 funds	\$85,000

Public Information and Education

Grant Development Plan form:	PTS-other 1 (p 1-2)	
Benefit to Locals:	No	
Grantee:	OHSP – GDCO	
Grant Amount, Funding Source:	\$85,000	402
Grant Start-up:	October 1	

Evaluation is a necessary tool for creating and maintaining effective programs. If we cannot tell what is working (or not) and why, we cannot act effectively.

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.

Police Traffic Services – FY2008

Task 5: Grant Development & Community Outreach	\$1,016,000
Section 402 funds	\$1,016,000

Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP - GDCO	
Grant Amount, Funding Source:	\$1,016,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

FY2008 Traffic Enforcement Plan



August 2007

BACKGROUND

Ongoing programs to reduce alcohol-involved fatal crashes and increase safety belt use have proven successful. Safety belt use is at record levels, and the number of people killed in alcohol-involved crashes has been on a downward trend despite an increase in 2006.

Since the mid-1990s, alcohol-involved fatalities have fallen only as a function of all fatalities' decreasing. Progress in Michigan and the nation stalled at 40% alcohol-involvement in fatal crashes. OHSP must tackle this intractable problem with an intense focus and greater resources.

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

The backbone of drunk driving and safety belt programs is high visibility enforcement. Numerous studies have shown that educational messages alone do little to change driver behavior. But these messages, when coupled with periodic, high visibility enforcement, bring about meaningful and lasting behavior modifications. 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 has adopted this model as the basis for its enforcement campaign strategy and incorporates all aspects of the model into statewide safety belt and drunk driving mobilizations.

GOALS

- Maintain and/or increase the restraint use in fatal crashes through September 30, 2008.
- Reduce alcohol involvement in serious and fatal crashes through September 30, 2008.

SAFETY BELT AND DRUNK DRIVING "MODEL" MOBILIZATIONS

OHSP will provide significant funding for two statewide traffic enforcement mobilizations that will coincide with the national May *Click It or Ticket* safety belt mobilization, and an August *Over the Limit. Under Arrest.* drunk driving crackdown. These mobilizations will be supported by earned and paid media components, grant-funded overtime patrols, and an evaluation component.

Grant-Funded Enforcement

Crash data, population, media reach, and seasonal travel patterns are used to determine areas eligible for grant-funded overtime traffic enforcement.

In FY08:

- law enforcement agencies in 55 of the state's 83 counties will receive grant funds for traffic enforcement through county level Michigan Safe Communities grants;
- the 55 counties cover nearly 95 percent of the state's population;
- More than 225 law enforcement agencies, including local police departments, sheriff offices, and Michigan State Police, will receive federal funds.



During the statewide *Click It or Ticket* mobilization, grant-funded safety belt enforcement zones will take place in high-traffic, high-crash areas. Portable signs mark the entry into an enforcement zone where a law enforcement officer serves as a spotter to identify unbelted drivers, conveying that information to several marked patrol cars that stop drivers and issue citations. This enforcement strategy has dramatically increased the public's awareness of increased enforcement activity. Without marked zones, motorists were left to wonder why a vehicle was stopped, often thinking it was for a speeding violation.

During the statewide *Over the Limit. Under Arrest. crackdown*, overtime alcohol enforcement will occur primarily 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. During the crackdown, law enforcement agencies may also conduct grant-funded warrant sweeps for outstanding alcohol violations.



In addition to the national impaired driving crackdown over the Labor Day holiday, Michigan law enforcement will have the option of participating in two statewide impaired driving crackdowns scheduled for December 15-31, 2007, and June 29 through July 8, 2008. The data shows there is a tremendous spike in alcohol/drug impaired drivers involved in KA crashes on New Year's Eve and during the month of July, with the highest number recorded on the Fourth of July.

Earned Media

Mobilizations will be supported by a five-week earned media strategy. A series of media releases and advisories announce the upcoming mobilization, the start of paid advertising, the launch of enforcement through actual media events, a mid mobilization announcement, and finally information regarding enforcement results.

Paid Advertising

While news coverage is one means for generating enforcement awareness, it lacks the ability to target and segment messages especially for a young, male audience.

With paid advertising, specific enforcement-themed messages are developed for young men and then placed on programs and stations most likely to reach this group, with a strong emphasis placed on reach and frequency during a concentrated two-week period. Ads for the May safety belt mobilization and August drunk driving crackdown run generally a week before enforcement and into the first week of actual enforcement.

Non-grant Funded Enforcement

All law enforcement agencies are encouraged to take part in and support the statewide traffic enforcement mobilizations, even if they do not receive grant funds. Over the past several years, more than 500 law enforcement agencies have joined the enforcement effort, agreeing to make safety belt and/or drunk driving enforcement a priority. Through a special mailing, OHSP will provide background and statistical reporting forms for the mobilizations.

Mobilization 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 are 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 mobilization, as well as during the Labor Day period. Phone surveys will measure drivers' knowledge, beliefs, and experiences concerning law enforcement activities and media efforts. Surveys will take place before and after the two mobilizations and will include an over sample of young men.

INTERSECTION ENFORCEMENT

In Michigan, nearly a quarter of all crashes and traffic deaths occur at intersections. A key means to address intersection crashes is through high-publicity enforcement.

In 2005, OHSP launched an intersection enforcement pilot program in six areas that focused on red-light running at high crash signalized intersections. More than 3,100 citations were issued. Seat belt and red-light running violations accounted for 70% of those citations. The impact was an 8.5% decline in intersection crashes in the pilot areas.

All grant-funded counties may conduct intersection enforcement based on a review of crash data.

SUSTAINED ENFORCEMENT

While there is vastly more attention on enforcement during mobilizations, overtime patrols will be looking for drunk drivers and safety belt violators in all 55 counties, primarily during the summer months when most traffic crashes happen. Enforcement of all moving traffic violations takes place in conjunction with these efforts.

This enforcement strategy has contributed to the increase in statewide safety belt usage to 94 percent and can have a positive impact on reducing the proportion of had-been-drinking fatal and serious injury crashes.

SPEED ENFORCEMENT

Excessive speed is a factor in many crashes. In Michigan, more than 20% of the fatalities in Michigan are speed-related. To address this problem effectively, a statewide crash analysis was conducted in FY2007 to identify the top three counties with a predominance of speed-related crashes. A pilot program will be developed within these three counties, during FY2008, using targeted enforcement at specific locations with the greatest potential to reduce speed-related crashes.

OHSP will be convening a Speed Management Team early in the fiscal year to monitor this pilot program and formulate a statewide plan once results are known.

OPERATION SABRE ENFORCEMENT

Most highways in the Upper Peninsula consist of two-lane roads with narrow shoulders and few passing lanes, especially along the trunk lines across the region. Motorists sometimes become impatient when traveling behind slower moving commercial trucks,



vehicles towing campers or boats, or scenery-watching tourists. Additionally, there are only

four fully maintained rest stops in a 16,500 square mile area. Crash reports showed an overrepresentation of single car run-off-the-road crashes, which may have been fatigue related. In response to this problem, Operation SABRE (Speed, Aggressive driving, Belts, Rural Enforcement) began in FY2005 consisting of high visibility saturation patrols focusing on speed, alcohol, aggressive driving and non-use of safety belts during the summer months from Memorial Day to Labor Day. The first three years of this successful special enforcement project concentrated along US-2 and, for the first time, will be expanded in FY08 to cover both M-28 and US-41.

YOUTH ALCOHOL ENFORCEMENT

In 2006, Michigan drivers age 20 or younger were 51% more likely to be involved in a HBD crash than older drivers and "zero tolerance" arrests per licensed driver age 20 or younger were 85% lower than drunk driving arrests for older drivers. (Drunk Driving Audit 2005). High visibility enforcement has a strong deterrent effect on teenagers by giving the perception of an increased risk of being caught drinking and well as drinking and driving.

State Police, local, and county law enforcement in 42 counties across the state will work together to enforce underage drinking
Office of Highway Safety Planning

GET WASTED
BUSTED

Under 21? It'll cost you. Seriously.

laws. Youth alcohol enforcement seeks to:

- Reduce underage consumption of alcohol at special events
- Prevent adults furnishing alcohol to minors
- Reduce the number of alcohol-related traffic crashes

These programs emphasize education, prevention, enforcement, and adjudication to discourage minors from consuming or attempting to consume alcohol.

TRAFFIC ENFORCEMENT ASSOCIATION OF MICHIGAN



The groundwork for a first-ever Traffic Enforcement Association of Michigan (TEAM) was begun in FY 05 to organize officers who have an interest in traffic safety. The association is open to local officers, deputies, and troopers.

A permanent, non-profit association was created in 2007. The website for TEAM is: (<http://www.michigantrafficteam.com/>), and membership will continue to be recruited in 2008.

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, OHSP, and AAA. The awards program recognizes outstanding traffic safety efforts conducted by local police departments, county sheriff's offices, and state police posts.

In 2007, the Committee redesigned the application to be compatible with the National Law Enforcement Challenge (or Chief's Challenge) that is sponsored by the International Association of Chiefs of Police (IACP). Michigan applications were automatically forwarded to the IACP to be included in the national competition.

Winning safety programs combine officer training, public information, and enforcement to reduce crashes and injuries. AAA Michigan will present each finalist agency with a personalized plaque at the MACP winter training conference in February 2008.



Pedestrian and Bicycle Safety– FY2008

Almost everyone is a pedestrian at some point, and non-motorized transportation cannot be a forgotten part of the system. Pedestrians and bicyclists inevitably lose any crash conflict with a car or truck, having little or no protection. They represent nearly twenty percent of Michigan traffic deaths, and preventing these crashes and increasing survivability are important aspects of reducing Michigan traffic crash fatalities.

Task 1: Bicycle Safety	\$65,000
Section 402 funds	\$65,000

Safe Communities: Bicycle Helmets

Grant Development Plan form:	PB 2 (p 3-5)	
Benefit to Locals:	Yes	
Grantee:	County and local groups	
Grant Amount, Funding Source:	\$65,000	402
Grant Start-up:	October 1	

Michigan has twenty to thirty bicyclist fatalities each year. Bicycle helmets are the best protection available in the event of a crash, but they are neither required nor universally used in Michigan.

Safe Communities coalitions and law enforcement agencies will distribute bicycle helmets to needy families, at local events and in cooperation with partners.

Task 2: Grant Development & Community Outreach	\$8,000
Section 402 funds	\$8,000

Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP - GDCO	
Grant Amount, Funding Source:	\$8,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

Traffic Records – FY2008

Good data is the foundation of traffic safety. If we do not know when, where, why, and how crashes happen, we cannot understand the problem and develop effective solutions. Enhancing the availability, timeliness, and use 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 Training	\$125,000
Section 163 funds	\$125,000

Criminal Justice Information Center Trainer

Grant Development Plan form:	TR 4 (p 11-14)	
Benefit to Locals:	No	
Grantee:	Michigan State Police	
Grant Amount, Funding Source:	\$125,000	163
Grant Start-up:	October 1	

22,000 employees work in more than 600 law enforcement agencies in Michigan. No dedicated State of Michigan resource exists to train them on the tools available to gather and report on crash data. This leads to delays and errors in the crash data.

The Criminal Justice Information Center will identify crash records training needs then develop and conduct training throughout Michigan 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.

Task 2: Records Improvement	\$2,400,000
Section 406 funds	\$1,200,000
Section 408 funds	\$1,200,000

Electronic Capture and Data Submission

Grant Development Plan form:	TR 2 (p 5-6)	
Benefit to Locals:	Yes	
Grantee:	To be determined	
Grant Amount, Funding Source:	\$1,000,000	406
Grant Start-up:	October 1	

Electronic processing will move the crash reporting system away from paper forms and towards a computerized system that will immediately check crash reports for inconsistencies then forward them to the central database. It will improve data quality, timeliness, consistency, and completeness, in addition to introducing processing efficiencies. The selected grantee will pilot overcoming existing technological and financial barriers that law enforcement agencies and consortiums face in moving to automated crash processing systems.

Traffic Records – FY2008

Traffic Records Coordinating Committee Strategic Plan Recommendations

Grant Development Plan form:	TR 3 (p 8-10)	
Benefit to Locals:	No	
Grantee:	To be determined	
Grant Amount, Funding Source:	\$1,200,000	408
Grant Start-up:	October 1	

The Traffic Records Coordinating Committee (TRCC) is the latest evolution of an interagency work group that brings together several agencies that have an interest in the creation and use of traffic records. The TRCC serves as a GTSAC Action Team, and it has developed a strategic plan for improving the timeliness, accuracy, availability, and usefulness of Michigan traffic records. OHSP and grantee partners will implement recommendations from the strategic plan to improve the records and their use.

Crash Process Redesign – Release 7

Grant Development Plan form:	TR 5 (p 15-18)	
Benefit to Locals:	No	
Grantee:	Michigan Dept. of Information Technology	
Grant Amount, Funding Source:	\$200,000	406
Grant Start-up:	October 1	

Continuing the annual process of developing the crash database, the Department of Information Technology will improve database integration and availability of crash data. Planned expansions include developing automated “sanitized” crash reports that hide personal information, speeding Department of State vehicle file queries, including crash diagramming in online reporting, and tying the crash file to MFARS and the Drunk Driving Audit.

Task 3: Education and Communication	\$190,000
Section 402 funds	\$190,000

Michigan Traffic Crash Facts

Grant Development Plan form:	TR 1 (p 1-4)	
Benefit to Locals:	No	
Grantee:	Regents of the University of Michigan	
Grant Amount, Funding Source:	\$190,000	402
Grant Start-up:	October 1	

The Michigan Traffic Crash Facts website 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. Grant activities include data analysis, creating statistical presentations, and maintaining the Crash Facts web site.

The Association of Traffic Safety Information Professionals has twice awarded Michigan Traffic Crash Facts the “Best Traffic Web Site Award,” in 2005 and 2007.

Traffic Records – FY2008

Task 4: Grant Development & Community Outreach	\$330,000
Section 402 funds	\$330,000

Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP - GDCO	
Grant Amount, Funding Source:	\$330,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

Community Traffic Safety – FY2008

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	\$160,000
Section 157 Incentive funds	\$30,000
Section 402 funds	\$130,000

Safe Communities: Coalition Mini-Grants

Grant Development Plan form:	CTS-other 1 (p 1-2)	
Benefit to Locals:	Yes	
Grantee:	Local coalitions	
Grant Amount, Funding Source:	\$60,000	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.

Please see Appendix C for all Safe Communities components in the FY2008 HSP.

Safe Communities: Detroit Comprehensive Traffic Safety Project

Grant Development Plan form:	CTS-other 2 (p 3-5)	
Benefit to Locals:	Yes	
Grantee:	Detroit Police Department	
Grant Amount, Funding Source:	\$30,000	157 Incentive
Grant Amount, Funding Source:	\$70,000	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.

Detroit Police Department Community Services Unit officers will work with OHSP and existing Safe Community coalitions in Detroit to help high-need areas with priority traffic safety issues. Activities will include data-driven, culturally relevant education in minority communities.

Please see Appendix C for all Safe Communities components in the FY2008 HSP.

Community Traffic Safety – FY2008

Task 2: Network of Employers for Traffic Safety	\$30,000
Section 402 funds	\$30,000

Safe Communities: Drive Safely Work Week

Grant Development Plan form:	CTS-NETS 1 (p 1-2)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$30,000	402
Grant Start-up:	October 1	

The \$60 billion American employers lose annually to traffic crashes includes not only transportation industry workers but also people who drive as a part of their jobs and commuters. The workplace presents a valuable forum for promoting traffic safety, instilling habits that employees take home to their families and communities.

OHSP will promote the Drive Safely Work Week campaign to employers as a low-cost workplace traffic safety awareness program. NETS tools will help employers promote safe driving in and to the workplace. Funding will support Drive Safely Work Week materials and promotions for the campaign.

Please see Appendix C for all Safe Communities components in the FY2008 HSP.

Task 3: Education and Communication	\$511,000
Section 402 funds	\$511,000

In-House Public Information and Education

Grant Development Plan form:	CTS-PI&E 4 (p 7-8)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$120,000	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 and programs. Funding will support development, production, and some distribution.

Community Traffic Safety – FY2008

Materials Storage and Distribution

Grant Development Plan form:	CTS-PI&E 2 (p 3-4)	
Benefit to Locals:	No	
Grantee:	Michigan State Police	
Grant Amount, Funding Source:	\$225,000	402
Grant Start-up:	October 1	

OHSP has a wide variety of materials and equipment to support traffic safety programs. Storing and filling thousands of orders exceeds OHSP's staffing capabilities and organizational expertise. A central distribution center will fulfill requests for traffic safety materials.

Communications Strategic Counsel

Grant Development Plan form:	CTS-PI&E 9 (p 17-18)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$16,000	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 issues. Funding will support this technical assistance on a limited, as-needed basis, along with compensation for review of traffic safety information and research as relevant to communications.

Communications Outreach

Grant Development Plan form:	CTS-PI&E 1 & 5 (p 1-2, 9-10)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$150,000	402
Grant Start-up:	October 1	

OHSP increases its effectiveness by taking creative approaches to earned media and by engaging partners who can reach key audiences in interesting and unexpected ways. Targeted earned media identifies problem populations for traffic safety issues and develops ways to reach them where they are most susceptible to influence. Partnerships simultaneously allow broader reach of campaigns and narrower targeting of who receives which message and presentation.

OHSP will continue and expand outreach efforts, developing new campaign materials and employing them to reach target audiences in innovative venues.

Community Traffic Safety – FY2008

Task 4: Grant Development & Community Outreach	\$85,000
Section 402 funds	\$85,000

Grant Development & Community Outreach

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

Funding will provide for the shared costs of the Grant Development and Community Outreach 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 "Grant Development & Community Outreach" indicating the amount that has been allocated to this grant.

The detailed budget for the FY2008 grant follows:

FY2007 Network Operations – Budget

- | | |
|--|---|
| <ul style="list-style-type: none"> • Salaries (1,008,151) • E-Grants (40,000) • Supplies (15,000) • Vehicle Operations (14,000) • Team Travel – Out State (14,000) • Staff Training (5,000) • Membership Dues (2,000) • Office Equipment (10,000) • Support of Traffic Safety Summit (48,000) • Traffic Safety Committee Meeting Support (15,000) • Single Audit Costs (50,000) | <ul style="list-style-type: none"> • Fringes (487,000) • Postage (3,000) • Office Equipment Leasing (5,000) • Non-OHSP Travel (14,000) • Team Travel – In State (12,000) • Orientation Meeting Costs (6,000) • Technology Assessment (23,300) • Indirect Costs (185,290) • Security Guard-Collins Rd (3,000) |
|--|---|

Roadway Safety – FY2008

While most OHSP programs address driver behavior, some crash problems are uniquely issues of the roadway itself. It is hard to be a safe driver on unsafe roads, and pedestrians are especially at the mercy of others in seeking a safe space to walk.

Task 1: Local Safety Analysis	\$115,000
Section 402 funds	\$115,000

Metropolitan Planning Organization (MPO) Safety Analysis

Grant Development Plan form:	RS 1 (p 1-4)	
Benefit to Locals:	Yes	
Grantee:	Wayne State University	
Grant Amount, Funding Source:	\$100,000	402
Grant Start-up:	October 1	

MPOs conduct the majority of urban transportation planning. They fill the key roles of identifying and filling operational and safety needs. Most localities, however, have limited engineering resources for identifying problems and solutions, so safety problems persist.

In several counties seeking their assistance, Wayne State University will identify high crash locations and performed detailed analyses. Safety audits will determine likely causes of crash problems and develop countermeasures, with an emphasis on corrections that can be made quickly and inexpensively.

Intersection Enforcement Road Safety Audit

Grant Development Plan form:	RS 3 (p 7-10)	
Benefit to Locals:	No	
Grantee:	Wayne State University	
Grant Amount, Funding Source:	\$15,000	402
Grant Start-up:	October 1	

OHSP has provided limited support for intersection enforcement based on local problem identification. Such problem identification has been based largely on crash and offense data, rather than consideration of whether the problem is with driver behavior or the intersection itself.

Wayne State University will perform a detailed study of several intersections for which intersection enforcement funding has been provided. The completed report will provide guidelines on when and what sort of enforcement can be expected to show positive results, based on intersection design and operation.

Roadway Safety – FY2008

Task 2: Grant Development & Community Outreach	\$14,000
Section 402 funds	\$14,000

Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP - GDCO	
Grant Amount, Funding Source:	\$14,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

Driver Education – FY2008

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.

Task 1: Improving Driver Education	\$60,000
Section 402 funds	\$60,000

New Driver Training

Benefit to Locals:	No	
Grantee:	Michigan Department of State	
Grant Amount, Funding Source:	\$60,000	402
Grant Start-up:	October 1	

Young drivers are over-represented in traffic crashes and fatalities. This is the deadly intersection of low driving experience with high risk-seeking behavior. Research indicates that the first six months of licensure is the most dangerous time of a teenager's life.

In accordance with the Driver Education Provider and Instructor Act of 2006, the Department of State will coordinate training for driver's education instructors on the new Michigan version of the American Driver Traffic Safety Education Association's curriculum.

Task 2: Grant Development & Community Outreach	\$7,000
Section 402 funds	\$7,000

Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP – GDCO	
Grant Amount, Funding Source:	\$7,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

Motorcycle Safety – FY2008

As motorcycles become increasingly popular to ride, they become increasingly common in crashes. Unlike the driver of a car or truck, a motorcyclist has almost nothing to protect him in the event of a crash. Approximately 90% of motorcycle crashes involve injuries or fatalities.

Task 1: Motorcycle Safety	\$165,000
Section 2010 funds	\$165,000

Motorcycle Safety and Training

Grant Development Plan form:	MC 4 (p 7-8)	
Benefit to Locals:	No	
Grantee:	To be determined	
Grant Amount, Funding Source:	\$165,000	2010
Grant Start-up:	October 1	

Motorcycle crashes and deaths have been increasing in Michigan in recent years. Safer driving on the part of both motorcyclists and cars would reduce this problem. Funding will support education efforts to reduce motorcycle-involved crashes including the motorcycle rider training and equipment.

Task 2: Education and Communication	\$50,000
Section 402 funds	\$50,000

Motorcycle Safety and Training

Grant Development Plan form:	CTS-PI&E 6 (p 11-12)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$50,000	402
Grant Start-up:	October 1	

Crash statistics indicate that motorcyclists who are not legally licensed to operate a motorcycle are more likely to be killed in crashes. The endorsement process ensures basic training or at least some forethought in the use of a motorcycle, and it should lead to a better prepared, safer motorcyclist population.

In 2007, OHSP funded research into why some motorcyclists are not seeking training and/or endorsement. Upon completion of this research, OHSP will use it as the basis for a communications campaign to encourage more motorcyclists to seek licensure and endorsement.

Motorcycle Safety – FY2008

Task 3: Grant Development & Community Outreach	\$26,000
Section 402 funds	\$26,000

Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP - GDCO	
Grant Amount, Funding Source:	\$26,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

Emergency Medical Services – FY2008

Even after the crash, traffic safety continues. An effective medical response can save lives in what would otherwise be a fatal crash. Detection of crashes, timely response, and complete care are key priorities for keeping crash victims alive.

Task 1: Records Improvement	\$500,000
Section 163 funds	\$200,000
Section 408 funds	\$300,000

Emergency Medical Database

Grant Development Plan form:	EMS 1 (p 1-3)	
Benefit to Locals:	No	
Grantee:	Michigan Department of Community Health	
Grant Amount, Funding Source:	\$200,000	163
Grant Amount, Funding Source:	\$300,000	408
Grant Start-up:	October 1	

Data is the foundation of problem identification. Improving care requires knowing what is lacking. At present, no system captures data from EMS agencies and trauma facilities. This creates a large gap in our knowledge of crash and injury outcomes.

MDCH will develop an EMS database and web input tool for all EMS providers. The database will be capable of appropriate linkages to other data sets, such as crash files.

Task 2: Grant Development & Community Outreach	\$61,000
Section 402 funds	\$61,000

Grant Development & Community Outreach

Benefit to Locals:	No	
Grantee:	OHSP - GDCO	
Grant Amount, Funding Source:	\$61,000	402
Grant Start-up:	October 1	

Funding will provide for the shared costs of the Grant Development and Community Outreach team required to implement and manage OHSP programs.

Planning and Administration – FY2008

Task 1: Planning and Administration	\$1,197,000
Section 402 funds	\$691,000
State general funds	\$506,000

Planning and Administration

Benefit to Locals:	No	
Grantee:	OHSP	
Grant Amount, Funding Source:	\$691,000	402
Grant Amount, Funding Source:	\$506,000	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 (94%)
- Executive Secretary (for Division Director) (85%)
- Planning and Program Operations Section Manager (70%)
- Planning and Evaluation Coordinator (10%)
- Secretary (for Grant Management Unit) (100%)
- Departmental Technician (for Grant Management Unit) (20%)
- Fiscal Section Manager (75%)
- Accountant (96%)
- Accountant (15%)
- Accounting Technician (for Fiscal Section) (90%)
- Secretary (for Fiscal Section) (30%)
- Secretary (for Communications Section) (100%)

Task Number	Task Titles	402	405	410	157 Inc	163	408	2010	OJJDP	Local	TOTAL
OP-1	Child Safety		\$225,000							\$225,000	\$225,000
OP-2	Child Passes				\$295,000					\$115,000	\$295,000
OP-3	Education &										\$0
OP-4	Evaluation	\$15,000	\$160,000								\$175,000
OP-5	Grant Deve	\$84,000									\$84,000
	TOTALS	\$99,000	\$385,000	\$0	\$295,000	\$0	\$0	\$0	\$0	\$340,000	\$779,000

2007-08 OHSP Media Relations Calendar

October

Drive Safely Work Week, Oct. 1-5 September	Media announcement was made in with Drowsy Driver Symposium
School Bus Safety Week, Oct. 21-27	Statewide news release
Halloween alcohol enforcement	Localized news releases

November

Thanksgiving belt/alcohol enforcement	Localized news releases
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December

New Year's alcohol enforcement	Localized news releases
Annual Evaluation Report	Final layout complete

January

Super Bowl alcohol enforcement	Localized news releases
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February

March

Michigan Traffic Safety Summit, March 11-13 advisory	Annual statewide conference; media
St. Patrick's Day alcohol enforcement	Localized news releases
2007 Traffic Fatalities	Statewide news release

April

May

Motorcycle Awareness Month State	Partner news event with Department of
Click It or Ticket mobilization, May 19-June 1	Six regional news conferences, \$1.2 in paid advertising targeted at young men, outreach
Operation SABRE launch	News conference, materials

June

Safe Summer enforcement	Localized news releases
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July

Fourth of July alcohol enforcement	Localized news releases
Drunk Driving Audit	Statewide news release
Red Light Running enforcement ??	News conferences, new campaign launch

August

Over The Limit. Under Arrest. crackdown, Aug. 15-Sept. 1	Six regional news conferences, \$800,000 in paid media targeted at young men, outreach
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September

Deer Crash Awareness activities	TBD
Child Passenger Safety Week	News conference, release issued

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 Road Patrol & 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 175.5 deputies in FY 2006 (the most recent completed period), as reported through semi-annual reports submitted to OHSP by participating counties. A total of 81 counties currently participate, out of 83 counties in the state. For FY 2007, a total of \$13,800,000 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 2007, grant funds were provided to the Michigan State Police Motor Carrier Division for enforcement and for a United States Department of Transportation (USDOT) Intrastate Number project, to Michigan Center for Truck Safety for education, and to the University of Michigan Traffic Research Institute (UMTRI) for research. A total of \$ 3,516,303 was made available to the three grantees for the 2007 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 USDOT project is a multi-year project implementing a USDOT numbering system for intrastate motor carriers, in order to improve data collection useful to traffic safety planning and homeland security.

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 and various other training programs. In 2007, a truck simulator was also purchased by the Center for use in training truck drivers throughout the state.

The grant to UMTRI was for research into strategies to reduce Commercial Motor Vehicle involved crashes. This will be used to assist in strategic planning by the Commission.

A planning meeting was held in September 2004 to review and update the strategic plan which was originally prepared in 2000 and previously updated in 2001 and 2002. Strategic planning has continued throughout 2007 through discussion at Commission meetings and funding of research. The goals previously established in the plan, to be accomplished through grants for education, research, and enforcement, and through subcommittees of the Commission, are:

- Improve truck safety through effective educational programs and safety planning.
- Improve truck safety through enforcement of motor carrier safety laws and training criminal justice personnel on commercial vehicle laws and enforcement.
- Insure the fiscal stability of the MTSC.
- Strengthen Commission information and decision-making.

Each of these goals also identifies several activities that will help to achieve it. The progress achieved towards meeting the goals is reviewed at Commission meetings and is used to revise the plan as needed. The plan is then used to establish the goals and objectives for the grants awarded by the Commission during the year.

OHSP Safe Communities Section

Occupant Protection Task 1

Safe Communities: Child Safety Seats

Grant Development Plan form:	CTS-PIE 7 (p 13-14)	
Benefit to Locals:	Yes	
Grantee:	Local coalitions and law enforcement	
Grant Amount, Funding Source:	\$225,000	405
Grant Start-up:	October 1	

Some parents are not properly restraining their children because they do not have and/or cannot afford the proper child seats and booster seats for their children.

As a part of the Safe Communities grants, local Safe Communities coalitions and law enforcement agencies will have funds to purchase child safety seats for distribution to families in need, primarily through car seat checks or needs identified through enforcement actions.

Alcohol-Impaired Driving Prevention Task 1

Safe Communities: Identification Guides

Grant Development Plan form:	UD 6 (p 15-16)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$24,000	410
Grant Start-up:	October 1	

Fraudulent identification is a problem for law enforcement and alcohol retailers. "Identity theft" has entered the general public's vocabulary, and the best forgers in the world are just a double-click away. Fake IDs let minors buy alcohol and criminals escape detection.

Grantees will purchase and distribute and/or use identification checking guides that have the specifications for forms of identification from Michigan as well as other states and countries.

Safe Communities: Enhanced Enforcement Visibility

Grant Development Plan form:	AL 1 (p 1-3)	
Benefit to Locals:	Yes	
Grantee:	Wyoming Police Department	
Grant Amount, Funding Source:	\$0	410
Grant Start-up:	October 1	

The driving public is consistently less aware of drunk driving enforcement than safety belt enforcement. Safety belt enforcement mostly takes place during daylight hours on major roads in clearly marked locations. Drunk driving enforcement takes place at night in scattered locations where signs would be hard to see even if

posted. How can OHSP increase the perception that drunk driving enforcement is taking place and that a particular stop is for drunk driving rather than speeding?

Extending the 2007 pilot program, Kent County will use aggressive signage to enhance the visibility of drunk driving enforcement. This program will combine electronic message bars on patrol cars with outdoor media such as billboards, bringing the public an unambiguous enforcement message. The exact level of activity will be determined following results from part one of the pilot program in Kalamazoo County.

Alcohol-Impaired Driving Prevention Task 2

Safe Communities: Enforcement of Underage Drinking Laws (EUDL)

Grant Development Plan form:	UD 1 (p 1-4)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$1,000,000	410
Grant Amount, Funding Source:	\$100,000	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 and are far less likely to be arrested for impairment than older drivers.

Enforcement can reduce underage drinking at several points before drinking and driving occurs. Compliance checks at retailers will reduce the availability of alcohol, as will having a police presence at special events where alcohol is served. The perceived risk of enforcement will be increased through actual enforcement, notably at parties. Grantees across the state will combine dedicated enforcement with earned media support.

Safe Communities: Youth Alcohol Prevention

Grant Development Plan form:	UD 3 (p 6-9)	
Benefit to Locals:	No	
Grantee:	Michigan Department of Community Health	
Grant Amount, Funding Source:	\$237,000	OJJDP
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 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 develop and maintain programs supporting cultures with non-drinking social norms.

Police Traffic Services Task 1

Safe Communities: Overtime Traffic Enforcement

Grant Development Plan form:	PTS 1 (p 1-7)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$3,793,000	402
Grant Amount, Funding Source:	\$300,000	405
Grant Start-up:	October 1	

If everyone followed the existing traffic laws, very few people would die on the roads. There are very few fatal crashes in which everyone involved was sober, attentive, proceeding at a reasonable speed, yielding the right-of-way as appropriate, and using the required restraints or helmets.

A primary method of increasing compliance with traffic laws is enforcing them. 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 fifty-five counties, focusing on alcohol-impaired driving and safety belts particularly during statewide cooperative mobilizations and crackdowns. If data shows a local need, grantees may also conduct OWI warrant sweeps or enforcement on other traffic problems such as red-light running.

Safe Communities: Michigan Comprehensive Traffic Safety Initiative

Grant Development Plan form:	PTS 2 (p 8-14)	
Benefit to Locals:	No	
Grantee:	Michigan State Police (MSP)	
Grant Amount, Funding Source:	\$1,000,000	402
Grant Amount, Funding Source:	\$300,000	405
Grant Amount, Funding Source:	\$145,000	410
Grant Start-up:	October 1	

The Michigan State Police is Michigan's only statewide law enforcement agency, and it participates in almost every OHSP enforcement program. MSP Posts work cooperatively with county and local law enforcement and work independently in areas with out OHSP grantees. MSP will participate in overtime enforcement, the speed enforcement pilot, SABRE, child passenger safety, underage drinking enforcement, and the Fatal Alcohol Crash Team. Funding will also support traffic safety equipment and a full-time sergeant to manage the grant.

Safe Communities: Speed Enforcement Pilot

Grant Development Plan form:	PTS 3 (p 15-19)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$250,000	402
Grant Start-up:	October 1	

Excessive speed is a factor in many crashes, increasing their likelihood and severity. Enforcement of posted limits is not enough to ensure that crashes and injuries will fall: posted limits may be too low or high, enforcement may not be feasible in some location, or road design issues may prevent enforcement from having a lasting impact.

In FY2007, Wayne State University identified locations in three counties (Alger, Clinton, and Ottawa) for a model speed enforcement program. These counties have high rates and/or numbers of speed-related crashes, and the selected locations have crash problems that could be solved by effective speed enforcement. Grantees will enforce safe speeds in these areas.

Safe Communities: Operation SABRE

Grant Development Plan form:	PTS 4&5 (p 19-24)	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$70,000	402
Grant Start-up:	October 1	

US-2, US-41, and M-28 are the Upper Peninsula's most heavily traveled corridors, particularly during the summer tourist season. Single car run-off-road crashes are over-represented, and there are problems with impatient drivers in the two-lane stretches between passing lanes during heavy traffic.

Additional saturation patrol enforcement will focus on safety belts, speed, and aggressive driving on and around US-2, US-41, and M-28 during the summer. This will be a cooperative enforcement effort with media support.

Pedestrian and Bicycle Safety Task 1

Safe Communities: Bicycle Helmets

Grant Development Plan form:	PB 2 (p 3-5)	
Benefit to Locals:	Yes	
Grantee:	County and local groups	
Grant Amount, Funding Source:	\$65,000	402
Grant Start-up:	October 1	

Michigan has twenty to thirty bicyclist fatalities each year. Bicycle helmets are the best protection available in the event of a crash, but they are neither required nor universally used in Michigan.

Safe Communities coalitions and law enforcement agencies will distribute bicycle helmets to needy families, at local events and in cooperation with partners.

Community Traffic Safety Task 1

Safe Communities: Coalition Mini-Grants

Grant Development Plan form:	CTS-other 1 (p 1-2)	
Benefit to Locals:	Yes	
Grantee:	Local coalitions	
Grant Amount, Funding Source:	\$60,000	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.

Safe Communities: Detroit Comprehensive Traffic Safety Project

Grant Development Plan form:	CTS-other 2 (p 3-5)	
Benefit to Locals:	Yes	
Grantee:	Detroit Police Department	
Grant Amount, Funding Source:	\$30,000	157 Incentive
Grant Amount, Funding Source:	\$70,000	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.

Detroit Police Department Community Services Unit officers will work with OHSP and existing Safe Community coalitions in Detroit to help high-need areas with priority traffic safety issues. Activities will include data-driven, culturally relevant education in minority communities.

Community Traffic Safety Task 2

Safe Communities: Drive Safely Work Week

Grant Development Plan form:	CTS-NETS 1 (p 1-2)	
Benefit to Locals:	No	
Grantee:	OHSP – PI&E	
Grant Amount, Funding Source:	\$30,000	402
Grant Start-up:	October 1	

The \$60 billion American employers lose annually to traffic crashes includes not only transportation industry workers but also people who drive as a part of their jobs and commuters. The workplace presents a valuable forum for promoting traffic safety, instilling habits that employees take home to their families and communities.

OHSP will promote the Drive Safely Work Week campaign to employers as a low-cost workplace traffic safety awareness program. NETS tools will help employers promote safe driving in and to the workplace. Funding will support Drive Safely Work Week materials and promotions for the campaign.

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.
ACRS	Automated Crash Reporting System. A computer based crash reporting system designed to reduce the amount of duplicate paperwork an officer filling out a UD-10 needs to do.
ACTS Survey	Assessing Community Traffic Safety. An assessment tool which consists of twenty-one surveys that coalition leaders and their members distribute to specific individuals within their communities to identify the community’s assets and deficits. Once the surveys are completed the responses are entered into the ACTS computer program software to create a one-page profile of the community’s traffic safety assets and deficits. the profile can then be used to create a Safe Community Asset Development Plan for building key community traffic safety assets.
Alcohol-impaired Driving	Term used throughout Highway Safety Plan to describe drinking and driving behavior resulting in impairment of driving ability. Preferred to “drunk driving” because driving ability has been shown to be affected at blood alcohol levels far below levels at which someone would generally be considered “drunk”. As more research is conducted in the area of driving impairment by drugs other than alcohol, effective countermeasures can be developed.
Assets	Traffic safety assets identify a community’s resources that can be used to address key injury problems in the community. Examples: Standard Alcohol Enforcement, Sentencing Uniformity, EMS Training, Parent Education Networks, and Alcohol Server Training.
BAC/BAL	Blood Alcohol Concentration/Blood Alcohol Level. Determination of percent by weight of ethyl alcohol in blood. Usually measured as mg/dl.

CIPO	Community Injury Prevention Officers.
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.
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	Drivers License Number.
DMSTF	Drive Michigan Safety Task Force.
DSAQP	Division of Substance Abuse Quality Planning.
DUI/DUIL	Driving Under the Influence / Driving Under the Influence of Liquor
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	Fatal Accident 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	Governors Traffic Safety Advisory Commission
HBD	Had-Been-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.
ICIP	International Center for Injury Prevention.
ITE	Institute of Transportation Engineers.
KAB	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. Subset of KABCO scale.
LEL	Law Enforcement Liaison.
MACP	Michigan Association of Chief's of Police.
MADD	Mothers Against Drunk Driving.
MALI	Michigan Accident Location Index. Current system used to locate traffic crashes in Michigan. In need of modification and updating.
MCRUD	Michigan Coalition to Reduce Underage Drinking
MCTSI	Michigan Comprehensive Traffic Safety Initiative.

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 by OHSP that summarizes the yearly crash statistics for Michigan. This document is used by OHSP to 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.
MRC	Michigan Resource Center.
MSA	Michigan Sheriff's 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.
OUIL	Operating Under the Influence of Liquor. More serious of the drinking and driving violations in Michigan. Refers to driving with blood alcohol concentration level at or above 0.10 percent.
OWI	Operating While Impaired. Less serious of the drinking and driving violations in Michigan. Refers to driving with blood alcohol concentration levels of 0.08 or 0.09 percent.
P&A	Planning and Administration. One of 10 program area plans included in the 2001 Highway Safety Plan.
P&P	Policy and Procedures.
PAAM	Prosecuting Attorneys Association of Michigan.

PAP	Program Area Plan. The 2002 Highway Safety Plan includes the following ten program area plans: occupant protection, alcohol-impaired driving prevention, police traffic services, pedestrian/bicycle safety, traffic records, community traffic safety, roadway safety, driver education/issues, motorcycle safety, 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.
SALTS	Safe and Legal Traffic Stops.
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. On March 10, 2000 Michigan's safety belt law changed to allow for standard enforcement.
STEP	Selective Traffic Enforcement Program. The use of targeted long- or short-term enforcement for areas with specific traffic problems.
STORM	Sobriety Trained Officers Representing Michigan.
SWM	Southwest Michigan Systems, Inc. Public nonprofit organization serving as the resource and coordinating agency for EMS activities in the Lower Peninsula.
TEA-21	Transportation Equity Act for the 21st Century. The federal funding source for OHSP.
TEECC	Traffic Engineering/Enforcement Coordinating 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.
Walk Alert Program	National program developed to promote safe walking and to reduce the number of pedestrian traffic crashes.
WSU	Wayne State University.
YDYDYL	You Drink You Drive You Lose. Alternately YD&DYL.
Zero Tolerance	The State of Michigan policy of no acceptance of any level of BAC above .02 in drivers under the age of 21.