



Emily Shinevar, Planning and Administration Manager
Zada Schriener, Financial Section Manager
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Highway Safety Act of 1966, 23 USC Chapter 4

- Each state shall have a highway safety program designed to reduce traffic crashes and deaths, injuries, and property damage.
- Programs must be in accordance with guidelines and expressed in terms of performance criteria.

https://one.nhtsa.gov/nhtsa/whatsup/TEA21/GrantMan/HTML/07_Sect402Leg23USC_Chap4.html

HISTORY OF THE MICHIGAN OFFICE OF HIGHWAY SAFETY PLANNING

- 1966** Federal Highway Safety Act of 1966 requires each state to create a Highway Safety Office to distribute federal “402” funds.
- 1966** Michigan administers “402” funding from Governor Milliken’s office.
- 1969** Governor Milliken creates office of Highway Safety Planning (OHSP) division and consolidates with the Michigan State Safety Commission. OHSP moves to Michigan Department of State Police per Executive Order 1969-1 (State reorganization).
- 1969 – present** OHSP is a division within the Michigan Department of State Police.

<https://www.legislature.mi.gov/documents/mcl/pdf/mcl-E-R-O-No-1969-1.pdf>

OHSP Mission Statement

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

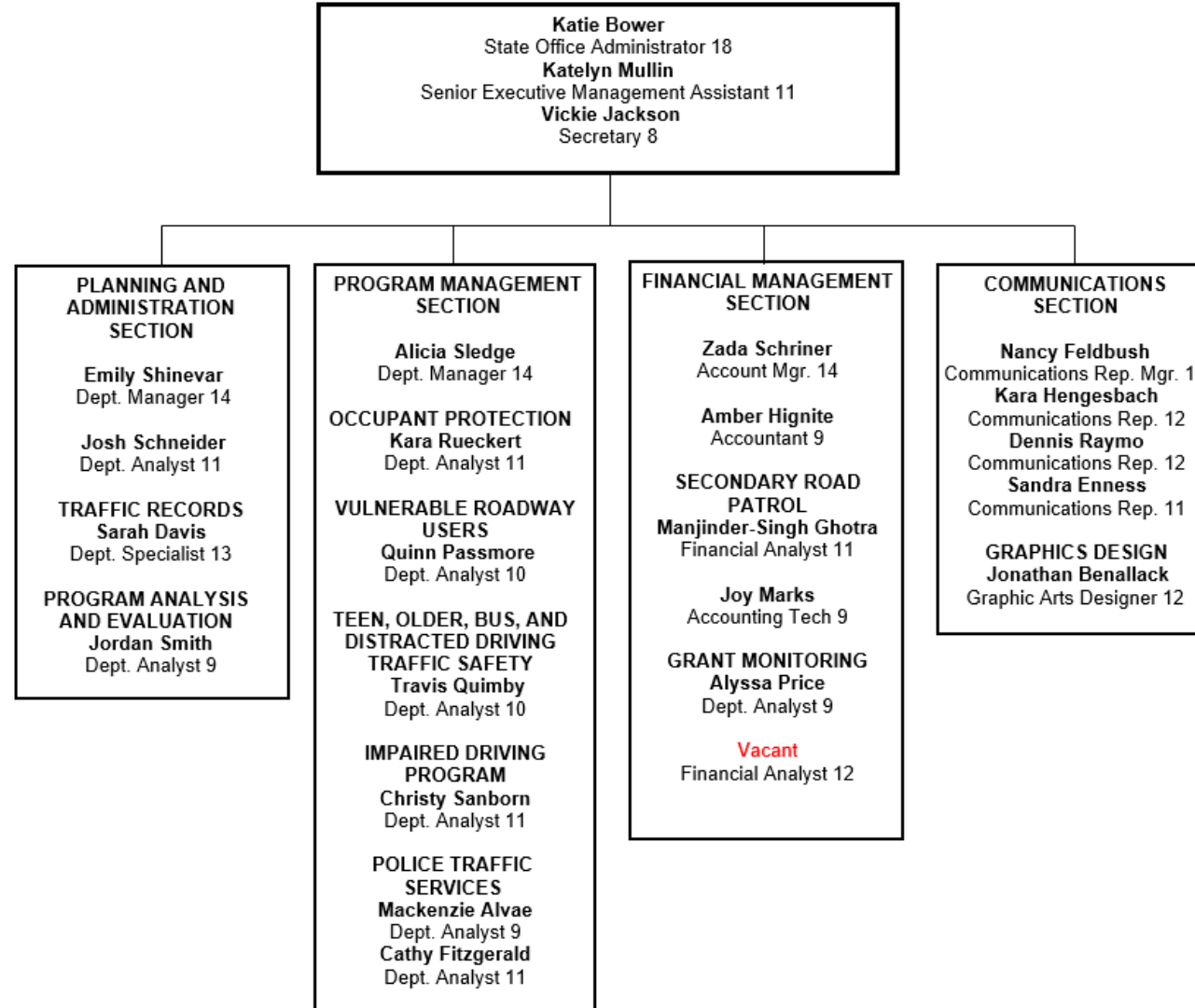
OHSP Staffing

- Executive Section (3)
- Planning and Administration Section (4)
- Program Management Section (8)
- Communication Section (5)
- Financial Management Section (5)
 - Secondary Road Patrol and Truck Safety Fund (1)

Total: 26 when fully staffed

OHSP Organizational Chart

OFFICE OF HIGHWAY SAFETY PLANNING ORG CHART



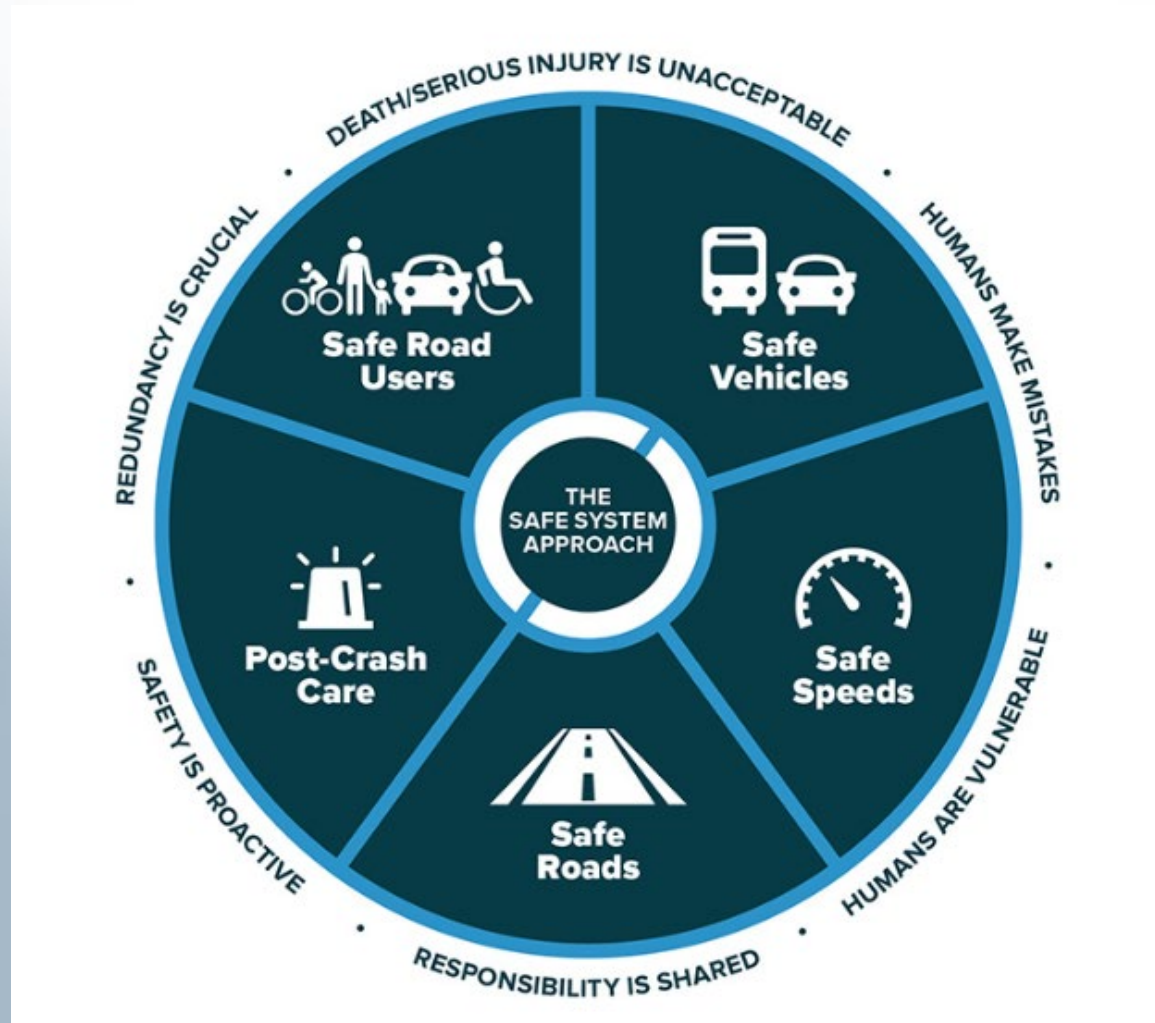
Federal Regulations –Title 23 Chapter III

- State must submit a Triennial Highway Safety Plan (3HSP)
- State must submit an Annual Grant Application (AGA)
- State must submit an Annual Report
- Grants are awarded to recipients according to the AGA in all program areas
- Average \$20 Million from NHTSA per year
- Covers grants, administrative costs, and paid media

Responsibilities of OHSP

- Carry out highway safety programs as result of Triennial Highway Safety Plan (HSP) and Annual Grant Application (AGA)
 - Requirement to hold PPE around the state
- Support national law enforcement mobilizations (Restraint and Impaired campaigns)
 - 3 Campaigns total – 2 Drive Sober, 1 Seat Belt
- Seat Belt use rate
- Improve data systems
- Minimum of 40% of 402 funds must go to local programs

Safe System Approach



Crash Statistics

MICHIGAN TRAFFIC CRASH STATISTICS

2018-2022

Year	Total Crashes	Total Fatalities	Total Persons A & B Injured*
2018	312,798	974	25,359
2019	314,376	985	25,227
2020	245,432	1,083	22,612
2021	282,640	1,131	26,572
2022	293,341	1,123	25,967

*Total Persons Injured combines Serious Injury (A) & Minor Injury (B) counts.

2022 Michigan Traffic Crash Statistics Clock: Breaking crash statistics down by time in 2022 indicated the following:

- * 1 Traffic Crash was reported every 1 minute and 48 seconds.
- * 1 Traffic Death was reported every 7 hours and 48 minutes.
- * 1 Person was injured every 7 minutes and 29 seconds

Federal Projects

- USDOT --> NHTSA --> SHSO's --> Grantees
- Projects for changing attitudes and behavior (not infrastructure)
- Who can apply:
 - State of Michigan agencies
 - 501(c)3 Non-profit and not for profit organizations
 - Local, city/county municipal government entities
 - Publicly funded universities, colleges, and secondary schools
 - Federally recognized tribal governments
 - Specialized training agencies/Certified individuals

Highway Safety Programs

- Community Traffic Safety Programs
- Driver Education (older and teen)
- Emergency Medical Services
- Impaired Driving
- Motorcyclist Safety
- Occupant Protection
- Paid Media
- Pedestrian/Bicyclist Safety (nonmotorized)
- Planning & Administration
- Police Traffic Services
- Traffic Records

Program Highlights

- Traffic Safety Networks (TSNs)
- Michigan Traffic Safety Summit
- Teen Programs (S4SD)
www.michigan.gov/S4SD
- UP Rural Bystander Care Program
- Drug and Alcohol Impaired Driving Training
 - SFST, ARIDE, DRE
- Sobriety Court Support
- Shadow Rider Project
- Rider Training

Program Highlights

- Community Car Seat Distribution
- Distracted Driving Paid Media
 - Law change in June 2023
- Developed Videos for Move Over Law and Construction Zones
- Law Enforcement Training
- Detroit Safe Routes
- Michigan Traffic Crash Facts
<https://www.michigantrafficcrashfacts.org/>
- Traffic Crash Reporting Form UD-10 Training Support
- MSP Toxicology Lab project
- GTSAC Action Teams

Police Traffic Services Highlights

- Overtime only
- Required Mobilizations
 - Drive Sober or Get Pulled Over
 - Click It or Ticket
- Regional Collaboration on Speed Enforcement
 - Great Lakes High Stakes
- Community Collaboration and Data Transparency
- FY24 Planned \$5.75 million in Enforcement Grants
 - MSP, County Sheriffs, Local municipalities

Funding Sources from the NHTSA

- Section 402 State and Community Highway Safety Grant
- Section 405(b) Occupant Protection
- Section 405(c) Traffic Records System Improvements
- Section 405(d) Impaired Enforcement, Education, and Adjudication
- Section 405(f) Motorcyclist Safety
- Section 405(g) Nonmotorized Safety
- Section 405(h) Preventing Roadside Deaths
- Section 164 Repeat Offender Provision

Federal Fund Annual Awards

- Section 402 State and Community Highway Safety Grant: **\$11 million**
- Section 405(b) Occupant Protection: **\$1.6 million**
- Section 405(c) Traffic Records System Improvements: **\$1.6 million**
- Section 405(d) Impaired Enforcement, Education, and Adjudication: **\$6.2 million**
- Section 405(f) Motorcyclist Safety: **\$192,000**
- Section 405(g) Nonmotorized Safety: **\$1 million**
- Section 405(h) Preventing Roadside Deaths: **\$241,000**
- Section 164 Repeat Offender Provision: **\$2.5 million**

Funding Challenges

- The OHSP cannot request amounts of federal funding
- NHTSA expects liquidation, 5 years to expend or pay back
- Minimum 50% state funds match required for Planning & Administration (P&A)
 - P&A cannot exceed 13 percent of the total funds the State receives in 402 funding
- Appropriation amount is vital to spending federal funds
- Authorization to spend federal funding is important

FY2024 Federal Grants

- October 1, 2023, through September 30, 2024
- 124 approved FY24 grants
 - 53 enforcement, 71 non-enforcement
 - 70 agencies (more with multi-agency enforcement)
- Regional approach for more inclusion/diversity in solicitation process
- Need to reach underserved communities
- Want to have new partners and more innovation
- More flexible traffic enforcement initiatives

Partner with MDOT

- Different governing bodies under US DOT (FHWA versus NHTSA)
- Coordination of 3HSP/AGA with Strategic HSP
- Align 3 shared targets with 3HSP and HSIP
 - Traffic Fatalities
 - Serious Injuries in Traffic Crashes
 - Fatalities/100M VMT
- Collaborate on the Safe System Approach
- Award Grant Projects

State-Funded Projects

- Secondary Road Patrol (SRP)
- Truck Safety Fund

Secondary Road Patrol Program

- Created by Public Act 416 of 1978
- Transferred by E.O. 1989-4 to OHSP
- Services provided
 - Patrol and monitor traffic violations
 - Enforce criminal laws
 - Investigate motor vehicle crashes
 - Provide emergency assistance on or near a highway
 - Traffic safety information and education

SRP Funding Source

- Funding Source:
- FY23 annual appropriation of \$15M from Liquor Control Tax fund
- Funding formula
 - *“Same percentage the county received or was eligible to receive, of the total amount allocated to all counties pursuant to section 12 of Act 51 of the Public Acts of 1951, as amended, being section 247.662 of the MCL, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976 through June 30, 1977.”*

Truck Safety Fund

- Michigan Truck Safety Commission
- Established by [Public Act 348 of 1988](#), and administered by the **Office of Highway Safety Planning**, a division of the Michigan Department of State Police.
- Funding is provided by a Truck Safety Fund
 - The Michigan Truck Safety Commission (MTSC) is unique, the only organization in the nation dedicated to commercial truck driver education and training supported not with tax dollars but solely by the industry it serves.
 - \$15 of the registration fee collected by the MDOS on most large trucks, per Public Act 346 of 1988, as amended, Section 257.801 of the Michigan Compiled Laws.

Michigan Truck Safety Commission

Mission

- Enhancing truck and truck driver safety by providing truck driver education and training,
- Heightening all drivers' awareness of the operational characteristics and limitations of trucks,
- Initiating data collection and research.
- Supporting enforcement of motor carrier safety laws.

Michigan Truck Safety Commission Activities

- FY24 Projects:
 - [Michigan Center for Truck Safety](#), to provide education and training to truck drivers and the motoring public.
 - Michigan Center for Decision Driving, funding from the commission purchased a new trailer and simulator. It will be used to provide training on simulators and establish a skid pad in Marshall, MI. The skid pad will open in the spring of 2024.
 - [Commercial Vehicle Enforcement Division](#) of the Michigan State Police (MSP), to provide enforcement of truck safety laws.

