

Maryland Highway Safety Office  
**FFY 2012 Highway Safety Plan**

**Submitted to:**

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# Executive Summary

The Maryland Department of Transportation (MDOT) and the Maryland State Highway Administration's (SHA) Highway Safety Office (MHSO) are pleased to present this FFY 2012 Highway Safety Plan (Benchmark Report). MDOT and MHSO continue to place traffic safety as the first and foremost concern in the State of Maryland. Beginning with the blueprint that is Maryland's Strategic Highway Safety Plan (SHSP), this Benchmark Report will outline how elected officials, heads of agencies and partners in both the public and private sectors will carry out efforts to save lives and prevent injuries on Maryland's roads by reducing the number and severity of motor vehicle crashes through the administration of a comprehensive and effective network of traffic safety programs.

While past successes have been encouraging, the ultimate goal remains for Maryland to experience zero fatalities from traffic-related incidents. Multiple organizations comprise a tightly-knit core for spreading the traffic safety message and emphasizing the seriousness of traffic crashes. Building and continuing partnerships is vital to the long-term reduction in crashes and the MHSO remains committed in FFY 2012 to finding pro-active partners in traffic safety.

Fatalities continued a three-year decline in 2010, resulting in 496 fatalities. Additionally, alcohol-related fatalities, as reported through the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS), have dropped significantly from 241 in 2006 to 177 in 2010.

Injuries continued a sharp decline in 2010 and, as measured by observational safety belt use surveys, Maryland's use rate grew. In June 2011, the observed statewide seat belt use in Maryland was 94.72%. Maryland currently has a fatality rate which still hovers close to the national goal of 1.0 or less. Although there have been significant statewide successes in regard to highway safety, leadership throughout the State realizes that there is still much work to be done. This Benchmark Report identifies many of the major contributors to those successes and also addresses the roles of the MHSO's partners in meeting the State's future traffic safety needs.

## Maryland Highway Safety Office

In accord with the Highway Safety Act of 1966, Maryland established what is known today as the Maryland Highway Safety Office (MHSO) to assist in the reduction of crashes throughout the State. The MHSO is a division within the Maryland SHA's Office of Traffic and Safety (OOTTS), and serves as Maryland's designated State Highway Safety Office (SHSO). The State Highway Administrator serves as the Governor's Highway Safety Representative and the Chief of the MHSO serves as Maryland's Highway Safety Coordinator. Maryland's highway safety program is facilitated by the MHSO's staff and supported by a combination of federal highway safety incentive and innovative program funds, as well as state and local funds.

The primary functions of the Maryland Highway Safety Office include:

- **Administration:** Includes the management of federal highway safety funds (402, 405, 406, 408, 410, 2010 and 2011 funds), state highway safety funds

(148), distribution of these funds to sub-grantee agencies and the preparation of the Annual Highway Safety Plan and Annual Evaluation Report.

- **Problem Identification:** Includes identification of actual and potential traffic hazards and the development of effective countermeasures.
- **Monitoring and Evaluation:** Includes monitoring initiatives that impact highway safety and evaluating the effectiveness of approved highway safety projects.
- **Public Information & Education:** Includes development and coordination of numerous media events and public awareness activities with emphasis on the identified priority areas.

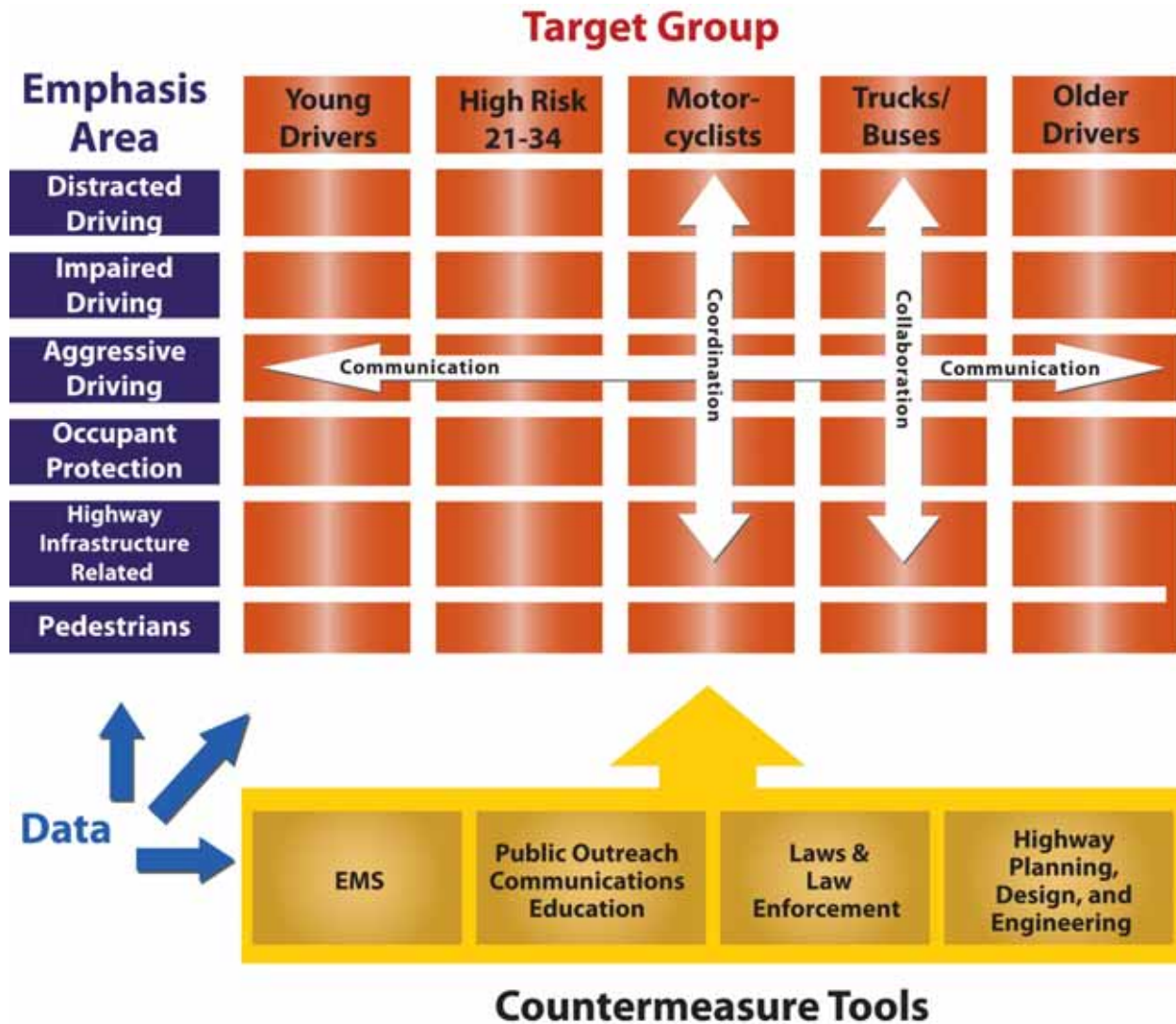
The MHSO staff is divided into sections – a Safety Programs Section (SPS), a Finance and Information Systems Section (FISS), the Program Advisory Section (PAS), and a recently created Regional Traffic Safety Team. The MHSO's Chief, Mr. Vernon F. Betkey, Jr., oversees the operation of the entire office. Assistance in overall operations is provided by the MHSO's Deputy Chief, Mr. Tom Gianni. Four Section Chiefs function as leads for their individual areas and in coordinating efforts of those sections. A full listing of the MHSO's staff and sections is provided in Appendix B of this document.

### **Strategic Highway Safety Plan (SHSP)**

In the past twenty years, Maryland has developed four Strategic Highway Safety Plans (SHSP). The 2003 Maryland SHSP, modeled after the American Association of State Transportation Officials (AASHTO) national plan, focused on the state's problems in 23 program areas and included multiple strategies to reduce fatalities and serious injuries on Maryland's roadways.

In 2006 Maryland updated the SHSP based on the process recommended by the 2005 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The update followed a data-driven, multi-disciplinary approach involving the 4Es of safety – engineering, education, enforcement, and emergency medical services. The result was a statewide, comprehensive safety plan that provided a coordinated framework for reducing fatalities and serious injuries on all public roads. The 2006 SHSP established statewide goals, objectives, and 14 key emphasis areas developed in consultation with federal, state, local, and private sector safety stakeholders.

In 2011, Maryland redeveloped its SHSP in order to consolidate initiatives and move from a comprehensive approach to a more strategic approach. In so doing, the 2011-2015 Maryland Strategic Highway Safety Plan contains 6 Emphasis Areas, 23 Strategies, and 88 Action Steps (the 2006 SHSP had 14 Emphasis Areas, 87 Strategies, and 281 Action Steps).



Despite increases in vehicle miles traveled, traffic crashes declined in Maryland dropping to an historic low of 95,355 in 2008. Between 2004 and 2008, the number of fatalities decreased by 8 percent, overall injuries decreased by 16 percent, and serious injuries declined by 42 percent. To continue this positive trend, Maryland moved forward on an update of the SHSP prior to 2010 under the direction of the SHSP Implementation Team, which determined the plan **would focus on all road users: drivers, bicyclists, motorcycle riders, and pedestrians.**

In 2011 Maryland joined with several other states and adopted a Zero Fatality goal. To help achieve the goal, Maryland approved an interim goal to reduce motor vehicle-related fatalities and injuries by half by 2030. This translates into an average annual decrease of 3.1 percent. Each emphasis area also adopted measurable fatality and injury objectives to reflect the interim goal.

Implementation of the 2011-2015 Strategic Highway Safety Plan (SHSP) takes a new approach by focusing not only the issues that cause the greatest number of traffic safety problems, but on geographic areas where traffic crashes are most prevalent. Each Emphasis Area Team will focus on areas where their issue is most concentrated; in addition, the Teams will work together

to focus on high priority corridors to combat the combination of issues present in those locations.

### **Maryland's Benchmark Report – FFY 2011**

It should be noted that the SHSP is just one piece of the puzzle in addressing highway safety in Maryland. This FFY 2012 Benchmark Report will shed light on another important component of the strategy, more specific to the duties and functions of the MHSO. In conjunction with efforts to provide uniformity in HSP reporting among all 50 states and additional territories, the MHSO has chosen to continue utilizing the template provided by the Governors Highway Safety Association (GHSA). In brief summary, the template provides the following for this Benchmark Report:

- **The Performance Plan**, including an explanation of the MHSO's SHSP, the State's overall problem identification process, an outline of target areas, as well as a summary of goals;
- **The Highway Safety Plan (HSP)**, containing information on the MHSO's Program Areas and describing the projects and activities the State plans to implement to reach the goals identified in the Performance Plan;
- **The Certifications and Assurances**, containing all relevant legal information pertaining to the MHSO's projects, signed by Mr. Neil Pedersen, the Governor's Representative for Highway Safety;
- **The Program Cost Summary**, including a detailed description of the MHSO's funding source categories and funds allocated for projects; and
- **Appendices:** For the convenience of readers, a list of commonly used terms and acronyms has been provided in *Appendix A: NHTSA Standardized Goal Statements*, *Appendix B: List of Acronyms*, and a list of MHSO staff has been provided in *Appendix C*.

# Performance Plan

## Problem Identification Process & Data Sources

To determine traffic fatality and injury trends, as well as Maryland's overall highway safety status, crash data for the preceding years have been collected and analyzed. Until somewhat recently, the MHSO had limited its analysis to the traditional sources of crash data – namely, the Maryland SHA's FISS of the MHSO (formerly Traffic Safety Analysis Division, or TSAD), which manages the Maryland Automated Accident Records System (MAARS).

To improve upon the data analysis process, MHSO continues to develop and collect new datasets, including the Maryland Statewide Accident Profiles, the Maryland Fatal Crash Trends Report, the Maryland Traffic Safety Facts, and the Maryland Research Note; all developed by the FISS to better guide its efforts. Crash data is obtained from MAARS, a system that compiles data from crash reports submitted by Maryland's 144 law enforcement agencies. The Maryland State Police is responsible for maintaining the data contained within this system and shares information with FISS for a wide range of analyses. The data used in this report utilizes ranges of crash data through 2010. Outputs include:

- number of police-reported crashes (fatal crashes, injury crashes & property damage only crashes)
- number of people affected (fatalities & injuries)
- number of vehicles involved
- fatality rate
- number injured rate

Ranking of program areas by their average annual number of crashes and determining over-representation of person, time and location related factors further focuses both educational and enforcement efforts. Specifically, age and gender are used to focus educational efforts and most of the remaining categories listed below are utilized to focus enforcement efforts. Factors analyzed include:

- age
- gender
- illumination
- time of day
- day of week
- location
- weather
- vehicle body type
- crash type
- route type
- contributing circumstance

The MHSO continues to work with the University Of Maryland's National Study Center for Trauma and EMS (NSC) to improve the problem identification process used by the MHSO and its grantees. Data sources include the Comprehensive Crash Outcome Data Evaluation System

(CCODES), the Health Services Cost Review Commission (HSRC), the Maryland Ambulance Information System, and the Maryland Trauma Registry. Supplemental data factors included:

- statewide demographics
- exposure data (vehicle miles traveled, population, number of registered vehicles, number of licensed drivers)
- traffic citations & convictions
- driver & vehicle records
- offender & post-mortem alcohol test results
- statewide observational seat belt use rates (provided in conjunction with the local Community/Regional Traffic Safety Program (RTSP))

The NSC annually provides the following data to statewide partners, and a localized version to each Community/Regional Traffic Safety Program (RTSP), in an effort to better focus programming efforts:

- **Data Summaries per program area** – shows areas of over-representation, and therefore target audiences, according to age, gender, month, day of week, time of day & road type
- **Impact Objectives per program area** – objectives are calculated using the same method that is used for statewide objectives
- **Ranking of program areas** – ranks program areas according to total crashes, injuries & fatalities
- **Density maps per program area** – shows general locations with a certain number or more crashes per square mile
- **Driver residence & overall crashes** – links driver residence data with license files
- **Citations per program area** – shows number of persons issued citations, as well as number of citations issued
- **Citations vs. Crashes ratio per impaired driving** – shows ratio of impaired driving citations to crashes
- **Crime-Crash Clock** – compares number of murders, assaults & associated crimes with number of fatalities, injuries & associated crashes
- **Adjudication per program area** – shows disposition of citations
- **Hospital data per program area** – shows number of inpatients, hospital days & hospital charges, as well as principal source of payment by person type
- **Top 10 Causes of Death** – shows where motor vehicle fatalities ranks as a cause of death

This data is analyzed for trends and substantial deviations from these trends. Inter-jurisdictional comparisons and comparisons with regional and national data are also used in the identification process. Ultimately, the data is used to determine target areas for action in each jurisdiction, countermeasures for which are enumerated in the RTSP and Grantee Project Agreements (PA) for FFY 2012.



In the meantime, the MHSO is making strides in developing its problem identification even further, through enhanced partnerships with a number of long-time and new grantees:

- MSP
- Maryland Chiefs of Police Association
- Maryland Sheriffs' Association
- MVA
- Office of the Chief Medical Examiner (OCME)
- Administrative Office of the Courts, Judicial Information Systems
- Maryland Institute for Emergency Medical Services Systems (MIEMSS)
- University of Maryland at College Park
- Towson University

In addition, Maryland will continue to use data available on the internet to assist in problem identification. Present sources of data being used by both the MHSO and its grantees include the Maryland Department of Planning, the US Census Bureau, the Centers for Disease Control and Prevention, and the FHWA.

## Summary of Goals

An overall goal has been established for Maryland's highway safety program for FFY 2012 and several objectives have also been identified as being critical to the program's success. Individual program and general area objectives have also been set for the priority program areas established by NHTSA in the Standardized Goal Statements. Objectives have been broken down into two categories: Impact Objectives, which focus on the crash data, and Administrative Objectives, which focus on the countermeasures used to address the problems and issues identified by data. The general areas, such as Police Traffic Services, use a general set of overall Impact Objectives, but have their own set of Administrative Objectives. The overall Impact Objectives are listed below.

Combining variables that the MHSO's governing agencies desire the State to follow allowed the development of Maryland's highway safety program Impact Objectives. These agencies include NHTSA, GHSA, the Maryland SHA, and Maryland MVA. The objectives are written in such a way that they are specific, measurable, action-oriented, realistic and time-bound (S.M.A.R.T.).

<b>OVERALL PROGRAM GOAL- TOWARD ZERO DEATHS</b>
<ul style="list-style-type: none"> <li>• To reduce motor vehicle-related crashes by one half (295) by 2030.</li> </ul>
<b>OVERALL IMPACT OBJECTIVES: Standardized Goal Statements</b>
<ul style="list-style-type: none"> <li>• To decrease traffic fatalities (19.1 percent) from the 2008 calendar base year average of 591 to 478 by December 31, 2015.</li> <li>• To decrease serious traffic injuries (19.2 percent) from the 2008 calendar base year average of 4,544 to 3,671 by December 31, 2015.</li> <li>• To decrease fatalities/VMT (19.6 percent) from the 2008 calendar base year average of 1.07 to 0.86 by December 31, 2015.</li> <li>• To decrease rural fatalities/VMT (19.5 percent) from the 2008 calendar base year average of 1.59 to</li> </ul>

1.28 by December 31, 2015.

- To decrease urban fatalities/VMT (18.9 percent) from the 2008 calendar base year average of 0.90 to 0.73 by December 31, 2015.
- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions (19.0 percent) from the 2008 calendar base year average of 142 to 115 by December 31, 2015.
- To decrease alcohol impaired driving fatalities (19.1 percent) from the 2008 calendar base year average of 152 to 123 by December 31, 2015.

*-Note: Alcohol-Impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.*

- To decrease speeding-related fatalities (19.4 percent) from the 2008 calendar base year average of 191 to 154 by December 31, 2015.
- To decrease motorcyclist fatalities (18.7 percent) from the 2008 calendar base year average of 91 to 74 by December 31, 2015.
- To decrease un-helmeted motorcyclist fatalities (20.0 percent) from the 2008 calendar base year average of 10 to 8 by December 31, 2015.
- To decrease drivers age 20 or younger involved in fatal crashes (19.2 percent) from the 2008 calendar base year average of 94 to 76 by December 31, 2015.
- To reduce pedestrian fatalities (19.0 percent) from the 2008 calendar base year average of 116 to 94 by December 31, 2015.
- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.4 percentage point(s) from the 2010 calendar base year average usage rate of 94.7 percent to 96.7 percent by December 31, 2015.

**Objectives are set using a 5-year period of FARS data (except for serious injuries (MAARS data used and observed seat belt use):**

The MHSO is projected to meet its stated objectives by the end of 2015. This date was chosen in order for the MHSO's goal and objectives to fall more closely in line with those addressed in Maryland's Strategic Highway Safety Plan (SHSP) as well as the *Toward Zero Death* methodology.

# Data & Demographics

## Statewide Demographics

As of March 2010, the Maryland Department of Planning provided an estimate stating that slightly more than 5.6 million people live in the State of Maryland, as shown below in Table 1, representing a 5.4% increase from the 2000 estimate. In contrast to its relatively small geographic size, Maryland ranks as the 19<sup>th</sup> most populated state, according to US Census Bureau statistics. The Maryland Motor Vehicle Administration (MVA) estimates that there are approximately 4.1 million licensed drivers throughout the State with more than 4.7 million vehicle registrations on record.

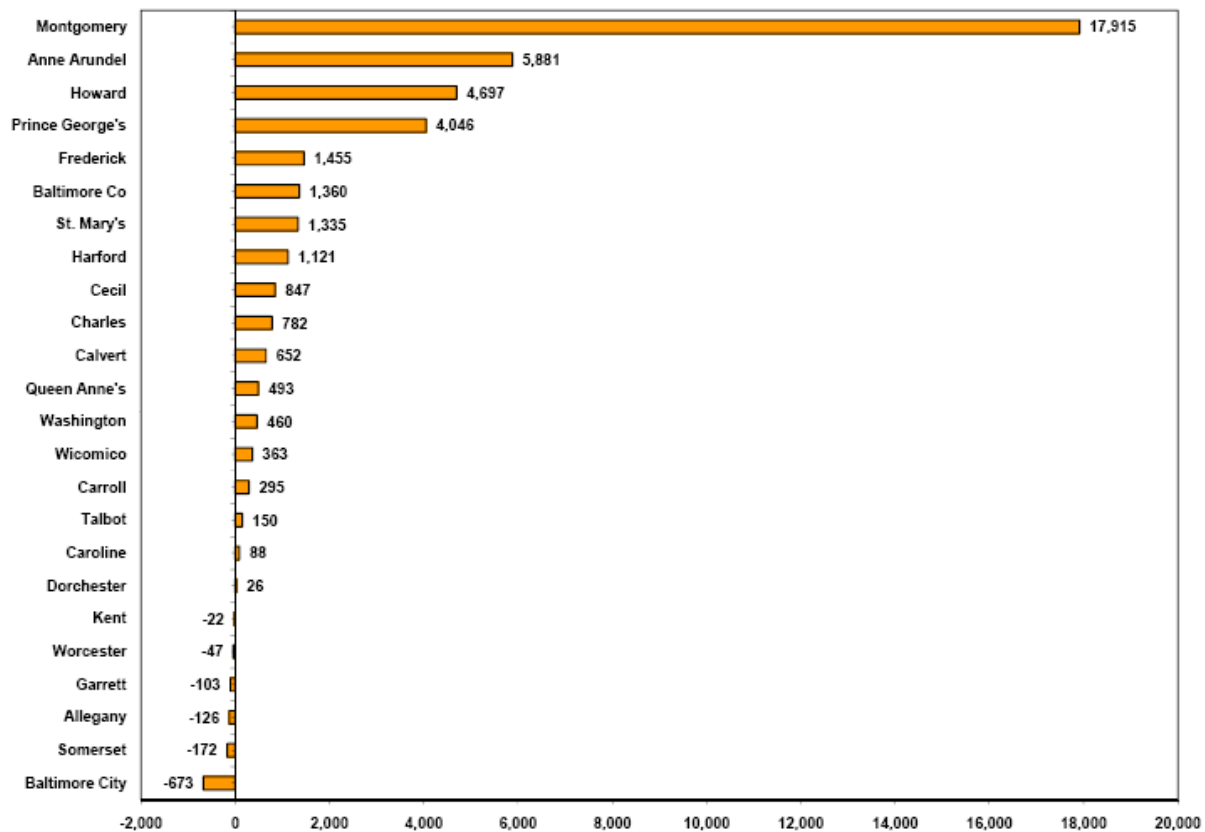
**Table 1 – Total Population for Maryland Jurisdictions, 2008-2009**

	2008	2009
MARYLAND	5,658,655	5,699,478
Anne Arundel County	515,328	521,209
Baltimore County	788,454	789,814
Carroll County	169,794	170,089
Harford County	241,393	242,514
Howard County	277,187	281,884
Baltimore City	638,091	637,418
Frederick County	226,525	227,980
Montgomery County	953,685	971,600
Prince George's County	830,514	834,560
Calvert County	88,560	89,212
Charles County	141,444	142,226
St. Mary's County	101,664	102,999
Allegany County	72,658	72,532
Garrett County	29,658	29,555
Washington County	145,450	145,910
Caroline County	33,279	33,367
Cecil County	99,949	100,796
Kent County	20,269	20,247
Queen Anne's County	47,465	47,958
Talbot County	36,112	36,262
Dorchester County	32,017	32,043
Somerset County	26,131	25,959
Wicomico County	93,859	94,222
Worcester County	49,169	49,122

Data extracts prepared by the Maryland Department of Planning, Planning Data Services, from U.S. Census Bureau and U.S. BEA, March 2010

Table 2, below, provides a brief summary of overall Maryland population growth by county. The table is listed in descending order, beginning with Montgomery County, which has experienced the most population growth. The MHSO will continue to take population data into consideration when planning for future programmatic activities.

**Table 2 – Population Change For Maryland’s Jurisdictions, 2008-2009**



Source: Population Division, U.S. Census Bureau  
 Prepared by the Maryland Department of Planning, Planning Data Services, March 2010.

The MHSO continues to look toward age-based demographic information as a key component to effective traffic safety messaging. Analysis of such data, including projections of future population estimates, allows the MHSO to generate programming specifically focused on delivering messages to various at-risk populations, most notably younger and older drivers. Table 3 is presented on the following page as a means to highlight projections in Maryland’s population until the year 2030.

**Table 3 - Maryland Population Estimates by Age**

Population Characteristics:	Historical				Projected					
	1970	1980	1990	2000	2005	2010	2015	2020	2025	2030
Total Population	3,922,399	4,216,975	4,780,753	5,296,486	5,577,470	5,779,380	6,086,840	6,339,290	6,533,900	6,684,260
Male	1,916,030	2,042,810	2,318,291	2,557,794	2,693,780	2,793,660	2,944,240	3,068,880	3,165,110	3,239,800
Female	2,006,369	2,174,165	2,462,462	2,738,692	2,883,700	2,985,710	3,142,600	3,270,420	3,368,790	3,444,470
White **	3,193,021	3,158,838	3,430,055	3,493,504	3,583,580	3,642,090	3,776,520	3,873,180	3,928,850	3,958,020
Nonwhite **	729,378	1,058,137	1,350,698	1,802,982	1,993,900	2,137,280	2,310,320	2,466,120	2,605,050	2,726,250
<b>Selected Age Groups:</b>										
0-4	344,573	272,274	364,988	353,393	370,180	387,410	406,830	421,770	422,000	419,950
5-19	1,170,508	1,054,505	940,288	1,139,572	1,197,000	1,187,380	1,204,340	1,252,630	1,297,930	1,320,730
20-44	1,321,781	1,645,037	2,046,144	1,978,806	1,930,470	1,878,310	1,948,460	2,015,150	2,109,900	2,170,780
45-64	785,840	849,550	914,989	1,225,408	1,433,590	1,600,200	1,656,860	1,623,030	1,513,000	1,436,840
65+	299,697	395,609	514,344	599,307	646,230	726,070	870,360	1,026,720	1,191,060	1,335,960
Total	3,922,399	4,216,975	4,780,753	5,296,486	5,577,470	5,779,380	6,086,840	6,339,290	6,533,900	6,684,260

Source: Maryland Department of Planning, Planning Data Services, Population Division

In conjunction with an analysis of age-based information, the MHSO also analyzes population estimates by race and gender. Analysis of ethnicity information allows the MHSO to recognize gaps in traffic safety messaging and adjust outreach efforts to meet the needs of diverse communities. Table 4, provides an ethnic breakdown of Maryland's total population:

**Table 4 - Maryland Population Estimates by Race**

<b>Estimated Annual Share of the Population by Race, and Hispanic Origin for Maryland: 2001 to 2009</b>								
<b>Race, and Hispanic Origin</b>	<b>Population Estimates</b>							
	<b>July 2009</b>	<b>July 2008</b>	<b>July 2007</b>	<b>July 2006</b>	<b>July 2005</b>	<b>July 2004</b>	<b>July 2003</b>	<b>July 2002</b>
<b>Total Population</b>	<b>5,699,478</b>	<b>5,658,655</b>	<b>5,634,242</b>	<b>5,612,196</b>	<b>5,582,520</b>	<b>5,542,659</b>	<b>5,496,708</b>	<b>5,439,913</b>
One race	5,603,964	5,565,855	5,544,202	5,525,008	5,498,320	5,461,590	5,418,636	5,365,005
White	3,588,912	3,578,394	3,577,388	3,581,743	3,583,893	3,579,052	3,569,456	3,550,217
Black	1,691,143	1,673,357	1,661,283	1,646,173	1,626,215	1,604,497	1,581,154	1,556,825
American Indian and Alaska Native	21,134	20,580	20,144	19,708	19,241	18,658	18,209	17,803
Asian	297,997	288,908	280,993	273,226	265,112	255,786	246,444	236,985
Native Hawaiian and Other Pacific Islander	4,778	4,616	4,394	4,158	3,859	3,597	3,373	3,175
Two or more races	95,514	92,800	90,040	87,188	84,200	81,069	78,072	74,908
Hispanic	<b>411,133</b>	<b>393,029</b>	<b>373,299</b>	<b>351,320</b>	<b>327,768</b>	<b>305,547</b>	<b>285,071</b>	<b>265,808</b>
Total Minority Population	<b>2,460,255</b>	<b>2,413,374</b>	<b>2,373,466</b>	<b>2,329,877</b>	<b>2,279,179</b>	<b>2,225,575</b>	<b>2,172,003</b>	<b>2,117,425</b>

Source: Maryland Department of Planning, Planning Data Services, Population Division

Per July, 2011 statistics from the Maryland Department of Labor, Licensing and Regulation, on average 93 percent of the 2.9 million people eligible for employment are employed in a given month. The mobility of these 2.9 million employees is a motivating factor when considering the State's highway safety efforts and the implementation of highway safety efforts. Drive times in both the morning and the afternoon represent some of the busiest on Maryland's roadways. As in the past, commuters will also continue to be one of the primary targets for the MHSO's messaging during FFY 2012.

## State of the State

In 2009, for which the latest complete annual crash data is available, 550 people were killed in the 96,392 police-reported traffic crashes in Maryland, while 47,330 people were injured and 63,518 crashes involved property damage only. Available fatality data for 2010 also indicates that 496 persons lost their lives in traffic crashes. In total, 344 drivers (278 vehicle drivers and 66 motorcycle operators), 121 pedestrians and bicyclists, and 83 passengers were killed on Maryland highways in 2009. On average, one person was killed every 16 hours, 130 people were injured each day (5 injuries every hour), and 264 police-reported traffic crashes occurred every day.

Table 5 – VMT, Fatality and Injury Information, 2005-2009

Year	VMT (billion miles)	Fatalities*	Fatality Rate*	Number Injured*	Alcohol-related Fatalities**	Safety Belt Use Rate
2005	56.6	614	1.103	55,303	165	91.1 %
2006	56.6	652	1.149	53,615	189	91.1 %
2007	56.8	615	1.083	51,729	178	93.1%
2008	56.1	592	1.055	48,143	145	93.4%
2009	55.6	550	0.989	47,330	162	94.3%

\* Source: Maryland State Highway Administration, MHSO/F&ISS

\*\* Source: NHTSA, FARS (BAC 0.08+)

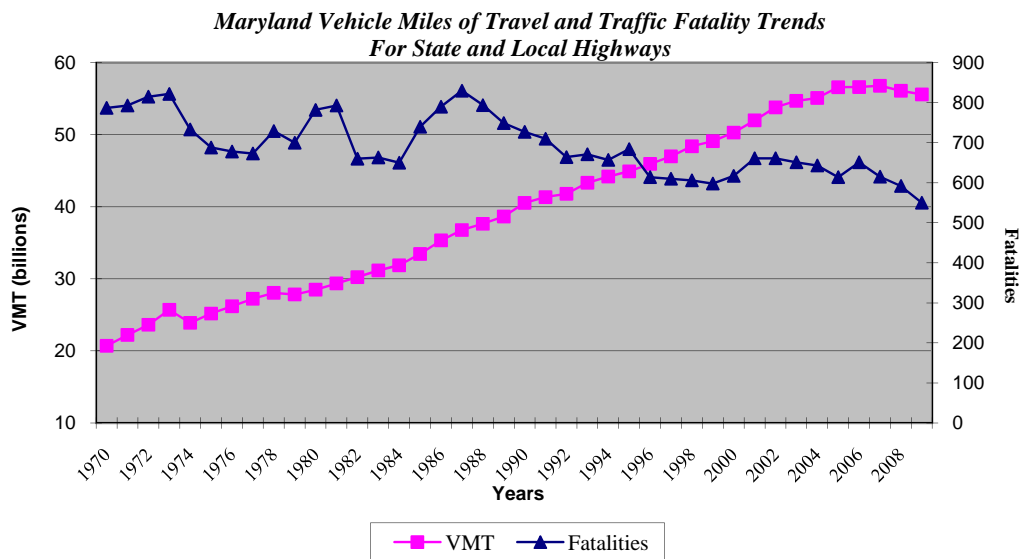
Table 6 – Statewide Total Crashes, Injury Crashes, Fatal Crashes, Injuries & Fatalities

Statewide Crashes							
	2005	2006	2007	2008	2009	% Change	2010 Goal
<b>Fatal Crashes</b>	577	593	558	539	516	-10.6	523
<b>Injury Crashes</b>	36,543	35,865	34,866	32,769	32,358	-11.4	32,304
<b>Property Damage Only</b>	65,488	65,430	65,519	62,041	63,518	-3.0	62,905
<b>Total Crashes</b>	102,608	101,888	100,943	95,349	96,392	-6.0	98,326
<b>Total of All Fatalities</b>	614	651	615	592	550	-10.4	530
<b>Total Number Injured</b>	55,287	53,615	51,729	48,143	47,330	-14.4	47,749

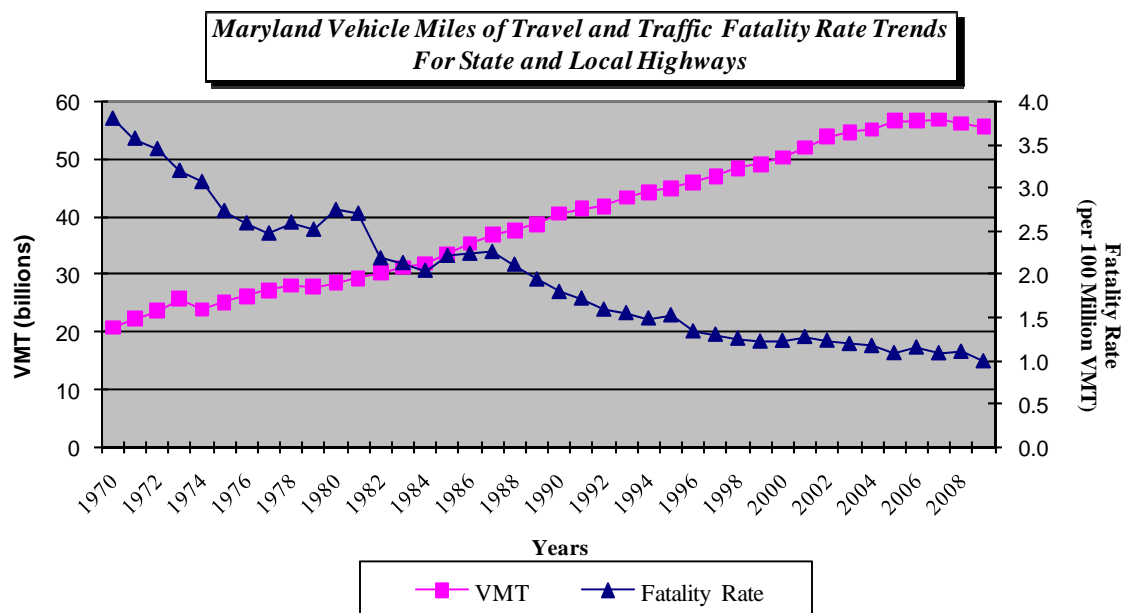
Source: Maryland State Highway Administration, FISS

There were decreases in fatal and injury crashes and a slight increase in property damage only crashes. During the latest year of record, total crashes increased by 1,043 and injury crashes and total injuries decreased by 411 and 813, respectively. The largest decrease was seen in total fatalities, which decreased by 7.1 percent. Additionally, the fatality rate trend for Maryland decreased from a high of over 1.59 in 1992 to a low of 0.99 in 2009. Maryland's overall fatality rate has also consistently been lower than the national fatality rate for every year since 1992, and 2009 was no exception. Maryland's rural and urban fatality rates were 1.1 and 0.7, respectively, in 2010. The overall marked improvement in crash trends is clear, as noted in the graph on the following page, which illustrates the downward trend in the fatality rate and the upward trend of VMT.

Graph 1 – Maryland Vehicle Miles of Travel & Traffic Fatality Trends for State & Local Highways



Graph 2 – Maryland Vehicle Miles of Travel & Traffic Fatality Rate Trends for State & Local Highways



### 5-YEAR CRASH TRENDS

Table 7, below, illustrates Maryland’s highway safety crash trends over the past 5 years. Individual program areas are ranked by total crashes, injuries and fatalities. The rankings are computed using 5-year averages – 2005 through 2009. The chart reveals that on average, the highest number of total crashes and injuries involve distracted, young, older and alcohol / drug impaired drivers; however, a different pattern emerges among fatalities. Persons involved in distracted and impaired crashes suffered more fatal injuries. A new definition of Distracted Driving (incorporating all four contributing circumstance fields on the police crash report) led to a more accurate account of related crashes, injuries and fatalities. By looking at three additional contributing causes of Distracted Driving, the result is actually a large increase in the number of crashes that were attributable. While our Distracted Driving trend line is significantly higher, Maryland is actually experiencing a decrease in Distracted Driving related crashes, as evidenced in Table 7.

Table 7 – Statewide Crashes, Injuries & Fatalities by Program Area

	2005	2006	2007	2008	2009	5 Yr Avg
<b>TOTAL CRASHES*</b>						
<b>Distracted Driving</b>	63,118	62,298	61,006	56,937	55,139	59,700
<b>Young Driver (age 16-20)</b>	20,316	19,857	18,993	17,344	16,381	18,578
<b>Older Driver (65 &amp; above)</b>	10,167	10,364	10,166	9,884	10,120	10,140
<b>Alcohol/Drug Impaired Driving</b>	8,475	8,712	8,610	8,137	8,803	8,547
<b>Aggressive Driving</b>	5,651	6,252	6,205	6,111	6,145	6,073
<b>Pedestrian</b>	2,955	2,960	2,928	2,822	2,706	2,874
<b>Motorcycle Involved</b>	1,749	1,804	1,841	1,803	1,887	1,817



<b>Pedalcycle</b>	775	794	809	799	686	773
<b>INJURIES*</b>						
<b>Distracted Driving</b>	37,075	35,830	34,225	31,325	30,152	33,721
<b>Young Driver (age 16-20)</b>	13,281	12,565	11,666	10,309	9,789	11,522
<b>Older Driver (65 &amp; above)</b>	6,909	7,125	6,822	6,545	6,643	6,809
<b>Alcohol/Drug Impaired Driving</b>	4,851	5,068	4,820	4,291	4,525	4,711
<b>Aggressive Driving</b>	4,060	4,505	4,242	4,183	4,050	4,208
<b>Pedestrian</b>	2,755	2,765	2,667	2,618	2,495	2,660
<b>Motorcycle Involved</b>	1,599	1,701	1,661	1,568	1,597	1,625
<b>Pedalcycle</b>	655	671	662	652	578	644
<b>FATALITIES*</b>						
<b>Distracted Driving</b>	346	317	284	270	252	294
<b>Alcohol/Drug Impaired Driving</b>	201	241	221	164	173	200
<b>Pedestrian</b>	103	97	112	118	112	108
<b>Young Driver (age 16-20)</b>	113	111	112	106	88	106
<b>Older Driver (65 &amp; above)</b>	96	112	79	85	101	95
<b>Motorcycle Involved</b>	88	87	96	83	67	84
<b>Aggressive Driving</b>	62	88	76	62	54	68
<b>Pedalcycle</b>	7	7	7	7	10	8

Source: Maryland State Highway Administration, FISS

Note: Figures do not take into account exposure data such as VMT, population, registered vehicles and licensed drivers. Categories may also overlap (i.e. 16 year old alcohol/drug impaired driver). For this table, alcohol/drug impaired refers to crashes in which the operator of the motor vehicle was reported to be under the influence of alcohol or drugs.

## VARIABLE DATA

The breakdown below summarizes where over-representation occurs in the various categories listed on crash reports for all of Maryland's traffic crashes. In FFY 2012, the MHSO will use this data to target educational efforts by age and gender, while focusing enforcement efforts by month, day of week, time of day, road type, and county.

<b>Over-Represented Crash Factors – General</b>		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (drivers)	16-29	30% of involved; 35.5% of injured; 28.8% of killed
Gender (drivers)	Men	50.2% of involved; 49.2% of injured; 79% of killed
Month	October -December – total crashes; August-October – injury crashes; April-June – fatal crashes	Total – 27.6%; injury – 27%; fatal – 30.2%
Day Of Week	Friday and Saturday	Total – 31.6%; injury –

		31.2%; fatal – 34.9%
Time Of Day	2pm-6pm – total and injury crashes; 6pm-10pm – fatal crashes	Total – 26.6%; injury – 29.2%; fatal – 21.5%
Road Type	State and county roads	Total – 53.8%; injury – 60%; fatal – 68%
County	Baltimore City and Baltimore and Prince George's Counties	Total – 48.6%; injury – 42.5%; fatal – 40.3%

Programmatic and fiscal proposals for FFY 2012 were developed utilizing the aforementioned information. The MHSO used all available data to determine levels of funding for the various program areas, a process which remains especially vital in times of limited financial resources.

## ALTERNATE SOURCES OF DATA

The MHSO continues to collaborate with the NSC to improve the problem identification process for FFY 2012. The following tables and graphs were compiled by the NSC to allow for an alternative look at the progress and/or continuing issues of those areas addressed by the Maryland highway safety program.

## HOSPITAL DISCHARGES

The Health Services Cost Review Commission (HSCRC) collects data on patients discharged from Maryland hospitals. The following three representations contain data on patients discharged from Maryland hospitals in 2008, after involvement in a motor vehicle crash. During the past year, victims of motor vehicle crashes accumulated over \$133 million in hospital charges.

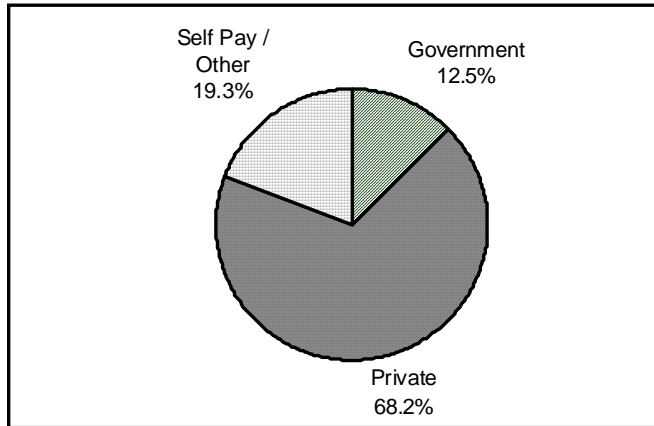
Table 8 – 2008 Distribution of Total Hospital Charges, Percents & Percentiles

Mechanism	Number	Charge (\$ in 1,000s)	Percent (%)	Percentile (\$)		
				25th	Median	75th
Driver	3,132	60,945	45.7	3,923	5,650	14,996
Passenger	1,125	19,363	14.5	4,075	6,110	15,403
Motorcyclist	835	27,455	20.6	4,835	9,999	27,207
Pedalcyclist	105	2,225	1.7	4,062	7,526	22,240
Pedestrian	736	18,171	13.6	4,588	9,083	25,455
Unspecified	247	5,110	3.8	4,281	7,066	18,201
<b>Total</b>	<b>6,180</b>	<b>133,269</b>	<b>100.0</b>	<b>4,104</b>	<b>6,396</b>	<b>17,713</b>

Source: NSC – HSCRC data

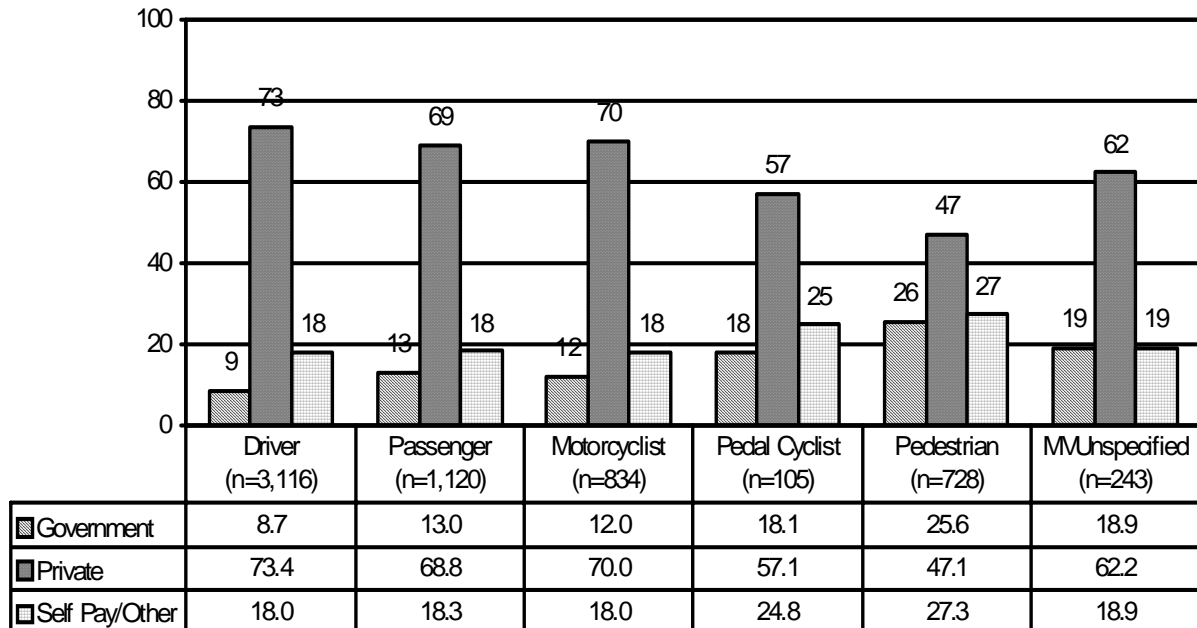
When combined across all hospital visits in Maryland, drivers and passengers accounted for close to two-thirds of all motor vehicle related hospital charges (45.7% and 14.5%, respectively). Yet motorcyclists and pedestrians accumulated the highest median hospital charges per hospital visit (\$9,999 and \$9,083, respectively).

Graph 3 – 2008 Principal Source of Payment of Hospital Charges



Source: NSC – HSCRC data

Graph 4 – 2008 Principal Source of Payment of Hospital Charges by Person Type



\* Data may vary due to the missing data

Source: NSC – HSCRC data

More than two-thirds of all payments were attributed to private insurance carriers. Pedestrians were highest in terms of payment by government sources (25.6%), and they also had the highest percentage of self-payers (27.3%).

### **AMBULATORY CARE**

The HSCRC also collects data on each outpatient hospital encounter, i.e. Emergency Department (ED) visit, in Maryland hospitals. However, the file does not contain information on patients treated by private physicians. The following three representations contain data on 63,435 outpatient ambulatory care visits in 2008, after involvement in a motor vehicle crash.

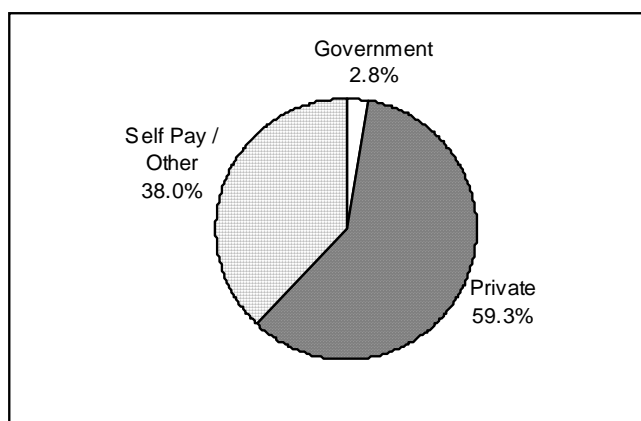
Table 9 – 2008 Distribution of Total ED Charges, Percents & Percentiles

Mechanism	Number	Charge (\$ in 1,000s)	Percent (%)	Percentile (\$)		
				25th	Median	75th
Driver	37,489	18,517	57.8	205	341	575
Passenger	17,416	7,994	25.0	182	319	539
Motorcyclist	2,082	1,672	5.2	317	530	992
Pedalcyclist	439	350	1.1	299	557	1,081
Pedestrian	2,282	1,771	5.5	312	518	1,009
Unspecified	3,727	1,726	5.4	196	322	532
<b>Total</b>	<b>63,435</b>	<b>32,031</b>	<b>100.0</b>	<b>205</b>	<b>343</b>	<b>588</b>

Source: NSC – HSCRC data

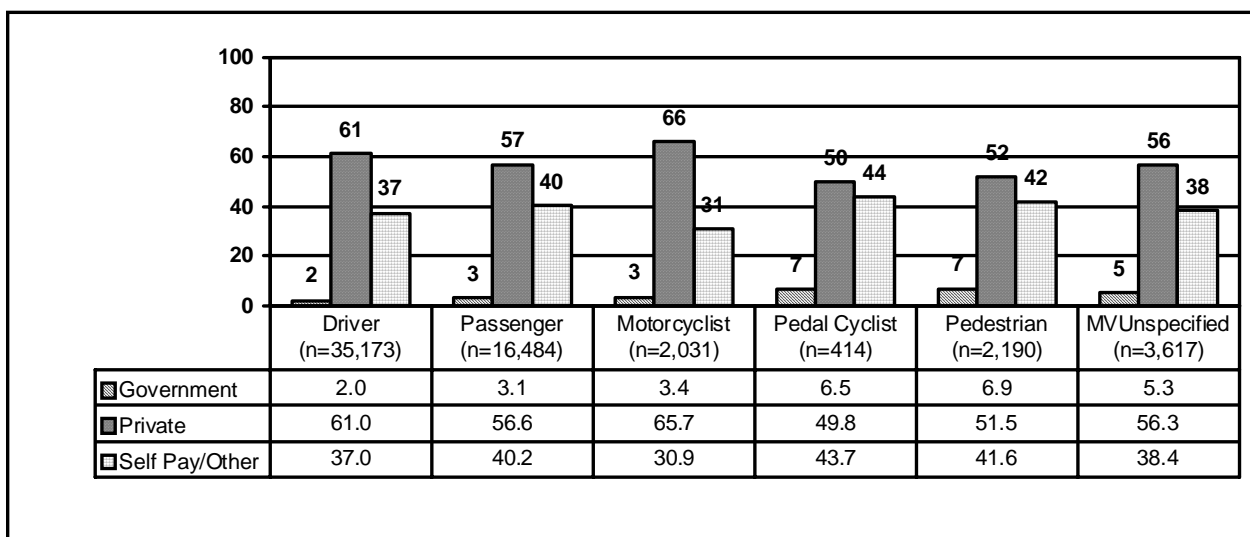
The distribution of ED charges (not including professional fees) among persons injured in a motor vehicle crash is displayed in the chart above. Motor vehicle crashes accounted for over \$32 million in ED charges in 2008. This, when combined with in-patient charges, brings the total in excess of \$165 million. Here, drivers and passengers accounted for nearly 83% of the total (57.8% and 25.0%, respectively). Once again, pedalcyclists and motorcyclists had the highest median charges per visit (\$557 and \$530, respectively).

Graph 5 – 2008 Principal Source of Payment of Ambulatory Care



Source: NSC – HSCRC data

Graph 6 – 2008 Principal Source of Payment of Ambulatory Care by Person Type



Source: NSC – HSCRC data

More than one-half of all ED visit payments were attributed to private insurance carriers. As found in the hospital discharge data, pedestrians were highest in terms of payment by government sources (6.9%), although the proportion of the total bill paid by the government was much smaller. Pedalcyclists were highest in terms of those who self-paid or used other insurance means (approximately 44%), and motorcyclists were most likely to be covered by private insurance.

## **EMERGENCY MEDICAL SERVICES SYSTEMS**

Regarding EMS response time, a total of 30,057 transported cases injured in a motor vehicle crash (including motorcyclists and pedestrians) were identified in the 2008 Maryland Ambulance Information System. EMS response time was calculated as the number of minutes between the time the call was received by the EMS system to the time the ambulance arrived at the scene

location. The median EMS response time was 7 minutes and the mean response time was 7.9 minutes, with a standard deviation of 5 minutes.

## **TRAUMA REGISTRY**

Table 10 – Number of Patients Involved in Traffic Incidents That Were Treated in Maryland Trauma Centers Calendar Year 2008

<b>Mechanism</b>	<b>Number</b>	<b>Percent (%)</b>
Driver	5,343	53.4
Passenger	2,056	20.5
Motorcyclist	1,092	10.9
Pedalcyclist	199	2.0
Pedestrian	1,183	11.8
Unspecified	144	1.4
<b>Total</b>	<b>10,017</b>	<b>100.0</b>

Source: NSC – Maryland State Trauma Registry data

The Maryland State Trauma Registry contains a record pertaining to each person treated at the nine trauma centers located throughout the state. According to the 2008 Maryland State Trauma Registry, a total of 10,017 persons were treated at a trauma center for injuries sustained in a motor vehicle crash. The majority of these patients were drivers (53.4%) and passengers (20.5%). Pedestrians accounted for approximately 12% of all motor vehicle related primary admissions.

All data in the above Performance Plan section, as well as a number of newly developed variables, is available on the NSC website for use by the MHSO's grantees and partners. This is being done in an effort to continually improve upon Maryland's problem identification process and its subsequent effect on highway safety countermeasures.

<http://medschool.umaryland.edu/NSCforTrauma//traffic.asp>

## **Highway Safety Plan**

### **Program Delivery – An Overview**

The Maryland Highway Safety Office is dedicated to implementing an expansive highway safety plan to reduce the number and severity of crashes and injuries on Maryland's roadways. The MHSO will continue to utilize a comprehensive approach to addressing its top identified priority traffic safety areas during FFY 2012. While many projects are developed and implemented in-house, many more are carried out with the assistance of statewide partners. This section will briefly introduce the four primary instruments utilized by the MHSO to deliver its program.

## **1. Grant Development and Monitoring**

In FFY 2012, the MHSO hopes to distribute nearly \$11 million in matching (state and federal) grant seed monies. Approximately \$6 million additional funds will be from state and local matching funds. These funds will help aid in the implementation of numerous projects identified in each of the twelve Priority Program Areas (see page 12). These projects range from outreach and media campaigns, law enforcement campaigns, judicial education, Regional Traffic Safety Programs, and assessment and evaluation components, to name a few. In the following pages, each program area will be highlighted, as well as a description of each anticipated grant and grantee that falls within that Priority Program Area.

The MHSO is charged with determining the appropriate allocation of federal funds to impact highway safety and reach as many motorists as possible. With the goals of accountability and efficiency, over the years, the MHSO has put a considerable amount of effort into developing comprehensive and transparent grant solicitation and selection processes. Below is a brief overview of the processes used to identify those projects that will have the largest impact in achieving MHSO's stated goals. These processes and timelines cover more than one calendar year, in the sense that preparation for the FFY begins well in advance of its formal starting date (October 1), and closeout extends beyond its formal ending date (September 30). A more detailed description of these processes can be obtained by contacting the MHSO.

- A. Establish Program Direction (October-December)**  
Select members of the MHSO staff meet to review programmatic activities and refine problem identification based on available data sources.
- B. Information Dissemination (November-February)**  
MHSO continues to utilize a comprehensive approach to solicit grantees. Each year, the MHSO solicits for applications through an online grants management system. Interested applicants are invited to an annual seminar to learn about MHSO programmatic activities.
- C. Applications for Funding (April-June)**  
Organizations and agencies are allowed to review the available data, prepare descriptions of projects that address MHSO strategies, and submit a formal Application for Funding to the MHSO. Formal applications contain identification of problem(s), proposed project description, project objectives, project activities with timelines, a description of how the project will be evaluated, and project costs.
- D. Grant Review (mid-July)**  
Select members of the MHSO staff and partner agencies meet to review the formal applications submitted. Utilizing a comprehensive weighted category system, applications are evaluated based on how well they address the MHSO strategies. Funding recommendations are made by the grant review team and

presented to the GR/SHA Administrator for final approval before being proposed back to the submitting agency.

**E. Project Agreements (August-September)**

Applicants are allowed to submit revisions, if necessary, or withdraw the application. Once the grant review team and the grantee resolve any issues with the grant proposal, the project agreement is executed, on the condition of availability of funds and compliance with the terms of the agreement. During this time, the MHSO submits the Annual Application for Federal Highway Safety Funds that outlines proposed projects and grants.

**F. Approval from NHTSA (October)**

On or after October 1, the MHSO Chief is notified by letter of the federal funds available for the new fiscal year. If necessary, proposed budgets and grants are modified.

**G. Monitoring and Reporting (October-December-FY2012)**

MHSO staff monitor grantees to ensure compliance with standards and project agreements. Throughout the fiscal year, grantees are required to submit progress reports, reimbursement claims, reimbursement itemization reports and supporting documentation, and equipment accountability report (if necessary). At the conclusion of the fiscal year, grantees are also required to submit a final narrative evaluation report. Each December 31, MHSO also submits an annual overall evaluation report to NHTSA for the previous fiscal year.

## **2. Regional Traffic Safety Programs**

The MHSO's outreach efforts are the responsibility of the Regional Traffic Safety Team. These teams are made up of traffic safety coordinators in nine regions that represent Maryland's 23 counties and Baltimore City. They are responsible for educating the public and promoting safe driving behaviors using a data driven approach. The team works with a variety of partners to help solve local traffic safety problems related to the driver, pedestrian, the vehicle and the roadway. The Regional Traffic Safety Team is responsible for developing and maintaining a multi-disciplinary task force that serves as the driving force in identifying, studying and bringing into focus traffic safety challenges and opportunities at the local level. Providing grant funding to identify and quantify traffic safety problems to local partners and monitoring those grants is another major task of the coordinators. The coordinators act as a catalyst to market programs, messages and media campaigns within communities, businesses, law enforcement and government entities. The Regional Traffic Safety Team serves as MHSO's field operations staff that is committed to insuring coordination, collaboration and cooperation with both traditional and non traditional highway safety partners.

Funding for local projects is determined by a combination of data elements and other relevant considerations. The University of Maryland's National Study Center has developed a unique formula that ranks each of Maryland's twenty-three counties and Baltimore City. These jurisdictions are separated into groups of three depending on their population (large, medium and small jurisdictions), leaving eight jurisdictions in each group. Crash data (fatalities and serious injuries), as well as licensed drivers and vehicle miles travelled for each county is utilized to determine the percentage of funding that would be appropriate relative to the other jurisdictions in the cohort. Other considerations such as capacity, seasonal factors and past performance are also utilized to determine funding levels for each county. The RTSP



Coordinators then use these funding guidelines as they develop programs and identify partners at the local level.

The Regional Traffic Safety Coordinators are tasked with 5 main goals:

1. To insure a multi-disciplinary, multi-jurisdictional task force is operational in each region/county
2. To formulate local action plans for each regional program that are based on the statewide SHSP and HSP that are locally owned and operated
3. To continue and expand the availability of local highway safety funding to local partners for the implementation of traffic safety initiatives
4. To manage the entire grant process to include the budgeting; grantee selection; allocation, implementation; on and off site monitoring; evaluation; and reimbursements
5. To align and leverage resources from the MHSO and its safety partners to collectively address safety challenges and identify opportunities.

While RTSPs are given autonomy to decide how best to address identified traffic safety issues in their locality, much work is done at the MHSO to monitor the progress of each RTSP and ensure that the activities will help achieve the stated Impact Objectives for the year. Several tools allow both RTSP Coordinators and the MHSO to better evaluate local RTSP program implementation. Developed collaboratively with funds by the MHSO and the Johns Hopkins University School of Public Health, Center for Injury Research and Policy and the University of Maryland, National Study Center for Trauma and EMS, several tools continue to be utilized to support MHSO's integrated evaluation system of RTSP:

**1. Action Measure Tools (paper and pencil survey)**

Maryland has a unique survey measurement for traffic safety-related topics called an Action Measure Tool (AMT). This survey allows general population participants and attendees at highway safety-related events to weigh in on the effectiveness of MHSO programs. AMTs are distributed in paper format by the MHSO's RTSPs at various public presentations. The survey tools are designed to gauge a person's knowledge, attitudes, and behaviors of traffic safety topics and to help the MHSO pinpoint the effectiveness of its activities.

In addition, the AMTs gather information on the age, sex, race, and zip code of the respondents, and also segment the survey takers according to the type of vehicle driven. Data gathered through the AMTs has been utilized to help identify demographic groups that are deficient in a particular knowledge, attitude or behavior, allowing for the utilization of one of a variety of countermeasures. Countermeasures may include targeting media to a certain geographic location, devising a new campaign for a specific audience, or focusing enforcement efforts.

In FFY2010, MHSO began utilizing online versions of the AMTs to supplement paper and pencil version utilized by the RTSPs, resulting in a significant increase in number of completed AMTs and further enriching the data environment. MHSO will continue to do so in FFY2012.

The combination of these evaluation tools will better equip MHSO with the ability to track progress in meeting SHSP goals, HSP Impact Objectives, as well as tap into the public's knowledge, perception, and approval of MHSO activities. The MHSO will continue to review the progress of the RTSPs and evaluate the effectiveness of each program, as well as monitor the effectiveness of these new evaluation tools

### 3. Law Enforcement

In addressing the Priority Program Areas, the MHSO administers numerous highway safety programs and projects. A major portion of almost every program includes a law enforcement component. Inherent in highway safety is the use of behavior modification to achieve multiple objectives, including, but not limited to, reductions in vehicle fatalities, reductions in impaired driving, and increasing seat belt usage. Enforcement of traffic laws is a large contributor to modifying driver behavior. Maryland has over 140 law enforcement agencies throughout the state, most of which have the authority and resources to enforce traffic laws. The MHSO will continue to utilize a comprehensive approach to coordinating and supporting the traffic safety activities of law enforcement agencies across the state. This will be accomplished in a variety of fashions including, but not limited to:

- **Programmatic Initiatives** – The programs that most directly address behavioral modification are supplemented with enforcement support funding. These programs that include targeted enforcement are Aggressive Driving, Impaired Driving, Occupant Protection, Motorcycle Safety, and Pedestrian Safety. A more detailed description of how these enforcement funds will be utilized is included in each Program Area description.
- **Police Traffic Services** – Law enforcement agencies are expected to address a multitude of public safety concerns, including rising crime rates, drug use, and traffic fatalities and injuries, especially in a post-9/11 environment. However, law enforcement agencies, in most cases, are expected to do this with current or static resources and budgets. Therefore, MHSO staff will continue to work closely with law enforcement agencies to seek unique and innovative approaches that can combine and achieve multiple law enforcement objectives such as initiation of patrol strategies such as Data Driven Approaches to Crime and Traffic Safety (DDACTS). Activities include training courses for law enforcement officers in Crash Reconstruction, Crash Investigation, Advanced Training for the Impaired Driving Program (DUI Institute), and coordination and participation in the annual Law Enforcement Challenge activities. A more detailed description of this program can be found in the Priority Program Area.
- **Maryland Chiefs of Police Association and Maryland Sheriffs Association** – Multiple MHSO staff are involved in the promotion and development of this association's activities, as they relate to highway safety. These associations help serve as a vehicle for communicating and providing top-level encouragement in participating in MHSO's initiatives and campaigns, as well as providing endorsed outlets for law enforcement trainings in highway safety.
- **RTSP** - In addition to the RTSP base budget, each RTSP will receive additional funding to support local traffic enforcement, including special events enforcement

such as motorcycle safety enforcement at BikeFest at Maryland International Raceway, and DUI checkpoints and saturation patrols at the Tiki Bar opening on Solomon’s Island, to name a few. RTSP Coordinators are also expected to coordinate enforcement activities in relation to NHTSA national crackdown periods and MHSO initiatives, including *Click It Or Ticket* seat belt enforcement, *Checkpoint Strikeforce* impaired driving enforcement, and *Smooth Operator* aggressive driving enforcement, to name a few. Grantee agencies must submit Implementation plans in order to qualify for supplemental funding. Due to the nature of this funding strategy, individual budget allocations cannot be determined for this report, but are determined on a case-by-case basis.

**4. Public Information & Education (PI&E)**

Another equally important component to behavior modification is the dissemination of public information and the use of educational mediums (PI&E) to encourage drivers to use good judgment and obey traffic laws. The MHSO will initiate and fund numerous public information campaigns throughout FFY 2012, as well as produce educational materials for distribution throughout the State at various events. Following the techniques employed by other areas of public health promotion, the MHSO will utilize both social norming and risk awareness messages to convey to drivers the need for good judgment and adherence to traffic laws. In addition to highlighting the personal health risks associated with poor driving behavior, another caveat widely utilized by the MHSO is to highlight the potential financial and legal risks also associated with poor driving behavior (ie, tickets, fines, points levied against one’s driving record, arrest and incarceration). The male 18-34 year old demographic is the MHSO’s primary audience for a wide variety of messaging, and in many instances, educational programming is formulated with this group in mind.

In addition to participation in NHTSA national crackdown initiatives and PI&E campaigns (ie, *Click It Or Ticket*, and *Drive Sober or Get Pulled Over*), MHSO employs numerous well-branded statewide and regional campaigns such as *Smooth Operator* and *StreetSmart*. The MHSO adheres to a strict calendar to roll out these campaigns and ensure that messages do not get overlapped. The particular mediums utilized by the MHSO for its PI&E campaigns are wide and varied. Far too many examples to list here, a few are provided below to exemplify the breadth and scope of MHSO’s mediums in FFY 2012:

Radio Public Service Announcements (PSAs)	Television PSAs	Event Promotion/Partnerships
Busbacks and Buswraps	New Booster Seat Law Card Brochure	Target-based Activity Incentive Give-Aways
Press Conferences	Earned Media	Email Newsletters

Employer Outreach	Interactive web-based messaging	Roadside signage/VMS
Media Interviews	Billboards	Guerilla Marketing

## Program Area Details

Throughout FFY 2012, MHSO will fund a variety of programs, projects and activities, with federal transportation dollars, which are intended to advance the traffic safety goals set forth by the State of Maryland. Each section of the priority areas will contain crash data and a listing of Impact Objectives and Administrative Objectives. Roughly half of the Program Areas identified utilize a general set of Impact Objectives, namely Data Enhancement, the RTSP, General Driver Safety, Police Traffic Services, EMS, Engineering, and Planning and Administration. Only the Administrative Objectives will be provided for each of these sections.

The use of federal Section 402, 405, 406, 408, 410, and 2010 funds (in accordance with fund use limitations) is planned and the activities for which these funds will be used are included in the appropriate program area descriptions. Section 406 Incentive funds will be used in a variety of program areas to supplement activities that may also be utilizing other funds for a comprehensive approach to meeting highway safety goals. Specific uses of Section 406 Incentive funds include Aggressive Driving and Speed Enforcement by the Maryland State Police; Curriculum enhancement of motorcycle safety training programs; and the implementation of an E-Grants system that will streamline the Grants Management process allowing for better monitoring and program management by MHSO staff as well as more accurate and comprehensive reporting by grantees. The program area descriptions do not include state matching funds, however, those financial indicators can be found in the Program Cost Summary at the end of the document. The Program Cost Summary section identifies the specific planned uses of the various grant funds in FFY 2012. Additionally, basic program cost summaries are provided at the end of each individual Program Area section and a breakdown of funds to be spent on Maryland's SHSP activities is also provided in each section.

As in past years, not all of the national traffic safety priority program areas are addressed in this application. For example, the OOTS has a significant number of divisions, such as its Motor Carrier Division, that are assigned the primary responsibility for overseeing a variety of issues such as truck safety. The MHSO continues to provide maximum cooperation to these divisions to ensure the most complete highway safety program possible.

**NOTE:** \* Unless otherwise noted, all tables and graphs included in each of the Program Areas are provided by the SHA's MHSO/FISS and the MAARS database.

## Impaired Driving Prevention

As in years past, the MHSO Impaired Driving Program will continue to prioritize and dedicate resources toward enforcement, education and public relation efforts. The goals and objectives

are driven by the Maryland's Strategic Highway Safety Plan, Impaired Driving Emphasis Area, the findings and recommendations adopted by the Governor via the Task Force to Combat Driving Under the Influence of Drugs and Alcohol and finally the recommendations of the 2007 Impaired Driving Assessment orchestrated by the National Highway Traffic Safety Administration, which are all closely paralleled. These findings and recommendations include strengths and weaknesses of the Maryland system, statistical trends, and prescribed and tested countermeasures to enhance Maryland's Impaired Driving System and ultimately, reduce impaired driving crashes and their associated injuries and fatalities.

<b>IMPACT OBJECTIVE: Standardized Goal Statement – IMPAIRED DRIVING PREVENTION</b>
<ul style="list-style-type: none"> <li>To decrease alcohol impaired driving fatalities 19.1 percent from the 2008 calendar base year average of 152 to 123 by December 31, 2015.</li> </ul>

<b>IMPACT OBJECTIVES – IMPAIRED DRIVING PREVENTION</b>
<ul style="list-style-type: none"> <li>To decrease the total number of crashes from 8,137 in 2008 to 6,575 in 2015.</li> <li>To decrease the total number of fatal crashes from 147 in 2008 to 119 in 2015.</li> <li>To decrease the total number of injury crashes from 2,834 in 2008 to 2,290 in 2015.</li> <li>To decrease the total number of fatalities from 152 in 2008 to 123 in 2015.</li> <li>To decrease the total number of injuries from 4,291 in 2008 to 3,467 in 2015.</li> </ul>

## Data

### Crash Data

Table 13 – Crash Summary: Driver Involved Alcohol or Drug Impaired \* NOTE: Why is the table using old data???

	2004	2005	2006	2007	2008	5-year % Change	2010 Goal
<b>Fatal Crashes</b>	183	184	214	192	147	-19.7	180
<b>Injury Crashes</b>	3,142	3,124	3,236	3,151	2,834	-9.8	2,442
<b>Property Damage Only</b>	5,231	5,167	5,262	5,267	5,156	-1.4	4,962
<b>Total Crashes</b>	8,556	8,475	8,712	8,610	8,137	-4.9	7,918
<b>Total of All Fatalities</b>	215	201	241	221	164	-23.7	196
<b>Total Number Injured</b>	4,886	4,851	5,068	4,820	4,291	-12.2	3,707

Over the past five years, an average of 8,498 impaired driving crashes has occurred annually on Maryland's roadways. Maryland's 2010 goal was 7,918 impaired driving crashes, as noted in the above table. The goal for 2011 is 7,426 impaired driving crashes. On average, 184 people lose their life each year in impaired driving crashes. In 2008, 94 percent of the impaired drivers

killed and 79 percent of all impaired drivers involved in crashes were alcohol impaired. In addition, an average of 4,783 people have been injured annually, accounting for nearly 10% of all of Maryland's traffic injuries. Fatal impaired driving crashes occurred most frequently on MD numbered highways and total impaired driving crashes occurred most frequently on county named roads, 44 percent and 31 percent respectively as shown in the table below. On average, over 25,700 DUI arrests are made each year in Maryland.

<b>Over-Represented Crash Factors – Impaired Driving</b>		
<b>Factor</b>	<b>Variable</b>	<b>Percentage</b>
Age (drivers)	21-29	30.9% of involved; 32.6% of Injured; 25.6% of killed
Gender (drivers)	Men	70% of involved; 71% of Injured; 88% of killed
Month	May and October – total; June, September and October - injury crashes; May – fatal crashes	Total – 18.5%; injury – 28.2%; fatal – 12.4%
Day Of Week	Saturday and Sunday	Total – 40.2%; injury – 40.2%; fatal – 46%
Time Of Day	12am-4am	Total – 28.3%; injury – 26.2%; fatal – 39.1%
Road Type	State and county roads	Total – 60.3%; injury – 64.8%; fatal – 67.1%
County	Prince George's and Baltimore Counties lead the state in total, injury and	Total – 29.4%; Injury – 28.5%; Fatal – 34.2%

According to a recent statewide survey, 78 percent of Maryland respondents think there should be extra penalties for drivers who are arrested with very high blood alcohol concentration, those with a BAC .15 or higher. In the same survey, respondents believe a motor vehicle can be safely operated after having consumed one or fewer alcoholic drinks.

## **National Data and Trends**

**Repeat offenders** —• A driver involved in a fatal crash who had a BAC of .08 or higher was 8 times more likely to have a prior conviction for driving impaired than a driver involved in fatal crash who had consumed no alcohol.

**Impaired drivers and vehicles** —• The percentage of drivers with BACs of .08 or higher involved in fatal crashes was highest for motorcycle riders (29%), compared with drivers of light trucks (23%) and passenger cars (23%).

**Impaired drivers and age** —• The highest percentage of drivers in fatal crashes who had BACs of .08 or higher was for drivers 21 to 24 years old (34%), followed by drivers 25 to 34 (31%) and 35 to 44 (25%).

**High-risk periods** —• Alcohol impairment among drivers involved in fatal crashes was 4 times higher at night than during the day (36% versus 9%); and 32 percent of drivers involved in fatal crashes on weekends were alcohol-impaired, compared to 15 percent during the week.

**A serious crime** —• Alcohol-impaired (.08 BAC or higher) crash fatalities accounted for 32 percent of all motor vehicle crash fatalities during 2008 — or an average of one fatality every 45 minutes.

## **Strategic Highway Safety Plan - 2011**

The Impaired Driving Team recommended an increase enforcement of alcohol and drug impaired laws; enhancement of the prosecution and adjudication of alcohol and drug impaired driving cases; public awareness initiatives including education and media programs; implementation of programs to reduce underage drinking and driving; and integration of DUI data.

## **Proposed Grants**

### **1. American Automobile Association (AAA) Mid-Atlantic Region – *Tipsy? Taxi!***

- Non-profit
- Target audience – 21-year-olds & older
- Target area – Baltimore Area (originating at establishments within Baltimore City limits)

The *Tipsy?Taxi!* Program, which is modeled after the Washington Regional Alcohol Program's SoberRide Campaign, will provide free taxi rides to drivers who have been drinking and need a safe ride home. The program was piloted during the 2006 July 4<sup>th</sup> holiday and has since become a well known program in Baltimore City having provided more than 2500 free cab rides. This program has since been expanded to provide rides during Halloween, Thanksgiving, New Year's, St. Patrick Day, and July 4<sup>th</sup>. Free taxi rides will continue to be made available to those 21 years old and older who have been drinking at an establishment (restaurant or bar) within Baltimore City limits. Those wishing to utilize the service will be directed via an intense earned media campaign prior to each "ride program" to call 1-877-963-TAXI for a SAFE & FREE RIDE HOME within the Baltimore metropolitan area. Riders may only request a ride home and not to another bar, party, or public location. A ride provided by *Tipsy?Taxi!* may not exceed \$50. The program is committed to reducing drunk driving and recognizes that holidays can be deadly due to drunk driving fatalities. Partners of this program include AAA Mid-Atlantic, Yellow Cab of Baltimore, and the MHSO. This project was started out of a need to remove drunk drivers from City streets. A majority of the population in the City live in neighboring jurisdictions, traveling in and out of the City for sporting events, concerts, or a night on the town. Annual statistics indicate Baltimore City is the fourth worst jurisdiction in the state for incidence of impaired driving fatalities, and the fourth highest in total impaired driving crashes. However, additional data indicate that drivers involved in these crashes do not live in the City but in neighboring counties. Further program data also indicates that the majority of the rides for this project are for patrons who live in Baltimore, Howard Counties, or Anne Arundel County.

The challenge with this project has been not being able to secure additional funding for future self-sufficiency and possible expansion to the neighboring counties of Howard and Anne Arundel. This project has removed on average 500 would be drunk drivers each year, saving the State between \$53,000,000 - \$1.6 Billion in injury and fatal impaired driving crashes according to the economic cost factors found in the 1991 FHWA study "**The Cost of Highway Crashes**". This estimated savings as compared to having funded the program for an average of \$46,500 annually.

## **2. Anne Arundel, Harford & Howard County District Courts – *DUI/Drug Courts***

- State agency
- Target audience – convicted subsequent DUI offenders
- Target area – Anne Arundel, Harford & Howard Counties

The *DUI/Drug Court* is designed to address individuals over the age of 18 who have been charged with a DUI/DWI or a violation of probation on those charges, offering them a highly intensive monitoring and rehabilitative treatment program. Eligible individuals will have a prior history of DUI or DWI convictions, no pending sentences or warrants, and will not currently be on parole or probation. The program will divert offenders from long periods of incarceration. However, they must serve any minimum mandatory sentence prior to entering the treatment program. This program is intended as a post-conviction, voluntary program that utilizes a multi-faceted approach to rehabilitation. The program proposes to reduce recidivism for the repeat offenders participating in each county court program, and increase abstinence from alcohol by 50 percent. Offenders will be monitored by frequent alcohol and drug tests, and will meet frequently with their team, consisting of a judge, probation monitor, treatment personnel, and their supervising officer. Participants will be tracked for one year following discharge to assess recidivism, drug use, and social functioning. The three DUI Courts in Maryland have shown tremendous success, averaging 25 active participants each year, graduating on average 12 participants and through monitoring, have demonstrated over the years a low range of recidivism between 9 - 13 percent among graduates tracked for 12 - 18 months after graduation. A recent independent study of the Anne Arundel County Court indicated a cost benefit to the County, saving the County Judicial System thousands per offender as a result of the comprehensive approach administered by the DUI Court.

The St. Mary's County Circuit Court was selected to attend the NHTSA DUI Court Training in August of 2011. This will make the court eligible for consideration as an official DUI Court under the Problem Solving Courts of Maryland and in line with NHTSA priorities for the support and expansion of DUI Courts.

## **3. Local Law Enforcement / Statewide – *Impaired Driving Enforcement***

- County & local government agencies
- Target audience – general public
- Target area – State of Maryland



The main goal of this program is to increase traffic patrols and sobriety checkpoints in areas and at specific times where impaired driving has been identified as a problem in local communities and roadways. Increased enforcement will be conducted during heavily advertised enforcement waves, building the public perception of coordinated enforcement across the State. Almost all law enforcement agencies in the State devote some portion of their traffic enforcement efforts to reducing impaired driving, and many are supported at the local level through their RTSP. Additionally, the MHSO Law Enforcement Program Coordinator will work closely with checkpoint task forces across the State, providing them technical support as well as facilitating instruction in the form of Checkpoint Manager's training to police supervisors. MHSO, in conjunction with MSP, will help fund a coordinated statewide Drug Recognition Expert (DRE) effort, including maintaining certification of 110 DREs, and recruiting and training of new candidates. Additionally, training for patrol officers will continue to be offered to police agencies across the State in the form of *Catch 'em If You Can* seminars, which assist officers in identifying strategies for dealing with circumstances that might otherwise discourage the arrest of an impaired driver. Additional trainings include the *Managing Traffic Enforcement Programs* (as detailed in the subsequent Police Traffic Services section) which assist police supervisors in better managing their highway safety programs.

#### **4. Mother's Against Drunk Driving, Chesapeake Region – The Power of Parents Program**

- Non-profit
- Target audience – District Court
- Target area – Prince George's and Howard Counties; Statewide

In response to scientific evidence that parental influence can reduce underage drinking, MADD began a parent initiative: Power of Parents, It's Your Influence®. The parent initiative includes two components: 1. An interactive Parent Website ([madd.org/Power of Parents](http://madd.org/Power of Parents)): the site was launched in 2008 and contains information on underage drinking prevention that is based on peer-reviewed research. Parents can find tips to help keep their teens and community safe and have the opportunity to submit questions to research experts in the alcohol prevention field. 2. Community-Based Program (Parent Handbook): MADD has partnered with Dr. Turrisi and adapted his handbook model to reach parents of high school students. The parent handbook will be available free to communities through the website and through 30-minute Parent Workshops facilitated by trained MADD staff and volunteers.

Research-Based -Dr. Robert Turrisi, developed and evaluated a handbook for parents of college students that successfully reduced underage drinking and the behaviors associated with it among college freshman. MADD has partnered with Dr. Turrisi and adapted his handbook model to reach parents of high school students. A more thorough account of Dr. Turrisi's development of the handbook and the process for national evaluation of the program in the two pilot states can be found in Appendix A.

## Project Goals and Target Population

The goals of MADD Maryland's parent initiative are to influence parenting behavior to prevent underage drinking, and engage new supporters to carry on MADD's life-saving work, and implement this program statewide. Through joint efforts with community partners, such as school officials, law enforcement, PTA, and coalitions, this community-based program provides ongoing opportunity to fulfill MADD's mission and prevent underage drinking by educating and equipping parents to talk with their teens about alcohol with the research-based parent handbook.

### **5. Washington Regional Alcohol Program – *Impaired Driving Outreach***

- Non-profit
- Target audience – 21-44 year olds
- Target area – Montgomery & Prince George's Counties; Statewide

Serving the residents of Montgomery and Prince George's counties, as well as having statewide impact through the *CPSF* Campaign, the focus of this program is multi-faceted, addressing the problem of impaired driving in the Washington Metro region through public education and innovative health education. Programs for this partner will include but not be limited to SoberRide, GEICO Student Awards, WRAP's Law Enforcement Awards of Excellence, Maryland Law Enforcement Awards, Maryland Remembers and Checkpoint Strikeforce Campaign.

WRAP will provide support for the DUI Law Enforcement Awards and *Maryland Remembers* event in December.

The Washington Regional Alcohol Program (WRAP) has successfully implemented outreach programs in the Montgomery and Prince George's Counties high schools for many years. WRAP's coordinator has been able to open new doors and bring new schools on board in both counties, now reaching 42 percent of the Montgomery County's high schools, and 16 percent of Prince George's County high schools. During the 2009 FFY the program reached approximately 4,500 students. WRAP's recognized SoberRide program has dispatched over 52,000 free cab rides home since 1993. Furthermore, WRAP will continue to manage the regional Checkpoint Strikeforce campaign, successfully raising the regions awareness of the impaired driving issue year after year. A media launch for Maryland's *Checkpoint Strikeforce* campaign achieved more than 1,249,720 media impressions utilizing broadcast and print coverage across the state.

## **MHSO Internally Launched Initiatives**

### **1. Impaired Driving Coalition**

A key element of the MHSO impaired driving program is its statewide Impaired Driving coalition, a network of public and private stakeholders that serve as the conduit for analysis, campaign and project development, and implementation of projects,

campaigns and future grants. Maryland's *Impaired Driving Coalition (IDC)* facilitated and supported by the MHSO, will continue to serve as the lead governing body of the statewide impaired driving prevention efforts. The *IDC* keeps a pulse on the development and advancement of projects and campaigns, as well as monitors and serves as the SHSP, ID Emphasis Area Team and will continue to represent a diverse membership, including state agencies, local agencies, law enforcement representation and private businesses. Speakers will be invited to present cutting-edge information, new initiatives, and data research to maintain better insight into the problems and solutions in impaired driving area such as: Public Awareness, Law Enforcement, Improved Practice of Law, Creating Effective Legislation, Data Collection, and Education to Prevent Impaired Driving.

The impaired driving program has made tremendous strides in developing and implementing new projects as per the recommendations of 2008 DUI Task Force and as established by the SHSP Impaired Driving Emphasis Team. The advances will continue to be implemented which includes a recognition program for police agencies and rewards individual officers from across the State who make the highest numbers of DUI arrests for their respective agencies. In addition, the Impaired Driving Coalition has implemented and will continue to seek active participation in the "Towards Zero Deaths" enforcement initiative in the month of August. This project will provide local law enforcement an opportunity to develop a comprehensive education, public outreach and enforcement strategy to compliment the efforts of the National Impaired Driving crackdown and the regional Checkpoint Strikeforce campaign. These efforts are intended to increase high-visibility enforcement statewide during a time when data trends indicate an increase in traffic fatalities. Additional efforts include continued pursuit of stronger penalties and standards for impaired driving convictions, overall strengthening of the post-arrest scenario, as well as exploring more effective and better coordinated enforcement and media campaigns to increase the public's awareness of impaired driving, its consequences and alternatives to this crime. The Impaired Driving EAT will continue to seek participation from the following key partner agencies: MVA, SHA, MIEMSS, Department of Public Safety and Correctional Services, Departments of Health, statewide law enforcement, the University of Maryland, County Governments among others. One of the crucial programs supported by the IDC includes Checkpoint Strikeforce.

## **2. Checkpoint Strikeforce**

The Checkpoint Strikeforce (CPSF) Campaign is a six-month, sustained and highly visible enforcement and public information campaign coordinated by the National Highway Traffic Safety Administration's Region III Office. Maryland, in close coordination with Virginia and the District of Columbia (DC) lead this effort as a means to curb impaired driving through the use of education, enforcement and accompanying outreach efforts in highly targeted jurisdictions throughout the State. The targeted Maryland areas are based on impaired driving crash, fatality, injury, arrest and judicial outcome data and include the Central Maryland/Baltimore area, the Washington DC metropolitan area, the Southern market and Maryland's Eastern Shore. Continued

coordination of the Campaign message and materials will carry on throughout FFY 2012 in order to maintain a decrease in impaired driving crashes and their associated injuries and fatalities. The year-long campaign will be complemented by the August 2012 "Towards Zero Deaths" enforcement initiative, and will conduct highly-visible enforcement and outreach efforts during designated waves, in compliance with the provisions of the NHTSA Region III Office and its regional highway safety offices. The waves are concentrated in the latter part of the year beginning with the launch of the national impaired driving mobilization in August 2012 through Labor Day. The program has identified the following wave periods:

1. August - September, Labor Day
2. October, Halloween
3. November, Thanksgiving
4. Early December, Holiday Period
5. Late December - January, New Year's Eve

In FFY 2012 the MHSO will purchase \$400,000 of paid media for the statewide CPSF Campaign. Additional funds will be used to implement impaired driving prevention and awareness advertising using web-based programs, television and high profile events. These campaigns will be designed to support the objectives of NHTSA's Regional impaired driving prevention campaign and will target Maryland-specific issues such as Court monitoring, DUI Courts, server training and alternative transportation services for impaired drivers. Media spots will be placed during the high visibility enforcement periods, as identified by the NHTSA Region III Office. The types of media used in conjunction with enforcements periods include TV, radio, outdoor advertising and sporting events.

Law enforcement from all 23 Counties and Baltimore City participated in *Checkpoint Strikeforce* during FFY 2011. Over 43,657 motorists passed through sobriety checkpoints, and only 12,284 motorists were stopped during sobriety checkpoints and saturation patrols, that is over 39,000 less stops than the year prior. These operations yielded approximately 600 DUI/DWI arrests in FFY 2010, nearly 200 less arrests than in 2009. The goal for FFY 2010 was 192 *Checkpoint Strikeforce* activities, and the actual results were as follows: 79 checkpoints, ten less than in 2009. These results are concerning and will be addressed with an intense and stepped up saturation patrol plan for the FFY 2011. Details found below.

### **3. Sobriety Checkpoints/Saturation Patrols**

MHSO will continue its plan to maintain and/or increase sobriety checkpoints and/or saturation patrols in concert with its paid and earned media campaign during FFY 2012. Due to the increased difficulty in attaining Sobriety Checkpoint goals a new plan has been devised to ensure high-visibility enforcement. The plan identifies high-risk corridors in every Maryland County in addition to joint enforcement teams in each county throughout Maryland. These teams, called "projects", are required to carry out at least one sobriety checkpoint and/or saturation patrol per quarter. During the two-week national impaired driving mobilization and continuing through December, these teams

will carry out mass saturation patrols in high-risk corridors, very much a DDACTS approach to identifying high impaired driving corridors and using targeted enforcement. This does not, however, prohibit or discourage departments who can manage to carry out operations independently from doing so. MHSO hopes this plan will help maintain police presence in the communities that exhibit problems and increase the total number of operations carried out statewide during FFY 2012 and in turn provide more opportunities to reach our target audience through direct contact with the law and increase the perception of the risk of arrest.

#### **4. *DUI Is For Losers* Social Norming Campaign**

In the addition to the annual enforcement plan, the MHSO will implement its newest campaign called *DUI Is For Losers* for the third year. This social-norming outreach and awareness campaign will provide members of the IDC with a consistent message that will be heard statewide. The message will be strategically delivered during the Super Bowl festivities, St. Patrick's Day, Alcohol Awareness month, Cinco de Mayo and July 4<sup>th</sup>. This campaign has been quite edgy in its presentation, creating a buzz on the streets. The total creative and implementation budget has totaled \$200,000. All 23 Counties and the Baltimore City have participated in the campaign, distributing coasters, posters and participating in a new strategy, bathroom advertising using life size decals to send a powerful and effective Drive Sober message. In addition, the campaign implemented the use of projection advertising and other guerilla marketing tactics creating local recognition of the message to drive sober. The areas receiving this highly targeted exposure were based on Impaired Driving crash and arrest data. The target audiences are males 21-35 years of age.

#### **5. *Maryland Remembers***

*Maryland Remembers* is an annual tribute to Maryland's impaired driving victims and their families. This ceremony provides keynote remarks during a moving ceremony, which was originally held at the State House during the first week of December and has since been hosted at the Miller Senate Building for the past three years. Honoring those lost in impaired driving crashes, the event features a procession in which photographs of victims are displayed. The event draws more than 100 family members of impaired driving victims, the presence of advocates and key Impaired Driving Coalition members, as well as extensive media coverage. The event highlights statewide efforts to empower drivers to report drunk drivers to 911 as part of the arsenal to fight drunk driving, as well as any accomplishments or upcoming initiatives. The event has garnered the support of the Governor and Lt. Governor every year. The messaging of this event is sobering in its own right, reminding Marylanders to driver sober during the holidays and puts a face to this tragic crime. The cost of conducting this event is between \$15,000 and \$20,000.

#### **6. *Maryland Task Force and MASAP Support***

During Maryland's 2007 Legislative Session, the Task Force to Combat Driving Under the Influence of Drugs and Alcohol was statutorily established from July 2007 through December 2008. The Task Force, commonly referred to as the DUI Task Force,

submitted a comprehensive report with findings and proposed solutions for Maryland's DUI education, enforcement, engineering, and public outreach programs, as well as all of the components of the judicial and licensing proceedings, screening, intervention and treatment programs and more. While the DUI Task Force is formally defunct, The State Highway Administrator, who was appointed by the Secretary of Transportation as Chair of the Task Force and supported by his lead staff, the Impaired Driving Prevention Coordinator, is dedicated to the implementation of the recommendations. The State Highway Administration and the Maryland Highway Safety Office, via the Impaired Driving Coalition, will continue to provide staff and logistical support, oversight and management of the three-phase implementation plan of the Task Force recommendations.

In addition, this Governor-established Special Multi-Agency Initiative is being titled Maryland Alcohol Safety Action Program (MASAP). The MASAP Executive Committee finalized and submitted a full report to the Governor and General Assembly during the first quarter of the 2011 FFY. This report and set of recommendations is being touted as another driving force for change in the Maryland Impaired Driving system. Due to the immediate Legislative Session and the change in leadership at the State Highway Administration this report has not been addressed by the Governor's Office. The Maryland Highway Safety Office, via the Impaired Driving Coalition, will continue to provide staff and logistical support, oversight and management of this report once guidance is received from the Governor's Office.

## Occupant Protection

Maryland's Occupant Protection Program has been a highlight of traffic safety efforts throughout the State for many years. Boasting an overall safety belt use rate of 94.7 percent in 2011, Maryland continues its climb toward the ultimate goal of a 100 percent safety belt use. Emphasis is placed through media on drivers in the 18 to 34 year old demographic, and pick-up truck drivers. Maryland's statewide partners from throughout all facets of the "Four E's" (Engineering, Enforcement, Education, and EMS) are committed to educating the public on the benefits of properly using a safety belt and aggressively enforcing Maryland's primary safety belt law when necessary.

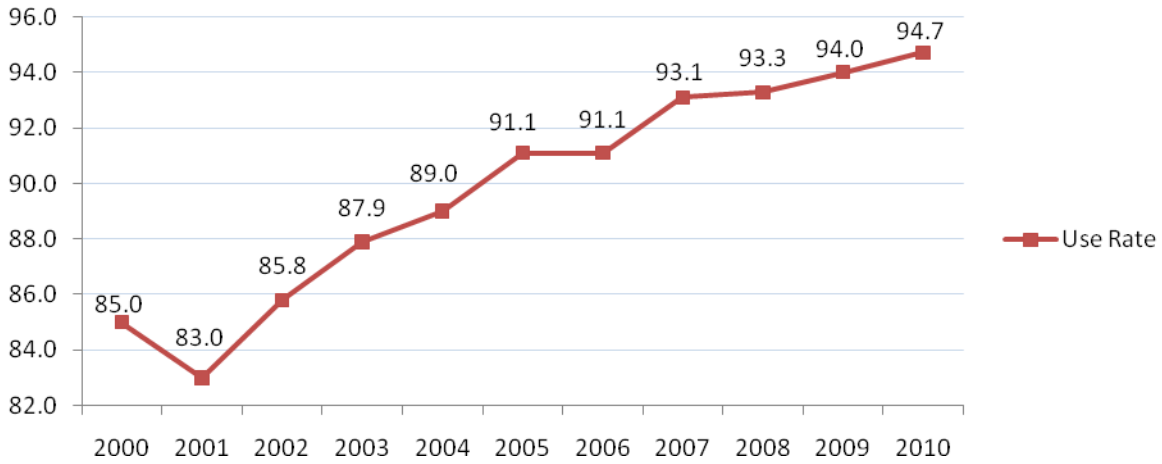
<b>IMPACT OBJECTIVE: Standardized Goal Statement – OCCUPANT PROTECTION</b>
<ul style="list-style-type: none"> <li>To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.4 percentage point(s) from the 2010 calendar base year average usage rate of 94.7 percent to 96.7 percent by December 31, 2015.</li> </ul>



### Data

In 2010, the observed statewide seat belt use in Maryland was 94.72%, an increase from 94.01% as observed in 2009. Maryland currently has 78 NHTSA seat belt survey sites throughout the State and belt use among front-seat occupants is observed at all sites. The following graph represents the trend in statewide seat belt use since 2000:

## Statewide Seat Belt Use Rate



Over the past five years, more than 600 fatalities have occurred on average on Maryland’s roadways. Despite the significant increase in seat belt use since the inception of the State’s primary seat belt use law, Maryland has a relatively high percentage of traffic fatalities that were not properly restrained.

In 2009, the last official year of complete crash data, Maryland’s seat belt use rate was 94 percent, yet roughly 50 percent of driver and passenger fatalities were unrestrained at the time of the crash. It is estimated that on average, proper use of a seat belt with airbags increases the chances of surviving a serious motor vehicle crash by as much as 50 percent in automobiles, and as much as 80 percent in crashes that result in the rollover of pickup trucks or SUVs.

Preliminary data for 2010 indicates a slight improvement in the percentage of restraints used in fatal crashes but the percentage of non-use is disproportionately high in relation to the increase in seat belt use observed in that same year. It is noteworthy that the MHSO is working jointly with the National Study Center For Trauma and EMS to develop and implement the components of NHTSA’s Rulemaking on Uniform Criteria for State Observational Surveys of Seat Belt Use. This process will be completed in FFY 2012.

### Over-Representation Factors for Seat Belt Use

The following table outlines those factors and counties in which seat belt non-use is over-represented:

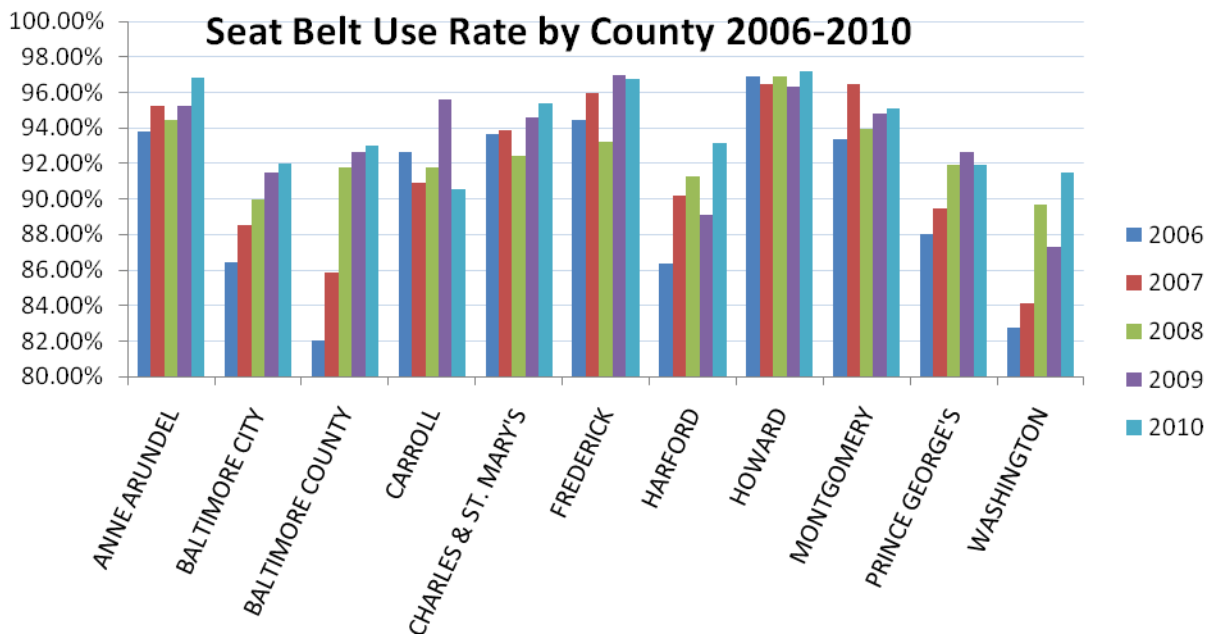
<b>Over-Represented Crash Factors: Unrestrained Motor Vehicle Occupants (drivers and passengers)</b>		
Factor	Variable	Percentage
Age	9-15 involved; 16-20 injured; 21-24 killed	23.5% of involved; 8.6% of injured; 14.1% of killed
Gender	Men	59.0% of involved; 60.6% of Injured; 81.6% of killed
Time Of Day	2pm – 6pm total and injury	27.5% total; 26.2% injury; 24.0% fatal

	crashes; 12am – 4am fatal crashes	
County	Baltimore City and Prince George's and Baltimore Counties	55.5% total; 47.2% injury; 45.5% fatal

Based upon this data, it is clear that men are the primary demographic for seat belt enforcement, particularly as more than 81% of those killed while unrestrained are men. Additionally, the time between 12 am – 4 am is a key target to seeing reductions in unrestrained fatalities. Finally, data shows that Baltimore City, Baltimore County, and Prince George's County are severely over-represented in terms of crashes, injuries and fatalities.

### Observational Seat Belt Use Data

In terms of county-specific data, only observed belt use among Maryland's NHTSA sites is officially taken into consideration. The following chart represents the change in use rate among those 10 counties and Baltimore City:



### Citation Data

Maryland has three main seat belt and child passenger safety laws; 1) TR 22.412.2D, which deals with child passenger safety, 2) TR 22.412.3B, which covers the mandatory use of seat belts by drivers and all passengers under the age of 16, and 3) TR 22.412.3C, which mandates that every passenger over the age of 16 must wear a seat belt while riding in a front, outboard seating position. A vast majority of \$25 offenses are prepaid, meaning that violators do not contest the citations in court:

In 2010, more than 100,000 citations were written for OP and CPS-related offenses and the MHSO continues to vigorously promote the issuance of citations rather than warnings for all seat belt-related offenses. Citations only are requested during periods of *Click it or Ticket*



enforcement and although Maryland does not allocate funds to police agencies for seat belt enforcement, the MHSO has taken steps to address under-performing agencies, including limiting other funding types to those agencies when appropriate.

Many law enforcement agencies have reported that officers and deputies are finding that fewer violations are observed, and this is consistent with Maryland's increase in the observed seat belt use rate. Regardless, throughout FFY 2012, agencies will be encouraged to continue being vigilant with regard to seat belt enforcement and emphasis will be placed on night time enforcement between the hours of 9:00 pm and 3:00 am.

### **Action Measure Tool Data**

In FFY 2011, the MHSO received more responses to the Occupant Protection AMT survey than any other program area. MHSO received responses from people of diverse ages, and specifically, the Occupant Protection AMT measures:

- how often a respondent claims to wear a seat belt;
- knowledge of Maryland's primary seat belt law;
- attitudes regarding seat belt enforcement;
- whether a person has been ticketed;
- behaviors related to the safe transportation of child passengers;
- seat belt use among back seat passengers; and
- questions intended to help track where a person saw or heard seat belt-related media messaging.

For FFY 2012, the Occupant Protection AMT was altered to allow for behavioral data to be collected regarding seat belt misuse. Additionally, data will be collected to evaluate the public's support for increased fines for seat belt use violations and the possible implementation of a graduated penalty system for repeat offenders. The data gathered will continue to be cross-tabulated to allow for effective use of the data and to segment media, educational, and enforcement efforts where necessary.

### **Strategic Highway Safety Plan – 2011**

The Occupant Protection Emphasis Area Team recommended four strategies to achieve their objectives including an expansion of *Click It or Ticket* and the Law Enforcement Challenge programs; a year-round nighttime seatbelt enforcement and education program; and an increase in the correct use of child passenger safety devices for infants, children, and pre-drivers. They also recommended legislation or regulations that would require the use of safety devices in all seating positions.

### **Proposed Grants**

In FFY 2012, Maryland will fund two main Occupant Protection grants in the area of Child Passenger Safety.

## **1. Maryland Department of Health and Mental Hygiene**

### ***Kids in Safety Seats***

Awarded to the Maryland Department of Health and Mental Hygiene's *Kids in Safety Seats* program, this grant project is primarily intended to allow for the successful execution of Maryland network of CPS technicians, as well as a child safety seat loaner program. For Federal Fiscal Year 2012 (October 1, 2011-September 30, 2012), Kids In Safety Seats (KISS) will:

- promote child passenger safety (best practice and Maryland law) to care providers of children Birth-8 years old
- utilize media campaigns, an 800 Helpline, a web site and dedicated e-mail address to provide direct public education as well as provide technical assistance
- conduct child passenger safety technician certifications, technical trainings, presentations
- provide resources to any Maryland resident charged with the responsibility of transporting infants and children.

The target audience for this grant includes parents/care givers, childcare providers, fire, emergency medical and health professionals, law enforcement officials, safety advocates/coalitions and others involved with young children. *KISS* will also oversee a network of traditional and special needs car seat loaner programs which are located throughout Maryland.

CPS technician trainings will be conducted throughout the State in FY 2012 in order to maintain or increase the number of technicians available for car seat checks. In addition, *KISS* operates an 800-number and an email response system to answer CPS questions from the general public and has a targeted goal of 2,500 public contacts through these resources. The organization will also be tasked with making more than 35 public presentations and/or appearing at child safety-related events.

Data and other information provided through this grant will include:

- the number of loaner seats provided to low-income families
- the number and percentage of seats checked which were being used improperly
- the available number of CPS technicians, as well as statistics regarding new technicians trained throughout the year
- public contacts made at presentations and events
- number of educational items distributed

As a statewide resource, the grant with *KISS* is an extremely effective use of Maryland's available CPS funds. The organization maintains a high level of expertise which is then imparted on Maryland's CPS technicians and the general public, thereby increasing the awareness of CPS laws and best practices. The grant also allows for opportunities to provide adult seat belt education to people of all ages, races, and backgrounds at a time when those people are already in a safety-conscious mindset and willing to set a good example for their child passengers.

## **2. Maryland Institute for Emergency Medical Services Systems *Child Passenger Safety & Occupant Protection Healthcare Project***

Grant funds were requested to be provided to the MIEMSS for this project which has a goal of increasing occupant protection in the state of MD by improving seatbelt use in adults, child restraint use in children, and occupant protection measures taken by EMS personnel. The primary strategy is dissemination of up-to-date OP and CPS information through:

- interactive educational displays at state & local conferences for emergency and pediatric department staff, school and pediatric nurses, and EMS and fire personnel;
- the education of primary and acute care providers via conference calls and continuing education workshops;
- proactive outreach to hospital personnel such as chaplains, OBGYNs, etc.;
- maintaining a comprehensive database of hospital/community liaisons in 24 jurisdictions for educational updates, material distribution
- providing outreach to primary care providers (RN, NP, & MD/DO) across the state with resources on occupant protection-related best practices

The project activities augment all statewide efforts to increase adult seat belt use and child passenger safety. As the dedicated statewide organization with extensive jurisdiction among Maryland's hospitals and trauma centers, MIEMSS is uniquely suited to educate nurses and other hospital staff in proper CPS practices. This information is then passed on to parents and caregivers and MIEMSS also focuses education to and through fire and ambulance personnel.

Data and other information provided through this grant will include:

- the number of contacts made with hospital personnel
- the number of presentations and/or events held in conjunction with hospital personnel
- the number of EMS facilities in which educational material was placed
- the number of educational items distributed to those facilities
- the number of training sessions held to educate hospital staff and EMS personnel
- the number of contacts made with the general public.

As previously mentioned, MIEMSS holds a unique role in the State of Maryland and serves as the only outlet that is able to coordinate activities in a centralized fashion to Maryland's trauma centers, hospitals, and EMS and fire personnel. No other organization has the ability to distribute information to these resources as efficiently as MIEMSS, and the organization has also demonstrated the initiative and ability to institute highly visible *Click it or Ticket* messaging through its contacts. As a grantee of CPS-related funds, MIEMSS is able to serve niche markets that the MHSO would otherwise have difficulty in accessing or serving.

### **Statewide Campaigns**

Maryland participates in or sponsors numerous campaigns related to seat belt safety throughout the year. *Click it or Ticket, Buckle Up Tough Guy, National Child Passenger Safety Week, and Buckle Up for a Buck* are major campaigns in which the State participates and there are numerous activities throughout the year to augment participation in these programs.

In early FFY 2012, the MHSO was also awarded a special night time demonstration grant project through NHTSA. In combination with usual *C/OT* media, the MHSO will allocate roughly \$600,000 in media, and will coordinate that expenditure with aggressive night time enforcement of Maryland's OP laws. This dollar amount allows for significant airtime to be purchased in the DC and Baltimore television and radio markets, with additional expenditures through internet sites and unconventional sources such as gas pump tops.

In FFY 2011, the MHSO's media purchases related to adult seat belt safety messages earned more than 20 million impressions. Prior to the FFY 2012 *Click it or Ticket* campaigns, the MHSO will evaluate all current seat belt media outlets and will re-examine the use of various types of outdoor advertising.

In FFY 2012, the MHSO will seek to achieve 30 million impressions through media advertising. The following is a brief timeline as to the activities to be conducted, the data necessary to fulfill these activities, and the partners which will be called upon to help the MHSO achieve this goal:

<b>Objective</b>	<b>To generate more than 30 million statewide impressions regarding adult seat belt use (<i>Click it or Ticket</i>) by September 30, 2012.</b>	
<b>Interim Progress</b>	<ul style="list-style-type: none"> <li>• <b>More than 20 million impressions were generated during the 2011 <i>Click it or Ticket</i> campaign.</b></li> <li>• <b>Radio programming will begin in November 2011.</b></li> </ul>	
<b>Target Population</b>	Statewide	Statewide radio and television markets with concentration on Baltimore and Washington DC metro regions; outdoor advertising locations as data directs
<b>Actions</b>	<ol style="list-style-type: none"> <li>1. Identify target counties               <ol style="list-style-type: none"> <li>a. Radio                   <ol style="list-style-type: none"> <li>i. High crash locations, over-represented for unrestrained fatalities/injuries</li> </ol> </li> <li>b. Television                   <ol style="list-style-type: none"> <li>i. Using violator information, use television to broadcast messaging where offenders are more likely to live</li> </ol> </li> <li>c. Outdoor                   <ol style="list-style-type: none"> <li>i. Unbelted crash locations</li> </ol> </li> </ol> </li> </ol>	<p>Data from crash reports, provided by NSC</p> <p>Data from citation information (zip codes of offenders)</p> <p>Data from SHA GIS Team; crash reports</p>

<b>Data Needed</b>	<ol style="list-style-type: none"> <li>1. Crash Data <ol style="list-style-type: none"> <li>a. Segment by time of day and county</li> <li>b. Segment unrestrained fatality crashes from all crash data</li> </ol> </li> <li>2. Citation Data <ol style="list-style-type: none"> <li>a. Offender zip code to help target television programming</li> </ol> </li> </ol>	
<b>Output</b>	<ol style="list-style-type: none"> <li>1. Change in seat belt use percentage</li> <li>2. Change in the overall number of unrestrained fatalities / injuries <ol style="list-style-type: none"> <li>a. Change in number of unrestrained fatalities / injuries by county</li> <li>b. Change in number of unrestrained fatalities / injuries by vehicle type</li> <li>c. Change in number of unrestrained driver fatalities / injuries</li> <li>d. Change in number of unrestrained occupant fatalities / injuries</li> </ol> </li> </ol>	SHA and NSC own data
<b>Timeframe</b>	<ol style="list-style-type: none"> <li>1. Implement supplemental FFY 2012 <i>Click it or Ticket</i> campaign</li> <li>2. Include seat belt-related messaging in other safety campaigns, i.e. <i>Checkpoint Strikeforce</i></li> <li>3. Develop media messaging regarding night time seat belt use and enforcement efforts</li> <li>4. Implement main FFY 2012 <i>Click it or Ticket</i> media buys (television and radio)</li> <li>5. Evaluate effectiveness of FFY 2012 CIOT campaign</li> </ol>	November 15-30, 2011  Year-round, as available  March 31, 2012  May 1, 2012  July 31, 2012

Consistent with national trends, the MHSO targets its main bulk of media buying to the 18-44 year old male demographic, but also adapts its messaging for outlets that predominantly serve black and Hispanic audiences. Messaging in all aspects of *Click it or Ticket* is consistent with common elements being “Seat belts save lives,” “Buckle up every trip, every time,” and a consistent emphasis on both the main “Click it or Ticket” campaign theme as well as messaging to buckle up at night.

In FFY 2012, the MHSO will explore modifications to all campaigns to maximize cost effectiveness and will seek to draw in additional partners for sponsorships. Child passenger safety messages are provided by way of PSAs in conjunction with various CPS partners. Messaging typically includes general awareness of Maryland’s CPS law, recommendations for the proper use of different seats, and publicizing recommended ages for each seat.

### **RTSP Campaigns**

The MHSO's network of RTSPs incorporates seat belt-related activities into all aspects of programming and events. In particular, school based programs involving young drivers contain a consistent seat belt use message, and RTSPs sponsor high school activities and competitions with a seat belt specific focus. One such program, which has been continued by the MHSO for FFY 2012, is called *Making it Click*. This program is a revision of a former MHSO program called *Pacesetters*. *Making it Click* combines the entire school population (faculty, staff, parents and student) with law enforcement personnel to increase seat belt use at a particular high school through enforcement and education activity.

## Aggressive Driving Prevention

The MHSO's Aggressive Driving Program is a major component in the State's SHSP and one of only six Emphasis Areas. The MHSO continues to combat the problem of Aggressive Driving and excessive speed through the implementation of its Smooth Operator program as well as other highly visible enforcement strategies such as Data Driven Approaches to Crime and Traffic Safety (DDACTS). Smooth Operator is a bi-regional effort that is managed by a Steering Committee of officials from Maryland and the District of Columbia. Utilizing a coordinated and concentrated enforcement and public outreach campaign over four summer waves, this program helps to raise awareness of the dangers of speed and aggressive driving, as well as the law enforcement that is in place to enforce aggressive driving laws. Speeding is seen as the foundation of aggressive driving and is heavily addressed in both the enforcement and educational components of the program.

Maryland continues to utilize an Aggressive Driving program as its primary vehicle for addressing speeding motorists. As opposed to a high profile campaign that exclusively targets speed, public opinion polls continue to favor campaigns that address the multiple additional risky driving behaviors that often accompany speeding. This strategic approach allows Maryland law enforcement agencies the best opportunity to combine limited financial resources and maximize the political feasibility of addressing high-risk driving behaviors.

<b>IMPACT OBJECTIVE: Standardized Goal Statement Speeding &amp; Aggressive Driving Prevention</b>
<ul style="list-style-type: none"> <li>To decrease speeding-related fatalities 19.4 percent from the 2008 calendar base year average of 191 to 154 by December 31, 2015.</li> </ul>
<b>IMPACT OBJECTIVES – AGGRESSIVE DRIVING*</b>
<ul style="list-style-type: none"> <li>To decrease the total number of crashes from 6,111 in 2008 to 4,938 in 2015.</li> <li>To decrease the total number of fatal crashes from 56 in 2008 to 45 in 2015.</li> <li>To decrease the total number of injury crashes from 2,579 in 2008 to 2,084 in 2015.</li> <li>To decrease the total number of fatalities from 62 in 2008 to 50 in 2015.</li> <li>To decrease the total number of injuries from 4,183 in 2008 to 3,380 in 2015.</li> </ul>

## Data

Crash Summary: Aggressive Driver Involved

	2006	2007	2008	2009	2010	5-year % Change	2012 Goal
<b>Fatal Crashes</b>	79	65	56	48	42	+1.00	61
<b>Injury Crashes</b>	2,663	2,582	2,579	2,546	2,548	+41.9	2,225
<b>Property Damage Only</b>	3,510	3,558	3,476	3,555	3,477	+57.2	3,105
<b>Total Crashes</b>	6,252	6,205	6,111	6,149	5,698	+61.60	5,800
<b>Total of All Fatalities</b>	88	76	62	47	65	+6.76	67
<b>Total Number Injured</b>	4,505	4,242	4,183	4,053	3,779	+41.24	4,153

Over the past five years, an average of 6,083 aggressive driving crashes have occurred annually on Maryland's roadways. On average 65 people have lost their lives each year, representing slightly more than eleven percent of all of Maryland's traffic fatalities. In addition, 4,153 people, on average, have been injured annually, representing over seven percent of all of Maryland's traffic injuries.

<b>Over-Represented Crash Factors – Aggressive Driving</b>		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (drivers)	16-20	17.6% of involved; 20.2% of Injured; 17.2% of killed
Gender (drivers)	Men	59.1% of involved; 56.5% of Injured; 79.3% of killed
Month	October and November	Total – 19.9%; injury – 19.1%; fatal – 33.3%
Day Of Week	Thursday and Friday	Total – 34.1%; injury – 32.6%; fatal – 29.2%
Time Of Day	2pm-6pm	Total – 31.7%; injury – 33.2%; fatal – 22.9%
Road Type	State and county roads	Total – 58.3%; injury – 60.8%; fatal – 60.4%
County	Baltimore County – total and injury crashes; Anne Arundel, Howard and	Total – 16.7%; injury – 14.9%; fatal – 31.2%

	Prince George's Counties – fatal crashes	
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**Past Accomplishments:**

- In 2010, the MHSO oversaw the involvement of more than 90 law enforcement agencies across the region, including 60 in Maryland, and coordinated their efforts to target aggressive drivers by conducting enforcement “waves” over a four month period. This included the involvement of every barrack of the Maryland State Police across the entire state. In 2010, they issued more than 313,000 citations and warnings for aggressive driving behaviors.
- The MHSO coordinated the selection and placement of \$90,000 of outdoor media including billboards and bus backs in targeted corridors.
- The MHSO has been able to team with the Maryland Chiefs of Police Association and the Maryland Sheriff’s Association for past media events in Baltimore in an effort to offer more exposure to the program.
- Over the course of the 4 *Smooth Operator* media waves in 2010, more than 48 million impressions were acquired by the campaign’s radio spots alone, averaging well over 180 Target Rating Points.

**Strategic Highway Safety Plan – 2011**

To reduce aggressive driving and speeding, the Aggressive Driving Emphasis Area proposed strategies to identify the behaviors, target audiences, jurisdictions or corridors where aggressive driving and speeding is a problem; a continuation of the Smooth Operator campaign; development and implementation of a year round aggressive driving strategy; and development and implementation of engineering solutions to address the problem.

**Proposed Grants**

In FFY 2012, the MHSO will fund the following projects, to work toward accomplishing its aggressive driving prevention objectives:

**1. Maryland Motor Vehicle Administration – *Smooth Operator PR Campaign***

- State agency
- Target audience – General public
- Target area – Baltimore and Washington, DC Metropolitan Areas

The focus of this program is to conduct a massive education and awareness campaign through a collaborated effort between Maryland, and the District of Columbia highway safety offices and law enforcement, as well as Maryland’s Motor Carrier Safety Division. Aimed at combating aggressive driving behaviors with the concentration on excessive



speed violators, this public education campaign focuses on four enforcement waves during the summer months intended to raise awareness not only of the aggressive driving problem, but also of the stepped-up enforcement activity targeting these unsafe behaviors. Professionally conducted focus groups of the targeted demographic indicate that young male drivers between the ages of 18-34 believe Aggressive Driving is a problem although they generally consider themselves 'assertive' and not 'aggressive.' They also believe that speeding is not generally a problem. New media has been developed that addresses those beliefs describing speed as a major component of the overall problem of aggressive driving. Included in the media portion of the program are Cable TV and radio spots, as well as web-based media including pod-casts, and radio streaming. Additional media includes distributed brochures and outdoor advertising such as Maryland Transit Authority bus backs and billboard placement. Electronic media outlets for the program include the heavily populated Baltimore and DC-metro markets, and provide air coverage for the vast majority of the State's driving population, especially those statistically over-represented counties. The public awareness campaign for which these funds will be used begins in May, 2012 and continues through the summer months culminating with a Law Enforcement recognition program in September. Likewise, this program attempts to keep law enforcement heavily engaged in the campaigns by having semi-annual meetings, on-air police interviews as part of added value media, and the publishing of quarterly news letters in blast e-mail fashion exclusively to law enforcement. These methods of outreach to law enforcement are intended to maintain the momentum of the enforcement waves.

Data and other information provided through this grant will include:

- Number of media impressions achieved through paid media
- Number of media impressions achieved through earned media
- Number of educational items distributed
- Number of training sessions conducted
- Number of officers attending training sessions
- Number of agencies participating in Smooth Operator enforcement waves
- Number of citations issued during Smooth Operator enforcement waves

## **2. Maryland State Police – *Aggressive Driving Enforcement***

- State agency
- Target audience – General public
- Target area – State of Maryland

The focus of this program is to increase patrols in areas and at specific times where aggressive driving has been identified as a problem. MSP troopers will be deployed to areas prone to incidents of aggressive driving during those times that aggressive driving incidents are historically most likely to occur and based on a statewide strategic enforcement plan. Funding to barracks across the State will be disbursed based on Strategic Plans in each of the MSP's barracks. This new disbursement formula will aid MSP in targeting enforcement to areas / barracks where the data indicates a more

extensive aggressive driving problem. Troopers will continue to utilize both conventional and non-conventional methods, including aggressive speed enforcement techniques, to identify and apprehend aggressive drivers, as well as explore new and innovative enforcement methods. Finally, this agency will continue to participate in the Smooth Operator program and provide stepped-up enforcement during the Smooth Operator media waves. MSP will also continue to provide an agency representative to sit on the *Smooth Operator* Executive Advisory Committee.

### **3. Maryland Transportation Authority Police – Aggressive Driving Enforcement**

- State agency
- Target audience – General public
- Target area – State of Maryland

The focus of this program is to increase patrols in areas and at specific times where aggressive driving has been identified as a problem on Maryland toll facilities and interstate highways. The Maryland Transportation Authority Police will be deployed to areas prone to incidents of aggressive driving during those times that aggressive driving incidents are historically most likely to occur. Officers will utilize both conventional and non-conventional methods, including aggressive speed enforcement techniques, to identify and apprehend aggressive drivers. These innovative enforcement methods will include the use of unconventional style police cars that will afford officers some degree of anonymity as well as the ability to better identify aggressive drivers and cite for the specific Aggressive Driving violation – three offenses during the same driving act. Finally, this agency will continue to participate in the Smooth Operator program and provide stepped-up enforcement during the Smooth Operator media waves. MdTA will also continue to provide an agency representative to sit on the Smooth Operator Executive Advisory Committee.

## **Statewide campaigns**

### **1. Smooth Operator Task Force**

In FFY 2012, the MHSO expects to partner with the District of Columbia (DC) in the regional *Smooth Operator Task Force (SOTF)*. The *SOTF* mission is to curb aggressive driving through the use of intense, coordinated enforcement waves and accompanying public awareness efforts throughout the expanded DC-metro area, including the entire state of Maryland. Over 90 state and municipal law enforcement agencies from across the region participate in this program. For the upcoming year the MHSO will continue to provide a Program Coordinator for the tri-jurisdictional *SOTF*. This coordinator will provide the administrative oversight of the program and facilitate the implementation of initiatives, as well as the fulfillment of directives agreed upon by the *SOTF* Executive Advisory Committee.

### **2. Smooth Operator Media Campaign**

Major initiatives for FFY 2012 will include an extensive media campaign in conjunction with enforcement mobilizations. Week-long enforcement waves are preceded by at

least one major press event in each of the DC-metro and Baltimore area to kick off the program. New brochures will be developed to target at-risk operators, specifically males in the 18-34 age categories, and distributed through the MHSO's Regional Traffic Safety Programs. The Public Information and Education (PI&E) plan will include outdoor media, web-based advertising, and media spots on radio and cable television outlets whose demographic audience includes those in our targeted categories. Two statewide law enforcement meetings will be conducted, pre & post campaign, to inform law enforcement about the program's upcoming media theme and new enforcement strategies. In 2011, a partnership was formed with the IZOD Racing League, Indy Car Racing, and a media campaign was developed. Bus Backs were created and a press event, in partnership with the Grand Prix was conducted, which garnered significant media attention to the issue of aggressive driving. The partnership with the Baltimore Grand Prix will continue and expand in FY2012.



## Pedestrian-Pedalcycle Safety

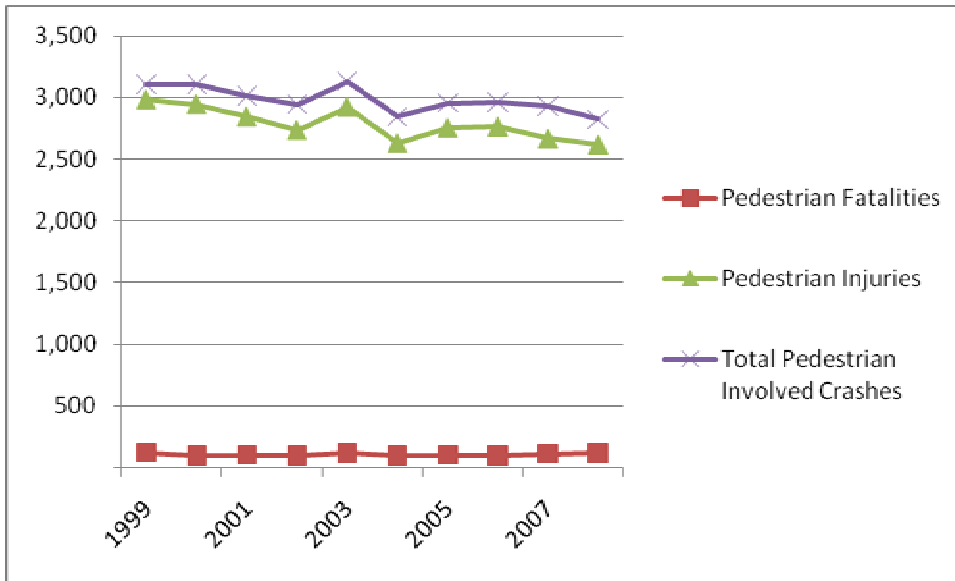
<b>IMPACT OBJECTIVE: Standardized Goal Statement – Pedestrian-Pedalcycle Safety</b>
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| <ul style="list-style-type: none"> <li>To reduce pedestrian fatalities 19.0 percent from the 2008 calendar base year average of 116 to 94 by December 31, 2015.</li> </ul> |
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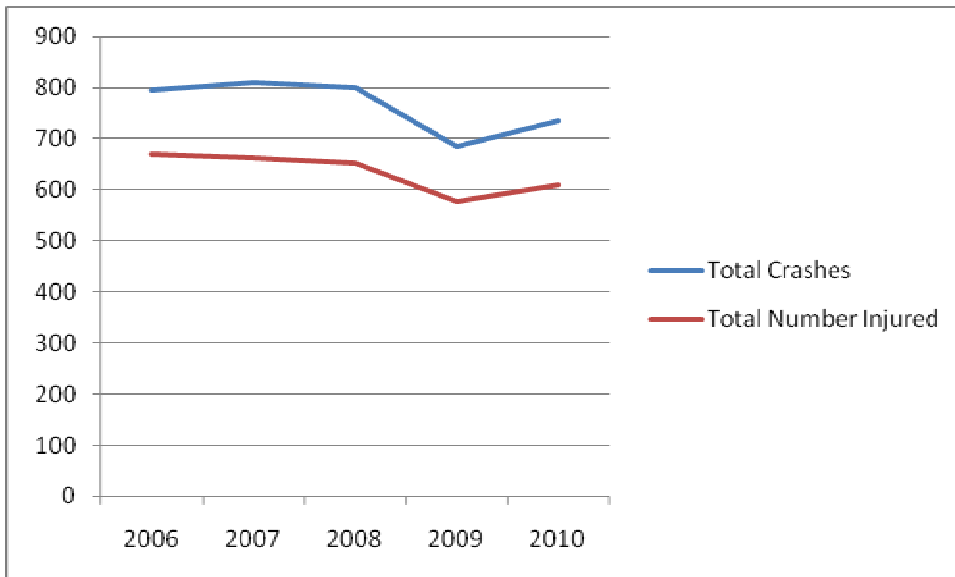
### Crash Data

Total pedestrian crashes and pedestrian injuries have trended slightly downward over the last ten years. However pedestrian fatalities have remained on a flat trend line; pedestrian fatalities represent 17% of all traffic fatalities statewide, on average. A crash involving a pedestrian is nearly six times as likely to produce a fatality as all crashes statewide. While just one half of one percent of all traffic crashes produce a fatality, 3.5% of all pedestrian-involved crashes produce a fatality.

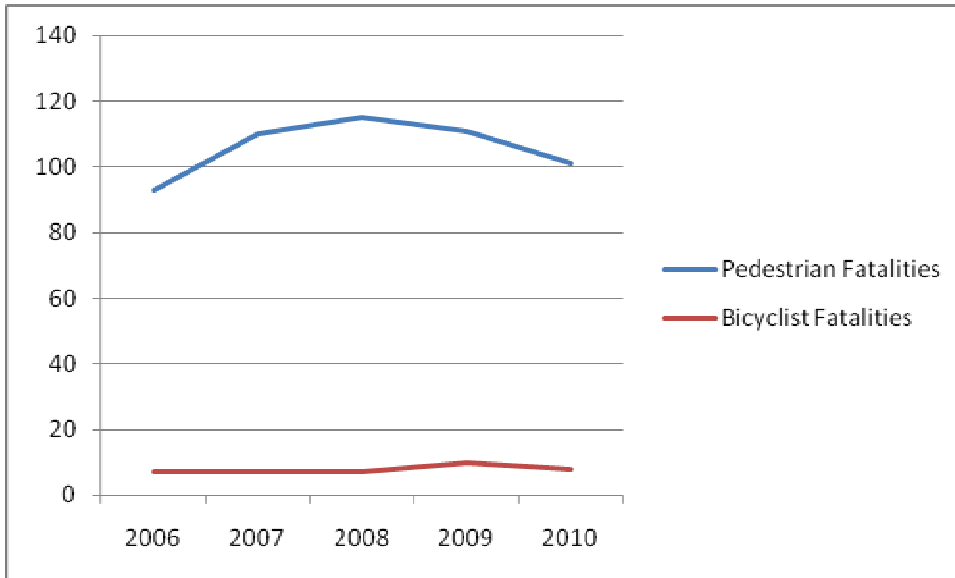
Pedestrian fatalities fell in 2010 to 100 from 112 in 2009. The number of pedestrian fatalities has fluctuated by more than 10% in previous years, so this reduction would need to be sustained in 2011 to be considered a downward trend.



**Figure 1: Pedestrian Crashes in Maryland 1999-2007**



**Figure 2: Bicyclist Crashes in Maryland 2006-2010**



**Figure 3: Pedestrian and Bicyclist Fatalities in Maryland 2006-2010**

After trending downward from 1999 to 2004, bicyclist crashes and injuries have remained steady from 2004-2008. Bicycle crashes and injuries decreased in 2009, but increased in 2010. Over the period from 1999-2010, there have been eight bicyclist fatalities each year, on average. Nearly 80% of all bicycle-involved crashes produce an injury.

### Overrepresentation Factors

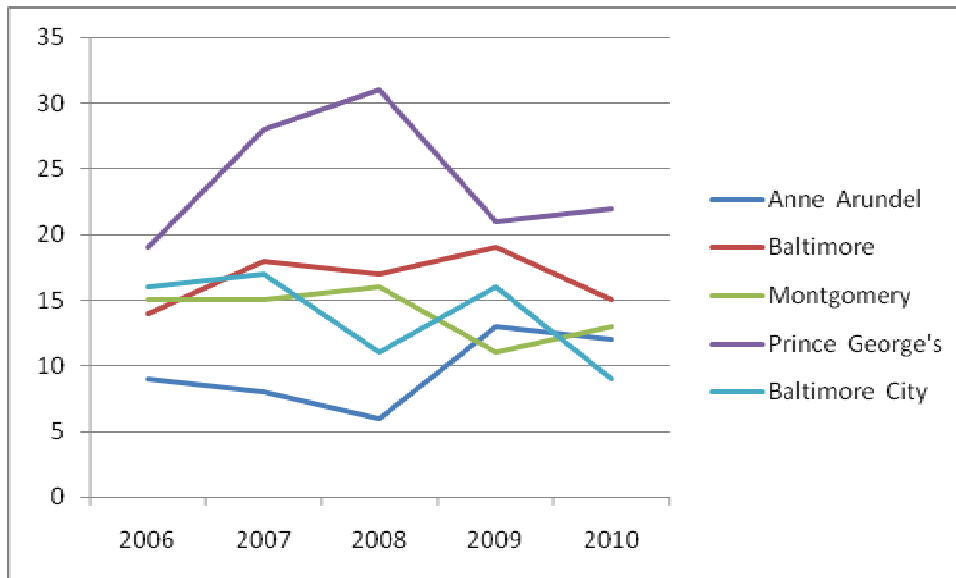
Pedestrian and bicyclist crashes, injuries and fatalities are clustered in the urban areas of the State in the Washington metropolitan and Baltimore metropolitan areas. Nearly 84% of all pedestrian crashes and 74% of all pedestrian fatalities occur in these areas. Nearly 75% of all bicyclist crashes and more than half of all bicyclist fatalities occur in these areas. These are areas with diverse populations, including high concentrations of people who are minorities, and who are foreign-born and/or living in households where English is spoken less than well, according to Census data.

Pedestrian crashes are similar in distribution across the months of the year, compared to all crashes statewide. Slight increases in pedestrian crashes occur in the Spring and late Fall months. However, there is an increase in pedestrian fatalities in the months of October through December, compared to all crashes statewide. This is a time when there is less daylight, but weather is still moderate enough to accommodate most pedestrians.

Bicyclist crashes occur most frequently during warm weather months; more than 63% of all bicyclist crashes occur between the months of May to September. Bicyclist crashes overall are distributed fairly equally across the days of the week; however, Tuesday is the peak day for bicyclist fatalities, accounting for 30% of all riders killed.

Friday is the peak day for total pedestrian crashes, and Saturday is the peak day for crashes that result in a pedestrian fatality. Early evening hours of 3pm to 8pm are the peak hours for

total pedestrian crashes, and early morning hours are overrepresented in fatal pedestrian crashes.



**Figure 3: Pedestrian Fatality Distribution by Jurisdiction**

The age distribution of drivers involved in pedestrian crashes is similar to that of drivers involved in crashes of all types statewide; no particular age group appears to be highly overrepresented in pedestrian-involved crashes overall; however drivers aged more than 60 years appear to be overrepresented in driver-at-fault pedestrian crashes. Male drivers are overrepresented in crashes involving a pedestrian injury or fatality, compared to all crashes statewide.

Pedestrians aged 10 to 15 are overrepresented in total pedestrian crashes and pedestrian injury crashes; older pedestrians aged 45-54 years are overrepresented in fatal pedestrian crashes. Male pedestrians are slightly more likely to be involved in less severe pedestrian crashes; however, males are much more likely to be killed as a pedestrian. More than 70% of all pedestrians killed are male.

Young bicyclists are the most likely to be involved in a bicycle crash; more than 40% of bicycle crashes involve a person under the age of 18. Approximately 84% of all bicyclists involved in a crash, injured or killed while riding are male.

More than 70% of pedestrian crashes occur on a roadway area outside a crosswalk, and more than half of pedestrians killed were struck crossing at a location other than an intersection.

### Action Measure Tool Data

In FFY 2010, the MHSO received more than 1,700 responses to the Pedestrian AMT survey. MHSO received responses from people of diverse ages, and a significant number of young people under the age of eighteen years (36%). A significant proportion of respondents reported their ethnicity as African American/Black (33.2%) or Latino/Hispanic (27%). This is not inappropriate, as pedestrian activity is concentrated in areas that have large and diverse

minority populations. Twenty-seven percent of respondents reported that they did not drive a vehicle.

Nearly three-quarters of respondents reported knowing that they could be fined up to \$500 for failing to stop for a pedestrian at a crosswalk. The vast majority of respondents reported knowing safe pedestrian behaviors (e.g. scanning, making eye contact with drivers); however, nearly 32% reported believing that crosswalks and traffic signals *guarantee* a safe crossing.

In FFY 2010, the MHSO received more than 650 responses to the Bicycling AMT. More than 40% of the surveys submitted were from young people aged 15 years or less. While this is not ideal, it does provide some useful insight into the knowledge, attitudes and behaviors of this age group related to bicycle safety.

When asked how often they wear a helmet while riding a bicycle, more than half responded that they never or rarely wore a helmet and more than half responded that they were not very likely or not very likely at all to be cited for not wearing a helmet. Thirty percent of respondents were not aware that Maryland has a law requiring riders under the age of 16 to wear a helmet.

AMT data will be used to monitor and refine approaches to generating pedestrian, bicyclist and motorist awareness about pedestrian and bicyclist safety issues and safe behaviors.

## **Focus Areas for Bicycle & Pedestrian Safety Program**

The StreetSmart program has been successful in raising awareness of the program itself, and of some basic pedestrian safety messages. However, more work is needed to focus intensive enforcement and educational efforts on high-crash locations and among high-risk populations. More local law enforcement partners are needed to reach a high level of saturation during campaign enforcement waves.

Past bicycle safety efforts have focused largely on the youngest riders, under the age of 14 and mature riders. However, crash data shows that older youth riders comprise a significant proportion of riders involved in crashes. This warrants increased attention toward this age group, and underscores the importance of using crash data to guide local safety program development.

## **Strategic Highway Safety Plan – 2011**

The Pedestrian Safety Emphasis Area Team identified four priority strategies to reduce the number and severity of pedestrian-involved traffic crashes, including the development of a model process to identify and prioritize high incident locations and systemwide pedestrian safety issues, to promote state of the practice countermeasures in engineering, education and enforcement, and the development of localized action plans for pedestrian safety.

## **Proposed Grants**

In FFY 2012, Maryland will fund three grants in the area of bicycle and pedestrian safety.

## **1. Maryland Department of Transportation**

### ***Bicycle Law Enforcement Training Video***

There is no current systematic training program for Maryland traffic law enforcement personnel regarding bicycle traffic safety procedures and enforcement techniques. As a result, police agency spokespersons at times make misstatements regarding bicycle/motor vehicle collisions they investigate. There are also periodic complaints by the bicycling community that crash reports involving bike/motor vehicle collisions are biased against bicyclists and that officers sometimes erroneously order bicyclists off of roadways they are legally entitled to use.

The National Highway Traffic Administration has addressed the need for systematic training of law enforcement personnel by producing an interactive training video titled, *Enhancing Bicycle Safety: Law Enforcement's Role*. This is to propose creating a Maryland version of the NHTSA video that would discuss Maryland specific traffic laws, particularly regarding sidewalk bicycling, mandatory bicycle lane usage and roads where bicyclists are allowed and not allowed to use. Maryland State Police training officials would participate in the development of this video along with Maryland DOT staff and volunteers, particularly from the Maryland Bicycle & Pedestrian Advisory Committee.

For Federal Fiscal Year 2012 (October 1, 2011-September 30, 2012), MDOT will:

Create an interactive bicycle traffic safety and enforcement training video for Maryland law enforcement personnel by the end of federal fiscal year 2012, publicize its availability and make copies available for law enforcement agencies who desire it.

The target audience for this grant includes law enforcement commanders and officers, particularly those in high crash jurisdictions. The video can also be used by education bicycle organization members and others on their rights and responsibilities to promote bicyclist safety.

Data and other information provided through this grant will include:

- Number of people involved in development meetings
- Number of educational items distributed
- Number of training sessions conducted
- Number of officers attending training sessions

The grant funds supplied to MDOT will be matched with nearly \$18,000 in matching resources netting a combined value of more than \$43,000. MDOT is well positioned to coordinate the development of this resource, in cooperation with the members of the Maryland Bicycle Advisory Committee.

## **2. BikeMaryland**



### ***Baltimore Region Bicycle Awareness Program***

The goal of the Bicycle Awareness Program (BAP) is to take a proactive role in bicycle safety and develop a strong capacity to deliver bicycle safety education to high risk area communities. BikeMaryland will do this by continuing to develop and implement an educational program implemented by volunteer Bicycle Ambassadors. BikeMaryland will recruit at least eight more volunteer Bicycle Ambassadors to conduct bicycle safety outreach activities throughout the year. Additionally, BikeMaryland will expand existing partnerships and build new relationships to promote bicycle safety.

A variety of partners will help to determine the curriculum necessary to increase public awareness on bicycle safety measures and to determine which communities are in need of bicycle safety education. Topics will incorporate the most common types of crashes and how to avoid crashes such as car door crashes, ride predictability and visibility. Two half-day Ambassador training sessions will be developed and implemented. The final on-going task is to link Ambassadors with populations in need of safety education. This will be achieved through partnership building with organizations that can direct us to populations in need of safety education. BikeMaryland will teach high risk populations about high risk situations and appropriate countermeasures to prevent bicycle crashes.

For Federal Fiscal Year 2012 (October 1, 2011-September 30, 2012), BikeMaryland will:

- Perform outreach through BikeMaryland email campaign - 2 times / month to 15,000 contacts and conduct outreach to at least three bicycle clubs, and coordinate these activities with the Baltimore StreetSmart Steering Committee.
- Implement a Safety Ambassador curriculum based on review of crash data, incorporating the most common types of crashes and safe bicycling practices to avoid crashes (e.g. ride predictability, maintain visibility).
- Develop and assist in distributing five (5) graphical HTML emails that support bicycle safety, to be used in support of MHSO bicycle safety programs /events.
- Implement the Bicycle Awareness Program by identifying at least four high priority target populations/locations, developing 16 training/education opportunities for at risk populations and conduct a total of at least 20 Bicycle Safety Awareness workshops.

The goal is to target high risk bicyclists as identified by crash data within each priority areas: Baltimore City target bicyclists are aged 10-15 & 18-29; Baltimore County target bicyclists are aged 16-24 years. The demographic target includes parents of younger bicyclists in high risk groups.

Data and other information provided through this grant will include:

- Number of outreach activities conducted
- Number of participants recruited

- Number of Ambassadors trained
- Number of awareness workshops conducted
- Number of people reached in workshops

The grant funds supplied to BikeMaryland will be matched with nearly \$14,000 in matching resources netting a combined value of more than \$39,000. BikeMaryland is uniquely qualified to develop and manage the Bicycle Awareness Project, with existing partnerships with governmental, non-profit and corporate organizations that have information, resources and the connections necessary to develop a successful Awareness Project. BikeMaryland also maintains active communication with more than 15,000 individuals through email and direct outreach.

### **3. Washington Metropolitan Council of Governments (MWCOCG)**

#### ***StreetSmart Pedestrian Safety Program***

The main goal of this program is to reduce pedestrian and bicycle traffic fatalities and injuries in the Washington metropolitan area. MWCOCG will coordinate a media press event to kick off the implementation of the Regional Pedestrian, Bicycle and Traffic Safety Education Campaign and will also conduct two focused waves of enforcement in October and April. The media portion of the program includes a three-week campaign consisting of radio spots, transit advertising, print ads and collateral materials. During FFY 2012 increased attention will be given to Spanish-language media to address pedestrians in this language group. The StreetSmart media plan will provide air coverage for the vast majority of Maryland's driving population, especially within the statistically over-represented counties of Prince George's and Montgomery. The public awareness campaign for which these funds will be used will be completed by May 2012.

For Federal Fiscal Year 2012 (October 1, 2011-September 30, 2012), MWCOCG will:

- Carry out a mass media campaign to recommend actions to reduce pedestrian risk. With a consultant and advisory group, create a data-based media strategy, and new ads for the Spring of 2012 campaign.
- Expand to include at least 3 new partnerships in the Street Smart campaign (e.g. faith-based organizations, community service organizations, etc.).
- In cooperation with the advisory committee, especially the law enforcement representatives on the advisory committee, MWCOCG will revise that manual to reflect practices in jurisdictions other than the District of Columbia, as well as information on what is being done in other Metropolitan areas.
- MWCOCG will hold at least one seminar on best practices in pedestrian enforcement. Participation of law enforcement will be encouraged by inviting all who have reported carrying out enforcement in the past to attend planning meetings, and by presenting to bodies such as the TPB, the Chief Administrative Officers, and the Police Chiefs Committee.

- Evaluate campaign success using pre-and post campaign surveys of 300 area motorists for both Fall and Spring campaign waves, and gather enforcement data from participating law enforcement agencies using a standardized form.

The target audience for this grant includes motorists, pedestrians and law enforcement commands and officers, particularly those in high crash jurisdictions. Special attention will be given to creating messages and using channels that reach the diverse Washington population.

Data and other information provided through this grant will include:

- Number of media impressions achieved through paid media
- Number of media impressions achieved through earned media
- Number of educational items distributed
- Number of training sessions conducted
- Number of officers attending training sessions
- Number of agencies participating in StreetSmart enforcement waves
- Number of citations issued during StreetSmart enforcement waves

The grant funds supplied to MWCOG will be matched with more than \$40,000 in matching resources netting a combined value of more than \$140,000. As the regional planning authority, MWCOG is uniquely positioned to coordinate this campaign, which includes activities in Maryland, the District of Columbia and Virginia.

#### **4. Baltimore Metropolitan Council (BMC)** ***StreetSmart Pedestrian Safety Program***

The main goal of this program is to reduce pedestrian and bicycle traffic fatalities and injuries in the Baltimore metropolitan area. BMC will coordinate a media press event to kick off the implementation of the StreetSmart Baltimore Campaign and will also coordinate two focused waves of enforcement during the month of July. The media portion of the program includes a four-week campaign consisting of radio and television spots utilizing elected officials, web advertising, earned media, billboards, HTML email blasts, street banners, print ads and collateral materials. During FFY 2012 increased attention will be given to Spanish-language media to address pedestrians in this language group. Due to the regional management structure of BMC, the StreetSmart plan will focus on Baltimore City and one annually rotating county within BMC's jurisdictional counties. In FY2010, the rotating county was Baltimore County. In FY2011, the rotating county was Howard County. After significant crash location analysis, it has been determined that BMC will again focus on Baltimore County as the rotating county. Unlike many of MHSO's other grant-funded campaigns, BMC's StreetSmart campaign utilizes low-budget, high-impact guerilla marketing techniques, including powerwashed stencils on sidewalks in high priority corridors, and guerilla marketing street teams. In FY2010, street teams successfully contacted and distributed

literature to over 10,000 pedestrians in downtown Baltimore, and residences throughout Baltimore City and Howard County.

For Federal Fiscal Year 2012 (October 1, 2011-September 30, 2012), BMC will:

- Develop a Baltimore City-centric and Baltimore County-centric media-education-enforcement strategy.
- Develop and air at least 2 television PSAs utilizing local elected officials
- Develop and air at least 4 radio PSAs utilizing local elected officials
- Develop 5 HTML email blasts that offer tips, resources, and localized statistics regarding pedestrian and bicycle safety and distribute them during a one-week period in July 2012 to more than 15,000 contacts
- Develop and place outdoor billboards in the Baltimore metropolitan area, specifically near identified high-priority crash locations
- Ghost write at least 2 editorials on behalf of local elected officials that discuss the problem of pedestrian and bicycle safety
- Develop and distribute a press release regarding the StreetSmart campaign
- Develop and deliver an outreach plan for Artscape, the largest free art festival on the East Coast
- Develop and distribute high priority bicycle and pedestrian crash corridor maps to local law enforcement agencies. BMC will also meet with the agencies and develop an enforcement strategy to be implemented during the month of July.
- Coordinate and implement a StreetTeam to conduct outreach to residents and commuters near high crash corridors (Baltimore City and Baltimore County)
- Develop and conduct a web-panel Pre- and Post-campaign survey to ascertain knowledge, attitudes, and behaviors amongst pedestrians and bicyclists
- Develop and distribute to stakeholders a Post-campaign fact sheet and summary
- Develop and conduct a Post-campaign pitch to next year's target county

## **Statewide Campaigns**

### **FFY11 Campaign Review**

The FFY11 Bicycle and Pedestrian campaign focused on the refining the StreetSmart program in the Baltimore region, in partnership with the Baltimore Metropolitan Council. Additional small-scale support continued to be provided to local bicycle and pedestrian safety programs in the form of on-site event support, distribution of safety literature and law enforcement outreach.

### **Focus Areas for FFY12**

Increased focus will be applied to the enforcement component of the bicycle and pedestrian programs, building on the FFY11 programs and grants.

Increased coordination with the MHSO Safe Routes to School program are needed to ensure consistent support and program development in areas of common interest.

With limited resources available for education, enforcement and engineering countermeasures, the program focus will be on high crash locations/areas and in high-risk populations identified in those areas.

**FFY12 Schedule**

The FFY12 Bicycle and Pedestrian campaign will be conducted in concert with the Washington and Baltimore Metropolitan area StreetSmart programs – focusing on high crash times in those areas. Campaigns will be conducted in the Spring and Fall, with supplemental activities programmed during the summer months.

**Preliminary Components**

Media

In FY 2012, the MHSO will spend roughly \$20,000 in supplemental awareness media outreach. This dollar amount allows only for limited and focused media outreach in the areas with highest crash concentrations. The investment in paid media will support the overall goals of the StreetSmart program while calling attention to Maryland-specific issues.

In FFY 2012, the projected investments in media for bicycle/pedestrian safety are:

Medium	Partner	Amount Invested
Transit Advertising	Metro, WMATA	\$ 10,000
Radio	Baltimore & DC (Various)	\$ 10,000
<b>Total</b>		<b>\$ 20,000</b>

Outdoor advertising will continue to be targeted in areas of high bicycle and pedestrian travel and crashes.

**Outreach**

The FFY2012 program will continue to act as a supplement to the larger StreetSmart programs, and extending support to locations outside the major metropolitan areas. This will include the development and distribution of printed safety materials and incentive items, as possible, to traffic partners, schools, community organizations and businesses.

**Law Enforcement**

Education and encouragement of law enforcement agencies and officers continues to be an issue in high priority program areas. In coordination with and in support of the StreetSmart campaigns, supplemental training for pedestrian enforcement operations will be promoted in areas of high pedestrian travel and crashes. Location data for high-crash corridors and areas will be developed for law enforcement targeting. MHSO will investigate the overlays of spatial crash and crime data to determine if the feasibility of a Data Driven Approaches to Crime and Traffic Safety (DDACTS) approach is appropriate for pedestrian safety.

## RTSP Campaigns

RTSPs in the StreetSmart program areas will be intensely involved in the development and deployment of those programs in their jurisdictions. Their involvement will be focused on grassroots outreach and promoting increased law enforcement participation in StreetSmart enforcement waves, and tracking the use of enforcement funds for these operations.

Past successful efforts will be promoted to other areas of the State, including micro-targeting of outreach to specific high crash zones and to at risk populations. RTSPs will continue to conduct and support direct outreach to schools through the distribution of materials, the development of pedestrian and bicycle specific events, and promoting International Walk to School Day.

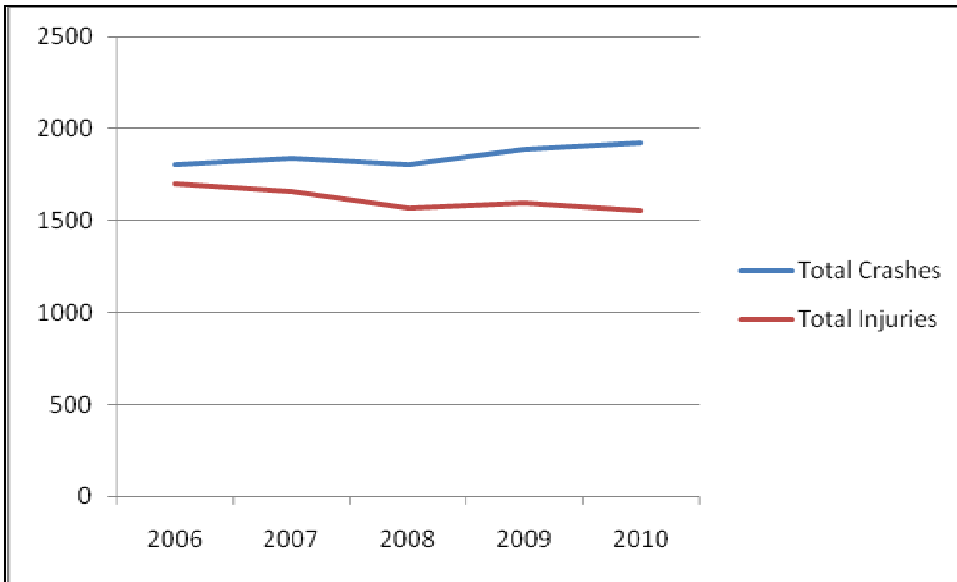
## Motorcycle Safety

<b>IMPACT OBJECTIVE: Motorcycle Safety</b>
<ul style="list-style-type: none"><li>• To decrease motorcyclist fatalities 18.7 percent from the 2008 calendar base year average of 91 to 74 by December 31, 2015.</li><li>• To decrease un-helmeted motorcyclist fatalities 20.0 percent from the 2008 calendar base year average of 10 to 8 by December 31, 2015.</li></ul>

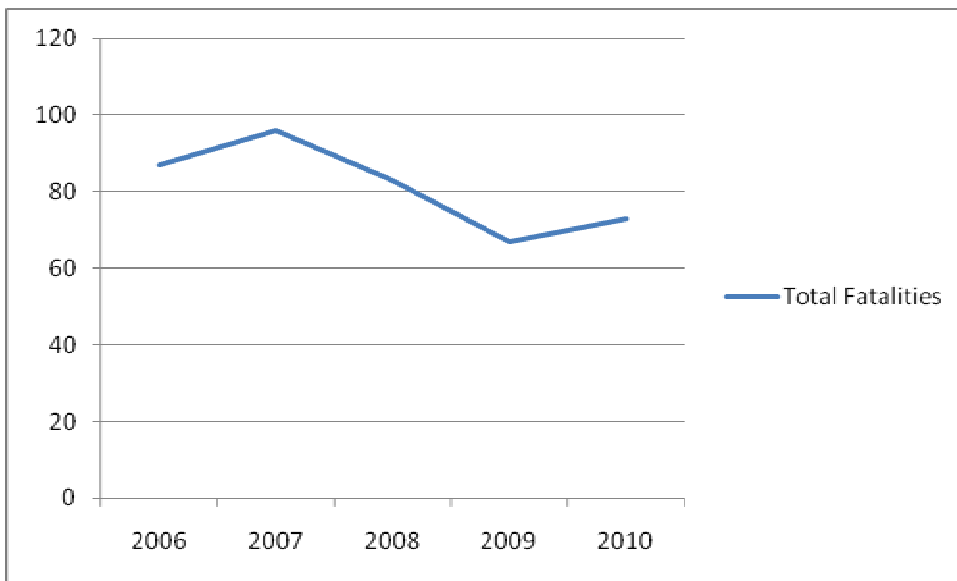
## Crash Data

After reaching a historic high of 96 riders killed in traffic crashes in 2007, motorcycle fatalities decreased to 74 in 2010. Total motorcycle-involved crashes are increasing slightly; however, injuries in motorcycle-involved crashes are decreasing, reaching the lowest levels since 2004.

The reported motorcycle crash record indicates that a disproportionate number of these crashes are single-vehicle crashes when compared to all traffic crashes for all vehicle types. Also, nearly 80% of all motorcycle crashes in Maryland involve injury or death.



**Figure 4: Motorcycle Crashes and Injuries in Maryland 2006-2010**



**Figure 5: Motorcycle Fatalities in Maryland 2006-2010**

### Overrepresentation Factors

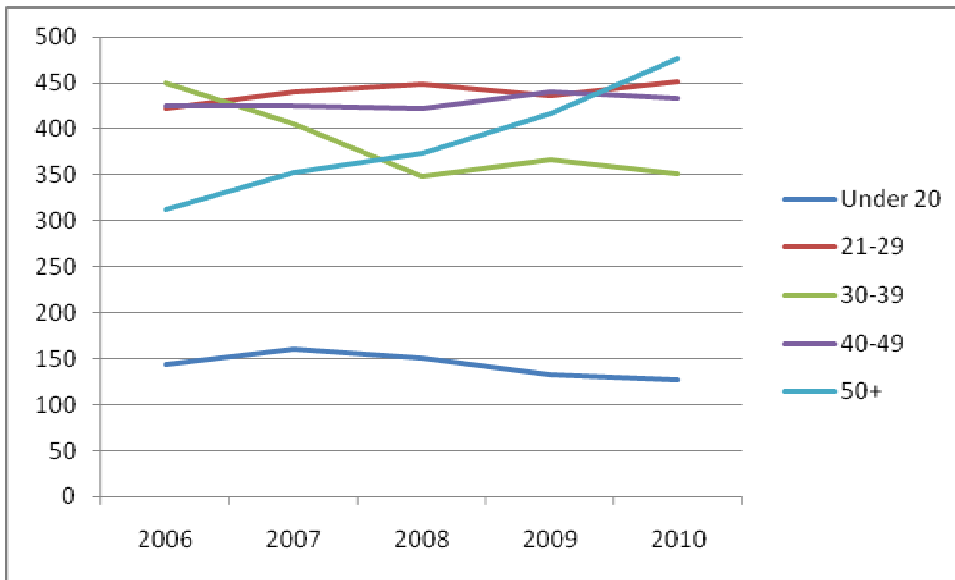
In 2010, nearly 30% of all fatal motorcycle crashes occurred in Prince George's and Baltimore Counties alone. After having zero fatalities in 2009, Harford county experienced 10 motorcyclist fatalities in 2010.

Motorcycle crashes peak during the warm-weather riding season May through September, with the highest number of crashes occurring in May, July and August. Motorcycle crashes, injuries and fatalities occur most frequently on Saturday and Sunday. These are times of

high motorcycle use and therefore high levels of exposure. Specific crash rates are not calculable, due to lack of VMT information for motorcycles.

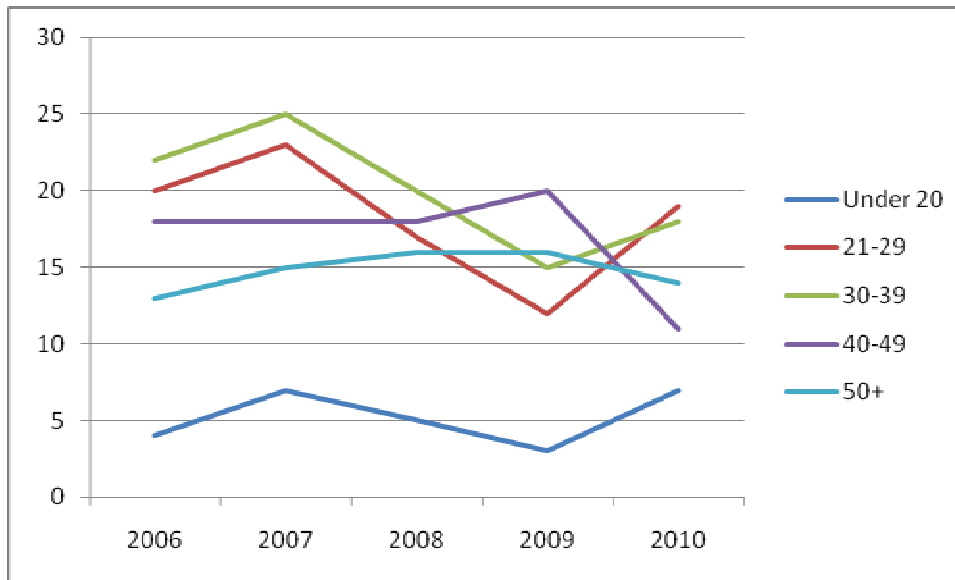
Motorcycle riders age 21-44 are overrepresented in crashes, compared to rates among all driver types statewide. There has been a decline in motorcycle crashes among motorcycle operators aged 30-39 years while crashes have increased among motorcycle operators aged 50 years and older. More than 8 out of 10 motorcycle crashes and 96.5% of fatal motorcycle crashes involve a male operator. More than 80% of motorcycle passengers involved in crashes are female.

A significant proportion of riders involved in serious motorcycle crashes did not possess a valid motorcycle license or endorsement at the time of the crash.



**Figure 6: Motorcycle Crashes in Maryland by Operator Age 2006-2010**





**Figure 7: Motorcyclist Fatalities in Maryland by Operator Age 2006-2010**

### Crash Types

Multiple-vehicle motorcycle-involved crashes exhibit slightly different characteristics overall from single-vehicle motorcycle-involved crashes. These data will impact how outreach efforts are targeted toward both motorists and motorcyclists.

### Action Measure Tool Data

In FFY 2010, the MHSO received roughly 400 responses to the Motorcycle AMT. Many of the surveys were completed adjunct to MVA-sponsored Basic Rider Course skill training classes. While this may skew the results somewhat, it does provide interesting results.

Including all respondents:

- Sixty-three percent of respondents were between the ages of 21 and 44. Two-thirds of respondents were male. Nearly seventy percent (68.5%) reported their racial background to be “White” and nearly seventy percent reported that they had been driving for ten years or more.
- Just 2.5% of respondents reported that a motorcycle was their primary mode of transportation.
- The vast majority of respondents (75.9%) said that they would be “very likely” to receive a citation if they were to ride without a helmet and 82.6% said that a DOT-compliant offered a significant safety advantage over other types of helmets.

Including only respondents who reported being licensed riders (81 respondents):

- Seventy-eight percent were male. Reported licensed riders tended to be older than the overall sample, and were slightly more likely to have more than ten years of driving experience.

- Seven percent reported that their primary mode of transportation was a motorcycle.
- Ninety percent of respondents reported always wearing a DOT compliant helmet when riding.
- Seventy-four percent reported that they had completed a motorcycle safety course in Maryland (71%) or in another state (3%).
- Nearly 42% reported that a Sport Bike was the type of motorcycle they favor. Nearly 21% reported a Touring Bike was their favored type, and 32.6% reported favoring Cruising Bikes.
- Nearly 95% reported that they never consume alcohol before operating a motorcycle.
- Nearly 30% reported that they were likely or somewhat likely to exceed the posted speed limit by 20 miles per hour or more.

## **Focus Areas for Motorcycle Safety Program**

Motorcycle safety is not one monolithic problem; rather, it is a grouping of issues which involve motorists, and discrete segments of the motorcycling community. Messages and activities must be developed that are appropriate for each of these segments:

### **Motorists**

Review of demographics of motorists involved in motorcycle crashes shows no significant differences from the broader population of motorists involved in all crashes. There is no sub-segment of drivers that warrants particular attention in outreach efforts. Rather, motorcycle messages should be incorporated in all routine driver outreach. Where targeted messaging is required, emphasis should be placed on those geographic areas that are overrepresented in motorist-involved motorcycle crashes, primarily counties in the Baltimore-Washington urban corridor.

### **Key Messages:**

- Look for Motorcyclists (especially turning left)
- Share the Road (leave room to operate)

### **Motorcyclists and Motorcycle Groups**

The vast majority of motorcycle riders are males and males make up 96.6% of fatal motorcycle crashes. There is a minority of women that participate in the community as riders or passengers. The target of awareness and outreach campaigns should target men, with more specific targeting, where possible, to the specific demographics of the rider subgroup.

### **Cruiser Riders**

Cruiser riders appear to me more overrepresented in multiple vehicle crashes, according to analysis by the National Study Center. Speed is still a factor in many crashes, where excessive speed affects both the handling dynamics of the bike and the reaction time available to both the rider and the motorist to avoid a collision. These riders tend to be older than other groups, in general.

### Key Messages:

- Get Licensed and Trained
- Obey Rules of the Road
- Wear Protective Gear
- Lifelong learning

### **Sport bike Riders**

Not surprisingly, speed is the number one factor in sport bike crashes. Extreme speed, reckless driving and racing are issues in this community. Riders in this group often wear complete protective gear and wear full-face helmet, but a visible minority wear little or no protective gear at times. These riders tend to be younger than the rest of the riding population.

### Key Messages:

- Proper Licensure
- Check your Speed
- Obey Rules of the Road
- Don't Drink and Ride
- Personal Protective Equipment (PPE)

### **Other Riders**

There are other categories of rider, including sport-touring riders, vintage bike riders, and custom bike riders and so on. These subgroups are adequately addressed by broad safety campaigns.

### Key Messages:

- Get Licensed and Trained
- Wear Protective Gear
- Don't Drink and Ride

### **Proposed Grants**

In FFY 2011, Maryland will fund one main Motorcycle Safety grant:

#### **1. Maryland Motor Vehicle Administration – Motorcycle Safety Program** ***Motorcycle Safety Program***

The Program will continue its comprehensive outreach program that includes: rider training, crash prevention strategies, new rider mentoring, initiatives to increase motorcycle safety, impaired riding prevention as well as motorist awareness. The rider training component will include an update of the state-approved motorcycle training curriculum, in line with changes forthcoming from the Motorcycle Safety Foundation.

The new BRC information will be incorporated into MVAs rider outreach. MVA will continue its outreach program using SMART trainers and outreach trailer, providing a diverse curriculum catalog covering a wide range of topic areas related to motorcycle safety tailored to the target audience. This training is intended to be mobile and would include simulations, demonstrations and exercises presented to riders and citizens throughout the State of Maryland.

For Federal Fiscal Year 2011 (October 1, 2010-September 30, 2011), MVA will:

- Partner with motorcycle dealers, motorcycle clubs, government agencies, other related groups, schedule outreach activities geared toward reducing crashes in areas with the highest crash rates;
- Create interactive, and innovated mobile display at events including dealer open houses, motorcycle shows, club & org meetings “safety days”;
- Beginning in April, in conjunction with motorcycle safety & awareness month, issue two press releases on motorcycle safety aimed at the two jurisdictions with the highest crash rates and conduct at least one public relations activity every six weeks across the state;
- Update the Basic Rider Course Curriculum to be in line with new national standards; and
- Conduct as many as 10 update and core-retraining sessions across the state, taught by Instructor Trainers and Quality Assurance Specialist.

The target audience for this grant includes both motorcyclists and motorists in high crash jurisdictions. Activities and materials will also be used statewide in cooperation with motorcycling organizations, law enforcement agencies, RTSPs and other stakeholders.

Data and other information provided through this grant will include:

- the number of events attended, number of participants reached and number of surveys collected at events;
- number of people trained on the new curriculum;
- number of press releases issued and impressions garnered;
- number of public relations activities conducted, number of contacts made and number of impressions garnered; and
- the number of educational items distributed.

The grant funds supplied to the MVA will be matched with nearly \$60,000 in matching resources netting a combined value of more than \$146,000. The MVA Motorcycle Safety Program is uniquely positioned to deliver programs to the riding community using direct outreach and the outreach of their licensed training centers and individual trainers.

## **Statewide Campaigns**

### **FFY11 Campaign Review**

In FFY 2011, the MHSO's media purchases continued to expand on outreach efforts in the Washington metropolitan region, focusing on motorist awareness and rider outreach. Additional funding was used to support local motorcycle safety initiatives and significant events, including the *Bikes and Badges* motorist awareness program conducted jointly by the Washington County Sheriff's Office and ABATE of Washington County/ABATE of Maryland and the expanded DelMarVa Bike Week, which involves locations throughout Wicomico and Worcester Counties on the lower Eastern shore.

Enforcement efforts conducted in conjunction with the campaign have had mixed performance. Targeting motorcycle enforcement efforts using traditional targeting methods has proven inefficient; few motorcycle contacts are made during typical patrols. Outreach and enforcement at special motorcycle events has proven more productive. High visibility enforcement during DelMarVa bike week, for example, has kept motorcyclist incidents down during the very high motorcycle traffic times during the event.

### **Focus Areas for FFY12**

High risk motorcycle riding by a few riders continues to be a visible and persistent issue across the State, and is involved in many of the fatal motorcycle crashes in Maryland. In FFY12, a continued emphasis will be placed on rider-to-rider communication and mentoring of new riders to encourage high risk riders to consider the impact of their behavior on the motorcycle community and their own families. This will again be combined with a law enforcement emphasis on proper vehicle equipment, particularly the proper display of registration tags, and on proper licensure. Motorist awareness media activities need to be promoted through and in conjunction with local motorcycle safety efforts and with the increased involvement of the motorcycling community.

### **FFY12 Schedule**

The FFY11 Motorcycle Safety Program will continue to focus on warm-weather riding months, will paid media and other outreach and enforcement conducted in the period leading up to, and including the beginning of National Motorcycle Safety Month, in May. A press event will be conducted to highlight the beginning of motorcycle safety month. Small-investment activities will be conducted throughout the summer months in collaboration with Maryland MVA and RTSP Coordinator and their programs. A second wave of paid media will be used to promote motorist awareness in during the cooler fall months of September and October, depending on the availability of funds.

### **Preliminary Components**

#### Media

In FY 2012, the MHSO will spend roughly \$90,000 in motorist awareness media. This dollar amount allows only for limited and focused media outreach in the areas with highest crash concentrations. The investment in paid media toward motorist awareness will be leveraged to

garner additional unpaid media support for rider outreach messaging beyond formal skill training.

In FFY 2011, the projections for investments in media for motorcycle safety are:

Medium	Partner	Amount Invested
Outdoor – Billboards	Clear Channel Outdoor	\$ 10,000
Radio	Baltimore & DC (Various)	\$ 65,000
Cable Television	Various	\$ 15,000
<b>Total</b>		<b>\$ 90,000</b>

Outdoor advertising will continue to be targeted to specific locations and jurisdictions that have demonstrated a history of motorcyclist-involved crashes.

#### Outreach

Efforts to reach motorcyclists, in particular high-risk motorcyclists will be significantly expanded, in support of and in conjunction with the MVA Motorcycle Safety Program. MHSO will continue to explore innovative ways of reaching this difficult target audience with increased involvement of motorcycle club representatives, motorcycle dealership staff and other motorcycle organizations.

The *Bikers and Badges* model motorist outreach program will be refined and promoted by and with ABATE of Maryland to other counties. MHSO will work with ABATE, RTSP Coordinators and local law enforcement to support the expansion of this program.

#### Law Enforcement

In FFY12 MHSO will support local enforcement for motorcycle safety in jurisdictions where specific and effective strategies have been identified, and to support motorcycle safety around major motorcycle events. Emphasis will be placed on proper equipment, including proper lighting and display of registration plates and on proper licensure.

### **RTSP Campaigns**

Select MHSO's RTSPs conduct motorcycle safety-specific activities and outreach, consistent with statewide goals. In FFY12, RTSPs in high crash jurisdictions will be encouraged to expand their motorcycle safety outreach efforts involving partners from the motorcycling community, including motorcycle clubs and organizations and motorcycle dealerships, and to include safety messaging in significant motorcycle events within their areas. RTSPs in the top five crash jurisdictions will be expected to issue at least one press release related to motorcycle safety and

conduct at least one safety outreach event, and are encouraged to coordinate these activities with local motorcycle partners.

## Young Driver Safety

Young Drivers are often at risk for being involved in crashes due to driver inexperience and immaturity. Inattention, poor driving strategies and high-risk behaviors continue to be problem areas with young drivers. Research shows which behaviors contribute to teen-related crashes. Inexperience and immaturity combined with speed, drinking and driving, not wearing seat belts, distracted driving (cell phone use, loud music, other teen passengers, etc.), drowsy driving, nighttime driving, and other drug use aggravate this problem (*Source: National Highway Traffic Safety Administration, NHTSA*).

Crash rates are the highest during a teen’s first few months behind the wheel. Sixteen year-olds have by far the highest crash risk of drivers of any age and making them ten times more likely to be involved in a crash than an adult (*Source: Ford Motor Company/GHSA, Driving Skills for Life Best Practices Guide*).

It takes about 1,500 skills to drive behind the wheel – observation, perception, interpretation and anticipation – all occurring in the brain which American Medical Association studies show does not reach full maturity until mid-to-late 20’s.

Parent involvement during the learner’s permit and provisional licensing periods is a critical component of a comprehensive approach to young driver safety. In FFY2010 and FFY2011 the MHSO explored two innovative approaches to increasing parental involvement. In FFY2012, MHSO will continue working through the final phases of these approaches through parent coaching and parental monitoring enhanced by an in-car video feedback system. The results of these two pilot programs will benefit not only the participants in the programs, but also parents statewide as the lessons learned from these pilots will be shared across the State. The results of the parental involvement projects will be incorporated in an innovative and user friendly tutorial format available to teens, parents and guardians of young drivers.

<b>IMPACT OBJECTIVE: Standardized Goal Statement – Young Driver Safety</b>
<ul style="list-style-type: none"> <li>To decrease drivers age 20 or younger involved in fatal crashes 19.2 percent from the 2008 calendar base year average of 94 to 76 by December 31, 2015.</li> </ul>

<b>IMPACT OBJECTIVES – YOUNG DRIVER SAFETY</b>
<ul style="list-style-type: none"> <li>To decrease the total number of crashes from 17,344 in 2008 to 14,014 in 2015.</li> <li>To decrease the total number of fatal crashes from 90 in 2008 to 73 in 2015.</li> <li>To decrease the total number of injury crashes from 6,579 in 2008 to 5,316 in 2015.</li> <li>To decrease the total number of fatalities from 106 in 2008 to 86 in 2015.</li> <li>To decrease the total number of injuries from 10,309 in 2008 to 8,329 in 2015.</li> </ul>

## Maryland State Data

Sixteen and 17-year-old drivers represent only 1.6 of all licensed Maryland drivers, and 1.3 percent of all miles driven, but these drivers represent 11 percent of all driver fatalities, on average. Over the past five years, an average of 20,480 crashes involving young drivers has occurred on Maryland's roadways. On average, 121 people have lost their lives each year. This loss of life represents close to twenty percent of all of Maryland's traffic fatalities. In addition, an average of 13,162 people has been injured annually, accounting for one-quarter of all of Maryland's traffic injuries.

### Crash Summary: Young Driver Involved

	2006	2007	2008	2009	2010	5 Year Average	2015 Goal
<b>Fatal Crashes</b>	102	98	90	83	59	86	76
<b>Injury Crashes</b>	7,808	7,357	6,580	6,264	5,338	6,669	5,316
<b>Property Damage Only</b>	11,947	11,538	10,674	10,039	8,369	10,513	10,423
<b>Total Crashes</b>	19,857	18,993	17,344	16,386	13,766	17,269	14,014
<b>Total of All Fatalities</b>	111	112	106	88	64	96	86
<b>Total Number Injured</b>	12,565	11,666	10,309	9,796	8,296	10,526	8,329

<b>Over-Represented Crash Factors – Young Drivers</b>		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Gender (drivers)	Men	55.9% of involved; 48% of Injured; 80% of killed
Month	May and October – total and injury crashes; February – fatal crashes	Total – 19.8%; injury – 20.7%; fatal – 12%
Day Of Week	Friday – total and injury crashes; Saturday – fatal crashes	Total – 17.6%; injury – 17.5%; fatal – 20.5%
Time Of Day	2pm-6pm	Total – 30.4%; injury – 32.3%; fatal – 21.7%



Road Type	State and county roads	Total – 66.8%; injury – 68.8%; fatal – 81.9%
County	Baltimore County	Total – 15.3%; injury – 14.4%; fatal – 15.7%

### Action Measure Tool Data

In FFY 2010, the MHSO administered 1,195 Young Driver AMT surveys. MHSO received responses from people of diverse ages, and a significant number of young people between the ages of 16-18 (52%).

- *78% of population surveyed thinks a young driver's risk of being in a crash goes up when additional teen passengers are in the vehicle.*
- *Nearly 80% of all younger persons (<21) persons reported never having been in a motor vehicle with someone who was impaired.*

*Of the following three choices, which factor has the strongest influence on how you drive?*

- *Parents 48%*
- *Law Enforcement 58%*

### Proposed Grants

#### 1. **The Maryland Motor Vehicle Administration(MVA)-Parent Education & Involvement in Teen Driving – Part 4**

- State Agency
- Target audience – Teen Drivers & their Parents
- Target area –State of Maryland

This project will focus on the SHSP Impact Objective: 11.1 Develop and implement an education and awareness program that will include parental involvement in all 24 jurisdictions. The priority/process objectives that will be targeted includes: 11.1.2 Develop model tools for outreach (e.g., PowerPoint presentation and collateral materials, website content, sample articles, and press releases).

This project will focus on educating parents and teens about the risks associated with teen driving by developing a web-based “road map” application to guide parents and teens through the driver licensing process. The tutorial application will customize tips and advice for parents and teens. The goal is to provide parents with the knowledge and tools they need to help their teens through their learning to drive process from getting their learner’s permit to driving independently on a provisional license.

The interactive web tutorial will be promoted through the driver education schools as an online parent orientation program. Once deployed, the tutorial will be evaluated based on the number of hits to the webpage. The MHSO Action Measure Tools (AMTs) survey will be available to compliment the tutorial. The AMT surveys will measure knowledge, attitudes and behaviors of young drivers and parents/guardians.

## **2. The Maryland Motor Vehicle Administration (MVA) -Curriculum and Compliance Enhancement for Driver Improvement Program (DIP)**

- State Agency
- Target audience – State and Local Agencies
- Target area –State of Maryland

This project will focus on the SHSP Impact Objective: 11.5 Review, evaluate, and improve driver preparation programs. The priority/process objectives that will be targeted includes: 11.5.6 Outline recommendations/standardizations for curriculum change to new driver improvement programs/curriculum.

The purpose of this project is to update and enhancing driving instruction and education through the creation and implementation of a new Driver Improvement Program. The Driver Improvement Program (DIP) is currently used as a rehabilitative educational tool for novice drivers with a moving violation, and experienced drivers who accrue 5 or more points on their record. The program is a critical component of highway safety initiatives, but, is more than a decade old and requires serious modification and updating.

An updated program would be achieved by first soliciting a curriculum development expert to analyze program data provided by MVA. Details regarding program participants such as target audience age, education level and types of traffic violations will be reviewed. From the analysis, the driver curriculum development expert will create an innovated interactive program targeted to improve driver behavior, reduce crashes and enhance highway safety. The driver curriculum developer will then assist in piloting the program in five geographical areas around the state and revise based on results of the pilot program. The curriculum development expert will assist in providing workshops around the state to provide a "train the trainers" program in order to certify instructors in becoming providers of the Driver Improvement Program.

In addition to these activities, monitoring of the delivery and impact of DIP is also a critical task. Quality Assurance Specialists provide the critical link in regulating individual operations as well as monitoring the success of the DIP program as a whole. The success of these compliance efforts relies completely on the effectiveness and efficiency of those filling these positions and their ability to effectively communicate the required information. This requires that these individuals be armed with the right tools and training to accomplish their task through modern technology and efficient report writing.

## **MHSO Internally Launched Initiatives & Statewide Campaigns**

### **1. Young Driver Task Force**

In FFY 2012, the MHSO will convene four meetings of the *Young Driver Task Force (YDTF)*. The *YDTF* will serve as the coordination point for information exchange and program development for young driver safety programs in the State. The *YDTF* will be the forum for grantee partners to share progress reports on their projects with RTSPs and other stakeholders. The *YDTF* will continue to outreach and recruit Highway Safety professionals.

### **2. National Teen Driver Safety Week (NTDSW) – October 16-22, 2011.**

Vehicle crashes are the number one killer of teenagers, claiming nearly 5,000 lives in the United States each year. Crash rates are highest during a teen's first few hundred miles on the road. This week is designated to promote young driver safety program is designated to provide the novice teen with additional knowledge and hands-on skills.

MHSO and the RTSP program place more emphasis during this dedicated week on promoting young driver safety and positive driving behaviors. A variety of different initiatives take place throughout the week in support of NTDSW across the State of Maryland. Some of the various initiatives include: High School educational presentations, victim impact panels, mock crashes, hands-on trainings and distribution of collateral educational materials.

### **3. MHSO Young Driver Safety GDL Booklet**

Due to Traffic Safety Legislative changes in FFY2011, the MHSO will make all necessary additions and corrections to the MHSO Young Driver Safety GDL Booklet and execute distribution to statewide partners, public and other Highway Safety professionals with focused emphasis during enforcement and awareness initiatives.

### **4. Young Driver Crash Locations**

In FFY2012, the MHSO will identify high crash locations for young drivers and determine if locations based upon 2006-2008 data warrant continued education and enforcement initiatives.

### **5. Parental Involvement**

The focal point for programs and activities in FFY2012 in the Young Driver arena will be focused on innovative ways of increasing parental involvement in their young drivers' learning and training as well as increasing risk awareness associated with behavioral and environmental factors.

## **RTSP Campaigns**

### **Regional Traffic Safety Programs (RTSPs)**

A wide variety of various outreach and education efforts are initiated through Maryland's

network of county-level Regional Traffic Safety Programs. Those counties that are overrepresented in younger driver crash data are required by the Maryland Highway Safety Office to address the issue as a part of their comprehensive county traffic safety plans.

## Older Driver Safety

Next to the youngest drivers, older drivers aged 65 years or more are the most at-risk, measured in crashes per mile traveled. Drivers aged 75 or more are particularly at risk. Older drivers experience changes in physical and cognitive capacities that affect their ability to safely execute the complex set of tasks that driving a motor vehicle demands. Program evaluations show that older drivers are receptive to self regulation and adaptive strategies to maintain independent safe driving, making behavioral interventions a very appropriate strategy for reducing older driver crashes, injuries and fatalities. MHSO initiatives for FFY2012, in the Older Driver Program area will focus on a variety of different areas with particular emphasis on: education, training and outreach.

There are many changes associated with aging that can affect an individual's ability to drive safely. Vision, attention, reaction time and physical abilities can all change as one grows older. Older drivers may modify their driving habits as they age by driving less often and driving during daylight hours to help them continue to get around safely and independently while maintaining their quality of life. It is important that older adults understand the possibility of these changes and how they can alter driving abilities.

The Medical Advisory Board (MAB) is comprised of physicians specializing in various areas of medicine. They work closely with the Motor Vehicle Administration (MVA) to ensure that a driver is capable of safely operating a motor vehicle and recognition of these changes. The MAB does not perform medical examinations but, rather an evaluation. In addition to providing information about the patient's medical condition, treatment, and prognosis, the physician is asked to describe the patient's limitations and their effect on driving ability, to indicate whether the patient is reliable in taking medications and whether the medical condition is controlled, and whether the patient is physically and mentally capable of operating a motor vehicle at the present time.

Approximately 13,000 drivers are referred to the MAB annually. Roughly 1,271 drivers are denied a license each year following reevaluation by the Board. After a thorough review of the situation, the Board will return recommendations to the MVA's Driver Wellness and Safety Division (DW&S) for final action. The MVA may take a variety of actions, from allowing continuance of normal driving privileges to suspension of driving privileges.

<b>IMPACT OBJECTIVES – OLDER DRIVER SAFETY</b>
<ul style="list-style-type: none"> <li>• To decrease the total number of crashes from 9,884 in 2008 to 7,986 in 2015.</li> <li>• To decrease the total number of fatal crashes from 78 in 2008 to 63 in 2015.</li> <li>• To decrease the total number of injury crashes from 4,277 in 2008 to 3,456 in 2015.</li> <li>• To decrease the total number of fatalities from 85 in 2008 to 69 in 2015.</li> <li>• To decrease the total number of injuries from 6,545 in 2008 to 5,288 in 2015.</li> </ul>

## Maryland State Data

Older drivers are defined as being 65 years of age or older. There were a total of 78 older driver-involved fatal crashes, which accounted for 13.2% of all fatal crashes in Maryland. In 2010, there were 10,046 older drivers' involved total crashes, accounting for 10.3% of the total crashes in Maryland. Eighty older drivers were killed in crashes and a total of 6,457 persons were injured.

- In 2010, there were 10,046 older drivers involved in crashes, accounting for 11% of the total crashes in Maryland.
- Over one-half (56%) of the fatal crashes occurred on state highways.
- In 2010, 41.5% of the older drivers killed were 70-79 years old and 59.5% were male.
- In 2010, 23.5% of the passengers involved and 65% of passengers killed were 70 years old or older.

<b>Crash Summary: Older Driver Involved</b>							
	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>5-year Average</b>	<b>2015 Goal</b>
<b>Fatal Crashes</b>	101	71	78	94	78	84	63
<b>Injury Crashes</b>	4,491	4,448	4,279	4,293	4,193	4,341	3,456
<b>Property Damage Only</b>	5,772	5,647	5,528	5,737	5,775	5,692	5,703
<b>Total Crashes</b>	10,364	10,166	9,885	10,124	10,046	10,117	7,986
<b>Total of All Fatalities</b>	112	79	85	101	80	91	69
<b>Total Number Injured</b>	7,125	6,822	6,546	6,644	6,457	6,719	5,288

Over the past five years, an average of 10,117 older driver crashes (age 65 and up) have occurred on Maryland's roadways. On average, 84 people have lost their lives each year in older driver crashes, representing 11.1% of all Maryland traffic fatalities. In addition, an average of 6,719 persons has been injured annually, representing 13.7% of all of Maryland's traffic injuries.

<b>Over-Represented Crash Factors – Older Drivers</b>		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Gender (drivers)	Men	59% of involved; 51.2% of Injured; 66.7% of killed

Month	October-December - total and injury crashes; April and May – fatal crashes	Total – 27.9%; injury – 27.4%; fatal – 27.6%
Day Of Week	Friday	Total – 17%; injury – 16.6%; fatal – 14.9%
Time Of Day	12pm-4pm	Total – 35.3%; injury – 35.7%; fatal – 39.4%
Road Type	State roads	Total – 35.4%; injury – 39.4%; fatal – 42.6%
County	Baltimore and Montgomery Counties	Total – 31.1%; injury – 32%; fatal – 19.1%

**Fatalities in Crashes Involving Drivers Age 65 and Older, 2000-2009** *Source: National Center for Statistics and Analysis (NCSA)*

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Fatalities	6,726	6,742	6,663	6,805	6,585	6,647	6,334	6,169	5,825	5,593

**Proposed Grants**

**1. Maryland Motor Vehicle Administration – Older Driver**

- State Agency
- Target audience – Highway Safety Officials, Law Enforcement, Public and Private Organizations.
- Target area –State of Maryland

This project will focus on the SHARP Strategy: 11a Other/Special Project.

The Maryland Motor Vehicle Administration (MVA) plans to hold a full day educational and interactive forum on older driver safety with the purpose of engaging and educating policy makers, highway safety professionals and organizations as well as service providers. The goal of the forum is to provide a stage to hear the latest research and best practices, facilitate knowledge discussion on older driver safety issues and their relevance to the State of Maryland, networking opportunities and produce practical approaches to help benefit policies and programs.

The forum attendees will be provided with the tools and information necessary to promote older driver safety in their arenas. This forum will build on the long established and highly regarded Maryland Research Consortium (MRC) on older driver safety. MVA has directed the MRC for more than twelve years, and the

presentations have embraced older driver issues and offered a venue for the latest research worldwide on these issues. This forum will assist in the revamping of the MRC to include a new level of more diverse players in the older driver safety arena as well as assist in a more coordinated effort on older driver safety issues. The outcome of the forum will be practical objectives of necessary policies and programs for Maryland's Older Driver Safety Program that can be embraced and built upon by the organizations represented in the development and execution of this forum.

## **MHSO Internally Launched Initiatives**

1. The Maryland Research Consortium on the Older Driver (MRC):  
Under the direction of the Maryland Motor Vehicle Administration, the Maryland Research Consortium, a multidisciplinary team comprised of individuals from Federal, State, and local governments as well as research institutions, social service organizations, interest groups, industry, and private individuals, operating at the nexus of Public Health and Transportation. The Consortium espouses the Mission Statement: *Safe Mobility for Life*. The MRC meets quarterly as a symposium focusing on progress and developments of various matters related to mobility preservation, current trends, new research, programs and emerging issues for older Marylanders. The MHSO will continue its involvement in the MRC meetings as well as in the planning and re-direction of the MRC structure. The outcome of the MRC will continue to focus on Older Drivers and the promotion and promising practices and programs.
2. The MHSO will continue to distribute Older Driver Safety educational materials. Materials include but, not limited to: Older Driver self-assessments, personalized CarFit customer reports, Older Driver AMT surveys, Older Driver Safety Message Bingo cards, Roadwise Review DVD produced by AAA Public Affairs, Diverse 55 Plus Checklist.

## **RTSP Campaigns**

### **Regional Traffic Safety Programs (RTSPs)**

A wide variety of various outreach and education efforts are initiated through Maryland's network of county-level Regional Traffic Safety Programs. Those counties that are overrepresented in older driver crash data are required by the Maryland Highway Safety Office to address the issue as a part of their comprehensive county traffic safety plans.

1. **Seniors on the M.O.V.E.**  
Following on the success of the original Seniors on the M.O.V.E. (Mature Operators Vehicular Education) program, the MHSO and Johns Hopkins University developed a less resource-intensive alternative M.O.V.E. B so that the program may be more widely distributed and implemented throughout the State. Through an active partnership between MHSO and Regional Traffic Safety Programs (RTSPs), The Johns Hopkins Bloomberg School of Public Health –Center for Injury Research and Policy, AAA Foundation for Safety and Education, Peter Lamy Center for Drug Therapy and Aging at the University of Maryland School of Pharmacy will collaborate to develop a straightforward train-the-trainer informational session to enable more RTSPs to adopt

and implement the M.O.V.E. B program and a driver self-assessment checklist was developed as an outreach tool for older drivers and their caregivers. MHSO will also, develop a marketing strategy and promotional piece to highlight the program. This program will address a priority action item in the SHSP Older Driver Emphasis Area: to develop and implement innovative approaches to older driver education.

## 2. **Older Driver CarFit Program**

CarFit is an educational program that offers older drivers and opportunity to check how well their personal vehicles “fit” them, reviews critical issues pertaining to older drivers such as occupant protection. The CarFit program also provides community-specific resources that could enhance their safety as drivers, and/or increase their mobility in the community.

## **Employer Involvement**

Motor Vehicle crashes are the leading cause of occupational fatalities in the United States. Exceeding posted speed limits, driving too fast for conditions and not paying attention are factors in 25 percent of overall crashes, costing employers nearly \$9.25 billion per year nationally according to the National Highway Traffic Safety Administration (NHTSA). The most dangerous part of the day for any employee is the time they spend in their vehicle with a crash occurring every 5 seconds, property damage occurring every 7 seconds, an injury occurring every 10 seconds, and a motor vehicle fatality occurring every 12 minutes.

Employers incur costs for injuries caused by traffic crashes through medical care, lost productivity, property damage, motor vehicle liability, and wage premiums. While employers bear the costs of injuries that occur both on and off the job, it is very important to implement workplace traffic safety programs to reduce motor vehicle crashes. The development, implementation, enforcement, and monitoring of a strong safety program can protect an organization’s human and financial resources. Such programs can greatly reduce the risks faced by employees, their families and protect the company’s bottom line. These programs also substantially cut the number of workplace traffic crashes overall.

The Maryland Traffic Safety Awareness for Employers Project (T-SAFE) assists Maryland employers in developing traffic safety programs to reduce costs associated with crashes. Prevention through a combination of employer support plus employee awareness and education will increase general knowledge about traffic safety. The MHSO is dedicated to partnering with many agencies and businesses to spread one common goal which is reduce fatalities, decrease injuries and drive down the economic cost of motor vehicle crashes.

## **Data**

According to a recent report compiled by AAA, motor vehicle crashes cost each American more than \$1,000 a year, 2 ½ times the cost of traffic jams that frustrate the nation’s drivers. In the U.S. car crashes cost \$164.2 billion annually. Overall traffic safety policies and programs benefit businesses and have a direct reflection on their bottom line.



## **Proposed Grants**

At this current time, the MHSO does not have any organization's receiving funding for FFY 2012. The MHSO will continue to recruit businesses to increase T-SAFE projects and initiatives. Throughout FFY 2012, there may be opportunities to implement a mid-year grant.

## **MHSO Internally Launched Initiatives**

### **1. Digital Message Boards, Presentations and Outreach**

In FFY 2012, the MHSO will increase the use of overhead digital message boards to reach a wider range of drivers traveling Maryland roads. The use of the digital message boards has proven successful in spreading messages to Maryland drivers. MHSO will use the message boards to promote Maryland's cell phone and texting laws. The digital message boards will also be a way for MHSO to display other safety messages as they relate to ongoing campaigns.

## **Distracted Driving**

In Maryland, and around the country, distracted driving is a major concern for Americans. Distractions are estimated to be associated with 15 to 25 percent of crashes at all levels from property damage to fatal injury. NHTSA estimates that 16% of fatal crashes and 20% of injury crashes in 2009 involved at least one distracted driver according to the Fatality Analysis Reporting System (FARS). In recent surveys, about two thirds of all drivers reported using a cell phone while driving; about one-third used a cell phone routinely. In observational studies during daylight hours in 2009, between 7% and 10% of all drivers were using a cell phone. Approximately, 5% of all sampled drivers were observed to be using hand-held cell phones and 0.6% were observed to be texting or otherwise manipulating hand-held devices. About one-eighth of all drivers reported texting while driving. In observational studies during daylight hours in 2009, less than 1% of all drivers were observed to be texting.

In 2009, an estimated 5,870 people in the U.S. died in crashes associated with distracted driving and an additional 515,000 people were injured. Recently, two studies found that drivers using handheld devices are four times as likely to get into crashes that result in injuries compared with drivers not using handheld devices according to the Insurance Institute for Highway Safety. Text-messaging while driving in particular increases hazardous driving by 23 times.

According to the National Highway Traffic Safety Administration, in 2009 nearly 6,000 people were killed in crashes involving a distracted driver and more than 800,000 vehicles are driven by someone using a hand-held cell phone each day. Maryland is one of nine states with a law banning the use of cell phones while driving. Being a secondary law, it may be difficult to enforce. Law enforcement officers will be able to enforce only if a driver is committing some other moving violation. Enforcement and data collection are both very challenging areas when it comes to secondary enforcement cell phone laws. Many published strategies addressing distracted and fatigued driving have unknown results or have not yet been proven effective.

MHSO will continue to support distracted and drowsy driver prevention programs. During the fiscal year, the MHSO will focus a great deal on driver distraction, driver behavior, surveying the public and trying to mitigate injuries and fatalities that occur during a distracted-driving crash. Programs such as National Sleep Awareness Week, Drive Safely Work Week, Drowsy Driving Prevention Month as well as National Distracted Driving Awareness Month and other national efforts will be supported throughout the year. Statewide initiatives in Maryland will be implemented to continue raising awareness and educating the public in addition to exploring new programs which may have a positive impact on reducing distracted driving behaviors.

## **Data**

In 2010, a total of 249 persons lost their lives and 28,829 persons were injured in 52,245 distracted driver-involved crashes. With reference to total crashes, drivers between 21-24 were involved in 7,262 distracted driver crashes. While measuring the disparity of crash involvement, males were involved in 30,933 crashes in 2010. The data will be used to gauge who, when, and where distracted driving crashes are taking place and how best to target specific populations in educating them about the dangers of distracted driving.

Maryland's texting-while-driving law became effective October 1, 2009. That law prohibited a driver of a vehicle from writing or sending text messages while operating a motor vehicle. However, during the 2011 Legislative Session, Legislators passed a law to include reading a text message while driving as an offense. This primary enforcement law will take effect October 1, 2011. The MHSO will continue to provide educational materials to drivers. While enforcement is a challenge, officers are writing some citations. From August 2010 to August 2011, the following citations were written. Text warnings 294, text citations 210, hands-free warnings 3,384, Hands-free citations 4,459. During the upcoming fiscal year, MHSO will provide law cards to the public, law enforcement, and statewide partners.

Over the past couple of years, the National Study Center has been compiling data pertaining to distracted driving behaviors. Based on a random convenient sampling the following data has been helpful in determining how to reach demographic groups using various medians. In 2010, responses collected from the Action Measure Tool survey sampling. Drivers aged 19-44 reported using their cell phones, texting/emailing, eating & reading with a far great frequency than any other age group. Nearly 80% of those ages 19-44 reported having used their cell phone while driving in the past month. While those aged 19-44 responded as having used their cell phones with a higher frequency, they also reported a much lower frequency of having texted/emailed while driving. Drivers between 25-44 years of age reported having eaten while driving within the past month. Nearly 20% of those 18 and under reported using their cell phones for talking or texting at least 8 times per day while driving. Approximately, 55% of 19-24 year old respondents indicated a frequent or occasional usage of in-vehicle technology usage while driving.

## **Strategic Highway Safety Plan – 2011**

The Distracted Driving Emphasis Area Team identified the need to improve reporting of distracted road user incidents across multiple disciplines and the development and implementation of an education campaign on distracted road users.

### **MHSO Internally Launched Initiatives**

1. Distribution of material, statewide email blasts; web advertising and public service announcements are very useful and crucial ways to disseminate information. This educational information is shared to raise awareness for businesses and their employees regarding safety of Maryland's roadways.
2. **Texting While Driving Law – October 1, 2011**  
Maryland's texting while driving now prohibits a driver from reading a text message while driving. Drivers are prohibited from using a hand-held device or an electronic message device while operating a motor vehicle. The new law which takes effect on October 1, 2011, encompasses all three reading, writing, and sending messages while driving. MHSO will issue a press release, conduct a press conference the week prior to the law becoming effective and provide law cards to partners in support of educating the public about the new law.
3. **Cell Phone Law Education**  
The MHSO will continue to distribute cell phone law cards to partners across the state. On October 1, 2010, the cell phone restriction, banning the use of hand-held cell phones while driving, became effective. This law prohibits drivers of a motor vehicle that is in motion from using the driver's hands to use a hand-held telephone device. Throughout FFY 2012, MHSO will review data and target high-risk populations with educational materials. An increased amount of public information, resource materials, law cards, and other social norming websites will be used to educate the public about the hands-free cell phone law.
4. **Drive Safely Work Week – October 3-7, 2011**  
Drive Safety Work Week is a campaign designed to help employers emphasize the importance of driving safely on and off the job. The Maryland Highway Safety Office in conjunction with the Network of Employers for Traffic Safety will support the week-long initiative by issuing a press release, developing television public service announcements, procuring web banner advertisements, updating the Maryland Roads website and creating daily email blast messages to be sent to every partner within the SHA network.
5. **Drowsy Driving Prevention Week – November 6-12, 2011.**  
Drowsy Driving Prevention Week is an annual public education and awareness campaign to prevent drowsy driving related crashes. According to the NHTSA, there are 1,550 deaths, 71,000 injuries and more than 100,000 crashes each year as a result of

drowsy driving. The AAA Foundation for Traffic analysis of the crashes resulting from drivers falling asleep behind the wheel is cause for alarm and concern. According to the study, younger drivers age 16-24 were nearly twice as likely to be involved in a drowsy driving crash as drivers 40-59, and about 57 percent of drowsy driving crashes involved the driver drifting into other lanes or even off the road. This year MHSO will reach out to high schools to educate students about this alarming concern.

**6. National Sleep Awareness Week – March 5-11, 2012**

This prevention week focuses on drowsy driving, sleep related disorders and quality sleep. The MHSO will promote safety materials as well as send a daily email blast message consisting of a different topic each day. All the messages deal with drowsy driving prevention and best practices involving getting the proper amount of sleep.

7. Maryland's Digital Message Boards will be a huge benefit during 2012. Specifically, the digital message boards will be used during April to promote National Distracted Driving Awareness Month, National Tire Safety Week in June, Drive Safely Work Week in October, National Sleep Awareness Week in March and National Drowsy Driving Prevention Week in November.

8. The MHSO will also team up with the SHA's CHART & ITS Division. The MHSO will place cell phone/texting prevention messages on the new Maryland 511 website. The website gives the public continued access to safety messages, programs, initiatives, traffic and statewide activities.

9. The MHSO will build a working partnership with the Maryland Automobile Insurance Fund. This partnership will allow the MHSO to build a relationship and educate a wide group of high risk insurance members.

## **Traffic Records Improvement Program**

### **Data**

The Traffic Records Improvement Program's goal is to develop a comprehensive statewide traffic records system that provides traffic safety professionals with reliable, accurate, and timely data to make decisions about traffic safety problems, implement proven countermeasures, and manage and evaluate safety programs. The traffic records system encompasses the hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic safety data. The data that are managed by this system include the crash, driver licensing and history, vehicle registration and titling, commercial motor vehicle, roadway, injury control, citation/adjudication, and EMS/trauma registry data.

The Maryland Highway Safety Office is not a data owner and thus relies on many state agencies to share data and allow integration of data with MHSO-managed collection and

analysis systems (what is now being called MSCAN, the Maryland Safety and Crash Analysis Network). Coordination and cooperation among agencies is facilitated through a number of ways: the Traffic Records Coordinating Committee; direct operating agreements, such as an Memorandum of Understanding between the State Highway Administration and the Maryland State Police; and project agreements for grant-funded programs and activities, such as the Crash Outcome Data Evaluation System (CODES) managed by the University of Maryland; to name a few.

Data sharing and integration is a statewide initiative, but at the county and agency level, challenges of time, money, and resources need to be overcome in order for a true statewide traffic records system to be operational. Legacy systems that vary by county and agency do not all speak the same language (consistent hardware and software usage across the state is a distinct challenge) and upgrades and new systems are not consistently adopted with statewide goals in mind. As statewide and national standards are developed, demanded, funded, and implemented, these challenges are slowly eroding, but there are still many miles to travel.

The general goal of any Traffic Records Improvement Program is to ensure that all state data collectors, owners, and users are working out of the same toolbox. This is accomplished through establishing data standards, regulating the use of uniform software and hardware products, enacting legislation to both require and fund standardization, and a general cultural acceptance of data-driven practices across all state agencies. Each project in a Traffic Records Improvement Program, though it may have specific objectives and performance measures (in this case, outlined by the Traffic Records Strategic Plan), has the overarching goal of improving the State's ability to share and analyze traffic safety data. Each of the projects in Federal Fiscal Year 2012 is directed at making improvements to one or more of the components of a traffic records system (crash, EMS, driver, vehicle, court/citation, roadway), and making improvements, in a measurable way, to one or more of the quality measures for these systems (timeliness, accuracy, completeness, uniformity, accessibility, and integration). The grantees and their projects were chosen based on their experience and ability to meet these goals and to support the State in the continued development of supporting tools to aid decision-makers in highway safety improvement plans. The Traffic Records Improvement Program is reliant on the expertise of many different agencies and this program would only be successful with their continued support.

## **Past Projects/Continuing Projects Summary**

### **Traffic Records Coordinating Committee (TRCC)**

The TRCC will continue to operate in Federal Fiscal Year 2012. The TRCC consists of a Technical Council, which meets monthly, and an Executive Council, which meets quarterly. The mission of the TRCC is to provide a strong, coordinated plan that will maximize the efficiency and effectiveness of traffic safety information collection and analysis and provide the resources needed to support the resulting safety data system, and the goal of the TRCC is to ensure that complete, accurate and timely traffic safety data is collected, analyzed, and made available for decision-makers at the national, state and local levels, including MHSO,

to improve public safety through the elimination of crashes and their associated deaths and injuries.

### **Traffic Records Strategic Plan**

On April 19, 2010, Maryland participated in a Traffic Records Assessment and a draft report was completed on April 23, 2010. On November, 17, 2010, the TRCC Executive Council voted to implement the Traffic Records Strategic Plan (TRSP), which went into effect immediately thereafter. All recommendations from the Traffic Records Assessment and the Federal Highway Administration Crash Data Improvement Program Report were implemented into the TRSP and entered into NHTSA's Traffic Records Improvement Program (TRIPRS). TRIPRS are updated monthly or quarterly, and progress on objectives/assessment recommendations, and performance measures are tracked in TRIPRS and reported to the TRCC. NOTE: NHTSA is developing TRIPRS 3.0 and the MHSO Traffic Records Coordinator is a beta tester on the new system. Information about the progress of the Traffic Records Improvement Program is partial and slated for additional updates when the transition from 2.0 to 3.0 is achieved.

### **Updates to Traffic Records Assessment Major Recommendations**

The following major recommendations have been incorporated in the TRSP. Listed below are the major recommendations and brief updates on the status of the recommendations as they relate to FFY2012 projects.

#### **Crash Records**

1. Undertake a comprehensive review of the crash reporting custodial responsibilities of the MSP, and establish clear assignment of, targets for, and tracking of the agency's accomplishment of those responsibilities.
2. Establish a plan and timetable for achieving 50 percent electronic data collection and electronic data transfer to eMAARS. Establish milestones for achieving interim levels of deployment in line with the electronic crash field data collection system development plan established by the MSP.
3. Eliminate the 2009 crash report backlog by June 1, 2010 and set a June 15, 2010 target date to close out the 2009 file so that these data may be used to meet Federal reporting requirements in a timely fashion.
4. Eliminate the long-term backlog by accepting the offer from the SHA's Motor Carrier Division to provide temporary workers for data entry.
5. Establish clear and attainable criteria for the final acceptance of eMAARS under the guidance of the TRCC.
6. Establish a timeline and deliverable schedule for all remaining necessary modifications to eMAARS to meet the established criteria.
7. Develop policies to promote the broadest possible access to merged data for all legitimate users of the information. This should include, wherever possible, sanitized

versions of the files (redacted of personal identifiers and location data if necessary) that are made available to the public.

8. Seek a legal opinion on safeguarding juveniles' personal information that recognizes the legitimate research and public safety needs of the State for the data. Develop data redaction and image masking processes in line with those in use by other State and local agencies handling similarly sensitive data (e.g., Courts, other law enforcement, medical data, others).
9. Establish a formal crash data quality control program to include the following components:
  - *Data quality metrics for overall timeliness, accuracy, completeness, consistency, integration and accessibility.*
  - *Daily quality monitoring reports for use by the crash data managers.*
  - *Monthly summary data quality reports for use by upper level managers and reporting to users and oversight (including the TRCC).*
  - *Frequent reviews of data quality by a subcommittee of the TRCC with strong user representation.*
  - *Procedures for returning erroneous reports to the originating agency and officer.*
  - *Tracking of returned reports to ensure that they are corrected and returned in a timely fashion.*
  - *Continuous auditing of data quality.*
  - *Periodic review by independent auditors.*
  - *Feedback mechanisms that report agency level data on performance indicators of timeliness, accuracy, completeness, and consistency.*
  - *Mechanisms for routinely updating training for law enforcement officers based on the data quality audit results.*

### **Statewide Injury Surveillance System (SWISS)**

10. Continue efforts towards the procurement and implementation of a NEMSIS compliant replacement to the State's current eMAIS application.
11. Ensure the next generation of eMAIS is sufficiently supported to allow local agencies to implement mobile data solutions and establish CAD connectivity.
12. Continue to promote and expand the use of CODES data in the traffic safety and injury prevention community.
13. Obtain representation from the Vital Statistics Administration and injury prevention program at DHMH on the TRCC.

### **Citation and Adjudication Records**

14. Continue to expand the deployment of electronic citation capabilities establishing E-TIX as the standard for the State. Several efforts may be necessary for this goal to be reached and include:
  - Task the TRCC to develop a multi-agency strategy for the expansion of the electronic citation. The TRCC involvement is crucial because such a strategy needs

strong partnerships to showcase and advocate the advantages of the electronic process.

- Ensure the E-TIX application is financially supported to allow local agencies to have confidence in using the State sponsored technology. (Section 2-E)

### **Traffic Records Coordinating Committee**

15. Ensure that the TRCC becomes involved in the early stages of any project planning, continues to monitor and oversee project progress, and receives periodic reports.

### **Roadway Information**

16. Provide a more streamlined method for the use of roadway and crash datasets for the identification of potential hazardous locations. Although it is anticipated that the MSCAN initiative would provide this method, this tool may not be available for several years.

### **Strategic Planning**

17. Charge the TRCC with the development of a new Strategic Plan for Traffic Records Improvement addressing the deficiencies and recommendations in this Traffic Records Assessment. The TRCC should not be constrained by the upcoming Section 408 application deadline. Provide the immediate review and deliberation required for the Section 408 application and then schedule a more thorough strategic planning process for later in the year to precede next year's 408 application.
18. Use an independent facilitator to conduct workshops with the TRCC members to ensure their participation and input to issues to be addressed and the priority order of the issues selected for action.
19. Use a cooperative priority setting method for the selection of the traffic records projects to be included in the Strategic Plan and the Section 408 grant application.

### **FFY2012 Proposed Traffic Records Projects**

*Activities that are related to, or will meet, objectives in the Traffic Records Strategic Plan are indicated in parentheses.*

1. Comprehensive Crash Outcome Data Evaluation System (C-CODES)  
**Core System(s):** Crash, Driver, Vehicle, EMS, Citation  
**Performance Area(s):** Accuracy, Completeness, Integration, Uniformity, Accessibility  
  
**Description of project:** A comprehensive highway safety program implementation and evaluation plan would continue to move Maryland traffic safety efforts by implementing proven methods specifically based on need. Modeling outputs outlined by U.S. OMB for Evaluation and Performance Measure Whitepaper released by NHTSA & GHSA in late 2008, Maryland needs a comprehensive data warehouse for traffic safety-related



information as well as program and epidemiologic experts to assist in identifying/organizing competing priorities and performance-based outputs. Such a data warehouse would include crash, citation, licensing, registration, hospital, EMS, death records, and other ancillary databases that include behavioral outcome measures. Public agencies do not have legal/procedural approvals to access such data systems. Also, data users may not possess the statistical knowledge necessary to interpret the data and produce proper analyses. This project will support the whole SHSP by providing analytical and program support. Using the public health model combined with epidemiologic expertise, the NSC will assist with identifying priorities for the MHSO. The project will provide program and epidemiological support to all safety-related areas of the SHSP; including aggressive, impaired, inattentive (distracted) driving, younger and older drivers, occupant protection, pedestrians and data information. In addition, the NSC will provide data support to focus the State's competing priorities and evaluate their progress over time. This project will facilitate the use and understanding of data related to traffic safety. This will be accomplished through educational training, analytic support and a variety of products (documentation).

**Activities:**

1. Data Linkage - Create and maintain the CCODES Data Warehouse.
2. CODES Data Analysis and interpretation - Conduct on-going CODES data analysis and interpretation to continue to promote the use of CODES data in the traffic safety and injury prevention community.
3. Prepare (1) traffic safety Fact book annually plus revisions as requested, and conduct data analyses using outputs to produce standardized reports.
4. Prepare annual traffic safety objectives/outputs as agreed upon through the strategic planning of MHSO Annual Report, HSP, and SHSP.
5. Fulfill analytical and technical assistance requests through MHSO STKO website within (15) days.
6. Present (1) State CODES application at CODES Annual Meeting, the National Traffic Records Forum, and the Lifesavers Conference.
7. Prepare appropriate analysis for State supported legislation during Maryland legislative session.
8. Program Evaluation - To assist the MHSO with on-going program evaluation to coincide with MHSO approved activities in the MHSO HSP and SHSP.
9. Input data collected monthly from highway safety Action Measure Tools 9 priority program areas and (1) Maryland Annual Driving Survey.
10. Compile and interpret results from highway safety Action Measure Tools 9 priority program areas and (1) Maryland Annual Driving Survey.
11. Provide support to share outputs of data findings through educational presentations.
12. Collaborate with MHSO staff to determine formats for standardized reports using data available from SHARP system.
13. Extract data from progress reports to prepare standardized reports for MHSO.

14. Extract and document findings of various components of SHARP system to evaluate accuracy and completeness of grant applications for use in updating SHARP system.
15. Complete evaluation of the DriveCam for Families project.
16. Assist Occupant Program area with observational seatbelt surveys during designated NHTSA site observation timeframes and assist MHSO and O.P. Program Coordinator in reselecting seatbelt observation sites in accordance with revised guidelines and methodology currently under review by NHTSA.
17. Provide analysis for night time enforcement study.
18. Remain as active members of Maryland's Traffic Records Coordinating Committee.

**2. Safety and Transportation Knowledge Online (STKO)**

**Core System(s):** Crash, Driver, Roadway, Vehicle, EMS, Citation

**Performance Area(s):** Accessibility

**Description of project:** The STKO project aims at all highway safety professionals in need of timely, accurate, complete and uniform safety information, as well as documents, policies and manuals related to transportation, highway safety and incident response. The STKO environment will handle data requests from other public agencies along with requests from private entities. Users will be able to interact, share information, review workshops, as well as schedule and sign up for events related to law enforcement, traffic and transportation safety. The portal will also grant assigned content managers the ability to control and monitor their own web space within the STKO environment so that they can further disseminate information to other users and agencies. This project is targeted at all highway safety professionals, regional and national partners, TRCC Executive and Technical groups and subcommittee/task forces, as well as the grantees and local community partners we work with. We will use the site to promote data-driven programs (such as DDACTS) and state data policies and create portals to agencies and systems (like CODES) for data requests.

**Activities:**

1. Provide training for content managers in order to efficiently utilize the STKO technical framework, information submission and content management.
2. Continue to build upon the STKO manual that will be the guide and support for the content managers in the framework's functionality, user interface and technical capacity.
3. Provide technical support to the STKO web portal with regards to web server updates, DotNetNuke upgrades, STKO database maintenance and overall back-end content management.
4. Continue to build upon the developed frame work for the MHSO inventory resource guide that would be able to track and run reports on requests in order to analyze request trends and maintain efficient inventory control for Task Forces.

5. Construct a new master data request form that consolidates the CODES data request form and Traffic Safety Data request form, as well as incorporate new requesting options and flexibility for better streamlined data.

### 3. **MHSO Project Management Support**

**Core System(s):** Crash

**Performance Area(s):** Timeliness, Accuracy, Completeness, Integration, Uniformity, Accessibility

**Description of project:** Information Systems Solutions (ISS), a unit of Towson University's Division of Economic and Community Development (DECO), is currently overseeing the development of the MSCAN project being developed by MHSO. This request for Grant funding is to continue the Project Management activities to support the development of the Maryland Safety and Crash Analysis Network (MSCAN) project. This Grant request will provide a Programmer who will assist MHSO personnel in developing reports from the crash information.

**Activities:**

1. MSCAN Project Management Activities
  - a. Establish and manage project standards, processes, procedures, and methods; Plan, execute, control, monitor, and close project;
  - b. Develop and maintain the project management plan;
  - c. Monitor schedule, cost, and scope;
  - d. Maintain control by measuring performance and taking corrective action;
  - e. Reporting status to stakeholders;
  - f. Identify and manage risks and issues; and
  - g. Identify project resource issues.
2. Assist the TRCC Coordinator with the implementation and update of the TRSP.
3. Develop Crash Data Metrics.

### 4. **Maryland Safety and Crash Analysis Network (MSCAN)**

**Core System(s):** Crash, Roadway

**Performance Area(s):** Timeliness, Accuracy, Completeness, Integration, Uniformity, Accessibility

**Description of project:** The highest priority MHSO technology investment is to implement a new technology system, the Maryland Safety and Crash Analysis Network (MSCAN), with the agility necessary to support analysis and reporting of traffic safety data. This new technology system will be designed with the agility to permit future enhancement and expansion to fulfill stakeholder needs.

MHSO has identified a number of other long-term investment priorities and opportunities related to traffic safety. These include (but are not limited to) improving the quality of traffic safety data, providing enhanced electronic and online services to stakeholders, providing consistent traffic safety data, and improving the timeliness of traffic safety data.

Completing the MSCAN Phase 1 project is the first step towards achieving these long-term goals.

The primary goals of the Maryland and Safety Crash Analysis Network (MSCAN) Project are to:

1. Normalize the crash data,
2. Provide timely traffic safety data to stakeholders,
3. Consistently present traffic safety data for analysis, and
4. Provide a user-friendly environment to analyze and retrieve traffic safety data.

The OOTS Director has directed the Maryland Highway Safety Office (MHSO) to achieve these goals to meet the needs of the highway safety programs:

1. Sustain business operations while executing the MSCAN Project;
2. Improve data access and analysis capabilities;
3. Improve system documentation;
4. Improve calculation accuracy and performance using accurate data;
5. Improve the quality and accessibility of traffic safety data;
6. Work to meet objectives outlined in the State Traffic Records Strategic Plan (TRSP); and
7. Support the development, implementation, and evaluation of strategies in the State Strategic Highway Safety Plan (SHSP).

This project will comply with the State of Maryland Systems Development Life Cycle (SDLC) for the following phases: Planning, Requirements Analysis, Design, Development, Integration and Test, and Implementation. The project will also follow Project Management Institute (PMI) methodologies in performing project management.

The MSCAN Project has been divided into two (2) phases; the first phase is the foundation development. This consists of database design, security, web interface, and the first functionality, the Fatal Crash Tracking System (FaCTS). The second phase of the project will consist of the development of the remaining four (4) modules of functionality utilizing the foundation previously built in Phase 1.

## **5. NEMSIS - CAD Integration (Phase II)**

**Core System(s):** EMS

**Performance Area(s):** Timeliness, Accuracy, Completeness, Integration, Uniformity, Accessibility

**Description of project:** MIEMSS recognizes the importance of data completeness, reliability and accuracy. A key component of the eMEDS application is its ability to link emergency medical dispatch information collected in the EMSOP's Computer Aided Dispatch (CAD) system during call-taking and dispatch to the corresponding ePCR(s). This capability has been identified as a crucial feature by all stakeholders to; eliminate

data entry redundancy; increase accountability of all EMS dispatches, permit viewing data spatiality; and to assure accuracy of EMS pre-arrival information. This linkage is also important to the Maryland Highway Safety Office for the ability to query any EMS associated information with the location of motor vehicle crashes. Both the 2010 Traffic Records Assessment major recommendations under SWISS (continue efforts to become NEMSIS compliant and ensure that the new eMAIS allows CAD connectivity) and the 5 of 8 current Traffic Records Strategic Plan objectives under EMS (capture X-Y coordinates, maximize uniform data entry, decrease the record submission time, seek at least 1 funding opportunity, increase the number of NEMSIS compliant data elements) center around information gathered during the call-taking and dispatch of an EMS event.

MIEMSS will seek 100% CAD linkage of CAD records to associated ePCR records for all eMEDS users. This objective will be accomplished through the same sub-grant process established through the FY 2011 MHSO funding. The end result will be a more accurate assessment of EMS utilization, response, and outcome for crash related injuries; provide better information for preventive and safety planning (State DOT); afford a greater accountability of all crash incidents; and ultimately increase the linkage rates of EMS record information to other associated data as coordinated through the National Study Center (CODES) and Maryland State Police (FARS) projects.

**Activities:**

1. Continue to expand eMEDS and CAD Interface implementation.

**6. Automated Crash Reporting System (ACRS)**

**Core System(s):** Crash

**Performance Area(s):** Timeliness, Accuracy, Completeness, Integration, Uniformity

**Description of project:** There are over 150 law enforcement agencies (LEAs) in Maryland that prepare vehicle crash reports for submission to the Maryland State Police. In order to standardize the format and content of these reports, and to expedite their submission, a consensus of State and local agency representatives has agreed in principle to develop a Crash Reporting System (CRS) that will be made available to LEAs. Development on ACRS will continue in calendar year 2011; training and statewide rollout are planned for 2012. The ACRS report will be MMUCC-compliant. LEAs that elect to use the planned CRS will find it significantly easier and faster to collect and/or report crash information. The system also will ensure the collection of a standard data set on each crash and expedite the saving of that data in the eMAARS database, and available for timely analysis by the State Highway Administration's Maryland Safety and Crash Analysis Network (MSCAN). The end results will include quicker and more accurate reporting of crash information to the NHTSA, and better and faster identification of causal factors and possible road improvements that may reduce crashes in the future.

(Note: More detail will be entered into TRIPRS following successful TRIPRS 3.0 testing and updated plan from the Maryland State Police.)

## **Police Traffic Services**

The MHSO administers a variety of federally funded highway safety programs and projects. A major portion of almost every program includes a law enforcement component. Law enforcement combined with Public Information and Education campaigns remains the single most effective way to reduce highway crashes, fatalities and injuries. Given the number of enforcement agencies across Maryland on the state, county and local levels, a need for coordination of the law enforcement response in highway safety initiatives has been identified. Training, program overviews, and needs assessments are required for the most efficient deployment of enforcement resources. Site visits, statewide meetings, and training symposiums offered to the MSP and allied agencies afford the MHSO an opportunity to implement effective techniques for maximum impact in the various project areas. The MHSO will continue to promote its highway safety programs to law enforcement under the program slogan, 'Traffic Safety IS Public Safety.'

Needs assessments conducted across Maryland have identified gaps in both general training and in the coordination and intensity of targeted enforcement on the state level. To resolve these issues in FFY 2012, continued interaction with the MSP Command Staff will be made and regional meetings for law enforcement across the State will be conducted to provide project guidance and coordination of enforcement efforts as well as identify and assess the various needs at the street enforcement level.

Likewise, participation and active liaison in organizations such as the Maryland Chiefs of Police Association (MCPA) and Maryland Sheriff's Association (MSA), provides the opportunity to reaffirm the role their member agencies play in an effective highway safety program as well as identify resources available to them through the MHSO. Both the MCPA and MSA provide the collective, strategic voice for law enforcement across the state. Their functions and training seminars provide the opportunity for highway safety messages and programs to receive endorsement and support by this crucial group of law enforcement executives. The MCPA's strategic plan includes their intention to . . .

- i. Be recognized as Maryland's leader in identifying and addressing current and emerging crime and public safety issues.
- ii. Develop a mechanism to identify the major crime and public safety challenges facing Maryland law enforcement through annual crime and traffic safety summits sponsored by the MCPA.
- iii. 'Support and facilitate high quality education, training and career development for leaders and future leaders of Maryland's law enforcement agencies. Conduct the premiere law enforcement symposium for Maryland's public safety leaders.
- iv. In FFY 2012 the Maryland Chiefs and Sheriffs will hold their annual combined training seminar.

An entire day of this four day training conference will be dedicated to highway safety training topics specifically designed for these executives, providing a less costly venue to have a traffic safety summit that otherwise would require an entire day at some other point in the year and would most likely not be as convenient or as attractive.

To ensure a more comprehensive partnership with the law enforcement community, the MHSO will collaborate with officials at all levels to provide incentives, training opportunities and recognition for officers who are actively involved in highway safety initiatives, as well as to recruit more of such involvement from police officers in general. Towards this end, the MHSO will continue to promote the University of Maryland's Institute for Advanced Law Enforcement Studies (DUI Institute) by providing technical and logistical support, as well as recruiting potential students from the law enforcement community and providing agencies with scholarship assistance for their personnel. Additionally, in conjunction with the Maryland Police and Correctional Training Commission (MPCTC), the MHSO will continue to support a statewide Traffic Safety Specialist classification in recognition of police officers who have attained advanced levels of training in highway safety initiatives, and have demonstrated their interest and proficiency in this area. More offerings of training will be developed and made available through the Maryland Chiefs of Police Association. Over the past two years '*Managing Traffic Enforcement Programs*' (M-TEP) has been offered to nearly 150 law enforcement supervisors. This particular training provides mid-level commanders a better understanding on the concepts of, and requirements for, an effective traffic enforcement program utilizing all disciplines of highway safety (4-E's). Also under development is a new 40-hr training seminar to be named, '*Traffic Enforcement Specialist Training*' (T.E.S.T.) that will provide concepts and specialized techniques for effective traffic enforcement at the patrol officer's level. These programs will work in concert with plans to better 'market' traffic enforcement initiatives within the statewide law enforcement community, as well as to develop future police leaders in highway safety.

The MHSO Law Enforcement Program Coordinator, along with the MHSO Law Enforcement Liaison, will actively enlist agencies, as well as provide technical support for the Maryland Law Enforcement Challenge Campaign for FFY 2011. The Law Enforcement Liaison will work in close connection with the Maryland Chiefs of Police and Maryland Sheriff's Associations to coordinate their grant activities and insure top-down support of highway safety initiatives from chief law enforcement executives.

## **Proposed Grants**

In FFY 2012, the MHSO will fund the following projects, to work toward accomplishing its police traffic services objectives:

### **1. Baltimore County Police – *Police Crash Reconstruction Training***

- County agency
- Target audience – traffic crash investigators from MSP & allied agencies
- Target area – State of Maryland

The main goal of this program is to increase the number of highly trained traffic crash reconstruction investigators across the State. Due to attrition, promotion and change of assignment, the MSP and other allied police departments continue to experience a drastic reduction of officers trained in traffic crash reconstruction methods. This program will provide training in the most advanced techniques of crash investigation and reconstruction to officers from across the State. Likewise, through partnership and

participation in the Maryland Crash Reconstruction Committee, the Baltimore County PD will facilitate training for troopers and allied police officers in advanced collision investigation and various levels of crash reconstruction.

## **2. Maryland Chiefs of Police Association – *Managing Traffic Enforcement Programs***

- State agency
- Target audience – Police executives
- Target area – State of Maryland

The main goal of this program is to provide accelerated command level training to law enforcement managers and MSP Barrack Commanders who supervise Traffic Safety Units. This training, provided in conjunction with the Maryland Chiefs of Police Association will consist of one week of instruction on identifying high crash locations and conducting subsequent selective traffic enforcement. Training at this level will provide present and future police supervisors from across the State a strong background in Police Traffic Services, enabling them to integrate effective traffic enforcement as part of their daily operational plan.

## **3. Maryland Chiefs of Police Association – *Annual Training Seminar***

- State agency
- Target audience – Police executives
- Target area – State of Maryland

The main goal of this program is to provide to law enforcement executives. In FFY 2012 the Maryland Chiefs of Police and Maryland Sheriff's Associations combine their conferences for the first of its kind training event. The MHSO will provide funding to sponsor an entire day's activities dedicated to highway safety training including instruction on a variety of innovative highway safety strategies and initiatives. Law enforcement executives and other high ranking experts will be brought in to provide this training in a peer-to-peer format. Similar highway safety training at previous annual seminars has been well received and highly praised by police chiefs and command officers.

## **4. Maryland Police & Correctional Training Commission – *Traffic Safety Specialist***

- State agency
- Target audience – police officers
- Target area – State of Maryland

The main goal of this program is to provide a statewide designation of Traffic Safety Specialist to police officers who have attained certain levels of training, proficiency and expertise in various disciplines of traffic enforcement. Officers who attain the varied levels of this designation will be awarded a certificate and uniform ribbon at a special awards ceremony. A committee of police executives and highway safety officials will consider applications and make final determinations as to the eligibility of officers that have applied for recognition. The MPCTC will conduct all administration of this program



designed to motivate officers to attend traffic safety trainings and apply their skills in more frequent traffic enforcement.

**5. Maryland Police & Correctional Training Commission – *Northwestern University's School of Police Staff and Command***

- State agency
- Target audience – police officers
- Target area – State of Maryland

The main goal of this program is to provide mid-level and command law enforcement executives an exposure to a internationally recognized training curriculum that will help them to systematically address many of the state's traffic issues in addition to, and in conjunction with, other public safety issues facing their communities. In order to develop successful and effective solutions that address local traffic issues, local law enforcement agencies need to have personnel on staff who are adept at identifying, analyzing problems that affect their locale and who have developed contacts within their community who can generate public support for their response to the problem. There is a need to address the management perspective of an effective response to highway safety. This ten week, high-intensity, university level course of instruction will expose individuals to some of the most current philosophy and thinking in the law enforcement profession. Northwestern University has adapted its curriculum to include extensive training in managing a traffic enforcement unit. The mandatory research based staff studies must be traffic related and the curriculum will also expose them to the need for developing and implementing programs that will address the significant number of traffic safety problems that should be a priority for law enforcement command and executive personnel. The MPCTC'S role in this project is to provide the training facility and host the event, as well as provide lodging & meals for student candidates. With the implementation of this program it is anticipated that officers will be motivated to attend traffic safety training and apply their skills in highway safety matters.

**6. Chesapeake Region Safety Council – *Law Enforcement Liaison***

- Non-Profit
- Target audience – police officers
- Target area – State of Maryland

The goal of this program is to provide a Law Enforcement Liaison assigned to the MHSO. It is the responsibility of the Law Enforcement Liaison (LEL) to provide the ground support of the MHSO's highway safety projects to law enforcement agencies across the state. Some of the job duties of the LEL include assisting with the development of new traffic enforcement training and facilitating its instruction; mobilizing law enforcement agencies for major mobilizations and national crackdowns; serving as a liaison for the Maryland Chiefs of Police Association's Traffic Safety Committee; and assisting agencies & law enforcement officers in attaining training scholarships, completing registrations and reporting forms, and obtaining specific information about

program requirements. As programs are developed and refined it is the responsibility of the Law Enforcement Liaison to manage the logistics of implementing them in the field.

## **Management Details**

### **Financial Management**

The Financial and Information Systems Section (FISS) will continue to refine the online grants management system, SHARP (Safe Highways Application & Reporting Program). Two annual grant applications are currently in SHARP and plans are underway to revise the latest application for the upcoming FFY13 grant year. Increased monitoring and query building will be a focus of the next year as staff becomes more comfortable with the system.

Another focus of FFY12 will be more timely submission of reports by both grantees and the MHSO. There has been a steep learning curve for all parties regarding SHARP which resulted in the need for modifications to all grantee submissions. Post-award training will be critical as we have many new grantees coming on board in FFY12. Many of the local agencies previously funded under the Community Traffic Safety Program are now direct grantees and will need guidance for completing all the post-award forms.

The long-term goal is to integrate and improve communication among SHARP, the State Financial Management Information System (FMIS) and NHTSA's Grants Tracking System (GTS). This will further enhance the MHSO's ability to manage programs and associated projects more effectively and efficiently, resulting in better use of staff time and service to customers, and reduced chance of errors by eliminating triple entry of information.

A new finance manager will be starting in FFY12. With that position vacant for the past two years, some tasks have been delayed such as the creation of a *MHSO Financial Management Manual*. This manual will be comprehensive in nature to include all SHARP-related finance tasks along with step-by-step instructions and examples for all other finance-related tasks outside of SHARP.

Another task to tackle in FFY12 is compiling information and entering it into the Transparency Act database (FSRS).

To comply with the *MHSO Monitoring Policy* and federal requirements, the FISS will participate in monitoring site visits on all projects with \$150,000 or more in funds obligated to the projects. Projects under \$150,000 will have formal site visits as deemed necessary. Monitoring is essential to track progress of projects in meeting objectives and performance measures.

### **Office Management**

The Office Management Section (OMS) currently consists of an Office Manager, one Administrative Assistant, and at least one Intern during the summer months from the Maryland Department of Transportation Fellows Internship Program. The Intern works along the Administrative Assistant and the Office Manager with the overall responsibility to provide administrative support to the Chief of the Maryland Highway Safety Office, the Deputy Chief, the Chief of the Safety Programs Section, the Chief of the Program Advisory Section, the Chief of the Region Traffic Safety Program, the Chief of the Financial and Information Section, 12 in

house program area coordinators, and 11 field program area coordinators. In FFY 2012 the OMS will continue to provide support to the expanding program areas and the division as a whole as well, including coordinating events, including bids for location, resources, SHARP, and determining necessary materials. In addition, the OMS will continue a lead role in training the new staff on the current policies and procedures, location of files, electronic forms, and will implement new policies and/or training as necessary.

An important part of the Office Manager's duties center around grants management, and thus, the OM sits on the Grants Management Team. The Office Manager continues to work with the FISS to establish an annual grantee monitoring schedule that conforms to the monitoring policy. Site visits will continue to be conducted as required by MHSO policy.

The OM continues with the Human Resource responsibilities for the Division. Including providing support for personnel issues with benefits, time, travel, expenses, tracking training, and leave requests. In addition, the Office Manager is responsible for the negotiation and recruiting of staff members. The re-organization of the Community Traffic Safety Program to a Regional Program has required the OMS to relook at current policies and procedures and in some instances rewrite them. The activities listed above will continue to be monitored and additional policies will be written in FFY2012.

During FFY 2012, the OMS will continue to work to get an on-line Resource Inventory Database, to increase the efficiency of the current manual system. The OMS will continue to provide administrative support by assisting with preparation for major press events, coordinating various MHSO annual events, and automating general use office forms and templates. With the increasing responsibilities of the MHSO, the OMS is vital to the organization's continued success and positive growth.

## **Conclusion**

Maryland remains resolved in its dedication to reducing traffic crashes and the associated injuries and fatalities throughout Maryland. In FFY 2012, the MHSO will depend upon its vast network of traffic safety partners, including state and local agencies, CTSPs, community-based groups, associations, non-profit organizations, hospitals, institutions of higher learning, and the private sector, to effect real and lasting change throughout the State. Strategies to improve the planning and development of highway safety programs will receive continual attention throughout the year as will methods to enhance data collection and dissemination. Periodic assessments conducted to monitor progress and to ensure accountability for both programmatic and fiscal responsibilities will continue to receive the utmost attention.

Maryland's Strategic Highway Safety Plan (SHSP) continues to be a complementary guide to programmatic prioritization and targeted countermeasure implementation. In FFY 2012, the MHSO will continue to seek new and unique partnerships to help implement the action measures identified within the SHSP. Additionally, the projects and programs outlined in this report will undoubtedly have a significant impact in addressing the goals outlined within the

SHSP as well as the overall goal to substantially reduce motor vehicle-related crashes, thereby reducing the fatalities, injuries, and resulting property damage.

Significant web presence and a comprehensive, unified marketing and advertising plan are additional benchmarks to MHSO's mission. As Maryland and the rest of the nation begin to embrace an era of frugality, finding low cost methods of communicating to our target audiences will continue to be utilized, and have already begun to pay dividends. Increase website traffic and data that indicates increased awareness of our programs has occurred in 2011, and MHSO hopes to continue that trend in 2012. However, to be effective with these web-based strategies, steps have, and will continue to be, taken to enlist the support of MHSO's partners and highway safety stakeholders.

While the nine percent overall reductions in fatalities for 2010 were encouraging, the MHSO is certain that even greater achievements can be attained in the coming year. Anchored by an impressive safety belt use rate and a dedicated network of partners, Maryland stands poised to make significant inroads to reducing fatalities in the next several years. With the assistance of federal funding, Maryland's leadership remains firmly committed to this goal and the MHSO looks forward to providing a stable, efficient, and effective highway safety program for years to come.

# Certifications & Assurances

The following are scanned copies of the required Certifications and Assurances for FFY 2012 signed by the Governor's Highway Safety Representative, Mr. Neil J. Pedersen. An original signature copy of the Certifications & Assurances has been forwarded to NHTSA.

State Certifications 8/19/11 1

**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 program
- NHTSA Order 402-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

**Certifications and Assurances**

**Section 402 Requirements**

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

State Certifications 8/19/11 2

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 crossings (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,
- 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.

(23 USC 402 (b)(1)(E)).

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(f)).

**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 13372 (Intergovernmental Review of Federal Programs).

Equipment acquired under this agreement for use in highway safety programs 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 Subaward and Executive Compensation Reporting, August 27, 2010, [https://www.fns.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fns.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FFRS.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. 78(a), 78(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 (42 U.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. 91-463), as amended, relating to nondiscrimination on the basis of alcohol abuse; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 44-3 and 290 44-5), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VII of the Civil Rights Act of 1964 (42 U.S.C. §§ 1601 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. 7322):**

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.

4. 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 paragraph (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(d)) which contain 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 written 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 7324-7326) 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-L.L., "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-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loan, and cooperative agreements) and that all subcontractors 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 prohibit 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 these 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 Remedial Matters, Primary Covered Transactions**

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that it:
  - (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 records, 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 Definitions 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 these 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 5602.16, 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 -leased 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

- k. 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

\_\_\_\_\_  
Maryland  
State or Commonwealth

\_\_\_\_\_  
2012  
Fiscal Year  
Sept. 6, 2011  
Date



## APPENDIX B: List of Acronyms

<b>AAA</b>	American Automobile Association
<b>CCODES</b>	Comprehensive Crash Outcome Data Evaluation System
<b>CIOT</b>	Click It or Ticket
<b>CPS</b>	Child Passenger Safety
<b>CPSF</b>	Checkpoint Strikeforce
<b>CTSP</b>	Community Traffic Safety Program
<b>DC</b>	District of Columbia
<b>DHMH</b>	Department of Health and Mental Hygiene
<b>DRE</b>	Drug Recognition Expert
<b>DSWW</b>	Drive Safely Work Week
<b>DTF</b>	Diversity in Traffic Safety Task Force
<b>DUI</b>	Driving Under the Influence
<b>DWI</b>	Driving While Intoxicated
<b>EC</b>	Executive Council
<b>ED</b>	Emergency Department
<b>EOI</b>	Expression of Interest
<b>EMS</b>	Emergency Medical Services
<b>FARS</b>	Fatality Analysis Reporting System
<b>FFY</b>	Federal Fiscal Year
<b>FHWA</b>	Federal Highway Administration
<b>FISS</b>	Finance and Information Systems Section
<b>FMIS</b>	Financial Management Information System
<b>GAS</b>	Grant Applicant Seminar
<b>GHSA</b>	Governors Highway Safety Association
<b>GMS</b>	Grants Management System
<b>GRT</b>	Grants Review Team
<b>GTS</b>	Grants Tracking System
<b>HCS-1</b>	Obligation Cost Summary

<b>HD</b>	Health Department
<b>HSCRC</b>	Health Services Cost Review Commission
<b>HSP</b>	Highway Safety Plan
<b>IDC</b>	Impaired Driving Coalition
<b>KISS</b>	Kids in Safety Seats
<b>MAARS</b>	Maryland Automated Accident Reporting System
<b>MCFSBU</b>	Maryland Committee for Safety Belt Use
<b>MCPA</b>	Maryland Chiefs of Police Association
<b>MDOT</b>	Maryland Department of Transportation
<b>MdTA</b>	Maryland Transportation Authority
<b>MHSO</b>	Maryland Highway Safety Office
<b>MIEMSS</b>	Maryland Institute for Emergency Medical Services Systems
<b>MSA</b>	Maryland Sheriff's Association
<b>MSP</b>	Maryland State Police
<b>MVA</b>	Motor Vehicle Administration
<b>NCSA</b>	Non-Commercial Sustaining Announcement
<b>NETS</b>	Network of Employers for Traffic Safety
<b>NHTSA</b>	National Highway Traffic Safety Administration
<b>NSC</b>	National Study Center for Trauma and EMS
<b>OM</b>	Office Manager
<b>OOTs</b>	Office of Traffic and Safety
<b>PA</b>	Project Agreement
<b>PD</b>	Police Department
<b>PI&amp;E</b>	Public Information and Education
<b>PSA</b>	Public Service Announcement
<b>PSTF</b>	Pedestrian Safety Task Force
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users
<b>STM</b>	Spring Training Meeting (previously Semi-Annual Meeting – SAM)
<b>SHA</b>	Maryland State Highway Administration
<b>SHSO</b>	State Highway Safety Office
<b>SHSP</b>	Strategic Highway Safety Plan

<b>SO</b>	Sheriff's Office
<b>SOTF</b>	Smooth Operator Task Force
<b>SRTS</b>	Safe Routes to School
<b>TF</b>	Task Force
<b>TRC</b>	Traffic Records Coordinator
<b>TRCC</b>	Traffic Records Coordinating Committee
<b>TRTCC</b>	Traffic Records Technical Coordinating Committee
<b>T-SAFE</b>	Traffic-Safety Awareness For Employers
<b>UMCP</b>	University of Maryland at College Park
<b>US</b>	United States
<b>VMT</b>	Vehicle Miles Traveled
<b>WRAP</b>	Washington Regional Alcohol Program
<b>YDTF</b>	Young Driver Task Force



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

State: Maryland

Page: 1

**2012-HSP-1**  
For Approval

Report Date: 08/26/2011

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-2012-15-01-00		\$ .00	\$437,700.00	\$ .00	\$189,900.00	\$189,900.00	\$ .00
<b>Planning and Administration Total</b>			<b>\$ .00</b>	<b>\$437,700.00</b>	<b>\$ .00</b>	<b>\$189,900.00</b>	<b>\$189,900.00</b>	<b>\$ .00</b>
<b>Motorcycle Safety</b>								
	MC-2012-04-01-00		\$ .00	\$64,594.00	\$ .00	\$26,200.00	\$26,200.00	\$ .00
	MC-2012-04-02-10		\$ .00	\$ .00	\$ .00	\$27,500.00	\$27,500.00	\$27,500.00
	MC-2012-04-03-00		\$ .00	\$66,000.00	\$ .00	\$31,240.00	\$31,240.00	\$ .00
<b>Motorcycle Safety Total</b>			<b>\$ .00</b>	<b>\$130,594.00</b>	<b>\$ .00</b>	<b>\$84,940.00</b>	<b>\$84,940.00</b>	<b>\$27,500.00</b>
<b>Pedestrian/Bicycle Safety</b>								
	PS-2012-06-02-00		\$ .00	\$139,500.00	\$ .00	\$200,000.00	\$200,000.00	\$200,000.00
	PS-2012-06-02-10		\$ .00	\$ .00	\$ .00	\$140,000.00	\$140,000.00	\$140,000.00
	PS-2012-06-03-00		\$ .00	\$7,500.00	\$ .00	\$33,200.00	\$33,200.00	\$ .00
<b>Pedestrian/Bicycle Safety Total</b>			<b>\$ .00</b>	<b>\$147,000.00</b>	<b>\$ .00</b>	<b>\$373,200.00</b>	<b>\$373,200.00</b>	<b>\$340,000.00</b>
<b>Police Traffic Services</b>								
	PT-2012-01-03-00		\$ .00	\$ .00	\$ .00	\$30,000.00	\$30,000.00	\$ .00
	PT-2012-12-01-00		\$ .00	\$726,817.00	\$ .00	\$173,846.00	\$173,846.00	\$ .00
	PT-2012-12-02-00		\$ .00	\$ .00	\$ .00	\$295,500.00	\$295,500.00	\$295,500.00
	PT-2012-12-03-00		\$ .00	\$ .00	\$ .00	\$94,600.00	\$94,600.00	\$ .00
<b>Police Traffic Services Total</b>			<b>\$ .00</b>	<b>\$726,817.00</b>	<b>\$ .00</b>	<b>\$593,946.00</b>	<b>\$593,946.00</b>	<b>\$295,500.00</b>
<b>Traffic Records</b>								
	TR-2012-09-01-00		\$ .00	\$255,000.00	\$ .00	\$205,841.00	\$205,841.00	\$ .00
	TR-2012-09-03-00		\$ .00	\$ .00	\$ .00	\$94,600.00	\$94,600.00	\$ .00



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

State: Maryland

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**2012-HSP-1**  
For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
<b>Traffic Records Total</b>								
<b>Community Traffic Safety Project</b>								
	CP-2012-07-03-00		\$0.00	\$1,500.00	\$0.00	\$215,400.00	\$215,400.00	\$0.00
	CP-2012-10-02-00		\$0.00	\$0.00	\$0.00	\$902,168.00	\$902,168.00	\$902,168.00
	CP-2012-10-03-00		\$0.00	\$121,468.00	\$0.00	\$661,632.00	\$661,632.00	\$0.00
	<b>Community Traffic Safety Project Total</b>		<b>\$0.00</b>	<b>\$122,968.00</b>	<b>\$0.00</b>	<b>\$1,779,200.00</b>	<b>\$1,779,200.00</b>	<b>\$902,168.00</b>
<b>Driver Education</b>								
	DE-2012-02-03-00		\$0.00	\$3,300.00	\$0.00	\$132,800.00	\$132,800.00	\$0.00
	DE-2012-07-01-00		\$0.00	\$14,716.00	\$0.00	\$12,200.00	\$12,200.00	\$0.00
	DE-2012-07-02-00		\$0.00	\$17,462.00	\$0.00	\$26,000.00	\$26,000.00	\$26,000.00
	DE-2012-07-03-00		\$0.00	\$4,500.00	\$0.00	\$119,880.00	\$119,880.00	\$0.00
	<b>Driver Education Total</b>		<b>\$0.00</b>	<b>\$39,978.00</b>	<b>\$0.00</b>	<b>\$290,880.00</b>	<b>\$290,880.00</b>	<b>\$26,000.00</b>
	<b>NHTSA 402 Total</b>		<b>\$0.00</b>	<b>\$1,860,057.00</b>	<b>\$0.00</b>	<b>\$3,612,507.00</b>	<b>\$3,612,507.00</b>	<b>\$1,591,168.00</b>
<b>405 OP SAFETEA-LU</b>								
	K2-2012-05-03-00		\$0.00	\$150,000.00	\$0.00	\$594,600.00	\$594,600.00	\$0.00
	<b>405 Occupant Protection Total</b>		<b>\$0.00</b>	<b>\$150,000.00</b>	<b>\$0.00</b>	<b>\$594,600.00</b>	<b>\$594,600.00</b>	<b>\$0.00</b>
	<b>405 OP SAFETEA-LU Total</b>		<b>\$0.00</b>	<b>\$150,000.00</b>	<b>\$0.00</b>	<b>\$594,600.00</b>	<b>\$594,600.00</b>	<b>\$0.00</b>
<b>NHTSA 406</b>								
	K4-2012-07-01-00		\$0.00	\$0.00	\$0.00	\$161,500.00	\$161,500.00	\$0.00
	<b>406 Safety Belts Incentive Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$161,500.00</b>	<b>\$161,500.00</b>	<b>\$0.00</b>
	<b>406 Safety Belts Paid Media</b>							
	K4PM-2012-07-03-00		\$0.00	\$25,000.00	\$0.00	\$242,800.00	\$242,800.00	\$0.00
	<b>406 Safety Belts Paid Media Total</b>		<b>\$0.00</b>	<b>\$25,000.00</b>	<b>\$0.00</b>	<b>\$242,800.00</b>	<b>\$242,800.00</b>	<b>\$0.00</b>
	<b>406 Pedestrian/Bicycle Safety</b>							
	K4PS-2012-06-02-00		\$0.00	\$10,000.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00

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

State: Maryland

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
<b>406 Pedestrian/Bicycle Safety Total</b>								
			\$ .00	\$10,000.00	\$ .00	\$8,000.00	\$8,000.00	\$8,000.00
<b>406 Police Traffic Services</b>								
	K4PT-2012-01-01-00		\$ .00	\$ .00	\$ .00	\$11,280.00	\$11,280.00	\$ .00
<b>406 Police Traffic Services Total</b>			\$ .00	\$ .00	\$ .00	\$11,280.00	\$11,280.00	\$ .00
<b>NHTSA 406 Total</b>			\$ .00	\$35,000.00	\$ .00	\$423,580.00	\$423,580.00	\$8,000.00
<b>408 Data Program SAFETEA-LU</b>								
	K9-2012-09-01-00		\$ .00	\$215,085.00	\$ .00	\$458,561.00	\$458,561.00	\$ .00
<b>408 Data Program Incentive Total</b>			\$ .00	\$215,085.00	\$ .00	\$458,561.00	\$458,561.00	\$ .00
<b>408 Data Program SAFETEA-LU Total</b>			\$ .00	\$215,085.00	\$ .00	\$458,561.00	\$458,561.00	\$ .00
<b>410 Alcohol SAFETEA-LU</b>								
	K8-2012-03-01-00		\$ .00	\$216,200.00	\$ .00	\$277,170.00	\$277,170.00	\$ .00
	K8-2012-03-02-00		\$ .00	\$638,834.00	\$ .00	\$857,814.00	\$857,814.00	\$857,814.00
	K8-2012-03-02-10		\$ .00	\$ .00	\$ .00	\$463,900.00	\$463,900.00	\$463,900.00
	K8-2012-03-03-00		\$ .00	\$140,000.00	\$ .00	\$426,300.00	\$426,300.00	\$ .00
<b>410 Alcohol SAFETEA-LU Total</b>			\$ .00	\$995,034.00	\$ .00	\$2,025,184.00	\$2,025,184.00	\$1,321,714.00
<b>2010 Motorcycle Safety</b>								
	K6-2012-04-01-00		\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$ .00
	K6-2012-04-03-00		\$ .00	\$ .00	\$ .00	\$119,400.00	\$119,400.00	\$ .00
<b>2010 Motorcycle Safety Incentive Total</b>			\$ .00	\$ .00	\$ .00	\$139,400.00	\$139,400.00	\$ .00
<b>2010 Motorcycle Safety Total</b>			\$ .00	\$ .00	\$ .00	\$139,400.00	\$139,400.00	\$ .00
<b>2011 Child Seats</b>								
	K3-2012-05-01-00		\$ .00	\$282,857.00	\$ .00	\$234,493.00	\$234,493.00	\$ .00
	K3-2012-05-03-00		\$ .00	\$ .00	\$ .00	\$26,100.00	\$26,100.00	\$ .00
<b>2011 Child Seat Incentive Total</b>			\$ .00	\$282,857.00	\$ .00	\$260,593.00	\$260,593.00	\$ .00

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

State: Maryland

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
2011 Child Seats Total			\$ .00	\$ 282,857.00	\$ .00	\$ 260,593.00	\$ 260,593.00	\$ .00
NHTSA Total			\$ .00	\$ 3,538,033.00	\$ .00	\$ 7,514,425.00	\$ 7,514,425.00	\$ 2,920,882.00
Total			\$ .00	\$ 3,538,033.00	\$ .00	\$ 7,514,425.00	\$ 7,514,425.00	\$ 2,920,882.00

Maryland Highway Safety Office  
 FFY 2012 Highway Safety Program  
 Planning Document (by Program Area and Fund Type)

Agency Abbr.	Program Area/Projects	Federal Account Code	402	403	405	406	408	410	2010	2011	Total NHTSA Federal	FHWA	SP Funds	State Funds	Totals	State/	Grand Totals
			Federal	Federal	Federal	Federal	Federal	Federal	Federal	Section HPR		Local Match					
			HS211B21	HS230B21	HS212B21	HS213B21	HS214B21	HS215B21	HS216B21	HS217B21		HS207B22				SP511C4A	
	<b>01 Aggressive Driving Safety Programs</b>																
MVA	Smooth Operator Aggressive Driving Campaign	HS207B22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000		\$ -	\$ 250,000	\$ 173,140	\$ 423,140
MDTA	MDTA Police Highway Safety Program	K4PT-2012-01-01	\$ -	\$ -	\$ -	\$ 11,280	\$ -	\$ -	\$ -	\$ -	\$ 11,280	\$ -		\$ -	\$ 11,280	\$ -	\$ 11,280
MSP	Comprehensive Statewide Enforcement & Training	HS207B22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 307,600		\$ -	\$ 307,600	\$ 339,300	\$ 646,900
MHSO	Law Enforcement/Aggr Driv Prevention Program	PT-2012-01-03	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -		\$ -	\$ 30,000	\$ -	\$ 30,000
	<b>Total Aggressive Driving Safety Programs</b>		\$ 30,000	\$ -	\$ -	\$ 11,280	\$ -	\$ -	\$ -	\$ -	\$ 41,280	\$ 557,600		\$ -	\$ 598,880	\$ 512,440	\$ 1,111,320

Note: 1. Funds for these projects are split among categories to show the specific amounts designated to program areas.





Maryland Highway Safety Office  
 FFY 2011 Highway Safety Program  
 Planning Document (by Program Area and Fund Type)

Agency Abbr.	Program Area/Projects	Federal	402	403	405	406	408	410	2010	2011	Total NHTSA	FHWA				State/		
		Account Code	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Section HPR	SP Funds	State Funds	Totals	Local Match	Grand Totals
			HS211B21	HS230B21	HS212B21	HS213B21	HS214B21	HS215B21	HS216B21	HS217B21		HS207B22	SP511C4A	AW444A93				
	<b>02 Inattentive Driving Safety Programs</b>																	
MHSO	Inattentive Driving Prevention Program	DE-2012-02-03	\$ 38,200	\$ -							\$ 38,200	\$ -	\$ -	\$ 38,200	\$ 3,300	\$ 41,500		
UMB	Inattentive/Diversity/TSAFE Program Coordination	DE-2012-02-03	\$ 94,600	\$ -		\$ -					\$ 94,600	\$ -	\$ -	\$ 94,600	\$ -	\$ 94,600		
	<b>Total Inattentive Driving Safety Programs</b>		\$ 132,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 132,800	\$ -	\$ -	\$ 132,800	\$ 3,300	\$ 136,100		

Note: 1. Funds for these projects are split among categories to show the specific amounts designated to program areas.

Maryland Highway Safety Office  
FFY 2011 Highway Safety Program  
Planning Document (by Program Area and Fund Type)

Agency Abbr.	Program Area/Projects	Federal Account Code	402		403		405		406		408		410		2010		2011		Total NHTSA	FHWA	SP Funds	State Funds	Totals	State/ Local Match	Grand Totals							
			Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal						Section HPR						
			HS211B21	HS230B21	HS212B21	HS213B21	HS214B21	HS215B21	HS216B21	HS217B21	HS216B21	HS217B21	HS216B21	HS217B21	HS216B21	HS217B21	HS216B21	HS217B21	HS216B21	HS217B21						HS207B22	SP511C4A	AW444A93				
<b>03 Impaired Driving Safety Programs</b>																																
MD Judiciary	Anne Arundel Co. DUI Court	K8-2012-03-02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,270	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,270	\$ 56,000	\$ 133,270			
Harford Co.	Harford Co. DUI Offender Court	K8-2012-03-02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,635	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,635	\$ 44,000	\$ 87,635			
MD Judiciary	Howard Co. DUI Court	K8-2012-03-02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 59,842	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 59,842	\$ 52,877	\$ 112,719			
MDTA	Impaired & Aggressive Driving Enforcement	K8-2012-03-01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,490	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,490	\$ -	\$ 25,490			
WRAP	2011 Impaired Driving Outreach & Education	K8-2012-03-02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 575,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 575,313	\$ 400,000	\$ 975,313			
MSP	Comprehensive Statewide Enforcement & Training	K8-2012-03-01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 251,680	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 251,680	\$ 216,200	\$ 467,880			
MSP	Comprehensive Statewide Enforcement & Training	HS207B22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,520	\$ -	\$ 18,520				
AAA-Mid Atl.	Tipsy? Taxi	K8-2012-03-02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,900	\$ 42,245	\$ 92,145			
MADD	Court Monitoring	K8-2012-03-02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51,854	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51,854	\$ 43,712	\$ 95,566			
Allegany	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ -	\$ 6,000			
Anne Arundel	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38,500	\$ -	\$ 38,500			
Baltimore City	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000			
Baltimore County	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ -	\$ 40,000			
Calvert	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ -	\$ 15,000			
Caroline	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,500	\$ -	\$ 6,500			
Carroll	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000			
Cecil	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ -	\$ 8,000			
Charles	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000			
Dorchester	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,500	\$ -	\$ 6,500			
Frederick	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000			
Garrett	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,900	\$ -	\$ 2,900			
Harford	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000			
Howard	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000			
Kent	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ 2,500			
Montgomery	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000			
Prince George's	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,000	\$ -	\$ 70,000			
Queen Anne's	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,500	\$ -	\$ 6,500			
St. Mary's	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 10,000			
Somerset	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -	\$ 4,000			
Talbot	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,500	\$ -	\$ 8,500			
Washington	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,000	\$ -	\$ 19,000			
Wicomico	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ -	\$ 15,000			
Worcester	RTSP Enforcement-Impaired <sup>1</sup>	K8-2012-03-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000			
MHSO	Impaired Driving Prevention Program	K8-2012-03-03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 331,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 331,700	\$ 140,000	\$ 471,700			
UMB	Impaired Driving Coordination	K8-2012-03-03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ 94,600			
<b>Total Impaired Driving Safety Programs</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,025,184	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,025,184	\$ 18,520	\$ -	\$ 2,043,704	\$ 995,034	\$ 3,038,738

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Maryland Highway Safety Office  
 FFY 2011 Highway Safety Program  
 Planning Document (by Program Area and Fund Type)

Agency Abbr.	Program Area/Projects	Federal Account Code	402	403	405	406	408	410	2010	2011	Total NHTSA	FHWA			State/				
			Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Section HPR	SP Funds	State Funds	Totals	Local Match	Grand Totals
			HS211B21	HS230B21	HS212B21	HS213B21	HS214B21	HS215B21	HS216B21	HS217B21				HS207B22	SP511C4A	AW444A93			
	<b>04 Motorcycle Safety Programs</b>																		
MVA	Mobile Motorcyclist Outreach & Specialized Training Prog.	MC-2012-04-01	\$ 26,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,200	\$ -			\$ -	\$ 26,200	\$ 64,594	\$ 90,794	
MVA	Mobile Motorcyclist Outreach & Specialized Training Prog.	K6-2012-04-01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -			\$ -	\$ 20,000	\$ -	\$ 20,000	
Local	Anne Arundel County RTSP Enforcement-Motorcycle <sup>1</sup>	MC-2012-04-02-10	\$ 4,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,500	\$ -			\$ -	\$ 4,500	\$ -	\$ 4,500	
Local	Charles County RTSP Enforcement-Motorcycle <sup>1</sup>	MC-2012-04-02-10	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ -			\$ -	\$ 3,000	\$ -	\$ 3,000	
Local	St. Mary's County RTSP Enforcement-Motorcycle <sup>1</sup>	MC-2012-04-02-10	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ -			\$ -	\$ 3,000	\$ -	\$ 3,000	
Local	Prince George's County RTSP Enforcement-Motorcycle <sup>1</sup>	MC-2012-04-02-10	\$ 13,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -			\$ -	\$ 13,000	\$ -	\$ 13,000	
Local	Worcester County RTSP Enforcement-Motorcycle <sup>1</sup>	MC-2012-04-02-10	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -			\$ -	\$ 4,000	\$ -	\$ 4,000	
MHSO	Motorcycle Safety Program	K6-2012-04-03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 119,400	\$ -	\$ 119,400	\$ -			\$ -	\$ 119,400	\$ -	\$ 119,400	
MHSO	Motorcycle Safety Program	MC-2012-04-03	\$ 31,240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,240	\$ -			\$ -	\$ 31,240	\$ 66,000	\$ 97,240	
	<b>Total Motorcycle Safety Programs</b>		<b>\$ 84,940</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 139,400</b>	<b>\$ -</b>	<b>\$ 224,340</b>	<b>\$ -</b>			<b>\$ -</b>	<b>\$ 224,340</b>	<b>\$ 130,594</b>	<b>\$ 354,934</b>	

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Maryland Highway Safety Office  
 FFY 2011 Highway Safety Program  
 Planning Document (by Program Area and Fund Type)

Agency Abbr.	Program Area/Projects	Federal Account Code	402	403	405	406	408	410	2010	2011	Total NHTSA Federal	FHWA Section HPR	SP Funds	State Funds	Totals	State/Local Match	Grand Totals
			Federal	Federal	Federal	Federal	Federal	Federal	Federal								
			HS211B21	HS230B21	HS212B21	HS213B21	HS214B21	HS215B21	HS216B21	HS217B21							
<b>05 Occupant Protection Programs</b>																	
DHMH	Maryland Kids in Safety Seats	K3-2012-05-01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 184,493	\$ 184,493	\$ -	\$ -	\$ -	\$ 184,493	\$ 122,982	\$ 307,475
MIEMSS	MD CPS & OP Healthcare	K3-2012-05-01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 159,875	\$ 209,875
MSP	Occupant Protection Program <sup>1</sup>	HS207B22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ -	\$ -	\$ 3,000	\$ 3,300	\$ 6,300
Anne Arundel	Nighttime Seat Belt	HS230B21	\$ -	\$ 18,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,400	\$ -	\$ -	\$ -	\$ 18,400	\$ -	\$ 18,400
Baltimore City	Nighttime Seat Belt	HS230B21	\$ -	\$ 25,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,400	\$ -	\$ -	\$ -	\$ 25,400	\$ -	\$ 25,400
Baltimore County	Nighttime Seat Belt	HS230B21	\$ -	\$ 24,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,960	\$ -	\$ -	\$ -	\$ 24,960	\$ -	\$ 24,960
Howard	Nighttime Seat Belt	HS230B21	\$ -	\$ 22,050	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,050	\$ -	\$ -	\$ -	\$ 22,050	\$ -	\$ 22,050
Montgomery	Nighttime Seat Belt	HS230B21	\$ -	\$ 27,040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,040	\$ -	\$ -	\$ -	\$ 27,040	\$ -	\$ 27,040
MDTA	Nighttime Seat Belt	HS230B21	\$ -	\$ 10,152	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,152	\$ -	\$ -	\$ -	\$ 10,152	\$ -	\$ 10,152
Prince George's	Nighttime Seat Belt	HS230B21	\$ -	\$ 26,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,400	\$ -	\$ -	\$ -	\$ 26,400	\$ -	\$ 26,400
MHSO	Occupant Protection Program	K2-2012-05-03	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000	\$ 150,000	\$ 650,000
MHSO	Occupant Protection Program	K3-2012-05-03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,100	\$ 26,100	\$ -	\$ -	\$ -	\$ 26,100	\$ -	\$ 26,100
UMB	Occupant Protection Coordination	K2-2012-05-03	\$ -	\$ 94,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ 94,600
<b>Total Occupant Protection Programs</b>			\$ -	\$ 154,402	\$ 594,600	\$ -	\$ -	\$ -	\$ -	\$ 260,593	\$ 1,009,595	\$ 3,000	\$ -	\$ -	\$ 1,012,595	\$ 436,157	\$ 1,448,752

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Maryland Highway Safety Office  
 FFY 2011 Highway Safety Program  
 Planning Document (by Program Area and Fund Type)

Agency Abbr.	Program Area/Projects	Federal	402	403	405	406	408	410	2010	2011	Total NHTSA	FHWA	SP Funds	State Funds	Totals	State/	Grand Totals
		Account Code	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Section HPR				Local Match	
			HS211B21	HS230E21	HS212B21	HS213B21	HS214B21	HS215B21	HS216B21	HS217B21		HS207B22	SP511C4A	AW444A93			
	<b>06 Pedestrian &amp; Bicycle Safety Programs</b>																
WASHCOG	Street Smart Pedestrian & Bicycle Outreach	HS207B22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000		\$ -	\$ 120,000	\$ 107,000	\$ 227,000
WABA	MD Ped/Bike Trailer Management	K4PS-2012-06-02	\$ -	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ 8,000			\$ -	\$ 5,900	\$ 10,000	\$ 15,900
One Less Car	Bicycle Awareness Program	HS207B22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,180		\$ -	\$ 39,180	\$ 26,717	\$ 65,897
BMC	Street Smart Baltimore	PS-2012-06-02	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -		\$ -	\$ 200,000	\$ 139,500	\$ 339,500
Anne Arundel	RTSP Enforcement-Pedestrian <sup>1</sup>	PS-2011-06-02-10	\$ 13,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -		\$ -	\$ 13,000	\$ -	\$ 13,000
Baltimore City	RTSP Enforcement-Pedestrian <sup>1</sup>	PS-2011-06-02-10	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -		\$ -	\$ 30,000	\$ -	\$ 30,000
Baltimore County	RTSP Enforcement-Pedestrian <sup>1</sup>	PS-2011-06-02-10	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -		\$ -	\$ 30,000	\$ -	\$ 30,000
Montgomery	RTSP Enforcement-Pedestrian <sup>1</sup>	PS-2011-06-02-10	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -		\$ -	\$ 30,000	\$ -	\$ 30,000
Prince George's	RTSP Enforcement-Pedestrian <sup>1</sup>	PS-2011-06-02-10	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -		\$ -	\$ 30,000	\$ -	\$ 30,000
Worcester	RTSP Enforcement-Pedestrian <sup>1</sup>	PS-2011-06-02-10	\$ 7,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ -		\$ -	\$ 7,000	\$ -	\$ 7,000
MHSO	Pedestrian/Bicycle Safety Program	PS-2012-06-03	\$ 33,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,200	\$ -		\$ -	\$ 33,200	\$ 7,500	\$ 40,700
	<b>Total Pedestrian &amp; Bicycle Safety Programs</b>		\$ 373,200	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ 381,200	\$ 159,180		\$ -	\$ 538,280	\$ 290,717	\$ 828,997

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Maryland Highway Safety Office  
 FFY 2011 Highway Safety Program  
 Planning Document (by Program Area and Fund Type)

Agency Abbr.	Program Area/Projects	Federal Account Code	402	403	405	406	408	410	2010	2011	Total NHTSA Federal	FHWA	SP Funds	State Funds	Totals	State/	Grand Totals
			Federal	Federal	Federal	Federal	Federal	Federal	Federal	Section HPR		Local Match					
			HS211B21	HS230B21	HS212B21	HS213B21	HS214B21	HS215B21	HS216B21	HS217B21		HS207B22				SP511C4A	
<b>07 Traffic Safety Programs</b>																	
MVA	Older Driver Safety Educational Forum	DE-2012-07-01	\$ 12,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,200	\$ -	\$ -	\$ -	\$ 12,200	\$ 14,716	\$ 26,916
MVA	Parent Education & Involvement in Teen Driving, part 4	DE-2012-07-02	\$ 26,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,000	\$ -	\$ -	\$ -	\$ 26,000	\$ 17,462	\$ 43,462
Integ Designs	General Traffic Safety Media	K4PM-2011-07-03	\$ -	\$ -	\$ -	\$ 242,800	\$ -	\$ -	\$ -	\$ -	\$ 242,800	\$ -	\$ 25,000	\$ -	\$ 267,800	\$ -	\$ 267,800
MHSO	SHSP Initiatives	HS207B22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
MHSO	E-Grants Project - SHARP	K4-2012-07-02	\$ -	\$ -	\$ -	\$ 61,500	\$ -	\$ -	\$ -	\$ -	\$ 61,500	\$ -	\$ -	\$ -	\$ 61,500	\$ -	\$ 61,500
MHSO	SHA Audit	K4-2012-07-01	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
MHSO	T-SAFE Program	CP-2012-07-03	\$ 26,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,200	\$ -	\$ -	\$ -	\$ 26,200	\$ 1,500	\$ 27,700
MHSO	Young -Older Driver Safety Program	DE-2012-07-03	\$ 25,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,280	\$ -	\$ -	\$ -	\$ 25,280	\$ 4,500	\$ 29,780
UMB	SPS Chief/MC/Ped Program Coordination	CP-2012-07-03	\$ 94,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ 94,600
UMB	Younger Driver/Older Driver Coordination	DE-2012-07-03	\$ 94,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ 94,600
UMB	Communications Coordination	CP-2012-07-03	\$ 94,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ 94,600
<b>Total Traffic Safety Programs</b>			<b>\$ 373,480</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 404,300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 777,780</b>	<b>\$ 200,000</b>	<b>\$ 25,000</b>	<b>\$ 1,002,780</b>	<b>\$ 38,178</b>	<b>\$ 1,040,958</b>	

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Maryland Highway Safety Office  
 FFY 2011 Highway Safety Program  
 Planning Document (by Program Area and Fund Type)

Agency Abbr.	Program Area/Projects	Federal	402	403	405	406	408	410	2010	2011	Total NHTSA	FHWA				State/		
		Account Code	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Section HPR	SP Funds	State Funds	Totals	Local Match	Grand Totals
			HS211B21	HS230B21	HS212B21	HS213B21	HS214B21	HS215B21	HS216B21	HS217B21		HS207B22	SP511C4A	AW444A93				
	<b>09 Data Enhancement Programs</b>																	
NSC	CCODES	TR-2012-09-01	\$ 116,755	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 116,755	\$ -	\$ 40,000	\$ -	\$ 156,755	\$ 255,000	\$ 411,755	
NSC	CCODES	K9-2012-09-01	\$ -	\$ -	\$ -	\$ -	\$ 175,132	\$ -	\$ -	\$ -	\$ 175,132	\$ -	\$ -	\$ -	\$ 175,132	\$ -	\$ 175,132	
Towson Univ.	MSCAN Project Management/TRCC Admin Support	K9-2012-09-01	\$ -	\$ -	\$ -	\$ -	\$ 163,429	\$ -	\$ -	\$ -	\$ 163,429	\$ -	\$ -	\$ -	\$ 163,429	\$ 52,001	\$ 215,430	
Towson Univ.	Safety & Transportation Knowledge Online (STKO)	K9-2012-09-01	\$ 89,086	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 89,086	\$ -	\$ -	\$ -	\$ 89,086	\$ 77,914	\$ 167,000	
MIEMSS	E-MEDS	K9-2012-09-01	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ 120,000	\$ 85,170	\$ 205,170	
UMB	Data Coordination	TR-2012-09-03	\$ 94,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ 94,600	
	<b>Total Data Enhancement Programs</b>		\$ 300,441	\$ -	\$ -	\$ -	\$ 458,561	\$ -	\$ -	\$ -	\$ 759,002	\$ -	\$ 40,000	\$ -	\$ 799,002	\$ 470,085	\$ 1,269,087	

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Maryland Highway Safety Office  
 FFY 2011 Highway Safety Program  
 Planning Document (by Program Area and Fund Type)

Agency Abbr.	Program Area/Projects	Federal Account Code	402	403	405	406	408	410	2010	2011	Total NHTSA Federal	FHWA Section HPR	SP Funds SP511C4A	State Funds AW444A93	Totals	State/ Local Match	Grand Totals
			Federal	Federal	Federal	Federal	Federal	Federal	Federal								
			HS211B21	HS230B21	HS212B21	HS213B21	HS214B21	HS215B21	HS216B21	HS217B21							
<b>10 Community Traffic Safety Programs</b>																	
Local	Local Community Traffic Safety Programs	CP-2013-10-03	\$ 566,032	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 566,032	\$ -		\$ 121,468	\$ 687,500	\$ -	\$ 687,500
Allegany	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 9,458	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,458	\$ -		\$ 3,542	\$ 13,000	\$ -	\$ 13,000
Anne Arundel	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 79,299	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,299	\$ -		\$ 29,701	\$ 109,000	\$ -	\$ 109,000
Baltimore City	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 89,849	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 89,849	\$ -		\$ 33,651	\$ 123,500	\$ -	\$ 123,500
Baltimore County	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 120,768	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,768	\$ -		\$ 45,232	\$ 166,000	\$ -	\$ 166,000
Calvert	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 31,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,647	\$ -		\$ 11,853	\$ 43,500	\$ -	\$ 43,500
Caroline	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 6,911	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,911	\$ -		\$ 2,589	\$ 9,500	\$ -	\$ 9,500
Carroll	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 22,553	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,553	\$ -		\$ 8,447	\$ 31,000	\$ -	\$ 31,000
Cecil	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 15,278	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,278	\$ -		\$ 5,722	\$ 21,000	\$ -	\$ 21,000
Charles	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 40,377	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,377	\$ -		\$ 15,123	\$ 55,500	\$ -	\$ 55,500
Dorchester	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 10,185	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,185	\$ -		\$ 3,815	\$ 14,000	\$ -	\$ 14,000
Frederick	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 26,628	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,628	\$ -		\$ 9,972	\$ 36,600	\$ -	\$ 36,600
Garrett	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 2,183	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,183	\$ -		\$ 817	\$ 3,000	\$ -	\$ 3,000
Harford	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 58,201	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,201	\$ -		\$ 21,799	\$ 80,000	\$ -	\$ 80,000
Howard	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 41,469	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,469	\$ -		\$ 15,531	\$ 57,000	\$ -	\$ 57,000
Kent	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 4,365	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,365	\$ -		\$ 1,635	\$ 6,000	\$ -	\$ 6,000
Montgomery	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 98,712	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 98,712	\$ -		\$ 44,788	\$ 143,500	\$ -	\$ 143,500
Prince George's	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -		\$ 64,000	\$ 214,000	\$ -	\$ 214,000
Queen Anne's	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 6,911	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,911	\$ -		\$ 2,589	\$ 9,500	\$ -	\$ 9,500
St. Mary's	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 32,593	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,593	\$ -		\$ 12,207	\$ 44,800	\$ -	\$ 44,800
Somerset	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 5,820	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,820	\$ -		\$ 2,180	\$ 8,000	\$ -	\$ 8,000
Talbot	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 6,111	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,111	\$ -		\$ 2,289	\$ 8,400	\$ -	\$ 8,400
Washington	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 5,820	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,820	\$ -		\$ 2,180	\$ 8,000	\$ -	\$ 8,000
Wicomico	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 17,751	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,751	\$ -		\$ 6,649	\$ 24,400	\$ -	\$ 24,400
Worcester	RSTP Base <sup>1</sup>	CP-2012-10-02	\$ 19,279	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,279	\$ -		\$ 7,221	\$ 26,500	\$ -	\$ 26,500
MHSO	RTSP Program	CP-2012-10-03	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -		\$ -	\$ 1,000	\$ -	\$ 1,000
UMB	RTSP Coordination	CP-2013-10-03	\$ 94,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 94,600	\$ -		\$ -	\$ 94,600	\$ -	\$ 94,600
<b>Total Community Traffic Safety Programs</b>			<b>\$ 1,563,800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,563,800</b>	<b>\$ -</b>		<b>\$ 475,000</b>	<b>\$ 2,038,800</b>	<b>\$ 1,042,533</b>	<b>\$ 2,038,800</b>

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Maryland Highway Safety Office  
 FFY 2011 Highway Safety Program  
 Planning Document (by Program Area and Fund Type)

Agency Abbr.	Program Area/Projects	Federal	402	403	405	406	408	410	2010	2011	Total NHTSA	FHWA				State/			
		Account Code	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Section HPR	SP Funds	State Funds	Totals	Local Match	Grand Totals	
			HS211B21	HS230B21	HS212B21	HS213B21	HS214B21	HS215B21	HS216B21	HS217B21			HS207B22	SP511C4A	AW444A93				
	<b>12 Police Traffic Services</b>																		
Balto Co PD	Crash Reconstruction Training	HS207B22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,500			\$ -	\$ -	\$ 42,500	\$ 1,130,780	\$ 1,173,280
Ches Reg SC	Law Enforcement Liaison	PT-2012-12-02	\$ 45,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,000	\$ -			\$ -	\$ -	\$ 45,000	\$ -	\$ 45,000
MD Sher Assn	Highway Safety Project	PT-2012-12-02	\$ 80,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,500	\$ -			\$ -	\$ -	\$ 80,500	\$ -	\$ 80,500
MCPA	Training & Highway Safety Initiatives	PT-2012-12-02	\$ 170,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 170,000	\$ -			\$ -	\$ -	\$ 170,000	\$ -	\$ 170,000
MD Pol.Trng Comm	Northwest SPSC	PT-2012-12-01	\$ 119,829	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 119,829	\$ -			\$ -	\$ -	\$ 119,829	\$ 516,035	\$ 635,864
MD Pol.Trng Comm	Leadership in Police Organizations	PT-2012-12-01	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -			\$ -	\$ -	\$ 30,000	\$ 193,652	\$ 223,652
MD Pol.Trng Comm	Traffic Safety Specialist	PT-2012-12-01	\$ 24,017	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,017	\$ -			\$ -	\$ -	\$ 24,017	\$ 17,130	\$ 41,147
MSP	Comprehensive Statewide Enforcement & Training	HS207B22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,200			\$ -	\$ -	\$ 19,200	\$ 21,200	\$ 40,400
UMB	Law Enforcement Coordination	PT-2012-12-03	\$ 94,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 94,600	\$ -			\$ -	\$ -	\$ 94,600	\$ -	\$ 94,600
	<b>Total Police Traffic Services</b>		\$ 563,946	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 563,946	\$ 61,700			\$ -	\$ -	\$ 625,646	\$ 1,878,797	\$ 2,504,443

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Maryland Highway Safety Office  
 FFY 2011 Highway Safety Program  
 Planning Document (by Program Area and Fund Type)

Agency Abbr.	Program Area/Projects	Federal Account Code	402	403	405	406	408	410	2010	2011	Total NHTSA	FHWA	SP Funds	State Funds	Totals	State/	Grand Totals
			Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal				Section HPR	
			HS211B21	HS230B21	HS212B21	HS213B21	HS214B21	HS215B21	HS216B21	HS217B21			HS207B22	SP511C4A	AW444A93		
	<b>15 Administration</b>																
MHSO	Business Operations	PA-2012-15-01	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 437,700	\$ 487,700
UMB	Office Management	PA-2012-15-01	\$ 94,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ 94,600
UMB	Clerical & Administrative Support	PA-2012-15-01	\$ 45,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,300	\$ -	\$ -	\$ -	\$ 45,300	\$ -	\$ 45,300
	<b>Total Administration</b>		\$ 189,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 189,900	\$ -	\$ -	\$ -	\$ 189,900	\$ 437,700	\$ 627,600

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Maryland Highway Safety Office  
 FFY 2011 Highway Safety Program  
 Planning Document (by Program Area and Fund Type)

Agency Abbr.	Program Area/Projects	Federal	402	403	405	406	408	410	2010	2011	Total NHTSA	FHWA				State/		
		Account Code	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Federal	Section HPR	SP Funds	State Funds	Totals	Local Match	Grand Totals
			HS211B21	HS230B21	HS212B21	HS213B21	HS214B21	HS215B21	HS216B21	HS217B21			HS207B22	SP511C4A	AW444A93			
	Total Aggressive Driving Safety Programs		\$ 30,000	\$ -	\$ -	\$ 11,280	\$ -	\$ -	\$ -	\$ -	\$ 41,280	\$ 557,600	\$ -	\$ -	\$ 598,880	\$ 512,440	\$ 1,111,320	
	Total Inattentive Driving Safety Programs		\$ 132,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 132,800	\$ -	\$ -	\$ -	\$ 132,800	\$ 3,300	\$ 136,100	
	Total Impaired Driving Safety Programs		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,025,184	\$ -	\$ -	\$ 2,025,184	\$ 18,520	\$ -	\$ -	\$ 2,043,704	\$ 995,034	\$ 3,038,738	
	Total Motorcycle Safety Programs		\$ 84,940	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 139,400	\$ -	\$ 224,340	\$ -	\$ -	\$ -	\$ 224,340	\$ 130,594	\$ 354,934	
	Total Occupant Protection Programs		\$ -	\$ 154,402	\$ 594,600	\$ -	\$ -	\$ -	\$ -	\$ 260,593	\$ 1,009,595	\$ 3,000	\$ -	\$ -	\$ 1,012,595	\$ 436,157	\$ 1,448,752	
	Total Pedestrian & Bicycle Safety Programs		\$ 373,200	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ 381,200	\$ 159,180	\$ -	\$ -	\$ 538,280	\$ 290,717	\$ 828,997	
	Total Traffic Safety Programs		\$ 373,480	\$ -	\$ -	\$ 404,300	\$ -	\$ -	\$ -	\$ -	\$ 777,780	\$ 200,000	\$ -	\$ 25,000	\$ 1,002,780	\$ 38,178	\$ 1,040,958	
	Total Data Enhancement Programs		\$ 300,441	\$ -	\$ -	\$ -	\$ 458,561	\$ -	\$ -	\$ -	\$ 759,002	\$ -	\$ 40,000	\$ -	\$ 799,002	\$ 470,085	\$ 1,269,087	
	Total Community Traffic Safety Programs		\$ 1,563,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,563,800	\$ -	\$ -	\$ 475,000	\$ 2,038,800	\$ 1,042,533	\$ 3,081,333	
	Total Police Traffic Services		\$ 563,946	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 563,946	\$ 61,700	\$ -	\$ -	\$ 625,646	\$ 1,878,797	\$ 2,504,443	
	Total Administration		\$ 189,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 189,900	\$ -	\$ -	\$ -	\$ 189,900	\$ 437,700	\$ 627,600	
	<b>Total Program</b>		<b>\$ 3,612,507</b>	<b>\$ 154,402</b>	<b>\$ 594,600</b>	<b>\$ 423,580</b>	<b>\$ 458,561</b>	<b>\$ 2,025,184</b>	<b>\$ 139,400</b>	<b>\$ 260,593</b>	<b>\$ 7,668,827</b>	<b>\$ 1,000,000</b>	<b>\$ 40,000</b>	<b>\$ 500,000</b>	<b>\$ 9,206,727</b>	<b>\$ 6,235,535</b>	<b>\$ 15,442,262</b>	

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