



# HSP 2013

Michigan Highway Safety Plan



STATE OF MICHIGAN  
DEPARTMENT OF STATE POLICE  
LANSING

RICK SNYDER  
GOVERNOR

COL. KRISTE KIBBEY ETUE  
DIRECTOR

August 28, 2012

RECEIVED

AUG 30 2012

NHTSA REGION 5

Mr. Michael Witter  
Regional Administrator  
NHTSA – Region 5  
4749 Lincoln Mall Drive, Suite 300B  
Matteson, Illinois 60443-3800

Dear Mr. Witter:

The Michigan Office of Highway Safety Planning (OHSP) is pleased to transmit two copies of the FY2013 Performance Plan and Highway Safety Plan in accordance with the Uniform Procedures for State Highway Safety Programs. We are looking forward to another year of historic lows in traffic fatalities.

OHSP's plans to address traffic fatalities and serious injuries include:

- High visibility enforcement including impaired driving crackdowns and seat belt mobilization efforts focused on high-crash times and locations.
- Increased seat belt use.
- Increased public information and education programs to support enforcement.
- Support for traffic safety programs that address skill deficiencies for young drivers.
- Support for the prosecution and adjudication of driving under the influence of alcohol, drugs, and other substances as well as the reduction of recidivism.
- Child passenger safety education, training, and car seat distribution with a focus on low income and underserved populations.
- Emphasis on advanced rider skills training and promoting use of high visibility protective riding gear among motorcyclists.
- Improvement of data systems to make crash data and other records more available, reliable, accurate, and useful.

And, as always, much more.

Michigan's 2012 annual safety belt direct observation survey will be completed in early September. OHSP will provide you with the official seat belt use rate certification in mid- to late October.

We will continue to focus on addressing those traffic safety problems where utilizing scarce dollars can save the most lives. OHSP welcomes your continued partnership in making Michigan a safer place to live, drive, walk, and ride.

Sincerely,

Michael L. Prince, Director  
Office of Highway Safety Planning

**STATE OF MICHIGAN**

**FY 2013 HIGHWAY SAFETY PLAN**

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

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

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

**OHSP MISSION**

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



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AUG 31 2012  
NHTSA REGION 5

RICK SNYDER  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF STATE POLICE  
LANSING

COL. KRISTE KIBBEY ETUE  
DIRECTOR

August 2012

Dear Friend of Traffic Safety:

The Michigan Office of Highway Safety Planning is pleased to present Michigan's "*Highway Safety Plan*" for the 2013 Fiscal Year. We anticipate an exciting year in 2013 as we work toward achieving our traffic safety goals making Michigan roads among the safest in the nation.

At 94.5 percent, Michigan continues to have one of the highest seat belt use rates in the country. Over the past year, Michigan experienced a five percent decrease in overall fatalities along with significant declines in motorcyclist fatalities, commercial motor vehicle-involved fatalities, and alcohol and drug involvement in fatal crashes. While these are outstanding achievements, much work needs to be done to move us to our ultimate goal of zero fatalities. Our plans include capitalizing on those programs that support the "zero fatalities" vision of Michigan's Strategic Highway Safety Plan, while concentrating additional efforts on program areas that are trending slightly in the wrong direction according to traffic crash data analysis.

In 2013, our most prominent plans include:

- High visibility enforcement including impaired driving crackdowns and seat belt mobilization efforts focused on high-crash times and locations.
- Increased seat belt use.
- Increased public information and education programs to support enforcement.
- Support for traffic safety programs that address skill deficiencies for young drivers.
- Support for the prosecution and adjudication of driving under the influence of alcohol, drugs, and other substances as well as the reduction of recidivism.
- Child passenger safety education, training, and car seat distribution with a focus on low income and underserved populations.
- Emphasis on advanced rider skills training and promoting use of high visibility protective riding gear among motorcyclists.
- Improvement of data systems to make crash data and other records more available, reliable, accurate, and useful.

Development of the FY13 Michigan Highway Safety Plan would not have been possible without the commitment of our partners and stakeholders in traffic safety from across our great state and around the nation. We extend our sincere thanks and welcome your continued contributions to make Michigan a safer place to drive, walk, and ride.

Sincerely,

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

## STATE CERTIFICATIONS AND ASSURANCES

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

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

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

### Certifications and Assurances

#### Section 402 Requirements (as amended by Pub. L. 112-141)

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

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

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

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

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

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

- **National law enforcement mobilizations and high-visibility 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,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).**

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

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

#### **Other Federal Requirements**

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

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

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

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

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

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

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

**Federal Funding Accountability and Transparency Act (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsr.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSR.gov for each sub-grant awarded:

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

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

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

- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace.
  2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling, rehabilitation, and employee assistance programs.
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.



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

### **BUY AMERICA ACT**

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

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

**POLITICAL ACTIVITY (HATCH ACT).**

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

**CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

**RESTRICTION ON STATE LOBBYING**

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

funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

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

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

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

### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under

48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

## POLICY TO BAN TEXT MESSAGING WHILE DRIVING

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

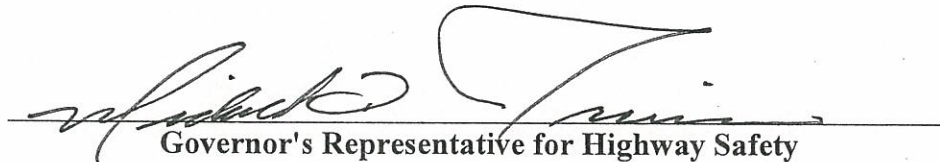
- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –

- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
- b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

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



Governor's Representative for Highway Safety

MICHIGAN

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State or Commonwealth

2013

For Fiscal Year

August 23, 2012

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Date

## FY 2013 OVERVIEW

Michigan roads continue to be among the safest in the nation, but with our vision of providing a fatality-free roadway system always at the forefront, much more work needs to be done to make that vision a reality. The Office of Highway Safety Planning (OHSP) begins FY 2013 with a five percent decrease in fatalities and significant declines in motorcyclist fatalities, commercial motor vehicle-involved fatalities and alcohol and drug involvement in fatal crashes. After unprecedented lows in fatalities and injuries in 2008 and 2009, the goal is to maintain positive progress and momentum and reduce fatalities and serious injuries even further. The OHSP has a long record of successful partnerships with committed traffic safety professionals across the state and the nation. This culture of cooperation and teamwork will enable us to further capitalize on efforts to drive down traffic deaths and injuries on Michigan roadways.

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

High-visibility traffic enforcement remains a key strategy in FY 2013 and impaired driving remains the greatest documented behavioral issue in Michigan traffic deaths. It will be the primary focus of OHSP enforcement, supported by effective public messaging strategies aimed at changing driving behavior. Support for the effective and efficient prosecution, adjudication, and treatment of impaired drivers is also an essential component in order to realize continued progress in this challenging problem area.

For the past several years, while Michigan has maintained its ranking as one of the highest safety belt use rates in the nation, we have seen our past dominance in this area eroded with a drop of over three percent since 2010. Michigan still holds the record for the highest seat belt use ever achieved by any state at 97.9 percent and held the number one spot for two consecutive years. Regardless, far too many unbelted fatalities and serious injuries continue to occur and as a result, enforcement on safety belts will continue in 2013.

In addition to high-visibility enforcement, public information and education campaigns will be employed to increase public awareness of these enforcement efforts and provide greater levels of general deterrence. Young drivers remain one of the key target audiences for public information efforts. The safe and proper methods of child passenger safety will continue to be promoted through public education, training, and car seat distribution programs. Projects to further improve the timeliness, accessibility, and accuracy of Michigan's traffic crash data, already among the nation's best, are also scheduled.



## **Organization Overview**

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

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

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

### **Planning and Administration Section**

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

### **Program Management Section**

The Program Management Section implements grant projects identified in the HSP coordinates regional outreach activities with local stakeholders and partners. Section staffing includes state traffic safety experts for each program area who serve on a variety of state and local committees including the Governor's Traffic Safety Advisory Commission Action Teams and local Regional Traffic Safety Committees (TSC).

### **Financial Management Section**

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

### **Communications Section**

The Communications Section plans, implements, and provides oversight for all of OHSP's communication strategies, including public information and education campaigns, paid advertising, earned media, graphics design and publications, and regional communications with state and local partners. The section also produces the Annual Evaluation Report

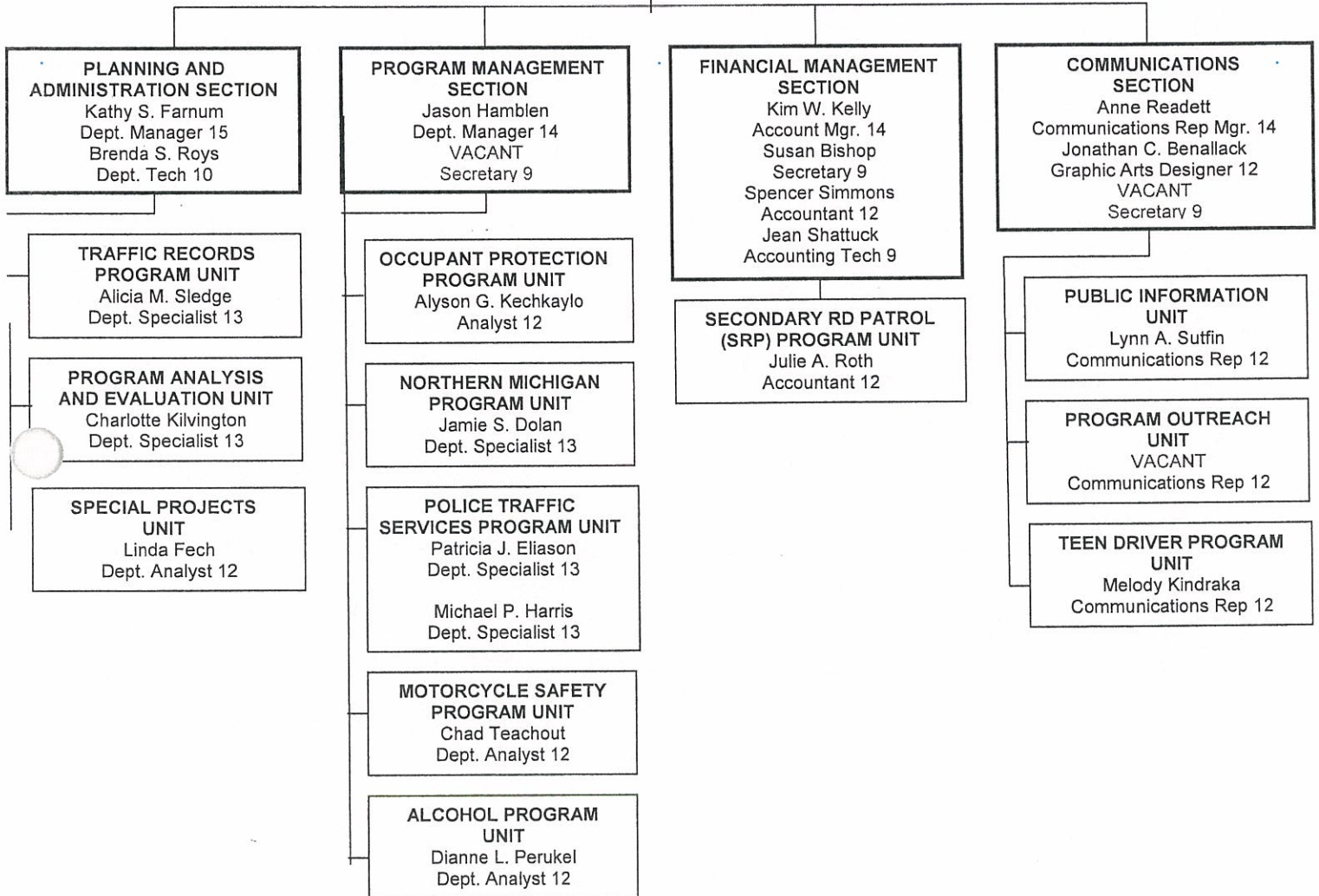
(AER) and the OHSP Safety Network Newsletter and is the primary point of contact for all news media and informational requests.

### **OHSP Staffing Changes**

Over the past year, there have been some changes in staff assignments and responsibilities as well as the addition of some new staff members. An updated organization chart precedes the Performance Plan. The Performance Plan explains OHSP's process for identifying goals, strategies, performance measures, data sources, budget development, and project selection.

# OFFICE OF HIGHWAY SAFETY PLANNING

**Michael L. Prince**  
**State Office Administrator 17**  
Janet Hengesbach  
Executive Secretary 10



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

State: Michigan

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**2013-HSP-1**  
For Approval

Report Date: 08/23/2012

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2013-00-00		\$ .00	\$575,000.00	\$ .00	\$728,000.00	\$728,000.00	\$ .00
	<b>Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$575,000.00</b>	<b>\$ .00</b>	<b>\$728,000.00</b>	<b>\$728,000.00</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	AL-2013-00-00		\$ .00	\$ .00	\$ .00	\$382,000.00	\$382,000.00	\$ .00
	<b>Alcohol Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$382,000.00</b>	<b>\$382,000.00</b>	<b>\$ .00</b>
<b>Emergency Medical Services</b>								
	EM-2013-00-00		\$ .00	\$ .00	\$ .00	\$22,000.00	\$22,000.00	\$ .00
	<b>Emergency Medical Services Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$22,000.00</b>	<b>\$22,000.00</b>	<b>\$ .00</b>
<b>Motorcycle Safety</b>								
	MC-2013-00-00		\$ .00	\$ .00	\$ .00	\$124,000.00	\$124,000.00	\$ .00
	<b>Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$124,000.00</b>	<b>\$124,000.00</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2013-00-00		\$ .00	\$ .00	\$ .00	\$388,000.00	\$388,000.00	\$180,000.00
	<b>Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$388,000.00</b>	<b>\$388,000.00</b>	<b>\$180,000.00</b>
<b>Police Traffic Services</b>								
	PT-2013-00-00		\$ .00	\$ .00	\$ .00	\$5,293,000.00	\$5,293,000.00	\$3,650,000.00
	<b>Police Traffic Services Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$5,293,000.00</b>	<b>\$5,293,000.00</b>	<b>\$3,650,000.00</b>
<b>Traffic Records</b>								
	TR-2013-00-00		\$ .00	\$ .00	\$ .00	\$472,000.00	\$472,000.00	\$252,000.00
	<b>Traffic Records Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$472,000.00</b>	<b>\$472,000.00</b>	<b>\$252,000.00</b>
<b>Community Traffic Safety Project</b>								
	CP-2013-00-00		\$ .00	\$ .00	\$ .00	\$555,000.00	\$555,000.00	\$ .00

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

State: Michigan

**2013-HSP-1**  
For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
<b>Community Traffic Safety Project Total</b>								
			\$0.00	\$0.00	\$0.00	\$555,000.00	\$555,000.00	\$0.00
<b>Driver Education</b>								
	DE-2013-00-00-00	Driver Education Total	\$0.00	\$0.00	\$0.00	\$175,000.00	\$175,000.00	\$110,000.00
<b>Paid Advertising</b>								
	PM-2013-00-00-00	Paid Advertising Total	\$0.00	\$0.00	\$0.00	\$353,000.00	\$353,000.00	\$0.00
	NHTSA 402 Total		\$0.00	\$575,000.00	\$0.00	\$8,492,000.00	\$8,492,000.00	\$4,192,000.00
<b>405 Occupant Protection</b>								
	J2PM-2013-00-00-00	J2 Paid Media Total	\$0.00	\$0.00	\$0.00	\$1,000,000.00	\$1,000,000.00	\$0.00
	405 Occupant Protection Total		\$0.00	\$0.00	\$0.00	\$1,000,000.00	\$1,000,000.00	\$0.00
<b>408 Data Program SAFETEA-LU</b>								
	K9-2013-00-00-00	408 Data Program Incentive Total	\$0.00	\$0.00	\$0.00	\$712,000.00	\$712,000.00	\$0.00
	408 Data Program SAFETEA-LU Total		\$0.00	\$0.00	\$0.00	\$712,000.00	\$712,000.00	\$0.00
<b>410 Alcohol SAFETEA-LU</b>								
	K8-2013-00-00-00	410 Alcohol SAFETEA-LU Total	\$0.00	\$0.00	\$0.00	\$2,526,000.00	\$2,526,000.00	\$0.00
	410 Alcohol SAFETEA-LU Paid Media		\$0.00	\$0.00	\$0.00	\$750,000.00	\$750,000.00	\$0.00
	410 Alcohol SAFETEA-LU Paid Media Total		\$0.00	\$0.00	\$0.00	\$750,000.00	\$750,000.00	\$0.00
	410 Alcohol SAFETEA-LU Total		\$0.00	\$0.00	\$0.00	\$3,276,000.00	\$3,276,000.00	\$0.00
<b>2010 Motorcycle Safety</b>								
	K6-2013-00-00-00		\$0.00	\$0.00	\$0.00	\$175,000.00	\$175,000.00	\$0.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
<b>2010 Motorcycle Safety Incentive Total</b>								
		<b>2010 Motorcycle Safety Total</b>	\$ .00	\$ .00	\$ .00	\$ 175,000.00	\$ 175,000.00	\$ .00
<b>2011 Child Seats</b>								
		<b>2011 Child Seats Total</b>	\$ .00	\$ .00	\$ .00	\$ 831,000.00	\$ 831,000.00	\$ .00
		<b>2011 Child Seats Total</b>	\$ .00	\$ .00	\$ .00	\$ 831,000.00	\$ 831,000.00	\$ .00
		<b>NHTSA Total</b>	\$ .00	\$ 575,000.00	\$ .00	\$ 14,486,000.00	\$ 14,486,000.00	\$ 4,192,000.00
		<b>Total</b>	\$ .00	\$ 575,000.00	\$ .00	\$ 14,486,000.00	\$ 14,486,000.00	\$ 4,192,000.00

# FY 2013

## MICHIGAN PERFORMANCE PLAN

Over the past five years, based on a review of crash data trends Michigan has experienced improvements in several performance categories. While we can celebrate these successes for the moment, the fact that people continue to die and sustain serious injuries on Michigan's roads is unacceptable. This challenge continues to call Michigan's traffic safety partners into action to implement cutting edge countermeasures for traffic enforcement, occupant protection, impaired driving, and motorcycle safety to name a few.

The goal of reducing, and eventually eliminating, deaths and injuries on Michigan's roads drives the annual planning process culminating in the creation of the annual Highway Safety Plan (HSP). The information that follows provides the road map for saving lives and reducing injuries. It contains detail on the largest traffic crash problems, identifies the most effective countermeasures to address them, and reports on the partners selected to implement the countermeasures.

### PROCESS DESCRIPTION

#### PROGRAM PURPOSE: REDUCE FATALITIES, INJURIES, AND CRASHES

A vast body of traffic crash data and research combined with the experience of traffic safety professionals from a variety of disciplines can demonstrate the effectiveness of some countermeasures, programs, and strategies, at times in the face of what "everyone knows." The key to continued progress is to maintain a focus on what will save lives and prevent injuries rather than what is popular or easy. Scarce resources call for strategies to be implemented where they will be most effective, with attention to geographical circumstances, and monitored for impact. Success is measured against goals and benchmarks for crash, injury, and fatality reduction.

The Office of Highway Safety Planning (OHSP) cannot pursue these programs without the enthusiastic participation of partners at the national, state, and local levels. This cooperative approach helps Michigan coordinate efforts in enforcement, engineering, education, and emergency medical services into comprehensive traffic safety programs that save lives.

#### Pre-planning Steps

Implementation of one year's HSP occurs in conjunction with planning for the next. Planning begins with an After Action Review of the previous year, identifying successful areas, those in need of improvement, and those changes that will yield greater success. It also involves brainstorming among staff members on what new strategies might show promise in the new year, along with a review of proven countermeasures known to work effectively. 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 and responsive to changes in the traffic safety environment.

Each step of the planning process is identified below:

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

### **Plan Organization**

The performance plan follows the steps of OHSP's planning process. Crash data analysis, research, and consultation with program partners and stakeholders continue throughout each step. Program and financial staff meet biweekly at HSP and Program Development Meetings, and exchange information about program activities. Grant and revision activity is monitored to ensure programs remain on-track for successful completion. OHSP staff members incorporate emerging information into program development and implementation whenever possible and continue to look to the future for new emerging ideas and opportunities.



## EXHIBIT 1 – HSP Planning Outline

FY 2013 HSP PLANNING CALENDAR		
ACTION	DATES	DETAILS
HSP Committee Planning Session	NOVEMBER DECEMBER	<ul style="list-style-type: none"> <li>❖ Review past year's activity</li> <li>❖ Review current year's activity</li> <li>❖ Review crash data</li> <li>❖ Review state and national priorities</li> <li>❖ Update problem identification</li> <li>❖ Quantify goals</li> </ul>
Program Partner Meetings	JANUARY FEBRUARY	<ul style="list-style-type: none"> <li>❖ Meet with program partners, obtain input</li> <li>❖ Review planning session output</li> <li>❖ Review data specific to the program</li> <li>❖ Review quantitative goals</li> <li>❖ Outline grant opportunities</li> <li>❖ Identify long-term strategies (&gt;3 years)</li> </ul>
Create Grant Development Plans	MARCH APRIL	<ul style="list-style-type: none"> <li>❖ Consult with current and prospective grantees</li> <li>❖ Program area presentations</li> <li>❖ Create draft Grant Development Plans</li> <li>❖ Establish draft budget</li> <li>❖ HSP management team reviews programs and budgets</li> </ul>
Formal Grant Development	MAY JUNE	<ul style="list-style-type: none"> <li>❖ GDPs finalized</li> <li>❖ HSP budget finalized</li> <li>❖ Notify grantees of grant timelines</li> <li>❖ Send grantees grant templates</li> </ul>
Prepare HSP and Performance Plan	JUNE	<ul style="list-style-type: none"> <li>❖ Monitor grant development process</li> <li>❖ Create draft HSP</li> <li>❖ Create draft performance plan</li> </ul>
Approve HSP and Performance Plan	JULY AUGUST	<ul style="list-style-type: none"> <li>❖ Administrative review of performance plan</li> <li>❖ Administrative review of HSP</li> <li>❖ Approve FY 2013 performance plan and HSP</li> <li>❖ Create in-house grants</li> <li>❖ Begin grant entry in e-grants</li> </ul>
Circulate HSP and Performance Plan	AUGUST	<ul style="list-style-type: none"> <li>❖ Print and distribute performance plan and HSP to NHTSA, FHWA</li> <li>❖ Post to web site</li> </ul>
Grant Approval and Implementation	SEPTEMBER OCTOBER	<ul style="list-style-type: none"> <li>❖ Approve and start implementation of FY 2013 grants.</li> <li>❖ Conduct grant orientation meetings</li> </ul>
Annual Evaluation Report	NOVEMBER	<ul style="list-style-type: none"> <li>❖ Annual evaluation report prepared for FY 2012 HSP</li> </ul>

## 1. PROBLEM IDENTIFICATION

The annual highway safety planning process begins in November with comprehensive crash data analysis. OHSP cannot approach the programming process and address traffic safety problems unless there is a full understanding of the crash data and what problems exist. OHSP looks at many variables such as the location and time of the crash, driver and environmental elements, and various mitigating factors in order to determine emerging and current issues occurring on the roads in Michigan.

An initial review of the data highlights those factors that contribute to at least ten percent of fatalities and incapacitating injuries. These are key variables that cannot be ignored and all receive goals in the next section. Additional factors may be considered such as elevated severe but non-life-threatening injuries, increasing trends that threaten to increase fatalities and incapacitating injuries, or "low-hanging fruit" for which strong countermeasures exist and which may have relatively large room for improvement.

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

Authorized agencies can access the crash database directly through a variety of interfaces, including web sites and query tools. For the general public, the University of Michigan Transportation Research Institute (UMTRI) Transportation Data Center hosts the OHSP-sponsored Michigan Traffic Crash Facts. The Michigan Traffic Crash Facts (MTCF) Web site includes more than 100 tables that address the most common crash data needs, with an archive dating back to 1992. The Web site (<http://www.michigantrafficcrashfacts.org>) also includes fact sheets for state and county data, a unique query tool allowing users to build their own data queries, mapping tools, charts, tables, and GIS capability. MTCF users have access to all the crash data and all the forms, minus personal identifiers, that are submitted to the Michigan State Police Criminal Justice Information Center (CJIC) Crash Section by law enforcement officials. MTCF uses the crash data file from the official end of year statistics, creating a consistent set of numbers. The OHSP problem identification process is based on previous years' statistics and trend data reported from the previous five years.

## 2. GOAL DETERMINATION AND ANALYSIS

Goals are statements of program intent or purpose, consistent with the mission of the organization. The 2013 performance plan introduces the new goals for 2013-2015 based on trend data analysis from the previous five years 2007-2011. Target areas are the top factors involved in fatal and incapacitating injury crashes, along with emerging issues. Quantitative targets are set through crash projections based on five-year crash trends using a regression predictive statistical model.

The following section begins with a summary of Michigan traffic crash statistics from 2007 through 2011 (the most current data available). OHSP's revised long-term goals through 2015 follow, along with annual benchmarks.

Crash Data Comparison (2007-2011)

	2007	2008	2009	2010	2011	% Change 07-11
Total Crashes	324,174	316,057	290,978	282,075	284,049	-12%
Fatal Crashes	987	915	806	868	834	-16%
People Injured	80,576	74,568	70,931	70,501	71,796	-11%
People Killed	1,084	980	871	937	889	-18%
Death Rate (100M VMT)	1.04	0.97	0.91	1.0	.9	-14%
Fatal Crash Rate (100M VMT)	0.95	0.91	0.84	.9	.9	-5%
VMT (Billions)	104	104.6	100.9	95.9	97.6	-6%
Registered Vehicles (Millions)	8.33	8.38	8.11	8.06	8.09	-3%
Population (Millions)	10.09	10.07	10.00	9.97	9.97	-2%

The 2011 crash numbers were down in several categories and up in other categories indicating that perhaps the general upward trend has somewhat slowed and normalized.

In each of the tables that follow, the 2012 goals reflect the performance plan that was established for 2008-2012. Goals for 2013-2015 have been established based on 2007-2011 trend data with the assistance of the University of Michigan Transportation Research Institute. The goals were established using a trend line-based estimate (based on 2007-2011 data) of 2012 counts. A specific percent reduction was applied to each crash category based on the identified trends. Including an estimate of 2012 counts in the goals allows for year-to-year variation in the data.<sup>1</sup>

<sup>1</sup> University of Michigan Transportation Research Institute

EXHIBIT 2: OHSP FY 2012 Goals at a Glance	2007 actual	2011 actual	2012 goal	2013 goal	2014 goal	2015 goal
Fatalities	1,084	896	860	792	763	735
Fatalities per 100 million vehicle miles traveled	1.04	0.86	0.82	.91	.89	.87
Injuries	80,576	66,382	63,718	65,470	63,798	62,169
Fatalities and incapacitating injuries ("KAs")	8,569	7,068	6,784	5,691	5,386	5,098
KAs involving alcohol	1,711	1,451	1,393	1,041	968	900
fatalities to unrestrained vehicle occupants	252	199	191	195	194	192
observed daytime safety belt use (front seat occupants)	93.7%	97.0%	97.0%	98%	98%	98%
KAs to vehicle occupants ages 0 to 8	131	98	94	93	89	85
KAs at intersections	2,750	2,274	2,183	1,955	1,850	1,751
KAs involving lane departure	3,324	2,724	2,614	2,305	2,210	2,120
KAs on local roads	5,130	4,199	4,030	3,372	3,177	2,993
KAs involving motorcycles	991	954	954	601	585	569
KAs to pedestrians	600	512	491	508	495	481
KAs to males	4,945	4,101	3,936	3,211	3,027	2,854
KAs involving drivers ages 16 to 20	1,947	1,558	1,495	1,244	1,189	1,137
KAs involving drivers ages 21 to 24	1,244	1,023	982	853	810	769
KAs from 3pm to 6pm	1,722	1,425	1,368	1,224	1,178	1,133
KAs from midnight to 3am	881	681	654	517	478	442
KAs from noon Friday to noon Sunday	2,928	2,435	2,338	1,900	1,794	1,693
KAs from July to September	2,566	2,062	1,979	1,773	1,702	1,633

### Traffic Fatalities

The single most important goal in traffic safety is to reduce, and to eventually eliminate, traffic fatalities. Whatever other factors may be considered, the final measure of success must always be the lives of people. According to UMTRI<sup>2</sup>, the comprehensive cost of one traffic fatality in Michigan is over 3.7 million dollars. This does not take into account the precious life lost itself and the loved ones left behind.

In 2011, fatalities decreased to 889, seven lower than the goal of 896. The Statistical Abstract of the United States lists 1924 as the last year with fewer than 871 Michigan traffic fatalities. There were 863 in 1924, so Michigan's goal is to get below the 1924 fatality count, ever downward on the path to zero.

Traffic Fatalities					
Year	Actual		Year	Goal	Actual
2008	980		2012	860	
2009	871		2013	792	
2010	937		2014	763	
2011	889		2015	735	

### Vehicle Mileage Fatality Rate

The Vehicle Miles Traveled (VMT) fatality rate adjusts the worst outcome of a crash by a common exposure variable. This is defined as how many people have died in a vehicle related crash compared to how many miles are driven on the roads by everyone. The VMT fatality rate has been a consistent measure used nationally for many years, and it provides a reliable means of tracking progress over a long period of time.

If fatalities are decreasing while miles driven are increasing, the state is getting safer faster than the simple fatality count suggests. If both are decreasing, then some of the improvement is just a factor of people driving less. If miles driven are decreasing while fatalities are increasing, then a closer examination of the data is warranted in order to determine what is actually happening.

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

VMT Fatality Rate <sup>3</sup>					
Year	Actual		Year	Goal	Actual
2008	.97		2012	.82	
2009	.91		2013	.91	
2010	1.00		2014	.89	
2011	.9		2015	.87	

<sup>2</sup> UMTRI -2011-21 "Societal Costs of Crime and Crashes in Michigan: 2011 Update (Kostyniuk, LP, Molnar, LJ, St. Louis, RM, Zanier, N and Eby, DW)

<sup>3</sup> This number is the number of fatalities (people) per 100 million vehicle miles traveled.

### Traffic Injuries

While Michigan strives to achieve zero fatalities involving traffic crashes, it also seeks to decrease the severity of traffic-related injuries.

Crash avoidance seeks to reduce crashes entirely with no crashes, fatalities, or injuries as the goal. Crash mitigation seeks to reduce the severity of crashes as it relates to injuries. Michigan classifies injuries according to the KABC0 scale: K=fatal; A=incapacitating; B=non-incapacitating; C=possible; and 0=none (property damage only).

Traffic Injuries					
Year	Actual		Year	Goal	Actual
2008	74,568		2012	63,718	
2009	70,931		2013	65,470	
2010	70,051		2014	63,798	
2011	71,796		2015	62,169	

### Fatalities and Incapacitating Injuries (KAs)

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

Fatalities and Incapacitating Injuries (KAs)					
Year	Actual		Year	Goal	Actual
2008	7,705		2012	6,784	
2009	7,382		2013	5,691	
2010	6,917		2014	5,386	
2011	6,595		2015	5,098	

### Alcohol-Impaired and Drug-Impaired Driving

Impaired-driving involved crashes are disproportionately more severe than other crashes, constituting 30-40 percent of fatal crashes each year. Despite decades of education and enforcement efforts, impaired driving remains a devastating traffic safety and public health problem. Some drivers are alcohol-impaired and some drug-impaired while others are both.

KAs involving alcohol <sup>4</sup>					
Year	Actual		Year	Goal	Actual
2008	1,504		2012	1,393	
2009	1,396		2013	1,041	
2010	1,326		2014	968	
2011	1,253		2015	900	

<sup>4</sup> Alcohol or drug impaired involved crashes are coded from the UD-10 Michigan Crash Report as crashes where at least one person has been drinking or taking drugs; the person drinking or taking drugs could have been a driver, a passenger, a pedestrian, or a bicyclist.

KAs involving drugs					
Year	Actual		Year	Goal	Actual
2008	399		2012	342	
2009	358		2013	400	
2010	451		2014	396	
2011	404		2015	392	

Increased levels of scientific analysis of blood samples of drivers suspected to be under the influence of drugs began in 2008, so previous years' results may not provide a consistent basis for comparison. Recorded drug-involved crashes are more likely to increase due to updated training for law enforcement officers such as the Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) programs.

### Safety Belt Use

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

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

Michigan had the highest safety belt use in the nation in 2009 at 97.9 percent. In 2012 the Office of Highway Safety Planning set a benchmark goal of 98 percent for the following three years.

Fatalities to unrestrained vehicle occupants <sup>5</sup>					
Year	Actual		Year	Goal	Actual
2008	276		2012	191	
2009	228		2013	183	
2010	236		2014	178	
2011	215		2015	174	

<sup>5</sup> Unrestrained fatalities are coded from the UD-10 Michigan Crash Report as crashes including all occupant fatalities in all motor vehicles and excludes pedestrians and bicyclists. Unknowns or unavailable are not included.

Safety belt use <sup>6</sup>					
Year	Actual		Year	Goal	Actual
2008	97.2%		2012	97.0%	
2009	97.9%		2013	98.0%	
2010	95.2%		2014	98.0%	
2011	94.5%		2015	98.0%	

### Child Passenger Safety

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

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

KA injuries, passenger vehicle occupants ages 0-8 <sup>7</sup>					
Year	Actual		Year	Goal	Actual
2008	119		2012	94	
2009	113		2013	93	
2010	108		2014	89	
2011	105		2015	85	

### Intersection Crashes

While most drivers can keep a car going in a straight line, problems occur when cars interact with each other at intersections. The severity of intersection crashes is exacerbated by the risk of angle (T-bone) collisions during turns. About one-third of all crashes happen in or near intersections. Of this one-third in 2011, 42 percent occurred at signalized intersections, 34 percent at sign-controlled intersections, and 22 percent occurred at intersections with no control at all.

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

KAs at intersections <sup>8</sup>					
Year	Actual		Year	Goal	Actual
2008	2,391		2012	2,183	
2009	2,449		2013	1,955	
2010	2,351		2014	1,850	
2011	2,158		2015	1,751	

<sup>6</sup> Daytime front seat observed occupants of motor vehicles as reported in Michigan Direct Observation Safety Belt Survey each year.

<sup>7</sup> Includes passenger vehicles, vans, pick-up trucks and small trucks.

<sup>8</sup> Intersections are coded on the UD-10 Michigan Traffic Crash Report as 7 (within an intersection), 8 (Intersection Driveway Related or within 150 feet of nearest edge of an intersection) or 9 (intersection related-other).



### Lane Departure

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

Lane departure is connected to drunk, drowsy, and distracted driving. Any sort of impairment makes someone more likely to drift or miss a turn. Focused and attentive driving are keys to avoiding a vehicle crash.

KAs involving lane departure <sup>9</sup>					
Year	Actual		Year	Goal	Actual
2008	3,180		2012	2,614	
2009	2,922		2013	2,305	
2010	2,750		2014	2,210	
2011	2,688		2015	2,120	

### City-County Roads

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

With most serious crashes taking place on local roads, any efforts directed to prevent or mitigate crashes will affect safety on local roads, and anything targeting a high-crash location is almost certain to take place on local roads.

KAs on local roads <sup>10</sup>					
Year	Actual		Year	Goal	Actual
2008	4,592		2012	4,030	
2009	4,396		2013	3,372	
2010	4,165		2014	3,177	
2011	3,877		2015	2,993	

### Motorcycles

Motorcycles are an area of traffic safety consistently fluctuating up and down in fatalities and injuries. Motorcycle ridership is increasing at a steady rate both in Michigan and nationally. Rider information also suggests young motorcyclists are not seeking proper training and licensure, while older riders are using more powerful motorcycles on which the rider may have less experience. The largest increase in motorcycle use is among older riders, which also increases the effect of lower crash survivability: older bodies are even more likely to sustain damage and have diminished ability to recover.

<sup>9</sup> Lane departure crashes are coded from the UD-10 Michigan Crash Report as crashes including all crashes involving single or multiple or parked motor vehicle that leaves it lane.

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

The Michigan Legislature enacted Public Act 98 of 2012 on April 13, 2012 which modified the requirements for helmet usage. Riders 21 years and older, who have more than two years of experience riding a motorcycle and have attended a motorcycle safety course have the option of whether or not to use a helmet. Riders must, however, carry at least \$20,000 in first party medical benefits. Riders under the age of 21 are still required to use government approved helmets.

KAs involving motorcycles <sup>11</sup>					
Year	Actual		Year	Goal	Actual
2008	1,030		2012	954	
2009	865		2013	601	
2010	778		2014	585	
2011	695		2015	569	

### Pedestrians

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

KAs to pedestrians <sup>12</sup>					
Year	Actual		Year	Goal	Actual
2008	577		2012	491	
2009	552		2013	508	
2010	534		2014	495	
2011	554		2015	481	

<sup>11</sup> Motorcycle involved crashes are coded from the UD-10 Michigan Crash Report as crashes where at least one motorcycle was present; other users could have been another motorcyclist, passenger vehicle, truck, van, pedestrian or a bicyclist.

<sup>12</sup> Pedestrians are coded from the UD-10 Michigan Crash Report as crashes where at least one pedestrian was present; the pedestrian could also be a driver who exited a vehicle, motorcycle, bicycle, etc., a person on horseback or in a horse drawn buggy or a person who was in a wheelchair.

## Men

Most of the risky behaviors that can result in a fatal or serious injury are more common in men. Men buckle up less; drink and drive more, drive faster, and drive motorcycles more frequently. These behaviors are even more prevalent in *young* men.

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

KAs to males <sup>13</sup>					
Year	Actual		Year	Goal	Actual
2008	4,485		2012	3,936	
2009	4,209		2013	3,211	
2010	4,005		2014	3,027	
2011	3,370		2015	2,854	

## Young Drivers

Younger drivers crash more often. Superior reflexes and more practice using cell phones do not overcome inexperience and a tendency for greater risk taking behavior. Crash survivability is better in youth, because young bodies are not as vulnerable to damage as older vehicle passengers, but poor judgment and making driver errors of greater severity can offset this. Of those killed in crashes with young drivers, about one-third are the drivers themselves, one-third are passengers with a young driver, and one-third are other drivers, passengers, and pedestrians.

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

KAs involving drivers ages 16 to 20 <sup>14</sup>					
Year	Actual		Year	Goal	Actual
2008	1,691		2012	1,495	
2009	1,639		2013	1,244	
2010	1,524		2014	1,189	
2011	1,480		2015	1,137	

<sup>13</sup> Males are coded from the UD-10 Michigan Crash Report as any male killed or incapacitated in a crash; he could be a driver, passenger, pedestrian, or bicyclist.

<sup>14</sup> Young drivers ages 16-20 and 21-24 are coded from the UD-10 Michigan Crash Report as any crash involving at least one driver age 16-20; the driver of the other car may also fall in the age category or another age category.

KAs involving drivers ages 21 to 24					
Year	Actual		Year	Goal	Actual
2008	1,050		2012	982	
2009	973		2013	853	
2010	991		2014	810	
2011	978		2015	769	

### Afternoon Rush Hour

High exposure leads to high crash numbers. At the end of the work and school-day, there are more cars on the road, with more crashes and fatalities. It is not disproportionately negative, but it is Michigan's time with the most fatalities. The morning rush hour does not show as much of a peak. Late-day drivers are more likely to be tired and less likely to be caffeinated. This becomes worse over the week as sleep deprivation builds up, with Friday being the worst at this time slot. Drivers have shorter tempers and attention spans drift after a long day. Dinnertime and happy hour are the peak times for alcohol-involvement for drivers over twenty years of age. Restraint use is also lower in the evening than the morning.

KAs from 3pm to 6pm					
Year	Actual		Year	Goal	Actual
2008	1,537		2012	1,368	
2009	1,552		2013	1,224	
2010	1,363		2014	1,178	
2011	1,405		2015	1,133	

### Nighttime Driving

Traffic is light late at night, but the crashes are disproportionately severe and likely to involve alcohol. Midnight to 3:00 am includes bar closing time, and it is the peak time for alcohol impaired driving. Alcohol behaves synergistically with drowsiness, making late-night drivers even less competent. Alcohol-involvement starts heading up around 9:00 pm, but does not start spiking until midnight. Alcohol-involved crashes peak in the 2:00 am to 3:00 am hour, when bars close. After 4:00 am, traffic is too light to have large numbers of crashes.

KAs from midnight to 3am					
Year	Actual		Year	Goal	Actual
2008	740		2012	654	
2009	698		2013	517	
2010	677		2014	478	
2011	618		2015	442	

### Weekend Driving

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

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

KAs from noon Friday to noon Sunday					
Year	Actual		Year	Goal	Actual
2008	2,594		2012	2,338	
2009	2,606		2013	1,900	
2010	2,261		2014	1,794	
2011	2,230		2015	1,693	

### Summer Travel

While many would expect more crashes in inclement weather, the summer months see more travel, travel to unfamiliar destinations, and all the distractions associated with such travel. August is Michigan's worst month for fatalities, overall and alcohol-involved, with July to September as the worst three-month period. Serious crashes are more common from June to November and significantly less common from January to March.

KAs from July to September					
Year	Actual		Year	Goal	Actual
2008	2,228		2012	1,979	
2009	2,158		2013	1,773	
2010	2,124		2014	1,702	
2011	2,004		2015	1,633	

## 4. TRAFFIC SAFETY PARTNER INPUT

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

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

### Governor's Traffic Safety Advisory Commission

Michigan is the only state in the nation to have had a state-level traffic safety commission in existence since the early 1940's. In 2002, the State Safety Commission, and the Safety Management System (SMS) process was merged to create the Governor's Traffic Safety Advisory Commission (GTSAC). The membership of the Commission was also expanded to include representatives from local units of government.

The GTSAC consists of the Governor (or a designee); the Directors (or designees) of the Departments of Community Health, Education, State, State Police, and Transportation,

the Office of Highway Safety Planning, and the Office of Services to the Aging; and three local representatives from the county, city, and township levels.

The GTSAC meets on a quarterly basis. Agenda development is a process open to all traffic safety advocates within the state and is available through OHSP's Web site

(<http://www.michigan.gov/ohsp-gtsac>). Communication between GTSAC members and among traffic safety advocates throughout Michigan is also accomplished through a Web site and LISTSERV® that has more than 200 members. LISTSERV® members receive GTSAC and traffic safety news and information.

### **Strategic Highway Safety Plan**

In 2008, the GTSAC approved a statewide Strategic Highway Safety Plan (SHSP), identifying priority areas for all GTSAC member agencies to address and to set an agenda for traffic safety efforts in the state. Each priority area has an associated Action Team to facilitate open communication, coordinate individual agency efforts, and keep progress moving forward. OHSP staff participates in these Action Teams and incorporates information and recommendations into the Michigan Highway Safety Plan. Action plans are updated frequently to reflect emerging issues or completed action items. The SHSP will be updated in the fall of 2012 for the period of 2012 through 2015.

### **Program Area Network Meetings**

In addition to the GTSAC Action Teams, OHSP program staff serve as experts in specific traffic safety emphasis areas and work with a network of partners across the state and nation that help generate ideas, highlight problems, and identify appropriate strategies to resolve them. This network of partners gives OHSP program staff the ability to determine where resources are available to leverage, which partners have the necessary enthusiasm or unique expertise, and whether model programs are working or not (and why) in Michigan communities.

### **Traffic Safety Summit**

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

### **Additional Planning Resources**

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

- The Michigan Department of State Police Strategic Plan and other state and local plans.
- National plans, priorities, and programs, including those from the United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), and the National Highway Traffic Safety Administration (NHTSA).
- The NHTSA publication "Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices."

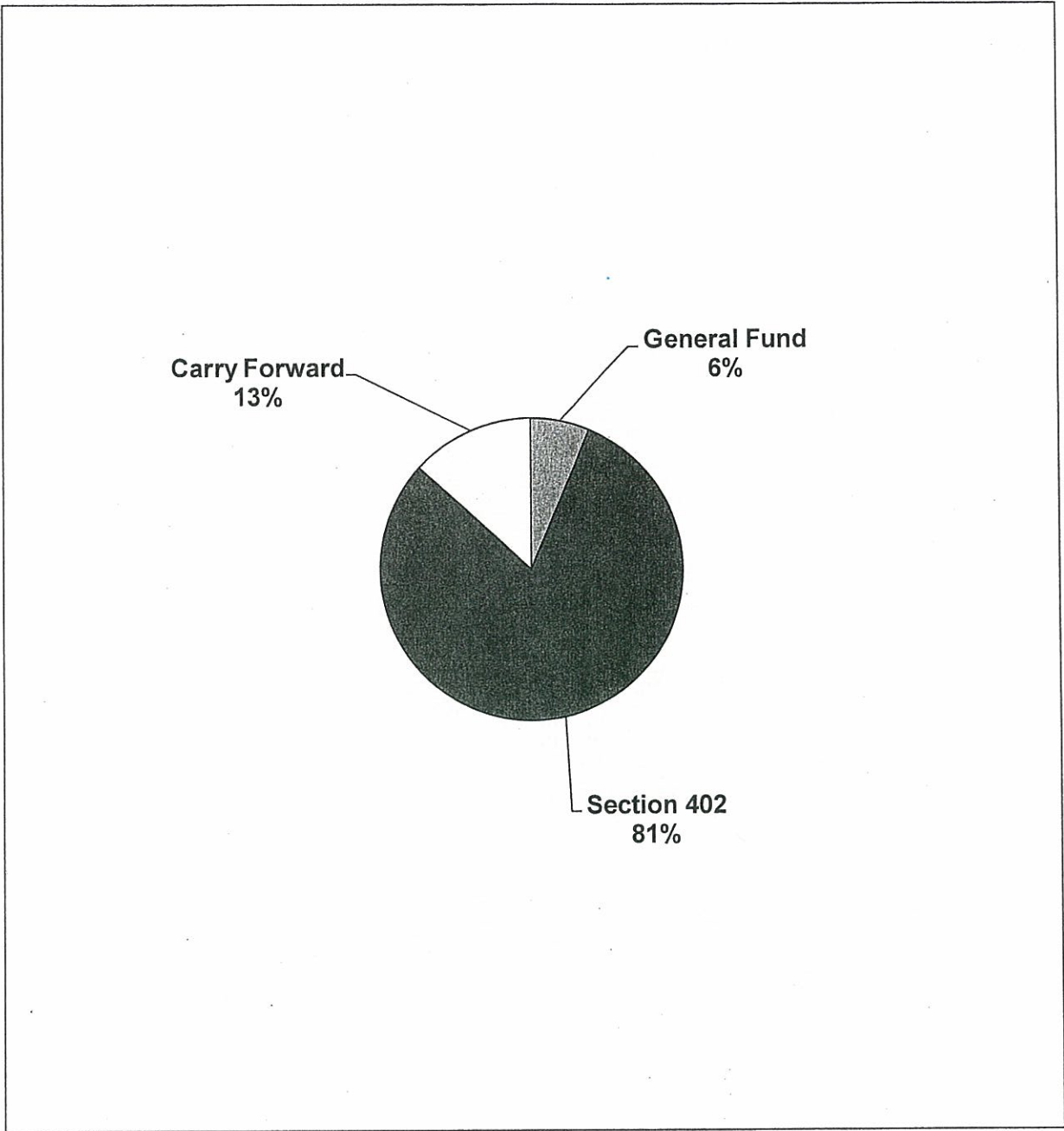
- NCHRP Report 622, "Effectiveness of Behavioral Highway Safety Countermeasures"
- American Association of State Highway and Transportation Officials (AASHTO), Transportation Research Board (TRB), and Association of Transportation Safety Information Professionals (ATSIP) publications and conferences.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

#### 4. BUDGET DEVELOPMENT

An estimated HSP budget is developed as staff begins drafting Grant Development Plans. Budgeting considers new and existing funding sources, allocated between program areas based on problem identification, promising projects, needs for program continuity, and effectiveness of strategies in prior years. The HSP management team considers the merits of funding requests along with the level of program funding from previous years, funding of other related programs, special funding sources, and office-wide long-range goals before approving budgets for each program area. Program managers share responsibility for reviewing strategies to determine which should be fully funded, which can proceed with amendments, and which are not feasible. This process can shift the initial budget allocation between program areas to accommodate essential and/or promising projects that warrant special support.

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

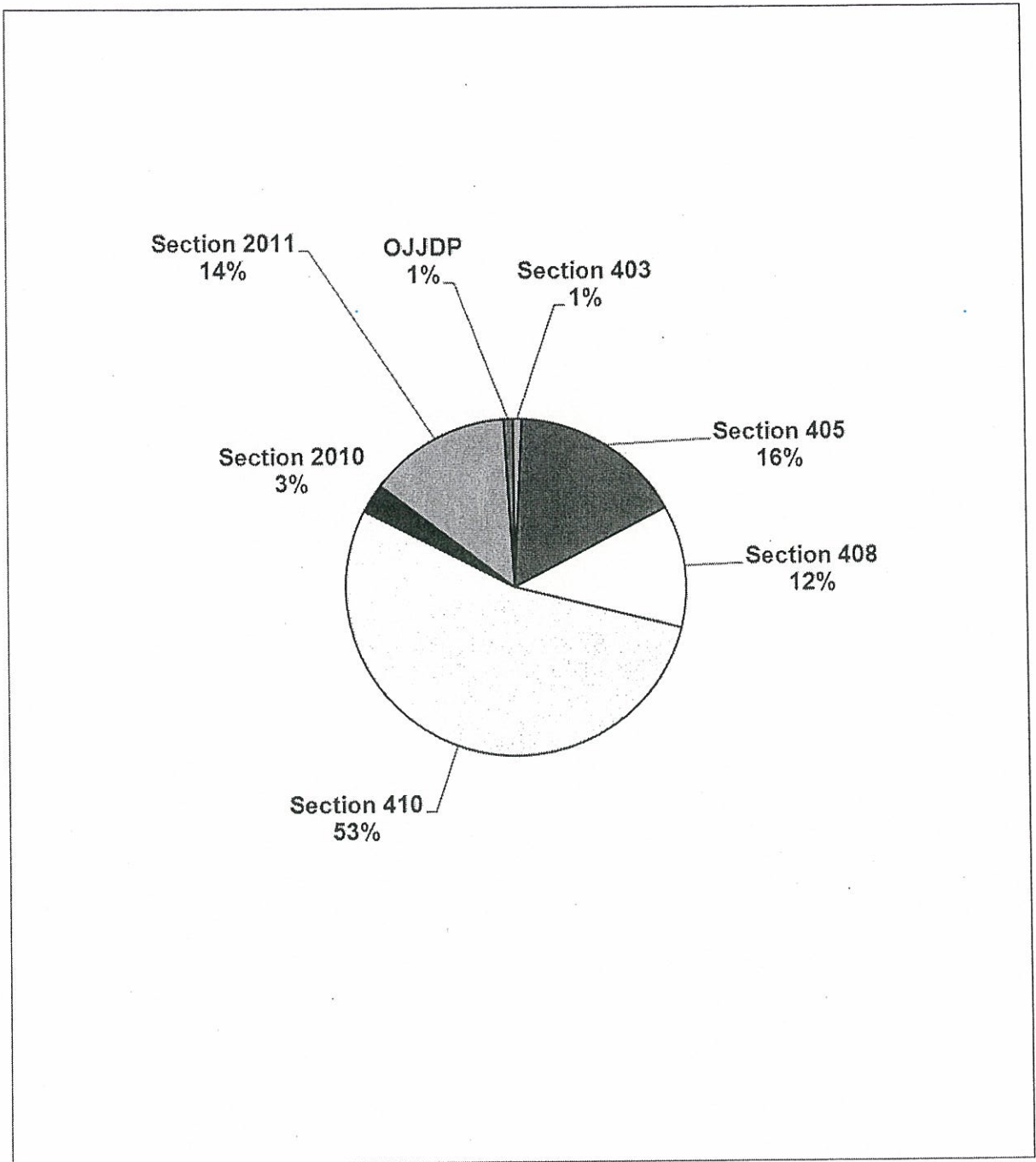
EXHIBIT 3: Unrestricted Program Funding Sources, FY 2013



State General Fund	Section 402	Carry Forward
\$575,000	\$7,275,000	\$1,200,000



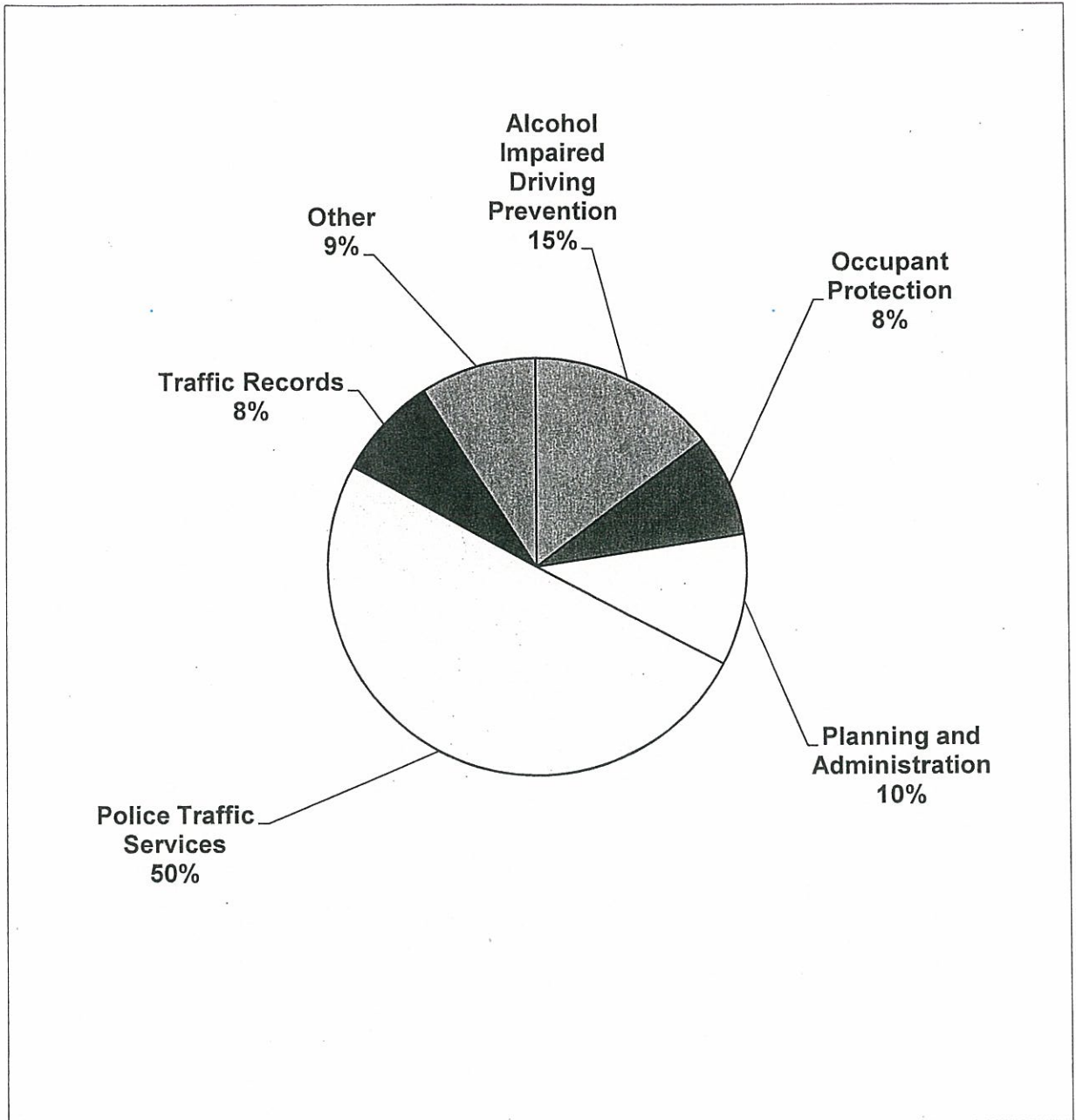
EXHIBIT 4: Restricted Program Funding Sources, FY 2013



Section 403	Section 405	Section 408	Section 410
\$49,000	\$1,000,000	\$712,000	\$3,260,000

Section 2010	Section 2011	OJJDP
\$175,000	\$831,000	\$55,000

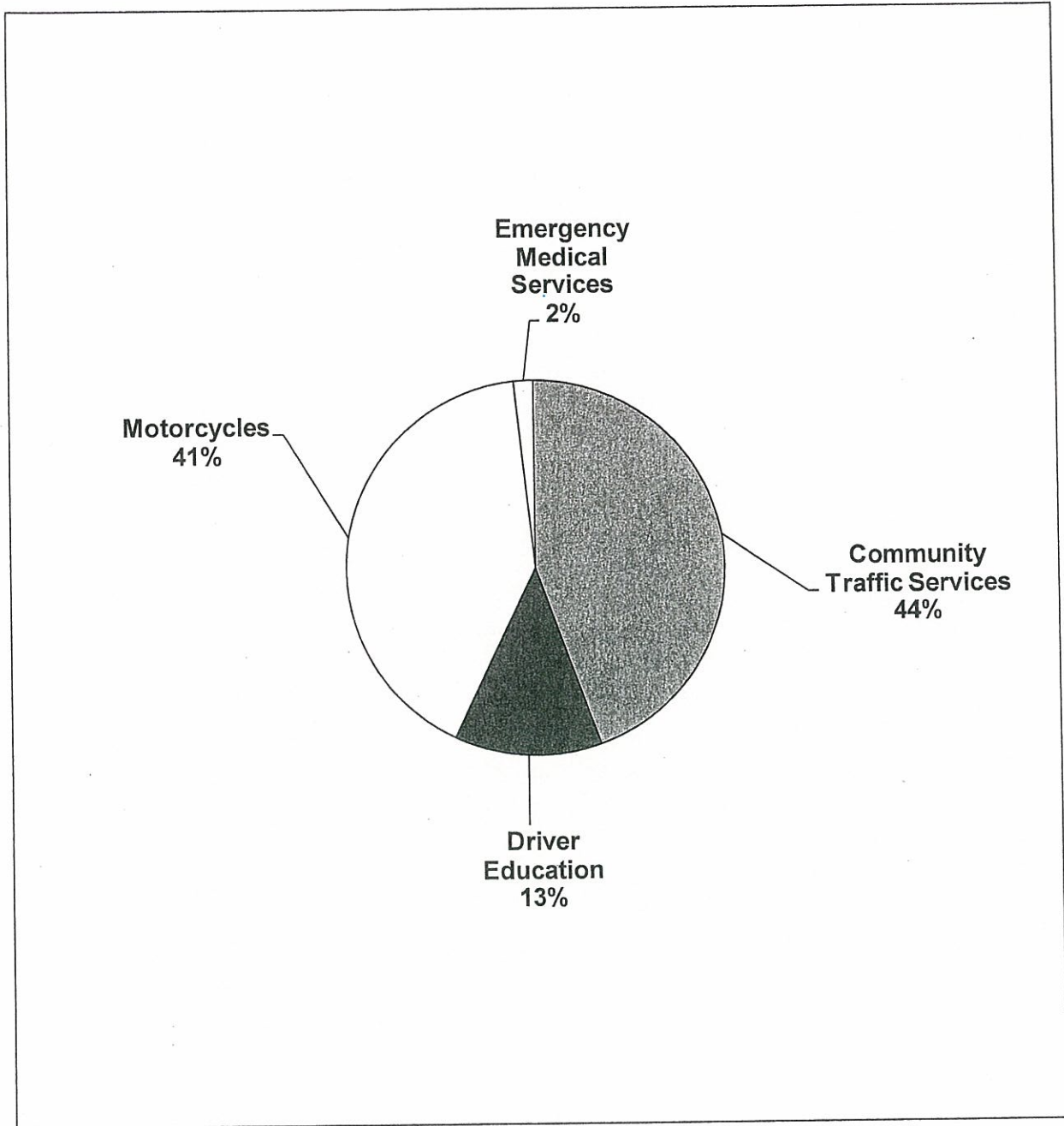
EXHIBIT 5: Program Budgets, FY 2013



Alcohol	Occupant Protection	Planning/ Administration	Police Traffic Services
\$1,865,000	\$1,011,000	\$1,303,000	\$6,425,000

Traffic Records	Other
\$1,023,000	\$1,152,000

EXHIBIT 6: "Other" Program Budgets, FY 2013



Motorcycles	Community Traffic Services	Driver Education	Emergency Medical Services
\$475,000	\$513,000	\$145,000	\$19,000

## 5. PROJECT SELECTION

Projects are selected based on the potential for impacting traffic safety problems and moving Michigan towards the statewide traffic safety goals. Determination of which projects to pursue precedes grant solicitation in Michigan, flowing from problem identification. Some states have open solicitations in which potential grantees submit the projects which may be a point of interest for pursuit, and the state highway safety office chooses among the projects. In Michigan, the problems, target areas, and likely countermeasures are selected in advance, usually in consultation with potential grantees, but not dependent on volunteers or proposals from the field. OHSP actively seeks out grantees in problem areas with particular expertise.

When recommending programs, OHSP program staff considers:

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

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

### Grant Development Plans

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

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

Exhibit 6 is an example of the GDP form.

**EXHIBIT 6: FY2013 Grant Development Form**

Grant Development Plan \_\_\_\_\_ due MM/DD/YYYY \_\_\_\_\_

**Strategy Name**

**Background/Problem Statement**

**Desired outcomes/results**

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

**Funding Recommendation**

**HSP Goal/Objective targeted**

**Information sources and partners consulted**

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

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

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

**Additional notes**

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

Author  
Approval

Date  
Date

Following development of the strategies and GDP's, OHSP program area staff conducts Program Area Presentations for OHSP leadership and staff. These presentations begin with an overview of the traffic crash data, followed by an overview of the GDP's selected to address the identified problems. This presents an opportunity for back-and-forth questioning and discussion, bringing out detail and emphasis that might be lost in the pages of text. It also allows everyone in the office to become better aware of plans and partnership opportunities in other program areas.

### **Management Team Review**

OHSP's Management Team reviews the material presented for final selection of the programs that will receive funding. This recapitulates the list of factors staff consider in the programs and recommendations, providing an office-wide rather than program area-specific perspective. In this way, greater attention can be placed on budget limitations and on balancing demands and opportunities in various program areas.

Grant development begins with final approval.

## **6. PERFORMANCE MEASURES**

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

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

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

2011 FARS data was not available before the FY 2013 Performance Plan was due. The relevant boxes have been left blank for later completion.

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

	Actual							Goal			
	2007	2008	2009	2010	2011	2012	2013	2014	2015		
Traffic fatalities	1,087	980	871	937	889	860	792	763	735		
Serious ("A") Injuries in traffic crashes	7,485	6,725	6,511	5,980	5,706	5,924	4,902	4,629	4,371		
Fatalities per 100 million VMT	1.04%	0.97%	0.91%	1.0%	.9%	.82%	.91%	.89%	.87%		
<i>Rural fatalities per 100 million VMT</i>	2.00	1.84	1.27	1.34	Pending	Pending	Pending	Pending	Pending		
<i>Urban fatalities per 100 million VMT</i>	0.61	0.56	.72	.78	Pending	Pending	Pending	Pending	Pending		
Unrestrained passenger vehicle occupant fatalities, all seat positions	278	276	228	236	215	199	183	178	174		
Fatalities in crashes involving a driver or motorcycle operator with a BAC of .08+	210	204	190	173	185	256	204	194	184		
Speeding-related fatalities	242	232	205	231	238	189	194	192	190		
Motorcyclist fatalities	120	125	103	125	109	128	106	105	104		
Unhelmeted motorcyclist fatalities	8	8	6	4	5	14	4	3	2		
Drivers age 20 or younger in fatal crashes	235	177	158	164	160	163	152	144	137		
Pedestrian fatalities	134	114	121	131	140	108	137	135	134		
Safety belt use (daytime, observed)	93.7%	97.2%	97.9%	95.2%	94.5%	97.0%	98.0%	98.0%	98.0%		
Safety belt citations issued during grant-funded enforcement activities (FY)	25,310	23,924	21,510	11,880	12,662	No Goals	No Goals	No Goals	No Goals		
Impaired driving arrests made during grant-funded enforcement activities (FY)	2,200	2,685	2,381	1,638	1,379	No Goals	No Goals	No Goals	No Goals		
Speeding citations issued during grant-funded enforcement activities (FY)	6,642	12,711	10,341	5,296	4,246	No Goals	No Goals	No Goals	No Goals		

- FARS data used for fatalities. Other data is from state database.
- Goals are not required for VMT death rate components.
- 2012 goals are published only to reflect the performance plan set for 2007-2012; new goals for 2013-2015 are based on the latest available data from 2007-2011.

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

<b>Performance Measure Identifier</b>	<b>Goal Statement*</b>
C-1	To decrease traffic fatalities 11 percent from the normalized 2013 value of 792 to 735 by December 31, 2015.
C-2	To decrease serious ("A") traffic injuries 17 percent from the normalized 2013 value of 4,902 to 4,371 by December 31, 2015.
C-3	To decrease fatalities/VMT 8 percent from the normalized 2013 value of .91 percent to .87 percent by December 31, 2015.
C-4	To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 7 percent from the normalized 2013 value of 183 to 174 by December 31, 2015.
C-5	To decrease alcohol impaired driving fatalities in which a driver has at least a .08 BAC 15 percent from the normalized 2013 value of 204 to 184 by December 31, 2015.
C-6	To reduce speeding-related fatalities 3 percent from the normalized 2013 value of 194 to 190 by December 31, 2015.
C-7	To reduce motorcyclist fatalities 3 percent at the normalized 2013 value of 106 to 104 by December 31, 2015.
C-8	To reduce un-helmeted motorcyclist fatalities 3 percent at the normalized 2013 value of 4 to 2 by December 31, 2015.
C-9	To reduce drivers age 20 or younger involved in fatal crashes 3 percent at normalized 2013 value of 152 to 137 by December 31, 2015.
C-10	To reduce pedestrian fatalities 3 percent from the normalized 2013 value of 137 to 134 by December 31, 2015.
B-1	To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 98 percent through December 31, 2015.

**Michigan Highway Safety Planning Goals 2013-2015**

\*The goals were established using a trend line-based estimate (based on 2007-2011 data) of 2012 counts. A specific percent reduction was applied to each crash category based on the identified trends.





Surveys were of 400 Michigan drivers. The four Traffic Safety Performance Measures survey questions on speed were not asked before being added to a 500-driver survey in 2009. Note that the safety belt use question appears twice. The first line is "always," the second is "usually." "Always" is double-filtered: drivers were first asked how often they wear their belts, and if they report "always," they were asked when they last failed to wear it; if that was any time in the past year, they were counted as "usually" rather than "always."

## Occupant Protection – FY 2013

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

<b>Task 1: Child Passenger Safety</b>	<b>\$717,000</b>
Section 2011 funds	\$717,000

### Statewide Child Passenger Safety (CPS) Program

Grant Development Plan form:	OP	
Benefit to Locals:	No	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	\$525,000	2011
Benefit to Locals:	Yes	
Grantee:	Marquette County Health Department	
Grant Amount, Funding Source:	\$184,000	2011
Grant Start-up:	October 1	

A regional approach will continue to be used for the CPS program, with the activities for the Upper Peninsula coordinated by a full-time employee at the Marquette County Health Department. OHSP will continue to provide overall planning and coordination support for the network in the Lower Peninsula, as well as statewide.

Funding pays for fitting stations, car seat clinics, child seat distribution, and training or recertifying child passenger safety technicians. The goal is to have at least one child passenger safety technician providing coverage in each of Michigan's 83 counties.

Funding will also support the expansion of the CPS technician and instructor program by expanding training to Head Start programs which will allow for greater distribution of car seats to low income families.

### Strengthening Child Passenger Safety Program Capacity in Minority Communities

Grant Development Plan form:	OP	
Benefit to Locals:	Yes	
Grantee:	Children's Hospital of Michigan-Detroit	
Grant Amount, Funding Source:	\$8,000	2011
Grant Start-up:	October 1	

Restraint use by children in diverse communities is significantly lower than the national average. State and local organizations need to effectively increase the public awareness about the importance of child restraint use in the African American and Hispanic communities. In addition, there is a need to increase the availability of certified child safety seat technicians within these communities. Funding will support training, education, and car seat distribution.

## Occupant Protection – FY 2013

<b>Task 2: Evaluation</b>	<b>\$294,000</b>
Section 402 funds	\$180,000
Section 2011 funds	\$114,000

### Direct Observation Surveys: Safety Belt Use

Grant Development Plan form:	OP	
Benefit to Locals:	No	
Grantee:	Wayne State University	
Grant Amount, Funding Source:	\$145,000	402
Grant Start-up:	October 1	

The annual post-Memorial Day and post-Labor Day surveys have tracked safety belt use since 1983. The survey results assist OHSP with developing safety belt enforcement plans and identifying the focus of media campaigns to support the mobilization.

Funding will support observation and analysis costs.

### Direct Observation Surveys: Child Passenger Safety Restraint Use and Misuse

Grant Development Plan form:	OP	
Benefit to Locals:	No	
Grantee:	Wayne State University	
Grant Amount, Funding Source:	\$114,000	2011
Grant Start-up:	October 1	

Child restraint use is measured biennially, as recommended by NHTSA's *Michigan Child Passenger Safety Assessment*. This survey combines observation of the use rate with inspections of proper child seat installation for children under eight years of age.

Funding will support the observation, interview, analysis, and inspection costs.

### Direct Observation Surveys: Motorcycle Helmet Use

Grant Development Plan form:	OP	
Benefit to Locals:	No	
Grantee:	Wayne State University	
Grant Amount, Funding Source:	\$35,000	402
Grant Start-up:	October 1	

Michigan became the 31<sup>st</sup> state to enact a modified motorcycle helmet use law on April 12, 2012. Riders age 20 and under are still required to wear an approved helmet. Riders age 21 and over may now choose to wear or not wear a helmet if certain training and insurance conditions are met.

Funding will support the study and analysis of Michigan's helmet use rate.

## Occupant Protection – FY 2013

<b>Task 3: Program Management</b>	<b>\$208,000</b>
Section 402 funds	\$208,000

### Program Management

Benefit to Locals:	No
Grantee:	OHSP-Program Management Section
Grant Amount, Funding Source:	\$208,000   402
Grant Start-up:	October 1

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

FY2013 - 1. Budget  
 Occupant Protection - PAP #1

Task Number	Task Title	402	405	408	410	2010	2011	OJDP	FMCSA	Local	TOTAL
OP-1	Child Passenger Safety (CPS)		\$0				\$717,000				\$717,000
OP-2	Evaluation	\$180,000					\$114,000			\$180,000	\$294,000
OP-3	Program Management	\$208,000									\$208,000
	<b>TOTALS</b>	\$388,000	\$0	\$0	\$0	\$0	\$831,000	\$0	\$0	\$180,000	\$1,219,000

## Impaired Driving Prevention – FY 2013

There were over 54,000 alcohol-impaired drivers involved in crashes from 2007-2011. Each year approximately 11,000 alcohol impaired drivers are involved in a fatality, injury, or property damage crash which could have potentially been avoided. These statistics do not take into account drug impaired driving crashes. Impaired driving crashes have remained a steady percentage of fatal crashes since the mid 1990s, both in Michigan and nationwide. The Office of Highway Safety Planning (OHSP) seeks to decrease the number of impaired drivers on the road in part by increasing the perceived risk of arrest and conviction.

*\*\*\*Please see the Police Traffic Services section for overtime enforcement\*\*\**

<b>Task 1: Enforcement Support</b>	<b>\$661,000</b>
Section 410 funds	\$661,000

### Impaired Driving Detection Training

Grant Development Plan form:	AL	
Benefit to Locals:	No	
Grantee:	Michigan State Police-Training Division	
Grant Amount, Funding Source:	\$445,000	410
Grant Start-up:	October 1	

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

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

### Drug Recognition Expert Training (DRE)

Grant Development Plan form:	AL	
Benefit to Locals:	No	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	\$80,000	410
Grant Start-up:	October 1	

Recent trends indicate a greater number of drivers are impaired as a result of drugs and or drug/alcohol combinations as well as other substances. As the number of drug-impaired drivers increases, so does the need for additional trained law enforcement personnel on the roads and in the court rooms. In October of 2010, Michigan became the 47<sup>th</sup> Drug Evaluation and Classification (DEC) Program State. Michigan now has a total of 33 certified DRE officers and nine DRE trained

## Impaired Driving Prevention – FY 2013

prosecutors in the state. A DRE school will be conducted in Michigan in FY 2013 along with one DRE instructor school and two DRE continuing education credit programs which are required in order for the current graduates to maintain certification.

Funding will support instructor costs, scheduling, facilities, materials, and programmatic/financial oversight.

### Michigan State Police Toxicology Lab Backlog Reduction

Grant Development Plan form:	AL	
Benefit to Locals:	Yes	
Grantee:	Michigan State Police-Forensic Science Division	
Grant Amount, Funding Source:	\$106,000	410
Grant Start-up:	October 1	

The Michigan State Police Toxicology Laboratory is the central resource for blood analysis for all law enforcement agencies in the event of an impaired driving crash. Since OHSP initiated funding of this project, there has been a reduction in the turnaround time for alcohol cases from a high of 37 days to the current FY 2011 level of 13 days. Although the number of days is still not back to the FY 2002 level of four days, it is moving in the right direction. The current drug analysis backlog is estimated at 89 days compared to 60 days in FY 2002, which is considerably reduced from an all time high of 120 days in previous years. Due to the implementation of stricter impaired driving statutes in Michigan such as the .08 BAC and *per se* law in 2003 and the new .17 BAC law in 2010, a senior toxicologist averages approximately 1,800 cases per year.

OHSP Funding will support the costs of one full-time toxicologist, while MSP will provide 75 percent matching funds to cover the remainder of Toxicology Lab costs once funded under this program. The 25 percent funding support from OHSP will continue through FY 14 at which time the Toxicology Lab will assume all costs for the program

### MADD (Mothers Against Drunk Driving)

Grant Development Plan form:	AL	
Benefit to Locals:	Yes	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	\$10,000	410
Grantee:	OHSP-PI&E	
Grant Amount, Funding Source:	\$20,000	410
Grant Start-up:	October 1	

MADD's current mission is "to stop drunk driving, support the victims of this violent crime, and prevent underage drinking." Working with OHSP, MADD will provide resources for Victim Impact Panels across the state; re-invigorate the *SALUTE* law enforcement program that encourages police agencies to prioritize impaired driving



## Impaired Driving Prevention – FY 2013

arrests, and to provide impaired driving recognition awards for prosecutors and law enforcement officers. Funding will support the development and distribution of public information and education materials, a law enforcement awards program, and scholarships to the Michigan Traffic Safety Summit.

<b>Task 2: Adjudication</b>	<b>\$1,140,000</b>
Section 410 funds	\$1,140,000

### Traffic Safety Resource Prosecutor (TSRP)

Grant Development Plan form:	AL	
Benefit to Locals:	Yes	
Grantee:	Prosecuting Attorneys Association of Michigan	
Grant Amount, Funding Source:	\$300,000	410
Grant Start-up:	October 1	

Effective prosecution is an essential component for deterring impaired driving in Michigan. If prosecutors do not have specialized training in the prosecution of impaired drivers, they will be unprepared for the complexities of impaired driving case law and court practices. OHSP has supported a TSRP since 2000 which is now a nationwide best practice.

The TSRP provides training to law enforcement agencies and county prosecutors' offices on impaired driving, court testimony, crash reconstruction, presentation skills, and other topics of value to prosecuting attorneys. Funding will support a full-time TSRP and an assistant, as well as related expenses for training prosecutors and law enforcement.

### Judicial Outreach Liaison (JOL)

Grant Development Plan form:	AL	
Benefit to Locals:	Yes	
Grantee:	Michigan Judicial Institute	
Grant Amount, Funding Source:	\$60,000	410
Grant Start-up:	October 1	

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

The JOL works to unite the outreach efforts of the National Highway Transportation Safety Administration (NHTSA) and the American Bar Association Judicial Division, targeting different regions of the country to educate and mobilize support for traffic safety activities. The JOL will work to improve community outreach, provide quality education and promote confidence and trust in the judiciary. This national template

## Impaired Driving Prevention – FY 2013

will be utilized to support a JOL program in Michigan, which will be run in a similar fashion to the TSRP program. Michigan's JOL program will be coordinated through the Michigan Judicial Institute (MJl), which is a training division of the State Court Administrative Office of the Michigan Supreme Court.

Funding will support one part-time position for this two year pilot program.

### Adjudication Training

Grant Development Plan form:	AL	
Benefit to Locals:	Yes	
Grantee:	Michigan Judicial Institute	
Grant Amount, Funding Source:	\$30,000	410
Grant Start-up:	October 1	

After an impaired driving arrest, the process for the offender's journey through the adjudication system begins. Judges, magistrates, judicial staff, probation officers, and other criminal justice officials come into contact with the impaired offender. Continuous updated training for these officials is imperative to ensure the comprehension of various impaired driving and underage drinking laws, court procedures, and knowledge of sentencing and treatment options.

Funding will support the training efforts for criminal justice officials provided by MJl.

### Sobriety Court Enhancement

Grant Development Plan form:	AL	
Benefit to Locals:	Yes	
Grantee:	State Court Administrative Office	
Grant Amount, Funding Source:	\$750,000	410
Grant Start-up:	October 1	

Drug and alcohol-impaired driving courts consistently reduce recidivism among offenders who complete the specialty court program. Michigan's sobriety courts are running at capacity and are unable to expand to meet the full demand for services. The recidivism rate for participants is 29 percent as compared to 48.5 percent for non-participants.

Funding will be provided for additional specialty courts to initiate sobriety court operations in FY 2013. Support will include funding for probation officers, overtime, drug testing, and transportation.

## Impaired Driving Prevention – FY 2013

<b>Task 3: Reducing Underage Drinking</b>	<b>\$55,000</b>
OJJDP funds	\$55,000

### **Innovative Training for Law Enforcement**

Grant Development Plan form:	AL	
Benefit to Locals:	No	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	\$55,000	OJJDP funds
Grant Start-up:	October 1	

As technology changes, so do the means of locating and dispersing underage drinking events, from underground “raves” to “field parties” where word of mouth spreads through text messages and social media invitations from sites such as Facebook and MySpace. Officers will be trained on modern social media and communication networks, accessing internet sites for intelligence gathering, and related legal issues.

<b>Task 4: Evaluation</b>	<b>\$25,000</b>
Section 410 funds	\$25,000

### **Alcohol Assessment**

Grant Development Plan form:	AL	
Benefit to Locals:	No	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	\$25,000	410
Grant Start-up:	October 1	

Evaluation of traffic safety programs is a required and critical component to determine the successfulness of the efforts. Michigan has made great progress in recent years in the reduction of impaired driving fatalities and injuries; however, an updated look at the program is necessary to assist in determining future direction.

OHSP will partner with NHTSA to select leaders from across the country to serve on an alcohol assessment panel. OHSP will provide leadership and coordination in working with the assessment panel, the assessment facility, scheduling assessment presentations, and developing the assessment binder of Michigan’s impaired driving program information.

Following the assessment, OHSP will work with the impaired driving network to develop a current strategic plan based on the assessment recommendations.

## Impaired Driving Prevention – FY 2013

<b>Task 5: Program Management</b>	<b>\$382,000</b>
Section 402 funds	\$382,000

### Program Management

Benefit to Locals:	No	
Grantee:	OHSP-Program Management Section	
Grant Amount, Funding Source:	\$382,000	402
Grant Start-up:	October 1	

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

FY2013 - . . . Budget  
 Impaired Driving - PAP #2

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	General Fund	FMSCA	Local	TOTAL
AL-1	Enforcement Support				\$661,000							\$661,000
AL-2	Adjudication				\$1,140,000							\$1,140,000
AL-3	Reducing Underage Drinking							\$55,000				\$55,000
AL-4	Evaluation				\$25,000							\$25,000
AL-5	Program Management	\$382,000										\$382,000
	<b>TOTALS</b>	\$382,000	\$0	\$0	\$1,826,000	\$0	\$0	\$55,000	\$0	\$0	\$0	\$2,263,000

## Police Traffic Services – FY 2013

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

<b>Task 1: Traffic Enforcement</b>	<b>\$4,250,000</b>
Section 402 funds	\$3,550,000
Section 410 funds	\$700,000

### Overtime Traffic Enforcement

Grant Development Plan form:	PTS	
Benefit to Locals:	Yes	
Grantee:	County and local law enforcement	
Grant Amount, Funding Source:	\$ 3,094,000	402
Benefit to Locals:	Yes	
Grantee:	Michigan State Police-MCTSI	
Grant Amount, Funding Source:	\$456,000	402
Grant Amount, Funding Source:	\$700,000	410
Grant Start-up:	October 1	

High-visibility enforcement increases compliance with traffic laws. The credible threat of a citation or arrest reduces traffic violations, crashes, fatalities, and injuries. OHSP will fund cooperative overtime enforcement in 26 counties focusing on impaired driving and seat belt compliance particularly during statewide mobilizations and crackdowns. Enforcement will focus on peak crash times.

High visibility enforcement will continue in eight counties with an increased emphasis on impaired driving enforcement during the summer months. Reflective “drunk driving enforcement area” signs will be posted along enforcement corridors identified by the crash data as problematic for impaired driving. Please see the attached Traffic Enforcement Plan for further enforcement details.

<b>Task 2: Enforcement Support</b>	<b>\$175,000</b>
Section 402 funds	\$175,000

### Michigan Association of Chiefs of Police (MACP) Awards

Grant Development Plan form:	PTS	
Benefit to Locals:	Yes	
Grantee:	Local and county law enforcement	
Grant Amount, Funding Source:	\$50,000	402
Grant Start-up:	October 1	

Recognition of accomplishments for traffic safety encourage agencies to not only continue to make traffic safety a local priority, but to bolster the quantity and quality

## Police Traffic Services – FY 2013

of enforcement efforts, adopt effective traffic safety policies, increase training, and improve public information and education efforts in the community. MACP hosts a Traffic Safety Awards Program each year as part of their winter training conference. The MACP Traffic Safety Committee will develop an award selection criterion that includes identifying a problem, enforcement strategies deployed to address the problem, public information, and other key elements. Michigan AAA will fund the purchase of award plaques and OHSP will offer grant awards to the winning agencies. The award recipients are recognized during the awards banquet at the winter training conference.

### Traffic Safety Champion Program

Grant Development Plan form:	PTS	
Benefit to Locals:	No	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	\$125,000	402
Grant Start-up:	October 1	

Grant-funded agencies participate in specified enforcement periods, but there are hundreds of Michigan law enforcement agencies that are not grantees. A small number of those agencies participate in stepped-up enforcement because they are already enthusiastic about traffic enforcement, but there is no incentive to report activity to OHSP. To create such an incentive and encourage more law enforcement agencies to promote and enforce Michigan's safety belt laws during the Memorial Day enforcement period, a Traffic Safety Champion program will be implemented.

<b>Task 3: Education and Communication</b>	<b>\$1,825,000</b>
Section 402 funds	\$75,000
Section 405 funds-Paid Media	\$1,000,000
Section 410 funds-Paid Media	\$750,000

### Mobilization Paid Advertising

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

Special traffic enforcement programs have a far greater likelihood of success when combined with a strong publicity component. As safety belt use increases, the need for paid advertising surrounding statewide enforcement periods becomes even greater because it is more difficult and challenging to reach those motorists who are failing to buckle up. Further, it is imperative that a strong enforcement and penalty message is conveyed to motorists most likely to drive impaired in order to persuade the target audience to make safe and responsible choices.

## Police Traffic Services – FY 2013

The target audience in both instances is young men. Since young men typically are not engaged in either reading the news or watching it on television, advertising becomes the prime means for conveying information regarding special traffic enforcement efforts. Funding will cover paid advertising costs during the specified mobilization.

### Mobilization Message Development

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

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

Funding will support the development of new creative themes for seat belt enforcement advertising.

<b>Task 4: Evaluation</b>	<b>\$175,000</b>
Section 402 funds	\$175,000

### Telephone Surveys

Grant Development Plan form:	PTS	
Benefit to Locals:	No	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	\$125,000	402
Grant Start-up:	October 1	

Michigan has one of the best crash data reporting systems in the United States, but program planning for each new grant cycle based solely on crash data is using the rear-view mirror versus the windshield view approach. Fiscal year 2013 planning begins with the 2010 crash data, because the 2011 crash data is typically not available until later in the planning cycle. Formal evaluation studies cannot be utilized for the current year as the publication is often not ready for disbursement until after the current program grant cycle is finished. An alternate method of research is needed to assist in the planning process for the new fiscal grant year.

Telephone surveys give OHSP immediate feedback on how drivers perceive and react to programs. Surveys allow OHSP to make adjustments mid-stream and develop plans based on current-year data. Surveys are also used to identify the need and effectiveness of other public awareness programs, including high visibility enforcement, graduated driver license education, distracted driving, and motorcycle safety.



## Police Traffic Services – FY 2013

### Performance Standards Recommendation Study

Grant Development Plan form:	PTS	
Benefit to Locals:	Yes	
Grantee:	Western Michigan University	
Grant Amount, Funding Source:	\$50,000	402
Grant Start-up:	October 1	

OHSP has reviewed information from other states across the country on how each evaluates grant-funded traffic enforcement activity. There is little consistency with regard to how performance is measured or what the specific performance standards should be.

This project will determine (1) appropriate productivity standard(s) for both mobile patrols and static (zone) enforcement methodologies, (2) productivity levels of law enforcement agencies receiving federal grant funds to conduct traffic enforcement, and (3) rankings of agency performance, taking into consideration a variety of variables. These variables can be utilized to determine which agencies provide the best return on investment when making annual determinations on grant funding awards for traffic enforcement efforts.

<b>Task 5: Ticketing Aggressive Cars and Trucks</b>	<b>\$TBD</b>
Section FMCSA funds	\$TBD
Section Truck Safety funds	\$TBD

### Targeting Aggressive Cars and Trucks (TACT) Implementation Grant

Grant Development Plan form:	New	
Benefit to Locals:	Yes	
Grantee:	State, County, and local law enforcement	
Benefit to Locals:	No	
Grantee:	UMTRI	
Grant Amount, Funding Source:	\$TBD	FMCSA
Grant Amount, Funding Source:	\$TBD	Truck Safety Fund
Grant Start-up:	Oct 1	

Research consistently shows that in about 60 to 70 percent of fatal truck and light-vehicle collisions, unsafe actions of the passenger car driver preceded the crash. These actions often include aggressive driving behavior such as unsafe lane changes, tailgating, failing to signal lane changes, failing to yield right of way, speeding, and combinations of these behaviors.

This task will provide the funding necessary to implement a TACT program in Michigan. State, county, and local law enforcement will work together to help reduce fatalities and serious injuries in commercial vehicle-involved crashes in high crash locations. A media campaign will be developed to educate the public about unsafe driving behaviors around trucks. An evaluation component will be conducted to determine the effectiveness of the program.

## Police Traffic Services – FY 2013

<b>Task 6: Program Management</b>	<b>\$1,318,000</b>
Section 402 funds	\$1,318,000

### Program Management

Benefit to Locals:	No	
Grantee:	OHSP-Program Management Section	
Grant Amount, Funding Source:	\$1,318,000	402
Grant Start-up:	October 1	

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

FY2013 Budget  
Police Traffic Services - PAP #3

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	FMSCA	General Fund	Local	TOTAL
PT-1	Traffic Enforcement	\$3,550,000			\$700,000						\$3,550,000	\$4,250,000
PT-2	Enforcement Support	\$175,000									\$50,000	\$175,000
PT-3	Education and Communication	\$75,000									\$0	\$75,000
PT-3 PM	Education and Communication--Paid Media		\$1,000,000		\$750,000						\$0	\$1,750,000
PT-4	Evaluation	\$175,000									\$50,000	\$175,000
PT-5	TACT										TBD	
PT-6	Program Management	\$1,318,000									\$0	\$1,318,000
	TOTALS	\$5,293,000	\$1,000,000	\$0	\$1,450,000	\$0	\$0	\$0	\$0	\$0	\$3,650,000	\$7,743,000

# **FY 2013 Traffic Enforcement Plan**



**August 2013**

## **BACKGROUND**

Ongoing enforcement programs to reduce fatal crashes and increase seat belt use have proven successful in Michigan. Alcohol- and drug-involved fatalities have seen a steady decline in the past five years from 440 in 2006 to 319 in 2011, a 27 percent reduction according to Fatality Analysis Reporting System (FARS) data. A University of Michigan Transportation Research Institute (UMTRI) study shows this reduction has saved taxpayers more than \$520.3 million dollars.

In 2011, Michigan had a seat belt use rate of 94.5 percent. Restraint use in fatal crashes has increased 3 percent (FARS data) as the overall observed restraint use over the past three years has declined 3 percent.

To continue positive progress, an emphasis on impaired driving and seat belt use remains the most promising means to reduce traffic deaths and injuries. According to the World Health Organization, seat belts are the most effective means to reduce injury severity and death in the event of a crash, reducing the likelihood of fatal injuries by 47 percent. Increasing seat belt use will substantially improve crash survivability, reduce injuries, and dramatically reduce societal economic costs.

The key to success for impaired driving and seat belt programs is high visibility enforcement. Educational messages, when coupled with periodic, high visibility enforcement, bring about meaningful and lasting behavior change. The primary offenders continue to be men ages 18 to 32, which research shows are less likely to wear seat belts and more likely to drive impaired.

The National Highway Traffic Safety Administration has developed a model for conducting high visibility enforcement campaigns, combining evaluation, earned media, paid media, and enforcement. OHSP adopted this model as the basis for its enforcement campaign strategy.

## **GOALS**

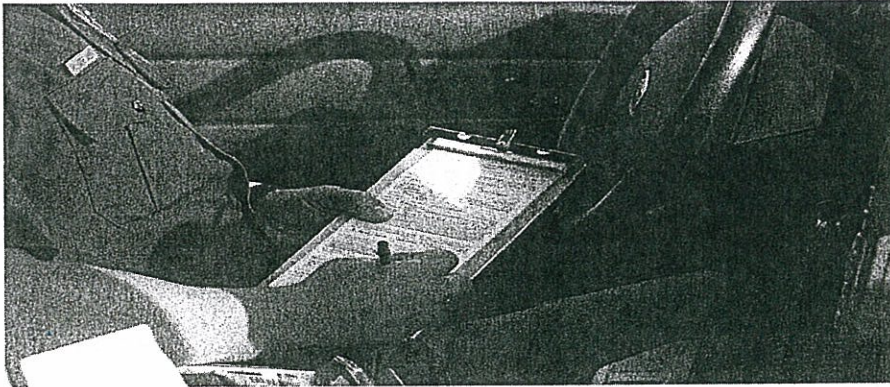
- Increase statewide observed seat belt use rate to 98 percent through September 30, 2013.
- Reduce the number of fatalities and incapacitating injuries to unrestrained vehicle occupants by 32 from 1,575 in 2011 to 1,543 through September 30, 2013.
- Reduce the number of fatalities and incapacitating injuries coded as Had-Been-Drinking by 212 from 1,253 in 2011 to 1,041 through September 30, 2013.

## **SEAT BELT AND IMPAIRED DRIVING ENFORCEMENT**

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

OHSP-awarded traffic enforcement grants are "cooperative" in nature. A lead agency is identified in the selected county and invites other local law enforcement agencies to participate in the grant. The numbers of agencies in a county-cooperative grant ranges from one to thirteen. The Michigan State Police (MSP) also participate but to streamline

the process, the MSP has a separate grant that provides overtime funding to the Post in each of the identified counties.



### Overtime Patrols

A review of 2007-2011 ranking based on averages of HBD KA's and unrestrained KA's was used to identify where grant-funded overtime has the best potential to impact traffic crashes. Based on this analysis, the overtime enforcement plan will include participation in the following enforcement periods:

#### Mandatory enforcement periods:

- March 13 – April 8, 2013 – impaired driving
- May 20 – June 2, 2013 – daytime safety belt
- July 1 – July 7, 2013 – impaired driving
- August 16 - September 3, 2013—impaired driving and safety belt

#### Optional enforcement periods:

- October 25 – November 1, 2012 – impaired driving
- November 21 – November 25, 2012 – impaired driving
- December 27, 2012 – January 1, 2013 – impaired driving
- February 1 – February 3, 2013 – impaired driving

In addition to the enforcement periods above, safety belt and impaired driving enforcement will be allowed over the summer from June 6 through September 28.

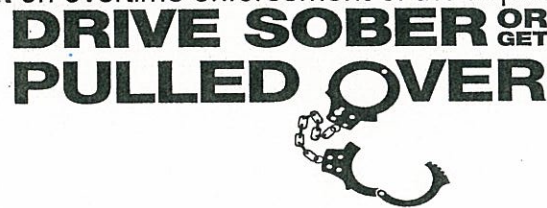
More than 150 state, county and local law enforcement agencies in 26 counties will work together to enforce traffic safety laws, reaching up to 79 percent of the state's population. Twenty counties in the Central/Lower Peninsula, two counties in Northern Lower Michigan and four counties in the Upper Peninsula with the highest rankings were identified (see map).

During the dedicated **Click It or Ticket** enforcement period over Memorial Day, grant-funded seat belt enforcement zones will take place in high-traffic or high-crash areas. Portable signs will mark the entry into an enforcement zone where a law enforcement officer will serve as a spotter to identify unbelted drivers, conveying that information to several marked patrol vehicles that stop drivers and issue citations.



In addition, at least one seat belt enforcement zone will also be conducted each week of the Labor Day drunk driving crackdown. It is estimated that \$1.25 million will be expended for overtime enforcement of the seat belt law during the enforcement periods.

During the impaired driving enforcement periods, overtime impaired driving enforcement will occur as officers work saturation patrols. Saturation patrols are concentrated enforcement patrols in select high-crash areas where drivers are observed committing a moving violation and then stopped and screened for possible alcohol violations. It is estimated \$3 million will be spent on overtime enforcement of the impaired driving laws



during the enforcement periods.

#### Earned Media

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

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

#### Paid Advertising

Paid advertising allows the state to create messages and target them where they stand to have the greatest influence for behavior change.

Advertising is developed with specific enforcement-themed messages directed toward young men and then placed on programs and stations, including the internet and websites most likely to reach this group during the summer mobilizations.

A strong emphasis will be placed on reach and frequency during concentrated two-week periods. Ads for the summer enforcement periods will play a week before enforcement and into the first week of enforcement. It is estimated \$1.75 million will be spent on paid advertising to support the summer enforcement periods.

#### Non-grant Funded Enforcement

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

A Traffic Safety Champion program to increase safety belt enforcement and community outreach activity, and reporting the results to OHSP, will be pilot-tested during the Memorial Day enforcement period. In general, agencies will promote seat belt use in the community during the national Click it or Ticket mobilization, May 20 - June 2, 2013.

They will keep track of regularly-scheduled seat belt enforcement and community outreach efforts during the mobilization. They will report activity to OHSP no later than June 7, 2013 via a Google Survey. Overtime activity funded by OHSP will not be eligible.

### Evaluation

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

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

### **HIGH VISIBILITY IMPAIRED DRIVING ENFORCEMENT (HVE)**

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

This strategy for impaired driving enforcement has worked to reduce alcohol involvement in crashes. A review of the rankings of alcohol-involved fatal and serious injuries in crashes in two of the counties that conducted HVE in 2010 demonstrates remarkable results. Kalamazoo County was ranked 6 when the 2004-2008 data was reviewed. When the 2005-2010 data was reviewed, Kalamazoo County ranked 16. Ottawa County was ranked 13 and fell to 18 when the 2005-2010 data was reviewed. These positive results supported continuation of the program in 2013.

Eight counties will continue to participate in HVE enforcement. They include Kalamazoo, Kent, Muskegon, Oakland, Ottawa, Saginaw, Washtenaw and Wayne.

### **LAW ENFORCEMENT TRAINING**

Training enables law enforcement officers to be aware of and understand current issues to successfully address traffic safety priorities.

The information provided can increase the knowledge and skills of officers who use traffic enforcement as a means to reduce crime, traffic deaths and injuries.

The following training courses will be offered to assist officers with detecting drunk/drugged drivers:



- Officers working grant-funded impaired driving overtime enforcement are required to have completed the NHTSA-approved Standardized Field Sobriety Testing (SFST) training. In addition, a refresher course for SFST training has been developed. It is recommended that officers who were certified prior to 2009 attend a four-hour refresher no later than September 30, 2013. SFST training classes will be scheduled throughout the year.
- Advanced Roadside Impaired Driving Enforcement (ARIDE) training will be offered to address the gap between SFST and the Drug Recognition and Evaluation (DRE) program.
- Drug Recognition Expert (DRE) training will be scheduled.
- "Prosecuting the Drugged Driver" and "Cops in Court" training will be provided by the Prosecuting Attorney's Association of Michigan for law enforcement officers.

### **MACP AWARD FOR EXCELLENCE IN TRAFFIC SAFETY**

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

Up to \$50,000 in grants will be awarded for equipment or overtime for traffic enforcement. AAA Michigan will present each finalist agency with a personalized plaque. Awards will be presented at the MACP mid-winter training conference in February 2013.

Eligible equipment to purchase with grant funds will include:

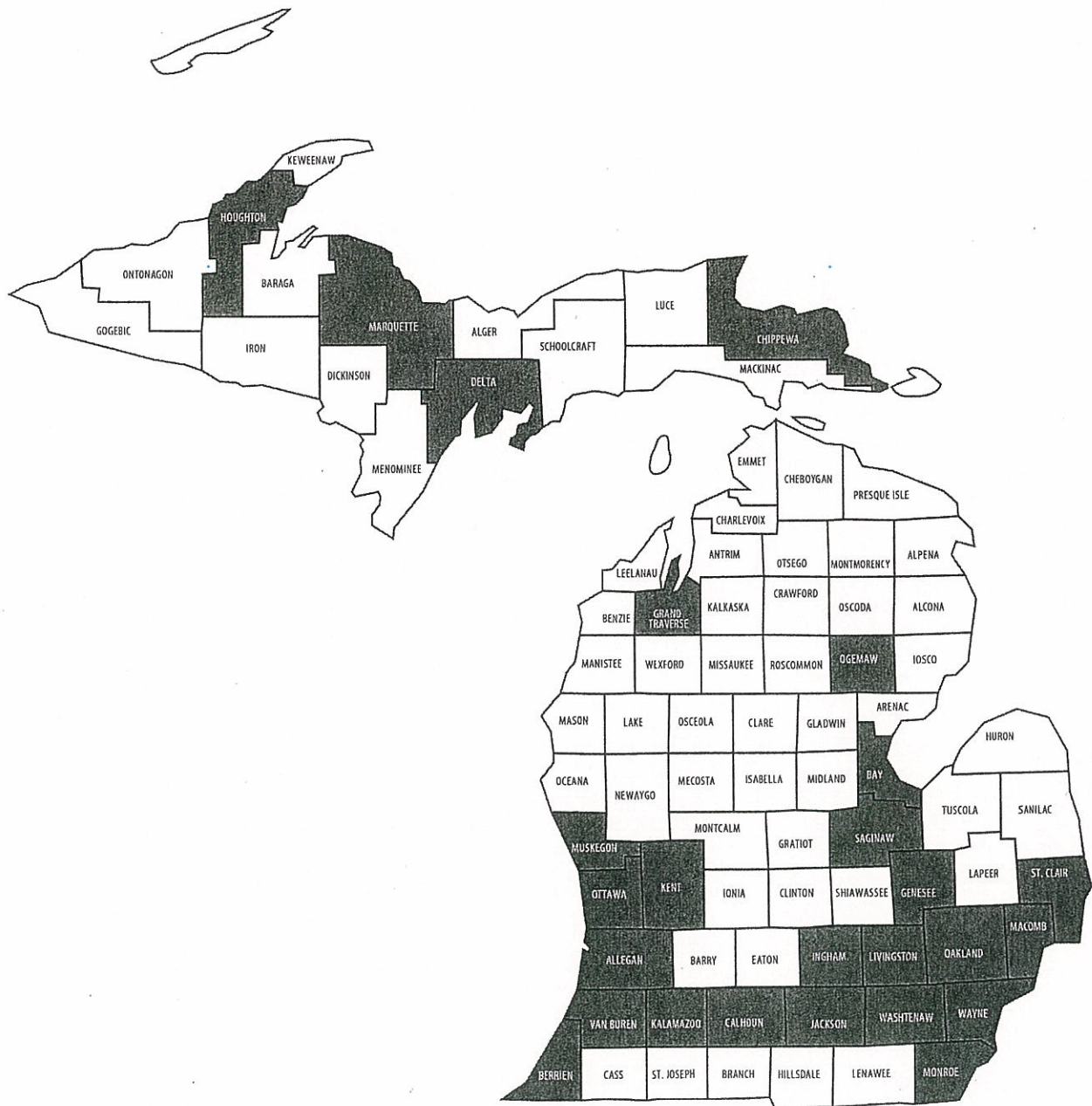
- a. Patrol vehicle (motorcycle, car, sport utility vehicle)
- b. Speed Trailer
- c. Portable electronic message board
- d. Total Station (or accessories)
- e. Operator license scanner and supplies
- f. In-car camera
- g. Radar
- h. Laser
- i. Crash Data Retrieval system (black box reader)
- j. Vehicle light bar
- k. Preliminary Breath Test (PBT) instrument and mouthpieces
- l. Reflective light kit
- m. Reflective traffic stick
- n. Stop stick
- o. Video microphones
- p. Traffic counter
- q. Traffic control signs (for direction control at crash)
- r. Reflective traffic vest and/or rain coat



- s. Traffic crash software
- t. Passive alcohol sensor
- u. Fatal vision goggles
- v. Safety belt enforcement zone or drunk driving enforcement area road signs

**Items that will not be approved include such things as repairs, extended warranties, car radios, tasers, etc.** These items will not be reimbursed.

# Proposed locations for FY13 Traffic Enforcement



## Pedestrians and Bicycles – FY 2013

Pedestrians and bicyclists represented over 4,200 crashes in Michigan in 2011. Seventeen percent of the crashes involved fatalities and serious injuries. They have almost no protection in the event of a crash, while sharing the roadway with multi-ton vehicles that are not always looking for them.

<b>Task 1: Education and Communication</b>	<b>\$0</b>
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### Pedestrians and Bicycles

Grant Development Plan form:	PS
Grantee:	None
Grant Amount, Funding Source:	\$0
Grant Start-up:	October 1

OHSP staff will work with pedestrian and bicycle partners to provide support in this program area by monitoring crash and fatality data and through participation in meetings and distribution of public information materials upon request.

FY2013 - 1<sup>st</sup> Budget  
 Pedestrians and Bicycles - PAP #4

Task Number	Task Title	402	405	408	410	2010	2011	FMSCA	OJJDP	General Fund	Local	TOTAL
PS-1	Education and Communication	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTALS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

## Traffic Records – FY 2013

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

<b>Task 1: Enforcement Support</b>	<b>\$771,000</b>
Section 408 funds	\$712,000
Section 403 funds	\$49,000
Section 402 funds	\$10,000

### Traffic Crash Reporting System (TCRS) Modernization and Michigan Traffic Crash Report (UD-10) Revision

Grant Development Plan form:	TR	
Benefit to Locals:	No	
Grantee:	TBD	
Grant Amount, Funding Source:	\$678,000	408
Grant Start-up:	October 1	

The TCRS is a client/server application written in a technology that will soon be out-of-date. As a result, the application needs to be upgraded to an enterprise approved/supported technology. In addition, the current UD-10 is in need of updating as new crash data elements are identified and in need of being tracked.

Funding for this project will enhance the availability, timeliness, and use of traffic crash records systems, which in turn assists with improved research studies and traffic crash data evaluations. It will also update the UD-10 to comply more closely with the national Model Minimum Uniform Crash Criteria compliance standards by increasing the number of data elements collected to a minimum of 80 percent and by increasing the number of attributes collected to a minimum of 70 percent.

### Traffic Records Data Linkage

Grant Development Plan form:	TR	
Benefit to Locals:	No	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	\$34,000	408
Grant Start-up:	October 1	

Currently there is not a system or process by which users of multiple databases (such as Crash Data, Judicial Warehouse Data, Emergency Medical Services Data, Driver Records, Vehicle Records, etc.) can link to each other for conducting in-depth data analysis for planning and evaluating traffic safety initiatives. In FY 2012 a data linkage project began and a consultant was hired to create a comprehensive technical road map to outline how to link the differing databases for multi-user groups. Funding will be used to continue with the current consultant and the on-going road map development.

## Traffic Records – FY 2013

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

Grant Development Plan form:	TR	
Benefit to Locals:	No	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	\$3,000	403
	\$10,000	402
Grantee:	Univ. of MI Transportation Research Institute	
Grant Amount, Funding Source:	\$46,000	403
Grant Start-up:	October 1	

OHSP was awarded a National Highway Traffic Safety Administration grant to implement a DDACTS Teen Seat Belt Use project in Macomb County, Michigan. Funding will support the costs to complete the project as well as travel for the final briefing with federal NHTSA staff.

In addition, OHSP will host a DDACTS Implementation Workshop for Michigan law enforcement agencies interested in implementing DDACTS in their jurisdictions. Funding will pay for the workshop expenses.

<b>Task 2: Education and Communication</b>	<b>\$252,000</b>
Section 402 funds	\$252,000

### Michigan Traffic Crash Facts

Grant Development Plan form:	TR	
Benefit to Locals:	Yes	
Grantee:	Univ. of MI Transportation Research Institute	
Grant Amount, Funding Source:	\$252,000	402
Grant Start-up:	October 1	

The University of Michigan Transportation Research Institute (UMTRI) currently manages public traffic records data essential to the traffic safety community in order to identify and plan for traffic safety initiatives. The data is easily accessible on the internet through the website: [www.michigantrafficcrashfacts.org](http://www.michigantrafficcrashfacts.org).

Funding will continue to support this operation along with possible enhancements and improvements to the site. In addition, funding will support ad hoc data queries and analysis as needed throughout the fiscal year.

## Traffic Records – FY 2013

<b>Task 3: Program Management</b>	<b>\$210,000</b>
Section 402 funds	\$210,000

### Program Management

Benefit to Locals:	No
Grantee:	OHSP-Program Management Section
Grant Amount, Funding Source:	\$210,000   402
Grant Start-up:	October 1

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



FY2013 - Revenue Budget  
Traffic Records - PAP #5

Task Number	Task Title	402	403	405	408	410	2010	2011	O.JJDP	FMSCA	General Fund	Local	TOTAL
TR-1	Enforcement Support	\$10,000	\$49,000		\$712,000							\$0	\$771,000
TR-2	Education and Communication	\$252,000										\$252,000	\$252,000
TR-3	Program Management	\$210,000											\$210,000
	TOTALS	\$472,000	\$49,000	\$0	\$712,000	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$1,233,000

## Community Traffic Safety – FY 2013

The Office of Highway Safety (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.

<b>Task 1: Education and Communication</b>	<b>\$503,000</b>
Section 402 funds	\$450,000
Section 402 funds-Paid Media	\$53,000

### In-House Public Information and Education

Grant Development Plan form:	CTS (PI&E)	
Benefit to Locals:	No	
Grantee:	OHSP-PI&E	
Grant Amount, Funding Source:	\$220,000	402
Grant Start-up:	October 1	

OHSP is involved in a variety of public information campaigns and activities, all designed to promote traffic safety, safety belt use, and sober driving. As a result, a variety of public information needs arise throughout the year to support communication efforts, campaigns, and media activities. This can range from ordering additional public information materials, developing new materials to fill voids, replacing outdated items, or communicating information through newsletters and other means.

OHSP also maintains a traffic safety materials catalog and updates this catalog regularly to provide the most current traffic safety information to the public.

Funding supports materials for law enforcement training, emergency medical services, the *Strive for a Safer Drive* teen program, and the *Operation SABRE* enforcement and public information project in the Upper Peninsula as well as additional traffic safety materials. Funding also allows OHSP to track its media efforts by the amount of news coverage on various initiatives. This information is required by the National Highway Safety Traffic Administration (NHTSA) for reporting media activity during the safety belt and impaired driving enforcement periods.

### Materials Storage and Distribution

Grant Development Plan form:	CTS (PI&E)	
Benefit to Locals:	No	
Grantee:	Michigan State Police	
Grant Amount, Funding Source:	\$170,000	402
Grant Start-up:	October 1	

Funding a storage and distribution center for materials allows OHSP to promote traffic safety and the compliance of traffic safety laws through the distribution of posters, flyers, bulletins, and brochures. Residents, organizations, and businesses are able to place orders for materials as needed. This provides opportunities to enhance local education

## Community Traffic Safety – FY 2013

efforts for preventing serious injuries and deaths due to traffic-related incidents. It also allows OHSP to support NHTSA-required seat belt and impaired driving enforcement periods such as *Click It or Ticket* and *Drive Sober or Get Pulled Over*. A majority of shipments are made to law enforcement and other traffic safety partners to help support these grant-funded enforcement efforts.

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

### Communications Strategic Counsel

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

At times there is a need to utilize OHSP's creative and advertising contractor for strategic counsel on issues which the office cannot anticipate and plan for in advance. Without access to this resource, OHSP may not be able to adequately assess and react to new challenges, situations, and opportunities. The contractor will also be able to provide much needed experience and expertise with social media tools to develop and launch applications to support traffic safety programs.

Funding will allow OHSP to access this service quickly and efficiently on a special need basis.

### Upper Peninsula Winter Driving

Grant Development Plan form:	CTS (PI&E)	
Benefit to Locals:	No	
Grantee:	OHSP-PI&E	
Grant Amount, Funding Source:	\$53,000	402-Paid Media
Grant Start-up:	October 1	

During winter, severe road conditions and limited visibility make driving in the Upper Peninsula extremely hazardous. Motorists need to be reminded about safe winter driving behaviors in the weeks preceding and following the first snowfall of the season.

Funding will support a winter driving paid advertising effort. Filming for this ad campaign took place in the winter of 2011/12.

## Community Traffic Safety – FY 2013

### New Legislation Publicity

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

Education about the state's traffic laws is vital for increasing public compliance. The legislature addresses traffic safety in each session and, and from time to time, this will result in legislation about which the public will need information. Which bills will be enacted into law in a given year is not predictable, only that there will most likely be some kind of legislative changes that will impact traffic safety on Michigan roadways.

Funding will allow OHSP to provide information about new laws or changes in current laws to the appropriate audience in a timely manner.

<b>Task 2: Program Management</b>	<b>\$105,000</b>
Section 402 funds	\$105,000

### Program Management

Benefit to Locals:	No	
Grantee:	OHSP-Program Management Section	
Grant Amount, Funding Source:	\$105,000	402
Grant Start-up:	October 1	

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

The detailed budget for the FY 2013 grant follows:

### FY 2013 Program Management – Budget

- Salaries (\$1,085,107)
- E-Grants (\$70,000)
- Supplies (\$22,000)
- Vehicle Operations (\$20,000)
- Team Travel (\$24,000)
- Staff Training (\$5,000)
- Membership Dues (\$2,000)
- Office of Juvenile Justice and Delinquency Prevention Operating Costs (\$353)
- Indirect Costs (\$269,727)
- Traffic Safety Committee Meeting Costs (\$4,000)
- Fringes (\$775,074)
- Postage (\$2,000)
- Office Equipment Leasing (\$3,000)
- Non-OHSP Travel (\$5,000)
- Office Equipment (\$8,000)
- Orientation Meeting Costs (\$4,000)
- Support of Traffic Safety Summit (\$62,000)

FY2013 - Final Budget  
 Community Traffic Safety - PAP #6

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	General Fund	FMSCA	Local	TOTAL
CP-1	Education and Communication	\$450,000										\$450,000
CP-1 PM	Education and Communication-Paid Media	\$53,000										\$53,000
CP-2	Program Management	\$105,000										\$105,000
	TOTALS	\$608,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$608,000

## Driver Education – FY 2013

Driver education involves improving driver behavior directly by teaching better skills, improving safety awareness, and motivating individuals to drive safely. Younger drivers are learning the needed skills for the very first time. Senior drivers are often at greater risk due to increased susceptibility to injuries and medical complications in crashes.

<b>Task 1: Education and Communication</b>	<b>\$145,000</b>
Section 402 funds	\$145,000

### Strive For a Safer Drive (S4SD)

Grant Development Plan form:	DE	
Benefit to Locals:	Yes	
Grantee:	Michigan State University	
Grant Amount, Funding Source:	\$85,000	402
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	\$10,000	402
Grant Start-up:	October 1	

The Office of Highway Safety Planning (OHSP) will partner with AAA and Ford Motor Company to continue the school-based teen traffic safety program aimed at reducing teen traffic crashes and fatalities. High schools in the state's top fifteen counties for teen traffic crashes and fatalities will have the opportunity to receive grant funding from AAA to develop teen, peer-to-peer traffic safety campaigns. Schools determined to have the best campaign will be awarded the opportunity to attend a Ford Motor Company funded, *Driving Skills for Life, Ride and Drive* event. OHSP will provide funding for management of the daily program operation. For the 2013 school year, the program will be expanded to include 50 schools in Michigan.

### Distracted Driving Presentation

Grant Development Plan form:	DE	
Benefit to Locals:	Yes	
Grantee:	OHSP-PI&E	
Grant Amount, Funding Source:	\$25,000	402
Grant Start-up:	October 1	

The Traffic Improvement Association (TIA) of Oakland County worked with the Michigan Department of Transportation in 2012 to develop the *Remembering Ally: Distracted Driving Awareness Campaign* in memory of Ally Zimmerman, a 16-year-old Romeo High School student and Oakland County resident who was killed by a distracted driver. The campaign includes a poster, TV public service announcement (PSA), and a mock distracted driving crash video.

OHSP will work with TIA to develop a high school focused distracted driving presentation that incorporates the *Remembering Ally* PSA. These presentations will be distributed to Michigan State Police Community Service Troopers and others who make presentations on distracted driving to young drivers.

## Driver Education – FY 2013

### Senior Driver Programs

Grant Development Plan form:	DE	
Benefit to Locals:	TBD	
Grantee:	TBD	
Grant Amount, Funding Source:	\$25,000	402
Grant Start-up:	October 1	

Michigan is the 8th largest state for the number of drivers 65 or older (1.1 million licensed drivers). For each mile traveled, fatal crash rates increase noticeably starting at age 70-74 and are highest among drivers 85 and older. Senior drivers face slower reaction times and a multitude of other aging-related challenges as they continue to drive in their twilight years.

Funding will be used to support programs aimed at decreasing the amount of crashes involving senior drivers.

<b><i>Task 2: Program Management</i></b>	<b><i>\$30,000</i></b>
Section 402 funds	\$30,000

### Program Management

Benefit to Locals:	No	
Grantee:	OHSP-Program Management Section	
Grant Amount, Funding Source:	\$30,000	402
Grant Start-up:	October 1	

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

FY2013 - 1 - Budget  
 Driver Education - PAP #8

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	FMSCA	General Fund	Local	TOTAL
DE-1	Education and Communication	\$145,000									\$110,000	\$145,000
DE-2	Program Management	\$30,000										\$30,000
	TOTALS	\$175,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$175,000



## Motorcycle Safety – FY 2013

Motorcycle fatalities have steadily grown over the past decade, largely a result of the increased number of motorcycle riders. Although injuries and fatalities have declined over the past four years in Michigan, they still constitute 10 percent of all fatalities.

<b>Task 1: Training and Education</b>	<b>\$500,000</b>
Section 402	\$25,000
Section 402 funds-Paid Media	\$300,000
Section 2010 funds	\$175,000

### Motorcycle Public Information Campaign

Grant Development Plan form:	MC	
Benefit to Locals:	No	
Grantee:	OHSP-PI&E	
Grant Amount, Funding Source:	\$25,000	402
Grant Amount, Funding Source:	\$300,000	402-Paid Media
Grant Start-up:	October 1	

The Office of Highway Safety Planning (OHSP) will fund a strong public information campaign to raise visibility of the Ride Safe to Ride Again campaign and increase the likelihood of cyclists getting their license endorsement, seeking training, and preventing a crash. Funding will also support exhibiting at prime motorcycle events to assist in promoting the campaign.

### Advanced Rider Training

Grant Development Plan form:	MC	
Benefit to Locals:	No	
Grantee:	Michigan Department of State	
Grant Amount, Funding Source:	\$175,000	2010
Grant Start-up:	October 1	

Rider training serves as the first point of preparation for safe motorcycle riding in Michigan. The Michigan Department of State will continue to pilot a training program teaching advanced riding skills to endorsed riders. The advanced course will focus on skill development at real world speeds, which has been shown in crash studies as lacking by those who are fatally crashing on motorcycles. Riders will be trained on proper braking, throttle management, high speed maneuvering, and curve negotiation. At least 750-1000 riders will be trained in FY 2013.

## Motorcycle Safety – FY 2013

### Long Term Planning and Partnership with Department of State

Grant Development Plan form:	MC	
Benefit to Locals:	No	
Grantee:	Michigan Department of State	
Grant Amount, Funding Source:	\$0	N/A
Grant Start-up:	October 1	

A higher, sustained level of motorcycle fatalities and injuries necessitates the continued sharing of information and increased communication between OHSP and the Department of State's *Motorcycle Rider and Education Program* to prevent duplication of messaging and insure efficient use of available resources.

OHSP will continue to work with the Department of State to implement recommendations from the motorcycle assessment and the Strategic Highway Safety Plan in a timely and efficient basis. Their partnership and participation is critical to the reduction of motorcycle fatalities and injuries.

<b>Task 2: Program Management</b>	<b>\$99,000</b>
Section 402 funds	\$99,000

### Program Management

Benefit to Locals:	No	
Grantee:	OHSP-Program Management Section	
Grant Amount, Funding Source:	\$99,000	402
Grant Start-up:	October 1	

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

FY2013 - Highway Budget  
 Motorcycle Safety - PAP #9

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
MC-1	Training and Education	\$25,000				\$175,000				\$0	\$200,000
MC-1 PM	Training and Education-Paid Media	\$300,000								\$0	\$300,000
MC-2	Program Management	\$99,000								\$0	\$99,000
	TOTALS	\$424,000	\$0	\$0	\$0	\$175,000	\$0	\$0	\$0	\$0	\$599,000

## Emergency Medical Services – FY 2013

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

<b>Task 1: EMS Support</b>	<b>\$19,000</b>
Section 402 funds	\$19,000

### Emergency Medical Services Support

Grant Development Plan form:	EMS	
Benefit to locals:	No	
Grantee:	OHSP-Special Projects	
Grant Amount, Funding Source:	\$19,000	402
Grant Start-up:	October 1	

Rural emergency medical service (EMS) providers are often volunteers who work in their communities, fitting in EMS training and response around other obligations. Continuing education is required for license renewal, with EMS providers being responsible for obtaining and paying for their training. Advocacy at the state level by rural responders is rare because of travel distance to Lansing and the burden of funding these trips themselves. Rural responders are many times the “last to know” about new technology.

Funding will support an alternative fuel/electric vehicle extrication course in the Upper Peninsula in three locations as well as providing conference sponsorships to the EMS Exposition, Upper Peninsula EMS Conference, and Rural EMS Summit.

Funding will also be provided for workshops on Mechanism of Injury, Elderly Victim Crash Training, and Emergency Incident Scene Management. In addition travel scholarships will be provided for 1-2 persons to attend the Governor’s Traffic Safety Advisory Commission (GTSAC) meetings in Lansing on a quarterly basis.

## Emergency Medical Services – FY 2013

<b>Task 2: Program Management</b>	<b>\$3,000</b>
Section 402 funds	\$3,000

### Program Management

Benefit to Locals:	No	
Grantee:	OHSP-Program Management Section	
Grant Amount, Funding Source:	\$3,000	402
Grant Start-up:	October 1	

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

FY2013 - New Budget  
 Emergency Medical Services - PAP #10

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	General Fund	Local	TOTAL
EM-1	EMS Support	\$19,000									\$19,000
EM-2	Program Management	\$3,000									\$3,000
	TOTALS	\$22,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,000

## Planning and Administration – FY 2013

<b>Task 1: Planning and Administration</b>	<b>\$1,303,000</b>
Section 402 funds	\$728,000
State general funds	\$575,000

### Planning and Administration

Benefit to Locals:	No	
Grantee:	OHSP	
Grant Amount, Funding Source:	\$728,000	402
Grant Amount, Funding Source:	\$575,000	State general funds
Grant Start-up:	October 1	

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

- Division Director (98%)
- Executive Secretary (for Division Director) (94%)
- Planning and Administration Section Manager (52%)
- Analysis and Evaluation Coordinator (50%)
- Special Projects Coordinator (25%)
- Departmental Technician (for Program Management Section) (15%)
- Financial Management Section Manager (80%)
- Accountant (92%)
- Accounting Technician (for Fiscal Management Section) (100%)
- Secretary (for Fiscal Management Section) (44%)
- Financial Coordinator (12%)

FY2013 - Budget  
 Planning and Administration - PAP #11

Task Number	Task Title	402	405	408	410	2010	2011	OJJDP	FMCSA	General Funds	Local	TOTAL
PA-1	Planning and Administration	\$728,000								\$575,000		\$1,303,000
	TOTALS	\$728,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$575,000	\$0	\$1,303,000



## 2012-13 OHSP Communications Calendar

### October

National Teen Driver Safety Week, Oct. 21-27	Statewide news release
School Bus Safety Week, Oct. 22-26	Statewide news release
Halloween impaired driving enforcement, Oct. 26-Nov. 1	Statewide/localized news release

### November

Thanksgiving impaired driving enforcement, Nov. 21-25	Statewide/localized news release
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### December

New Year's impaired driving enforcement, Dec. 27-Jan. 1	Statewide/localized news release
Annual Evaluation Report	Final layout complete

### January

### February

Super Bowl impaired driving enforcement, Feb. 1-3	Statewide/localized news release
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### March

Impaired driving enforcement, March 13-April 8	Statewide/localized news release, media events
Michigan Traffic Safety Summit, March 26-28	Annual statewide conference; media advisory. Localized GTSAC award releases
2012 Traffic Fatalities	Statewide news release

### April

Distracted Driving Awareness Month	Statewide news release
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### May

Motorcycle Safety Awareness Month	Department of State will host media event, OHSP will participate as requested
Click It or Ticket mobilization, May 20-June 2	Statewide/localized news release, media events, paid advertising

**June**

**July**

Fourth of July impaired driving enforcement, July 1-7	Statewide/localized news release, media events
Drunk Driving Audit	Statewide news release

**August**

Drive Sober or Get Pulled Over, Aug. 16-Sept. 2	Statewide/localized news release, media events, paid advertising
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**September**

Deer Crash Awareness activities	Michigan Deer Crash Coalition will host media event and issue statewide news release
Child Passenger Safety Week, Sept. 15-21	Statewide news release

Additional paid advertising will run in support of a motorcycle campaign. A start date has not been determined.

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

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

- Market Research
- Communications Plan
- Creative Development

## State Programs Section

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



### **Secondary Traffic Accident Prevention Program**

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

The SRP program supported the full-time equivalent of 155 deputies in FY 2011 (the most recent completed period), as reported through semi-annual reports submitted to OHSP by participating counties. Eighty-two counties in the state currently participate in the program. For FY 2012, a total of \$9,000,000 was allocated to these counties for use in patrolling secondary roads.

OHSP's administrative responsibilities include monitoring the SRP program. The goal is to monitor a minimum of 25 percent of participating counties each year. The monitoring process involves a personal visit by OHSP staff to the 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 (MTSC) is a unique organization, the only one of its kind in the nation supported not by tax dollars, but entirely by the trucking industry. The Commission is comprised of 11 members who meet at least quarterly. Their mission is to improve truck safety by providing Michigan's trucking industry and the citizens of Michigan with effective educational programs, and by addressing significant truck safety issues.

Funding for Commission activities is provided by a Truck Safety Fund, established by Public Act 348 of 1988, and administered by OHSP. This state fund provides grant funding 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 commercial vehicle safety laws.

In 2012, grant funds were provided to the Michigan State Police (MSP) Commercial Vehicle Enforcement Division (CVED) for Special Traffic Enforcement Team (STETs) and to the Michigan Center for Truck Safety for education of commercial motor vehicle drivers and trucking companies. A total of \$ 2,661,000 was made available to the two grantees for the 2012 fiscal year. In addition, \$33,403 in funds were approved as match-funding for two Federal Motor Carrier Safety Administration (FMCSA) grants, and \$35,000 was approved to provide an educational campaign to truck drivers on the recently enacted cell phone ban for commercial vehicle drivers.

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

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

The Michigan Truck Safety Commission strategic plan incorporates truck crash statistics and related research. It defines goals and objectives, guiding the grants awarded by the Commission during the year. The Commission reviews progress towards these goals at each meeting. The Commission also participates on the Governor's Traffic Safety Advisory Commission (GTSAC).

## Office of Highway Safety Planning Glossary

- AAA Michigan**      **American Automobile Association.** Federation of automobile clubs providing domestic and foreign travel services, emergency road services, and insurance. Sponsors public services to increase the safety and efficiency of road travel.
- AAMVA**              **American Association of Motor Vehicle Administrators.** Nonprofit organization committed to enhancing safety and security through motor vehicle administration and law enforcement.
- AASHTO**          **American Association of State Highway and Transportation Officials.** Standards setting body which publishes specifications, test protocols and guidelines that are used in highway design and construction throughout the United States.
- Accident**          Used to describe a collision between a motor vehicle and one or more other motor vehicles, bicycles, pedestrians, or objects. It implies an unpreventable, random event. The term "*crash*" is preferred as a more accurate description of such an event.
- Alcohol-Impaired Driving**      Drinking and driving behavior resulting in impairment of driving ability, usually where the driver has a BAC (*Blood Alcohol Concentration*) of .08 or higher in Michigan. Less evocative but more accurate than "*drunk driving*," because driving ability has been shown to be affected at blood alcohol levels well before someone would generally be considered "*drunk*". See also "*OWI*."
- ARIDE**              **Advanced Roadside Impaired Driver Enforcement.** A class offered to law enforcement officers to detect impaired driving.
- BAC/BAL**          **Blood Alcohol Concentration/Blood Alcohol Level.** Determination of percent by weight of ethyl alcohol in blood. Usually measured as mg/dl.
- CATS**              **Customer Automated Tracking System.** Customized data reports located on the FARS web-site regarding traffic fatalities.

<b>CIOT</b>	<b>“Click It or Ticket”</b> National safety belt enforcement campaign around Memorial Day.
<b>CODES</b>	<b>Crash Outcome Data Evaluation System.</b> A collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making.
<b>CP</b>	<b>Community Traffic Safety Program.</b> Community-level program intended to coordinate traffic safety activities, maximize use of available resources, and better respond to unique needs of community.
<b>CPS</b>	<b>Child Passenger Safety.</b> Often used to refer to vehicle restraints for children too small for safety belts such as child safety seats and booster seats.
<b>CJIC</b>	<b>Criminal Justice Information Center.</b> Division within Michigan State Police responsible for processing data, some of which is from the Michigan Traffic Crash Report ( <i>UD-10</i> ).
<b>CRAM</b>	<b>County Road Association of Michigan.</b> Promotes higher efficiency in the operation of Michigan's county road systems through the cooperative efforts of the member county road agencies.
<b>Crash</b>	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 “ <i>accident</i> ” as this implies unpreventable random occurrence.
<b>DDACTS</b>	<b>Data Driven Approaches to Crime and Traffic Safety.</b> Integrates location-based crime and traffic crash data to determine the most effective methods for deploying law enforcement and other resources. Drawing on the deterrent value of highly visible traffic enforcement and the knowledge that crimes often involve motor vehicles, the goal of DDACTS is to reduce crime, crashes, and traffic violations across the country.
<b>DLN</b>	<b>Driver’s License Number.</b> Official document which states that a person may operate a motorized vehicle, such as a motorcycle, car, truck, or bus, on a public roadway. Issued

by a governing body and usually contains the person's driving history and other personal identifiers.

- DUI/DUIL**                    **Driving Under the Influence / Driving Under the Influence of Liquor.** Operating a motor vehicle with a BAC of .08 or greater. (*"Drunk driving"*)/Former term for **OWI** (*Operating While Intoxicated*).
- DRE**                         **Drug Recognition Expert.** A class offered to law enforcement officers to identify drug impaired drivers.
- EMHSD**                    **Emergency Management and Homeland Security Division.** Division of the Michigan State Police dedicated to emergency management between multi-jurisdictional stakeholders.
- EMS**                        **Emergency Medical Services.** Incorporated within Michigan Department of Community Health and facilitates administration of licensing, pre-hospital patient care examinations, ambulance inspections, communication, training, and related activities.
- EUDL**                      **Enforcement of Underage Drinking Laws.** Refers to the programs established and managed by many agencies in conjunction with the Office of Juvenile Justice and Delinquency Prevention which focus on underage drinking issues.
- FARS**                      **Fatality Analysis Reporting System.** Nationwide census providing National Highway Safety Traffic Administration (*NHSTA*), Congress and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes.
- FHWA**                      **Federal Highway Administration.** Provides expertise, resources, and information to continually improve the quality of the nation's highway system and its safety programs.
- FMCSA**                    **Federal Motor Carrier Safety Administration.** Responsible for the issuance, administration, and enforcement of safety regulations, and hazardous materials regulations, as it pertains to the commercial vehicle code.
- FTE**                        **Full-Time Employee.** An employee who does not work part-time, intermittent, limited-term, or seasonal hours.

**Get Sober or Get Pulled Over.** NHTSA impaired driving campaign slogan.

- 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.** Represents the state and territorial highway safety offices that implement programs to address behavioral highway safety issues.
- GIS**                      **Geographic Information System.** A system that captures, stores, analyzes, manages, and presents data that are linked to location(s). In the simplest terms, GIS is the merging of cartography, statistical analysis, and database technology.
- GTSAC**                    **Governor's Traffic Safety Advisory Commission.** Works to identify traffic safety challenges and develops, promotes, and implements strategies to address those challenges
- HBD**                      **"Had-Been-Drinking"** Used synonymously with "*alcohol-impaired,*" although it implies *any* amount of alcohol. When applied to a crash rather than a person, it means at least one driver, pedestrian, or bicyclist was drinking.
- HSP**                      **Highway Safety Plan.** A component of the state's application submitted to the federal government each year to obtain federal funds for traffic safety. Must describe the projects and activities the state plans to implement to reach the goals identified in the performance plan.
- JOL**                      **Judicial Outreach Liaison.** Works as the outreach person between the judges and traffic safety program partners to improve community outreach, provide education, and promote confidence and trust in the judiciary.
- ITE**                      **Institute of Transportation Engineers.** International educational and scientific association of transportation professionals who are responsible for meeting mobility and safety needs.
- KA**                        **Fatal and incapacitating injuries.** Subset of "*KABC0*" scale.



<b>KABC0</b>	<b>Injury severity scale for traffic crash-related injuries.</b> <i>K-level</i> injuries refer to injuries caused by a crash that result in death within 90 days of the incident. <i>A-level</i> injuries refer to incapacitating injuries that prevent injured persons from continuing activities they were capable of performing prior to the injury. <i>B-level</i> injuries refer to non-incapacitating injuries that are evident to observers at the scene of the crash in which the injury occurred. <i>C-level</i> injuries are non-evident but might be referenced. Crashes with only property damage are noted as "0" severity (no injury or property damage only: PDO).
<b>MACP</b>	<b>Michigan Association of Chiefs of Police.</b> Strives to improve the criminal justice system by fostering cooperation, safety, education, and administration.
<b>MADD</b>	<b>Mothers Against Drunk Driving.</b> Mission is to stop drunk driving, support victims, and prevent underage drinking.
<b>MAP-21</b>	<b>Moving Ahead for Progress in the 21<sup>st</sup> Century Act.</b> It is the transportation reauthorization law signed on July 6, 2012 which provides funding for FY 2013 and FY 2014.
<b>MCRUD</b>	<b>Michigan Coalition to Reduce Underage Drinking.</b> Develops and provides support to statewide coalitions and community groups working to address the issue of underage alcohol use.
<b>MCTSI</b>	<b>Michigan Comprehensive Traffic Safety Initiative.</b> The Michigan State Police component of several enforcement programs.
<b>MDCC</b>	<b>Michigan Deer Crash Coalition.</b> Mitigates both the frequency and severity of vehicle-deer crashes through public information, driver education, and applied research.
<b>MDCH</b>	<b>Michigan Department of Community Health (formerly Michigan Department of Public Health).</b> 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.

<b>MDIT</b>	<b>Michigan Department of Information Technology.</b> Responsible for overall technology infrastructure and direction for state government.
<b>MDOS</b>	<b>Michigan Department of State.</b> Operates services and programs in four major areas including traffic safety and motor vehicle-related activities ( <i>e.g., driver licensing, vehicle registration, administration of driver-point system</i> ), election-related activities, activities related to presenting and preserving Michigan history, and receiving and maintaining important records of state and local governmental units. Sometimes abbreviated <b>SOS</b> ( <i>Secretary of State</i> ).
<b>MDOT</b>	<b>Michigan Department of Transportation.</b> Department of state government whose primary functions include construction, improvement, and maintenance of state highway system, and administration of all other state transportation programs.
<b>MDTSEA</b>	<b>Michigan Driver and Traffic Safety Education Association.</b> Oversees various driving programs in Michigan.
<b>MJI</b>	<b>Michigan Judicial Institute.</b> Primary services include providing a comprehensive continuing education program for judicial branch employees; assisting judicial associations and external organizations to plan and conduct training events; providing complete and up-to-date legal reference materials for judges, quasi-judicial hearing officers, and others; maintaining a reference library for use by judicial branch employees; and conducting tours of and other public outreach activities for the Michigan Supreme Court Learning Center.
<b>Michigan Model</b>	Comprehensive school health curriculum which includes traffic safety - grades K-8.
<b>MTCF</b>	<b>Michigan Traffic Crash Facts.</b> Annual report and data query tool maintained by the University of Michigan Transportation Institute ( <i>UMTRI</i> ) that summarizes the yearly crash statistics for Michigan, now online at <a href="http://www.michigantrafficcrashfacts.org">http://www.michigantrafficcrashfacts.org</a> . This document and tool helps determine the areas in which programs should be targeted to reduce fatalities and injuries caused by crashes.

<b>MIP</b>	<b>Minor in Possession.</b> Term to describe the Michigan statute outlining that a minor ( <i>under age 21</i> ) shall not purchase or attempt to purchase alcoholic liquor, consume or attempt to consume alcoholic liquor, possess or attempt to possess alcoholic liquor, or have any bodily alcohol content.
<b>MMUTCD</b>	<b>Michigan Manual of Uniform Traffic Control Devices.</b> Publication that sets forth the basic principles which govern the design and use of traffic control devices
<b>MPHI</b>	<b>Michigan Public Health Institute.</b> Dedicated to improving community health through collaboration.
<b>MPO</b>	<b>Metropolitan Planning Organization.</b> Federally-mandated and funded local decision making body that is responsible for carrying out metropolitan transportation planning processes. Within each state, a MPO must be designated for each urban area with populations of more than 50,000 people.
<b>MSA</b>	<b>Michigan Sheriffs' Association.</b> Ensures the safety and security of Michigan citizens by assisting the elected Sheriffs and their personnel in the development of resources and skills through education and training.
<b>MSP</b>	<b>Michigan State Police.</b> The Michigan state government policing authority.
<b>MSSC</b>	<b>Michigan State Safety Commission.</b> Renamed the Governor's Traffic Safety Advisory Commission in 2001. See <i>GTSAC</i> .
<b>MSU</b>	<b>Michigan State University.</b> A research and educational university located in East Lansing, Michigan.
<b>MTSC</b>	<b>Michigan Truck Safety Commission.</b> Improves truck safety by providing Michigan's trucking industry and the citizens with effective educational programs, and by addressing significant truck safety issues.
<b>MTSMS</b>	<b>Michigan Traffic Safety Management System.</b> Absorbed into the Governor's Traffic Safety Advisory Commission in 2002. See <i>GTSAC</i> .

- MTU**                    **Michigan Technological University.** A research and educational university located in Houghton, Michigan.
- NASS**                    **National Automotive Sampling System.** Data collected for NHTSA based on cases selected from a sample of police crash reports composed of two systems: Crashworthiness Data System (CDS) and the General Estimates System (GES). CDS data focus on passenger vehicle crashes, and are used to investigate injury mechanisms to identify potential improvements in vehicle design. GES data focus on the bigger overall crash picture, and are used for problem size assessments and tracking trends. CDS data focus on passenger vehicle crashes, and are used to investigate injury mechanisms to identify potential improvements in vehicle design. GES data focus on the bigger overall crash picture, and are used for problem size assessments and tracking trends.
- NETS**                    **Network of Employers for Traffic Safety.** National non-profit, public/private partnership working to help employers develop and implement comprehensive workplace traffic safety programs.
- NHTSA**                    **National Highway Traffic Safety Administration.** Established by the Highway Safety Act of 1970 to carry out safety programs previously administered by the National Highway Safety Bureau. Directs the highway safety and consumer programs established by the National Traffic and Motor Vehicle Safety Act of 1966, the Highway Safety Act of 1966, the 1972 Motor Vehicle Information and Cost Savings Act, and succeeding amendments to these laws.
- NMU**                    **Northern Michigan University.** A research and educational university located in Marquette, Michigan.
- NMVCCS**                    **National Motor Vehicle Crash Causation Survey.** A nationally representative survey specifically focused toward documenting events and conditions leading up to crashes which finally captured distracted driving as an associated factor to contributing to a crash.
- NOPUS**                    **National Occupant Protection Use Survey.** Collects detailed information on a national level about shoulder belt, child restraint and motorcycle helmet use.

- NSC**                    **National Safety Council.** Partners with businesses, elected officials and the public to make an impact in areas such as distracted driving, teen driving, workplace safety, and safety in the home and community.
- OHSP**                    **Office of Highway Safety Planning.** Division within the Department of State Police in Michigan that serves as the coordinating agency for traffic safety within the state and distributes federal funds for development, implementation, and evaluation of traffic safety programs.
- OJJDP**                    **Office of Juvenile Justice and Delinquency Prevention.** Sponsors research, program, and training initiatives; develops priorities and goals and sets policies to guide federal juvenile justice issues; disseminates information about juvenile justice issues; and awards funds to states to support local programming.
- OUID**                    **Operating Under the Influence of Drugs.** Drugged driving. Driving with any detectable amount of a schedule 1 drug in one's system is illegal in Michigan. Schedule 1 includes everything most people would mean by "*illegal drugs*," including cocaine, ecstasy, heroin, LSD, marijuana, methamphetamine, and PCP.
- OUIL**                    **Operating Under the Influence of Liquor.** Former term for OWI.
- OWI**                    **Operating While Intoxicated.** Refers to driving while impaired by alcohol. Drivers with blood alcohol concentration levels of 0.08 percent or greater are legally assumed to be impaired, but some drivers may exhibit impairment at lower levels. This is the law most people mean by "*drunk driving*."
- P&A**                    **Planning and Administration.** One of program area plans included in the Highway Safety Plan. The focus is on administrative side of planning and implementing traffic safety programs.
- P&P**                    **Policy and Procedures.** Set of documents that describe an organization's policies for operation and the procedures necessary to fulfill the policies

- PAAM**                    **Prosecuting Attorneys Association of Michigan.** Keeps the prosecuting attorneys informed of all changes in legislation, law, and matters pertaining to their office, to the end that a uniform system of conduct, duty and procedure be established in each county of the state.
- PAP**                    **Program Area Plan.** The Highway Safety Plan includes the following program area plans: occupant protection, alcohol-impaired driving prevention, police traffic services, pedestrian/bicycle safety, traffic records, community traffic safety, driver education, motorcycle safety, emergency medical services, and planning and administration.
- PBT**                    **Preliminary Breath Test.** A device used by law enforcement officers for estimating the concentration of alcohol in the body by measuring the amount of alcohol exhaled from the lungs.
- Performance Plan** A component of the state's application submitted to the Federal Government each year to obtain federal funds for traffic safety. Must contain a description of the process used by the state to identify its highway safety problems, a list of measurable highway safety goals developed through the problem identification process, and a description of how projects are selected for funding.
- PI&E**                    **Public Information and Education.** Important for supporting traffic safety programs and creating a supportive environment for policy changes. Not effective as a stand-alone strategy for behavior change.
- PIO**                    **Public Information Officer.** Communications coordinators or spokespersons of certain governmental organizations (i.e. city, county, school district, state government and police/fire departments).
- PN**                    **Prevention Network.** Educates, trains, and provides prevention services and education pertaining to substance use, abuse, and addictions in the community.
- PSA**                    **Public Service Announcement.** One component of public information and education campaigns.
- PTS**                    **Police Traffic Services.** A program area of the Highway Safety Plan.

- ROAR**                    **Reaching Out Against Road Rage.** A program offering support resources for victims and families that also provides educational materials, tools, and workshops to help communities reduce the impact of road rage in the United States.
- SADD**                    **Students Against Drunk Driving renamed Student Against Destructive Decisions.** Provide students with the best prevention tools possible to deal with the issues of underage drinking, other drug use, impaired driving and other destructive decisions.
- Safe Communities** Program designed to provide resources to communities to develop local highway safety coalitions involving non-traditional partners, in partnership with our traditional partners. The focus of the coalitions is prevention of traffic crash injuries and fatalities.
- SAFETEA-LU**            **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.** The current federal transportation legislation: Title 23.
- SCAO**                    **State Court Administrative Office.** Administrative agency of the Michigan Supreme Court.
- SCI**                      **Special Crash Investigations.** Cases are intended to be an anecdotal data set useful for examining special crash circumstances or outcomes from an engineering perspective. The benefit of this program lies in its ability to locate unique real-world crashes anywhere in the country, and perform in depth clinical investigations in a timely manner which can be utilized by the automotive safety community to improve the performance of its state-of-the-art safety systems.
- SDS**                      **State Data System.** The Not-in-Traffic Surveillance (NiTS) system is a virtual data collection system designed to provide counts and details regarding fatalities and injuries that occur in non-traffic crashes and in non-crash incidents.
- SEMCOG**                **Southeastern Michigan Council of Governments.** Brings together all of the region's governments in SE Michigan to solve regional challenges.
- SFST**                    **Standardized Field Sobriety Testing.** A battery of three tests administered and evaluated in a standardized manner

to obtain validated indicators of impairment and establish probable cause for arrest.

- SHSP**                    **Strategic Highway Safety Plan.** A statewide-coordinated plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads.
- SMS**                    **Safety Management System.** Refers to a comprehensive business management system designed to manage occupational safety and health elements in the workplace.
- Standard Enforcement**                    Enforcement provision of safety belt laws that allow police to stop motorists solely for failure to use safety belts. Michigan has had standard enforcement since 2000.
- STEP**                    **Selective Traffic Enforcement Program.** The use of targeted long- or short-term enforcement for areas with specific traffic problems.
- TACT**                    **Targeting Aggressive Cars and Trucks.** A program which addresses truck-involved crashes by examining data for high crash sites, implementing a media and law enforcement plan, and conducting an evaluation of the post program results.
- TCRS**                    **Traffic Crash Reporting System.** State crash database (*UD-10s*)
- TEA-21**                    **Transportation Equity Act for the 21st Century.** The previous transportation legislation before *SAFETEA-LU*.
- TSEAC**                    **Traffic Safety Engineering Action Committee.**
- TIA**                    **Traffic Improvement Association** (of Oakland County). Facilitates engineering, education, and enforcement programs that reduce human and economic losses caused by traffic crashes, and improve mobility in Michigan.
- TSA**                    **Traffic Safety Association.** Provide superior leadership relating to highway safety issues so that deaths, injuries, and property losses are continuously reduced.



<b>TSC</b>	<b>Traffic Safety Committee.</b> A committee formed to assist in traffic safety issues.
<b>TSRP</b>	<b>Traffic Safety Resource Prosecutor.</b> Provides training to law enforcement agencies and county prosecutors' offices on impaired driving, court testimony, crash reconstruction, presentation skills, and other topics of value to traffic prosecutors
<b>UD-8</b>	Form used by law enforcement in Michigan to record traffic citations.
<b>UD-10</b>	The Michigan traffic crash report form. Available electronic and paper.
<b>UMTRI</b>	<b>University of Michigan Transportation Research Institute.</b> 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.
<b>UP-EMS</b>	<b>Upper Peninsula Emergency Medical Services Corporation.</b> Public nonprofit organization serving as the resource and coordinating agency for provision of emergency medical services in the Upper Peninsula.
<b>USDOT</b>	<b>United States Department of Transportation.</b> 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.
<b>VIN</b>	<b>Vehicle Identification Number.</b> Unique serial number used by the automotive industry to identify individual motor vehicles.
<b>VMT</b>	<b>Vehicle Miles Traveled.</b> Number of miles that residential vehicles are driven--is probably the most important information collected by the Residential Transportation Energy Consumption Survey.
<b>WSU</b>	<b>Wayne State University.</b> A research and education university located in Detroit, Michigan.

**YDYYDL**

**“You Drink. You Drive. You Lose”** The impaired driving enforcement campaign preceding *“Over the Limit. Under Arrest”*.

**Zero Tolerance**

The State of Michigan policy of no acceptance of any level of BAC above .02 in drivers under the age of 21.



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

Region 5  
Illinois, Indiana, Michigan,  
Minnesota, Ohio, Wisconsin

4749 Lincoln Mall Drive, Suite 300B  
Matteson, IL 60443-3800

Phone: 708-503-8822  
Fax: 708-503-8991

September 24, 2012

The Honorable Rick Snyder  
Governor  
State of Michigan  
Lansing, Michigan 48909-1001

Dear Governor Snyder:

We have reviewed Michigan's fiscal year 2013 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS 217) as received on August 31, 2012. Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the National Highway Traffic Safety Administration (NHTSA) Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) will be available for immediate use by the State on October 1, 2012. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR §1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We look forward to working with the Michigan Office of Traffic Safety, and the many partners on the successful implementation of this Plan.

Sincerely,

Michael G. Witter  
Regional Administrator

cc: Michael Prince, Director





U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

Region 5  
Illinois, Indiana, Michigan,  
Minnesota, Ohio, Wisconsin

4749 Lincoln Mall Drive, Suite 300B  
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Phone: 708-503-8822  
Fax: 708-503-8991

September 25, 2012

Michael Prince, OHSP Director  
Michigan State Police  
Office of Highway Safety Planning  
333 South Grand Avenue  
P.O. Box 30634  
Lansing, MI 48909-0635

Dear Mr. Prince:

We have reviewed the Michigan FY 2013 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS 217), as received on August 31, 2012. Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program.

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We commend the Office of Highway Safety Planning for the accomplishments achieved during the past year. While Michigan saw a reduction in overall fatalities falling to 889 (provisional) in 2011 fatalities appear to be on the rise in 2012. This reminds us of the need to continue the efforts already set forth and to look for any additional opportunities to combat motor vehicle related fatalities and injuries. We look forward to your efforts to reduce injuries and fatalities on the roadways of Michigan.

Attached with this letter are our comments regarding the implementation of the FY 2013 Highway Safety Plan. Please review these comments and provide our office a written response no later than October 26, 2012.



We look forward to working with you and your staff to reach the performance goals established in your FY 2013 Plan.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael G. Witter", written in a cursive style.

Michael G. Witter  
Regional Administrator

Enclosure

# **MICHIGAN HIGHWAY SAFETY PLAN**

## **FEDERAL FISCAL YEAR 2013**

### **GENERAL AND SPECIFIC COMMENTS**

#### **GENERAL COMMENTS:**

##### **HIGH-VISIBILITY ENFORCEMENT**

High Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. HVE combines highly visible and proactive law enforcement targeting a specific traffic safety issue. All Law enforcement efforts should be combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law.

We recommend that all grantees implement this HVE model program. We realize that you might already have many of these aspects included in your enforcement effort that are listed in this HVE model but if you see additional opportunities to enhance your HVE efforts after reviewing this model we request you include them in all future enforcement grant plans and efforts.

##### **EQUIPMENT AND INCENTIVE ITEMS**

In light of increased scrutiny of wasteful use of Federal funds we recommend the funding of any equipment or incentive items that do not meet the goal of reducing injuries, fatalities, and crashes on the roadways be eliminated. These items will reflect negatively on the program and your successful efforts.

#### **SPECIFIC COMMENTS:**

##### **TRAFFIC SAFETY CHAMPION PROGRAM**

The Michigan plan lists funding for a Traffic Safety Champion Program that will act as an incentive for the hundreds of law enforcement agencies that are not grantees to enforce Michigan's safety belt laws during the Memorial Day enforcement period. The outreach efforts with this program are greatly applauded and the results eagerly awaited.

##### **JUDICIAL OUTREACH LIAISON**

Michigan is to be applauded for being one of the first states in Region 5 that plans to implement a Judicial Outreach Liaison program. Successes within the Judicial Outreach Liaison program in Michigan will allow you to serve as an example for other states in the region.

##### **STATE POLICE TOXICOLOGY LAB BACKLOG REDUCTION**

In FY 2011 we requested that OHSP establish a plan to phase-out funding for this activity beginning in FY 2012. We are pleased to see that OHSP funding for this effort will end in FY 2014.

**FINANCIAL**

The liquidation of highway safety funds continues to be a Regional and National concern. Although OHSP has made great progress over the past several years timely liquidation of all available funds is essential.

<b>Grant Program</b>	<b>Obligation Limitation</b>	<b>Expended (Exp.)</b>	<b>Remaining Balance</b>	<b>% Exp.</b>	<b>National Liq. Rate</b>
402	\$6,754,158.69	\$3,196,498.00	\$5,004,368.69	38.98%	40.40%
405	\$960,310.04	\$1,279.00	\$2,164,936.04	0.06%	29.80%
408	\$674,423.78	\$73,760.00	\$1,477,243.78	4.76%	14.80%
410	\$0.00	\$1,475,960.00	\$2,941,622.00	33.41%	33.07%
410 STL	\$0.00	\$1,475,960.00	\$2,941,622.00	33.41%	35.71%
2010	\$0.00	\$71,671.00	\$146,740.00	32.81%	27.96%
2011	\$369,363.33	\$137,297.00	\$1,385,001.33	9.02%	17.93%
<b>Total</b>	<b>\$8,758,255.84</b>	<b>\$4,956,465.00</b>	<b>\$13,119,911.84</b>	<b>27.42%</b>	<b>22.86%</b>