

MICHIGAN



Office of Highway Safety Planning

FY2026

Highway Safety

Grant Project Solicitation

Guidelines

Updated January 15, 2025

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).

Grant Applications for the fiscal year period of October 1, 2025, through September 30, 2026 (FY2026) are being solicited from interested agencies and organizations.

Those interested in applying for FY2026 funding are strongly encouraged to attend one of the following Grant Project Solicitation Workshops being conducted virtually.

- January 30, 2025 (all grants)
- February 7, 2025 (all grants)

Visit the OHSP grants website at 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. This document includes an overview of requirements intended to assist with the necessary requirements to apply for federal project funding, but it is not a stand-alone reference. Throughout the document, and in the last section, there are links to important resources.

Special note: the OHSP will only be offering single-year grant applications in FY2026. If your agency received approval for a multi-year project proposal in FY2024, a FY2026 grant application will be required. Please work with your OHSP Program Coordinator on the process for utilizing information from the FY2024 multi-year proposal for the FY2026 grant application.

There are two phases to the grant application process:

Phase 1: A grant application is submitted in Michigan Grants Management System (MGX), the OHSP online grant system, between February 3, 2025, and March 14, 2025.

Information detailed in the application will determine if the project will be approved for Phase 2.

The OHSP coordinators will review applications as they are submitted and may request clarification and/or further information during this time frame. An application submitted earlier in the process will allow more time to make recommended changes. All Phase 1 application modifications must be submitted by **March 28, 2025**, to be considered for approval.

Applicants will be notified via email regarding the status of their submission no later than May 9, 2025. Approved applications will proceed to Phase 2.

Phase 2: All approved applications will be submitted for NHTSA approval by the OHSP. Federally required regulatory information will then be entered by applicants into the online system between **May 19, 2025, and July 3, 2025**.

The OHSP coordinators will review applications as they are submitted and may request clarification and/or further information during this time frame. An application submitted earlier in the process will allow more time to make recommended changes. All Phase 2 application modifications must be submitted by **July 25, 2025**, to be considered for approval.

A grant award letter will be provided in September 2025, which will authorize the commencement of project activity on October 1, 2025.

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FY2026 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

GOVERNOR'S TRAFFIC SAFETY ADVISORY COMMISSION (GTSAC) FUNDING PRIORITIES

One of the responsibilities of the GTSAC is to look at where certain grant related funding should be applied as far as projects are concerned. This includes funding from various state departments including the MSP, MDOT and the MDE to improve traffic safety initiatives. Based on the GTSAC subcommittee discussion, priority areas were presented at the December 3, 2024, GTSAC meeting. It was determined that extra preference for FY2026 will be granted to the following focus areas:

- Distracted Driving
- Impaired Driving
- Seat Belt Usage (this was not one of the original items moved forth by the subcommittee but when presented at the GTSAC, commissioners motioned to include this)
- Speed
- Vulnerable Roadway Users (pedestrians, bicyclists, and motorcyclists)

WHAT TYPES OF PROJECTS ARE ELIGIBLE?

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 reducing 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. There is also opportunity to participate in the Great Lakes High Stakes initiative, Operation Safe Stop, and School Bus Safety Week. Funding priority will be given to agencies who choose to participate in any of three required mobilization periods and four optional mobilization periods.

PREVENTING ROADSIDE DEATHS: Projects focused on effective programs to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside.

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 and utilize 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. Narrative data is acceptable – charts are not required.
- b. Applications must provide details about impacting one or more traffic safety problems, including:
 - 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 Phase 1 draft grant applications qualify to be considered for approval.

FY2026 GRANT CYCLE

January 6, 2025: Save the date for Grant Project Workshops distributed.

January 13, 2025: Posting of FY2026 Highway Safety Funding Guidelines on the OHSP's website <http://www.michigan.gov/OHSPgrants>.

January 30, 2025: Virtual Highway Safety Grant Solicitation Workshop, 8:30 AM- 10:00 AM.

February 3, 2025: Phase 1 Draft Grant Applications period opens. The grant applications must be completed using MGX <https://mgx.intelligrants.com/IGXLogin>

February 7, 2025: Virtual Highway Safety Grant Solicitation Workshop, 9:00 AM- 10:30 AM.

March 14, 2025: Phase 1 Draft Grant Application period ends.

March 28, 2025: Phase 1 Draft Grant Application modifications due to OHSP (if applicable).

April 1 – May 8, 2025: OHSP leadership reviews of Phase 1 Draft Grant Applications.

May 9, 2025: Phase 1 Draft Grant Application approval and denial notifications sent.

May 19, 2025: Phase 2 Grant Applications period opens in MGX.

July 3, 2025: Deadline for applications to be submitted in MGX for October 1 start date.

July 25, 2025: Final Grant Application modifications due to OHSP (if applicable).

September 2025: FY2026 grant awards issued with funding beginning October 1, 2025. Notification of applicants not approved for funding.

October 1, 2025: FY2026 Grant Period begins.

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

TRAFFIC SAFETY PRIORITY PROGRAM GUIDELINES

POLICE TRAFFIC SERVICES - OVERTIME ENFORCEMENT (Federal Funds)

(Impaired Driving, Seat Belt, Distracted, Speed, Pedestrian/Bicyclist Safety, and Operation Safe Stop)

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. GRANT APPLICATION:

A law enforcement agency may apply for one to six types of targeted enforcement based on traffic safety problem identification.

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: [2024 Michigan Seat Belt Usage Survey](#))
- 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 Safety Enforcement*

- 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 Police Traffic Services Program Coordinator for more information.*

Operation Safe Stop (including School Bus Safety Week)

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

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, 2025, through September 30, 2026.
- 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.
- The OHSP REQUIRES participation in mandatory enforcement periods if an applicant wants to do additional elective enforcement in the same area.
 - **National Impaired Driving Enforcement Period**
 - December 12, 2025 - January 1, 2026
 - August 14 – September 7, 2026
 - **National Seat Belt Enforcement Period: Click it or Ticket**
 - May 18-31, 2026
- 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 these enforcement periods.)
 - Operation Safe Stop/School Bus Safety Week: October 25-31, 2025
 - Pedestrian Safety: October 19 – October 25, 2025
 - Distracted: April 1-30, 2026
 - Speed: July 1-31, 2026
 - Bicyclist Safety: August 3-9, 2026

C. Additional Elements

- Data (crash and other) that justifies the type of enforcement being conducted.
- Evaluation component to determine project effectiveness.
- Description of planned community collaboration efforts to gain input on traffic safety.
- A plan to describe your agency's efforts to support data collection and analysis to ensure transparency and identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities.
- 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 FY2025*)

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 FY2024 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 GRANT APPLICATION GUIDELINES (FEDERAL FUNDS) 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, grant applications on the following topic will **not** be considered.)*

1. 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. Applications incorporating special projects and messaging during National EMS Week (tentatively May 18-23, 2026) are encouraged.

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, grant applications on the following topics 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, grant applications on the following topic 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, or youth seat belt use. Special activities and safety messaging for National Child Passenger Safety Week: September 20-26, 2026, and/or National Seat Check Saturday on September 26, 2026, are encouraged. Occupant Protection projects could include seat belt awareness programs for teens, minority groups, and rural populations. Community partners could include the medical or business community, among many others.

PEDESTRIAN AND BICYCLIST SAFETY (Nonmotorized/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.

PREVENTING ROADSIDE DEATHS

Projects could include education and/or enforcement on the move over law, digital alert technology, construction zone enforcement, etc. Eligible projects would adopt and implement effective programs to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside.

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](#)

OTHER POTENTIAL FUNDING AREAS

Research projects could be applicable to all program areas noted above. Other program areas may be eligible for funding in FY2026. Please contact OHSP Program Coordinators for more information.

GRANT APPLICATION 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

Kara Rueckert

Occupant Protection Program Coordinator
RueckertK1@michigan.gov

Mackenzie Alvae

Police Traffic Services Program Coordinator
AlvaeM1@michigan.gov

Cathy Fitzgerald

Police Traffic Services Program Coordinator
FitzgeraldC6@michigan.gov

Quinn Passmore

Vulnerable Roadway Users Program Coordinator
PassmoreQ2@michigan.gov

Melissa Agueros

Young Driver, Older Driver, Distracted Driving, School Bus Safety Program Coordinator
AguerosM@michigan.gov

Jordan Smith

Analysis, Evaluation, and Research Program Coordinator
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Sarah Davis

Traffic Records Program Coordinator
DavisS42@michigan.gov

Alicia Sledge

Program Management Section Manager
SledgeA@michigan.gov

THE FINE PRINT

Once a grant application is finalized and approved, the funded agency (called a “Subrecipient”) 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 funding.

REPORTING REQUIREMENTS

- Program Progress Reports for non-enforcement grants are due quarterly.
 - For overtime enforcement grants, only one final fourth quarter progress report is required.
- Financial Status Reports are due monthly or quarterly. Payments are made on a reimbursement basis.
- Enforcement Reports (overtime enforcement projects only) are due within 5 business days following the conclusion of the enforcement period.
- Final fourth quarter Progress Report to be submitted by October 30, 2026.

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 staff trainings 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, or safety items).
 - Highway Safety Training: costs for registration or hosting trainings.
 - Electronic speed monitoring signs costing less than \$5,000 per unit
- Equipment, including software (many restrictions apply, see information below and detailed grant management requirements)
- Indirect cost rate
 - Agreement must be in place for any rate claimed higher than the federal de minimis 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")

EQUIPMENT

Items purchased for direct use by an agency or contractor (rather than for public distribution) that cost \$5,000 or more per unit are categorized as equipment. Please reference the federal law definition at 23 CFR 1300.31. Equipment is closely tracked pertaining to both federal and state regulations based on value and usable life.

In 2016, NHTSA released a memorandum clarifying equipment purchases for federal highway safety grant projects. Equipment is eligible for reimbursement as a direct expense chargeable to a specific project agreement, provided the equipment is needed to perform that project. A project for which equipment is needed must be based on identification of a specific safety problem in Michigan.

In other words, a project must first be established based on problem identification. If that project requires the use of equipment for its performance, the cost of that equipment may be reimbursed under the grant. No project may be created solely to purchase equipment. Fundamentally, NHTSA-funded highway safety grants are for safety activities, and equipment serves a supporting role in accomplishing those activities through defined projects.

All equipment purchased with federal funds must be compliant with the Buy America Act, 23 U.S.C. 313. This means that products purchased must be manufactured or assembled in the United States. As part of the FY2026 Grant Application, any equipment purchases will require the completion of the [Buy America Act Certificate of Compliance form \(OHS-002\)](#).

Note this is a different regulation than the "Buy American Act" for infrastructure projects. Please contact an OHSP Program Coordinator if equipment is planned part of the proposed project.

The OHSP maintains an equipment log to track equipment purchased with federal funds based on use and value. When an agency needs to dispose of equipment, the OHSP must be contacted immediately, and appropriate disposal policy must be followed. Specific attention must be given to disposal of equipment that is still within its useful life. The Michigan Department of Technology, Management, and Budget's policy indicates a maximum useful life of 10 years and is valued at over \$5,000.

DESCRIPTION OF MICHIGAN'S TRAFFIC CRASH PROBLEM

Traffic Crash Statistics: Statistics for Michigan indicate that during 2023, 287,953 traffic crashes were reported; this is a 1.84 percent decrease from 2022, when 293,341 crashes were reported. Crashes in 2023 resulted in 1,095 fatalities and an estimated 26,265 serious and minor injuries. The number of traffic fatalities in 2023 was 2.49 percent lower than in 2022, when 1,123 persons were fatally injured in Michigan traffic crashes.

2023 Michigan Traffic Crash Statistics Clock: Breaking crash statistics down by time in 2023 indicated the following:

* 1 Traffic Crash was reported every 1 minute and 50 seconds.

* 1 Traffic Death was reported every 8 hours.

* 1 Person was injured every 7 minutes and 24 seconds

Link to the Michigan Traffic Crash Facts (MTCF 2023) Statewide Quick Facts:

https://www.michigantrafficcrashfacts.org/doc/2023/state-wide/quick_facts

In 2023, Michigan had 7,439,610 licensed drivers who operated 9,931,742 registered motor vehicles on a roadway system of 122,040 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 2019-2023.

MICHIGAN TRAFFIC CRASH STATISTICS

2019-2023

Year	Total Crashes	Total Fatalities	Total Persons A & B Injured*
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
2023	287,953	1,095	26,265

*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.

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.

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

More crash data useful to grant applications is provided on the OHSP crash data website at www.michigan.gov/OHSPgrants.

Contact OHSP-grantdata@umich.edu for specific questions on Michigan crash data.

RESOURCES LINKS

- Grant Management Requirements (GMRs)
 - [Federal GMRs](#)

- NHTSA Program Assessments
 - [EMS](#)
 - [Impaired Driving](#)
 - [Motorcyclist Safety](#)
 - [Occupant Protection](#)
 - [Pedestrian and Bicycle Safety](#)
 - [Teen Driver](#)
 - [Traffic Records](#)

- Code of Federal Regulations (23 CFR Part 1300 and 2 CFR Part 200)
 - <https://www.ecfr.gov/current/title-23/chapter-III/part-1300>
 - <https://www.ecfr.gov/current/title-2/part-200>

- [Definitions](#)

- [OHSP Contacts](#)