

**MICHIGAN**



**Office of Highway Safety Planning**

**FY2024**

**Highway Safety**

**Grant Project Solicitation**

**Guidelines**

February 3, 2023

# INTRODUCTION

The Michigan Office of Highway Safety Planning (OHSP) provides grants to eligible entities to conduct effective traffic safety programs with federal funding received through the National Highway Traffic Safety Administration (NHTSA). The OHSP also grants State of Michigan funds for truck safety projects.

Project proposals for the fiscal year period of October 1, 2023, through September 30, 2024 (FY2024) are being solicited from interested agencies and organizations.

Those interested in applying for FY2024 funding are strongly encouraged to attend one of the following Grant Project Solicitation Workshops being conducted virtually.

- January 19, 2023 (police traffic services grants only)
- January 23, 2023 (all grants)
- February 2, 2023 (all grants)

Visit the OHSP grants website at [www.michigan.gov/OHSPgrants](http://www.michigan.gov/OHSPgrants) for participation details.

This manual has been created to simplify the process for interested parties to apply for a traffic safety grant. The upcoming pages is an overview of requirements intended to assist with the necessary requirements to apply for federal and state truck highway safety project funding, but it is not a stand-alone reference. Throughout the document, and in the last section, there are links to important resources. Additionally, a series of Quick Guides are available to provide more in-depth information about specific program areas.

There are two parts to the grant solicitation process:

**Part 1:** A project proposal is submitted in Michigan Grants Management System (MGX), the OHSP online grant system, between February 1, 2023, and March 31, 2023.

*Information detailed in the proposal will determine if the project will be approved for Part 2.*

The OHSP coordinators will review proposals as they are submitted and may request clarification and/or further information during this time frame. A proposal submitted earlier in the process will allow more time to make recommended changes before the final deadline on March 31, 2023.

Applicants will be notified via email regarding the status of their submission no later than June 1, 2023. Approved proposals will proceed to Part 2.

**Part 2:** The approved project proposal will become one part of the OHSP FY2024 grant application to NHTSA. Federal and state required regulatory information will then be entered by applicants into the online system between July 1, 2023, and August 4, 2023.

A grant award letter will be provided in September 2023, which will authorize the commencement of project activity any time after October 1, 2023.

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## FY2024 OHSP HIGHWAY SAFETY GRANT FUNDING GUIDELINES

### WHO IS ELIGIBLE TO 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

### WHAT TYPES OF PROJECTS ARE ELIGIBLE?

**COMMERCIAL MOTOR VEHICLE (CMV):** Enforcement, education, and improvements necessary to improve safety for commercial motor vehicles, most commonly truck safety.

**DISTRACTED DRIVING:** Programs to educate the public about the dangers of cell phone use, texting, and other forms of distractions while driving.

**DRIVERS AGES 20 AND YOUNGER (TEEN):** Programs to educate parents and young drivers on the high risk of crashes and effective traffic safety strategies aimed at teen drivers.

**EMERGENCY MEDICAL SERVICES, CRASH RESCUE, and TRAUMA:** Programs to increase the survivability of crashes by improving the availability and quality of pre-hospital and post-crash arrival care.

**IMPAIRED DRIVING:** Adjudication, education, and improvements necessary to impact impaired driving, as well as a focus on alcohol-related and drug-related impairment.

**MOTORCYCLIST SAFETY:** Educational programs that encourage proper training and endorsement, reduce impaired riding, sharing the road, public awareness activities, and more.

**OCCUPANT PROTECTION:** Programs designed to increase use of seat belts among all age groups and proper use of child restraints.

**PEDESTRIAN AND BICYCLIST SAFETY (Vulnerable Roadway Users):** Public education and awareness on laws applicable to pedestrian and bicyclist safety. (*See below for enforcement information.*)

**POLICE TRAFFIC SERVICES:** Overtime traffic enforcement targeting impaired driving and non-compliance of the seat belt law, speeding, distracted driving, and pedestrian/ bicyclist laws. Funding priority will be given to agencies who choose to participate in any of three required mobilization periods and four optional mobilization periods.

**RURAL ROADS:** Projects focused on rural roadways may include any of the program elements listed previously, as well as community engagement and coalition building, traffic safety culture education, and other areas determined by data analysis.

**TRAFFIC RECORDS (statewide emphasis):** The continued development and implementation of a statewide program to enhance the collection, analysis, and dissemination of crash data.

**OTHER POTENTIAL FUNDING AREAS:** Contact OHSP Program Coordinators for consultation if your traffic safety project idea is not listed.

### GENERAL REQUIREMENTS

- a. Prospective applicants must review data (crash, demographic, etc.) to identify a traffic safety problem(s) in their geographic area of interest, which may be a campus, municipality, county, region, or the state of Michigan.
- b. Proposals must provide details about impacting a traffic safety problem(s).

- The extent of a highway safety problem using data
- How the project will have a measurable impact on traffic safety
- Reasonable and necessary project costs with clear justification for all expenses
- A well-defined geographic area
- Collaboration with other partner agencies
- A comprehensive and systematic approach
- A method to evaluate ongoing performance as well as program impact
- Goals and activities are Specific, Measurable, Achievable, Relevant, and Time-Bound (SMART)
- Supports performance measures (*see pages 15-16 for information.*)
- Addresses one or more of the priority recommendations from the most recent NHTSA Assessment Final Report (*see Resources Links section on page 17 for information.*)
- Addresses HSP Appendices qualification criteria (*see Resources Links section on page 17 for information.*)

- c. Applicants may contact an OHSP coordinator for assistance during this process. (*See Contact page 12 for information.*)

The OHSP utilizes a Scoring Chart in MGX to help determine if project proposals can be considered for a grant application.

## FY2024 GRANT CYCLE

**December 6, 2022:** Save the date for Grant Project Workshops distributed.

**January 18, 2023:** Posting of FY2024 Highway Safety Funding Guidelines on the OHSP's website  
<http://www.michigan.gov/OHSPgrants>.

**January 19, 2023:** Virtual Highway Safety Grant Solicitation Workshop, 3:00 PM- 4:00 PM (Police Traffic Services Grants Only).

**January 23, 2023:** Virtual Highway Safety Grant Solicitation Workshop, 1:30 PM- 3:30 PM.

**February 1, 2023:** Project Proposal period opens. The grant proposals must be completed using MGX  
<https://mgx.intelligrants.com/IGXLogin>

**February 2, 2023:** Virtual Highway Safety Grant Solicitation Workshop, 10:00 AM- 12:00 PM.

**March 31, 2023:** Project Proposal period ends.

**June 1, 2023:** Proposals approved to grant application phase and proposals not approved notifications sent.

**July 1, 2023:** Grant Applications period opens in MGX.

**August 4, 2023:** Deadline for applications to be submitted in MGX for October 1 start date.

**September 2023:** FY2024 grant awards issued with funding beginning October 1, 2023. Notification of applicants not approved for funding.

**October 1, 2023:** FY2024 Grant Period begins.

The following section lists project suggestions and may denote specific requirements in each of the program areas.

## TRAFFIC SAFETY PRIORITY PROGRAM PROPOSAL GUIDELINES

### POLICE TRAFFIC SERVICES - OVERTIME ENFORCEMENT (Federal Funds)

(Impaired Driving, Seat Belt, Distracted, Speed, and Pedestrian/Bicyclist Enforcement)

#### 1. PERSONNEL REQUIREMENTS:

Law enforcement officers participating in an OHSP grant **must** possess:

- Current certification by the Michigan Commission on Law Enforcement Standards (MCOLES) as a fully sworn law enforcement officer.
- Current certification in Standardized Field Sobriety Testing (SFST) training, with an update every three years.

#### 2. PROJECT PROPOSAL:

A law enforcement agency may submit proposals from one to six types of targeted enforcement based on traffic safety problem identification. NOTE: Please submit pedestrian and/or bicyclist safety enforcement proposals separate from the other traffic enforcement focuses.

**A. Crash Data:** For targeted overtime enforcement, submit data that corresponds to the type(s) chosen by your agency.

##### **Impaired Driving Enforcement**

- A high incidence of alcohol and/or drug-involved crashes over the past three years
- A significant increase in alcohol and/or drug-involved crashes over the past year (if applicable)
- The number of fatal (K) and suspected serious injuries (A) where driver impairment was a factor
- Citation Data

##### **Seat Belt Enforcement**

- A high incidence of unbelted crashes over the past three years
- A significant increase in unbelted crashes over the past year (if applicable)
- The number of fatal (K) and suspected serious injuries (A) in crashes where occupants were unbelted
- Local data from the most recent Michigan Seat Belt Survey (Link is here: [2022 Michigan Seat Belt Use Rate by County](#))
- Make a special note if seat belt use is at or below 90 percent compliance in enforcement area
- Citation Data

##### **Distracted Driving Enforcement**

- A high incidence of crashes caused by distraction over the past three years
- A significant increase in distracted crashes over the past year
- The number of fatal (K) and suspected serious injuries (A) in crashes where distraction was a factor
- Citation Data

##### **Speed Enforcement**

- A high incidence of crashes caused by speed/ driving too fast for conditions over the past three years
- A significant increase in crashes caused by speed over the past year (if applicable)
- The number of fatal (K) and suspected serious injuries (A) in crashes where speed was a factor
- Citation Data

##### **Pedestrian and Bicyclist\***

- A high incidence of crashes involving a pedestrian or bicyclist over the past three years
- A significant increase in crashes involving pedestrians or bicyclists over the past year (if applicable)

- The number of fatal (K) and suspected serious injuries (A) in crashes where a pedestrian or bicyclist was involved
- Citation Data

*\*Pedestrian and Bicyclist safety grants may require a 20 percent funding match. Contact the OHSP Vulnerable Roadway User Acting Program Coordinator for more information.*

**Other Enforcement**

- A high incidence of crashes over the past three years
- A significant increase in crashes over the past year (If applicable)
- The number of fatal (K) and serious injuries (A) in crashes
- Citation Data

**Additional information to include, if applicable:**

- Significant increase in crashes in the past year due to a hazardous action not listed above
- Demographic considerations that may be a contributing factor to traffic crash frequency or increased mortality, such as inadequate pre-hospital response, geographic distances, poverty, driver inexperience, significant influx of tourists during certain seasons, etc.

**B. Strategic Plan**

At a minimum, an overtime strategic enforcement plan should include:

- Specific calendar days or by month, including hours and each type of specialized enforcement will be conducted between October 1, 2023, through September 30, 2024.
- Plans for conducting high visibility enforcement in conjunction with other law enforcement agencies in the jurisdiction, if applicable. Each law enforcement agency or Michigan State Police post must be identified on the strategic plan.
- Participation in the national NHTSA law enforcement mobilizations and public information and education campaign periods. (This is not required, but funding priority will be given to agencies who conduct overtime shifts during any or all of these enforcement periods.)
  - **National Impaired Driving Enforcement Period**
    - December 15, 2023 - January 1, 2024
    - August 16 - September 2, 2024
  - **National Seat Belt Enforcement Period: Click it or Ticket**
    - May 20 - June 2, 2024
- Participation in enforcement shifts scheduled during OHSP statewide enforcement and public information and education campaign periods. (This is not required, but funding priority will be given to agencies who conduct overtime shifts during any or all of these enforcement periods.)
  - Pedestrian Safety Enforcement: October 1-31, 2023
  - Distracted Driving: April 1-30, 2024
  - Speed: July 1-31, 2024
  - Bicyclist Safety: August 1-31, 2024

**C. Additional Elements**

- Data (crash and other) that justifies the type of enforcement being conducted, and an evaluation component to determine project effectiveness.
- A plan to describe what the agency will do at the local level to publicize and support enforcement efforts. This can include social media posts, press events, school/ civic group programs, etc.
- Plans for law enforcement officers to be certified in a specialized traffic safety training program, such as SFST, Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Training (DRE), if applicable.



**D. Activity Analysis Information** (*applicable only if currently receiving a law enforcement grant in FY2023*)

If overtime funding is currently being received for one (or more) of the following types of enforcement, please provide comparison data between this year and the same time frame in FY2022 for the enforcement type(s) applicable to your department.

- Number of impaired driving arrests
- Number of seat belt citations
- Number of distracted citations
- Number of speed citations
- Number of pedestrian and bicyclist citations

**NON-ENFORCEMENT PROJECT PROPOSAL GUIDELINES (FEDERAL FUNDS)**

Check the OHSP website for available Quick Guide links for more information on each program area listed below. [www.michigan.gov/OHSPgrants](http://www.michigan.gov/OHSPgrants)

**DISTRACTED DRIVING**

Innovative projects including educating the public on the dangers of distracted driving. Consider incorporating projects with public information during the month of April for Distracted Driving Awareness Month.

**DRIVERS AGES 20 AND YOUNGER (TEEN)**

Projects could include education and training for teens, local organizations, and other partners to improve initiatives for new drivers. Consider incorporating projects during Teen Driver Safety Week in October.

*(Please note that the program (below) is on-going and well-established. Therefore, project proposals in the following area will **not** be considered.)*

Strive for a Safer Drive  
Transportation Improvement Association & Ford Driving Skills for Life (DSFL)  
*Statewide student-led teen driver education in high schools*

**EMERGENCY MEDICAL SERVICES (EMS), CRASH RESCUE and TRAUMA**

Projects could include training, education, and collaboration with communities impacting traffic crash-related services and post-crash care, including education and training, responder recruitment and retention, enhanced technology, the development of special vehicle crash response programs, and scene safety programs such as Traffic Incident Management. Incorporating special projects and messaging during National EMS Week on May 19-24, 2024.

**IMPAIRED DRIVING**

Innovative projects impacting alcohol and/or drug impaired driving can include community prevention/intervention programs, education, training, and public information efforts.

*(Please note that the programs (below) are on-going and well-established. Therefore, project proposals in the following areas will **not** be considered.)*

1. Traffic Safety Resource Prosecutors  
Prosecuting Attorneys Association of Michigan  
*Statewide traffic training for prosecutors and law enforcement officers*
2. Educational Programming and Judicial Outreach Liaison  
Michigan Judicial Institute  
*Statewide training for court personnel*

3. Drug Evaluation and Classification Program (DECP)  
Michigan State Police Enforcement Career Development Section  
*Statewide SFST, ARIDE, and DRE trainings*
4. Sobriety Court Support  
State Court Administrative Office  
*Statewide support for DWI Court/Hybrid Programs*

### **MOTORCYCLIST SAFETY**

Requirements: *All Motorcyclist RiderCoaches (Instructors) and training sponsors must be certified by the Motorcycle Safety Foundation. Federal funds cannot be used for observation studies of helmet use or enforcement checkpoints for unhelmeted motorcyclists.*

Innovative projects including educating motorcyclists on safe behavior and protective gear. Also, projects that focus on other roadway users driving around motorcyclists safely.

*(Please note that the program (below) is on-going and well-established, therefore, project proposals in these areas will **not** be considered.)*

1. Michigan Rider Education Program  
Michigan Department of State  
*Statewide training for motorcycle riders and training for RiderCoaches*

### **OCCUPANT PROTECTION**

Requirement: *Child Passenger Safety Technicians (CPST) and Child Passenger Safety Technician Instructors (CPSTI) must be certified by the National Child Passenger Safety Certification Training Program through Safe Kids Worldwide.*

The CPS projects could include establishing or expanding child passenger safety inspection stations, CPS awareness training, special needs training, innovative community seat belt projects, and projects focusing on minority groups, rural populations, and youth seat belt use. Special activities and safety messaging for National Child Passenger Safety Week: September 15-21, 2024, and/or National Seat Check Saturday on September 21, 2024.

Occupant Protection projects could include seat belt awareness programs for teens, minority groups, and rural populations. Community partners could include the medical and business community among many others.

### **PEDESTRIAN AND BICYCLIST SAFETY (Vulnerable Roadway Users)**

Requirement: *Pedestrian and Bicyclist safety grants require a 20 percent local match (in-kind)*

Projects could include education on laws applicable to pedestrian and bicyclist safety and training law enforcement on laws applicable to pedestrian and bicyclist safety. It is important to include all roadway users in pedestrian and bicyclist safety projects, including vehicle drivers.

### **RURAL ROADS**

Projects could include establishing educational messaging specific to riskier driver behaviors such as not wearing seatbelts, impaired or distracted driving, and speeding. Community partnerships and involvement are essential for potential projects.

### **TRAFFIC RECORDS (statewide emphasis)**

The Michigan traffic data system is part of a comprehensive traffic records database that is maintained by several statewide departments and is comprised of seven key data systems: Crash, Vehicle, Driver, Roadway, Citation/Adjudication, EMS/Injury Surveillance, and Data Use and Integration. It is essential that the operation and management of these systems are coordinated to ensure that the crash data is

accessible, timely, accurate, complete, uniform and integrated for all users within the state. The Traffic Records Coordinating Committee (TRCC) is a multidisciplinary, interagency committee created to develop, promote, and implement the Michigan TRCC Strategic Plan. The mission of the TRCC is to improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of crash data and systems to enable stakeholders and partners to identify proactive countermeasures to address traffic safety issues. Projects for traffic records should focus on implementing effective programs to improve timeliness, accuracy, completeness, uniformity, integration, and accessibility of state data that is needed to identify priorities for national, state, and local highway and traffic safety programs. Link is here: [TRCC 2020-2024 Strategic Plan](#)

## **STATE FUNDED PROJECT PROPOSAL GUIDELINES**

### **COMMERCIAL MOTOR VEHICLE (CMV)**

Innovative research projects impacting commercial motor vehicle safety as approved by the Michigan Truck Safety Commission (MTSC).

*(Please note that the programs (below) are on-going and well-established. Therefore, project proposals in the following area will **not** be considered.)*

Commercial Motor Vehicle Enforcement  
Michigan State Police - Commercial Motor Vehicle Enforcement Division  
*Statewide enforcement of the CMV laws*

### **OTHER POTENTIAL FUNDING AREAS**

Other program areas may be eligible for funding in FY2024. Please contact OHSP Program Coordinators for more information.

## PROJECT PROPOSAL ASSISTANCE

Contact an OHSP Program Coordinator early in the solicitation process. They can provide expert guidance in analyzing and sourcing data, determining goals and objectives, creating a budget or evaluation plan, answering questions, or providing feedback.

Listed below are contact names by program area:

**Christy Sanborn**

Impaired Driving Program Coordinator

[SanbornC@michigan.gov](mailto:SanbornC@michigan.gov)

**Kara Rueckert**

Occupant Protection Program Coordinator

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**Alicia Sledge**

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## THE FINE PRINT

Once a project proposal becomes an approved grant, the funded agency (called a “Grantee”) and the OHSP enter into a contractual agreement.

Specific details will be covered in a grant orientation meeting. However, this section will provide a summary overview of some of the expectations involved with receiving federal and state truck funding.

### Reporting Requirements

- Program Progress Reports for all grants are due quarterly.
- Financial Status Reports are due monthly or quarterly. Payments are made on a reimbursement basis. Grantee can choose their preference.
- Enforcement Reports (overtime enforcement projects only) are due quarterly or monthly. For participation in the required mobilization periods, enforcement reports are due within 5 business days following the conclusion of the enforcement period.
- Truck Safety Reports are due quarterly or monthly.
- Final fourth quarter Progress Report to be submitted by October 30.

### BUDGET CONSIDERATIONS

Highway safety funds are to be used to directly support a proposed program, including planning, implementation, and evaluation. Costs must be estimated as closely as possible to ensure that funding is adequate for the entire project and spent by the end of the fiscal year.

#### Allowable Cost Categories include:

- Personnel salaries and wages (regular time), and fringe benefits
  - Administrative duties including documenting activities, report writing, and financial reconciliation
  - Project coordination, such as creating materials, training, on-site visits, press events
  - Travel time to meetings and conferences
- Personnel salaries and wages (overtime) and fringe benefits
  - Enforcement mobilization shifts
  - Administrative duties including documenting activities, report writing, and financial reconciliation
- Contractual (for services directly related to the project, such as paying for training staff or graphic design work).
  - Procurement requirements must be followed
- Travel costs (meetings, conferences, or training in or out of state)
  - Travel costs associated with attendance for both in-state and out-of-state highway safety-related meetings, conferences, seminars, workshops, and trainings where technical information is presented.
  - Note: Travel costs are only for the specific awarded agency. If travel costs are associated with a contractual service, that remains under contractual costs
- Supplies/ operating (office supplies, postage/ shipping, printing, educational items).
  - Highway Safety Training: costs for registration or hosting trainings.
- Equipment, including software (many restrictions apply, see detailed grant management requirements)
  - Electronic speed monitoring signs costing less than \$5,000 per unit
- Indirect cost rate

In addition to the noted allowable cost categories above, below is a list of some common items requested that are unallowable costs. Please contact the OHSP program coordinator for further information.

## **UNALLOWABLE COSTS**

- Personnel costs for individual time to attend trainings or employee's replacement while in training unless that employee's salary is OHSP grant funded
- Promotional items (including, but not limited to pens, shirts, keychains, etc.)
- Dispatcher overtime personnel costs for enforcement grants
- Bicycle helmets: purchasing and distributing bike helmets to the public
- Replacing routine and/or existing state or local expenditures with Federal highway safety funds (this is "general cost of government" formerly known as supplanting).

## DESCRIPTION OF MICHIGAN'S TRAFFIC CRASH PROBLEM

**Traffic Crash Statistics:** Statistics for Michigan indicate that during 2021, approximately 282,640 traffic crashes were reported; this is a 15.16 percent increase from 2020, when 245,432 crashes were reported. Crashes in 2021 resulted in 1,131 fatalities and an estimated 21,358 serious and minor injuries. The number of traffic fatalities in 2021 was 4.43 percent higher than in 2020, when 1,083 persons were fatally injured in Michigan traffic crashes.

**2021 Michigan Traffic Crash Statistics Clock:** Breaking crash statistics down by time in 2021 indicated the following:

- \* 1 Traffic Crash was reported every 1 minute and 52 seconds.
- \* 1 Traffic Death was reported every 7 hours and 45 minutes.
- \* 1 Person was injured every 7 minutes and 23 seconds.

Link to the Michigan Traffic Crash Facts (MTCF 2021) Statewide Quick Facts:  
[https://publications.michigantrafficcrashfacts.org/2021/Quick\\_Facts.pdf](https://publications.michigantrafficcrashfacts.org/2021/Quick_Facts.pdf)

In 2021, Michigan had 7,256,488 licensed drivers who operated 9,580,351 registered motor vehicles on a roadway system of 122,043 miles of public roads.

**Five-Year Collision Data:** To examine traffic crash trends over time, the Office of Highway Safety Planning staff reviewed crash data for the period 2017-2021.

### MICHIGAN TRAFFIC CRASH STATISTICS 2017-2021

Year	Total Crashes	Total Fatalities	Total Persons A & B Injured*
2017	314,921	1,028	26,542
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

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

### CORE PERFORMANCE MEASURES

The National Highway Traffic Safety Administration (NHTSA) has tasked the states to fulfill national core performance measures and targets. These measures and targets are established each year by analyzing the most current traffic crash data in Michigan.

- C-1 Reduce the number of traffic fatalities.
- C-2 Reduce suspected serious injuries.
- C-3 Reduce the fatalities/100 million vehicle miles traveled (VMT) rate.
- C-4 Reduce unrestrained passenger vehicle occupant fatalities, all positions.
- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher.
- C-6 Reduce speed-involved fatalities.
- C-7 Reduce motorcyclist fatalities.
- C-8 Reduce unhelmeted motorcyclist fatalities.
- C-9 Reduce drivers ages 20 and younger involved in fatal crashes.
- C-10 Reduce pedestrian fatalities.
- C-11 Reduce bicyclist fatalities.
- B-1 Increase the observed seat belt use for passenger vehicles, front-seat outboard occupants.

### **OTHER MICHIGAN CORE PERFORMANCE MEASURES**

States may also elect to measure state-data elements that are of a specific nature that could overall have impacts on the other national core performance measures.

- O-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists.
- O-2 Reduce alcohol- or drug-impaired motorcyclist fatalities.
- O-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator.
- O-4 Reduce crashes involving a motorcycle and another motor vehicle.
- O-5 Reduce fatal crashes with drivers ages 65 and older.
- O-6 Reduce number of distracted drivers involved in fatal crashes.

More crash data useful to grant project proposals is provided on the OHSP crash data website at [www.michigan.gov/OHSPgrants](http://www.michigan.gov/OHSPgrants).

Contact [OHSP-grantdata@umich.edu](mailto:OHSP-grantdata@umich.edu) for specific questions on Michigan crash data.



## RESOURCES LINKS

- Grant Management Requirements (GMRs)
  - [Federal GMRs](#)
  - [State Truck GMRs](#)
- [Definitions](#)
- NHTSA Program Assessments
  - [EMS](#)
  - [Impaired Driving](#)
  - [Motorcyclist Safety](#)
  - [Occupant Protection](#)
  - [Pedestrian and Bicycle Safety](#)
  - [Teen Driver](#)
  - [Traffic Records](#)
- HSP Appendices Qualifications (23 CFR 1300): <https://www.ecfr.gov/current/title-23/chapter-III/part-1300>
- [OHSP Contacts](#)