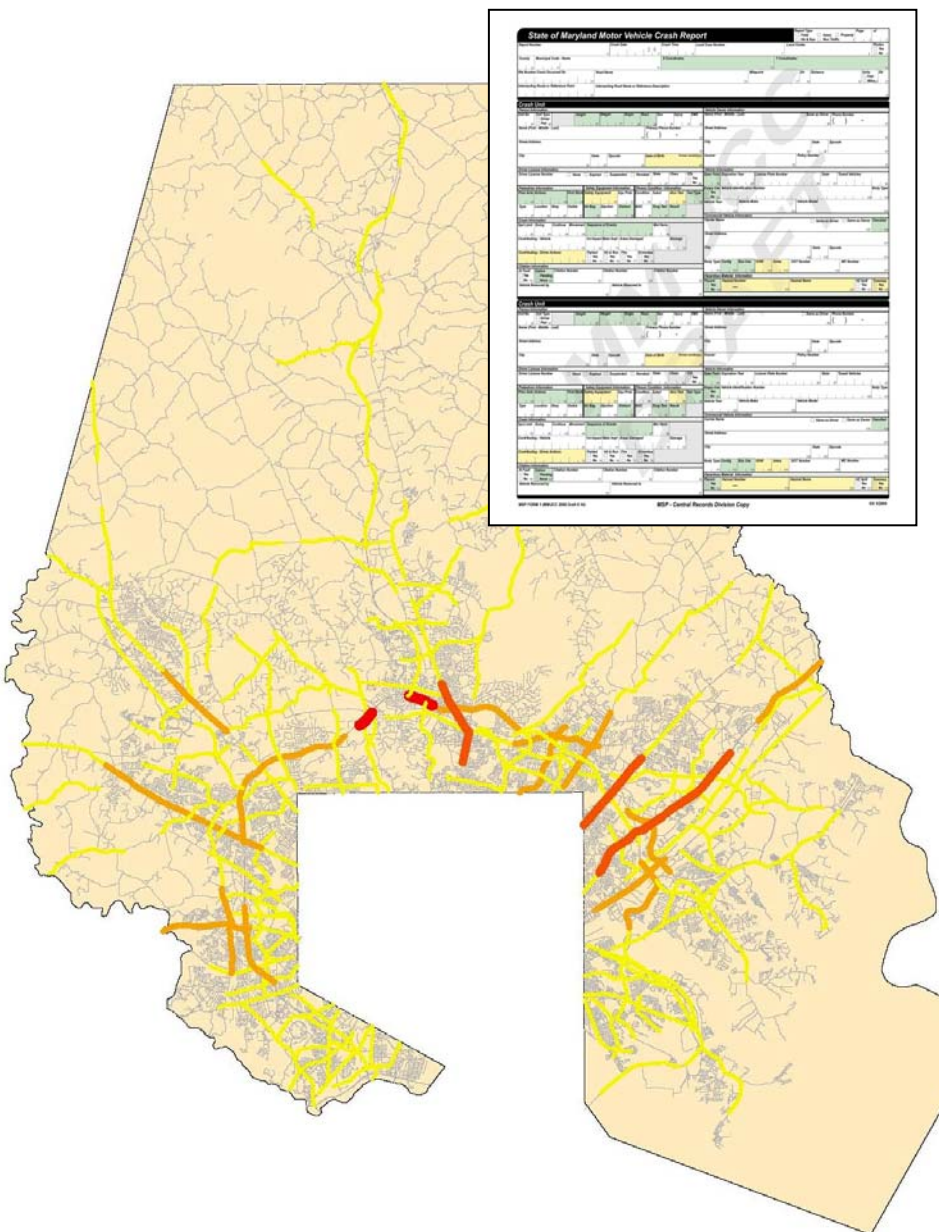




# Choose **Safety** for Life★

## Maryland

### Section 408 State Traffic Safety Information System Improvement Grants Application 2009



State of Maryland Motor Vehicle Crash Report	
Report Number	12345678
Crash Date	08/15/2008
Crash Time	14:30
Crash Location	MD 100, Baltimore
Crash Type	Single Vehicle
Crash Severity	Minor
Crash Cause	Operator Error
Crash Description	Vehicle struck a guardrail.
Crash Details	Vehicle was traveling eastbound on MD 100. Driver reported feeling drowsy.
Crash Outcome	Vehicle damaged, driver uninjured.
Crash Status	Investigation Complete
Crash Agency	MD State Police
Crash Officer	Officer J. Smith
Crash Supervisor	Sergeant M. Jones
Crash Reviewer	Officer K. Brown
Crash Date	08/15/2008
Crash Time	14:30
Crash Location	MD 100, Baltimore
Crash Type	Single Vehicle
Crash Severity	Minor
Crash Cause	Operator Error
Crash Description	Vehicle struck a guardrail.
Crash Details	Vehicle was traveling eastbound on MD 100. Driver reported feeling drowsy.
Crash Outcome	Vehicle damaged, driver uninjured.
Crash Status	Investigation Complete
Crash Agency	MD State Police
Crash Officer	Officer J. Smith
Crash Supervisor	Sergeant M. Jones
Crash Reviewer	Officer K. Brown



June 15, 2009

Ms. Elizabeth Baker, Ph.D.  
Regional Administrator  
NHTSA Mid-Atlantic Region  
10 South Howard Street, Suite 6700  
Baltimore, MD 21201

Dear Dr. Baker:

Enclosed is Maryland's application for the Section 408 State Traffic Safety Information System Improvement Grant Program along with supporting documentation.

This application details the progress Maryland has made with its traffic records information systems as well as our ongoing statewide efforts.

If you should have any questions, please contact me at the number below.

Thank you for the opportunity to submit this report demonstrating Maryland's progress.

Sincerely,

Douglas Mowbray  
Traffic Records Coordinator  
410.787.4068

## **Table of Contents**

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TRIPRS Strategic Plan Report	page 15
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## Governor's Highway Safety Representative Certifications

State Traffic Safety Information System Improvement Grant (23 U.S.C. 408)

Successive Year Certification

### State of Maryland

Federal Fiscal Year: **2009**

I hereby certify that, pursuant to Section 408, the State has:

Had an Assessment or Audit of the State's highway safety data and traffic records systems, conducted or updated within the preceding 5 years;

A TRCC that continues to operate and supports the multi-year Strategic Plan; and

Adopted and is using the MMUCC and NEMSIS data elements, or that 408 grant funds it receives will be used toward adopting and using the maximum number of MMUCC and NEMSIS data elements as soon as practicable;

And that the State will make available or provide to NHTSA:

A Current Report or Annual Report demonstrating the State's measurable progress in implementing the Strategic Plan;

An Assessment or Audit of the State's highway safety data and traffic records systems, conducted or updated within the preceding 5 years; and

To the extent that the TRCC charter or membership has changed since the State's previous 408 application, an updated charter or membership list;

And that, if awarded Section 408 grant funds, the State will:

Use the funds only to evaluate, improve and link its highway safety data and traffic records systems, in accordance with the eligible uses detailed in 23 U.S.C. 408;

Administer 408 grant funds in accordance with 49 C.F.R. Part 18; and

Maintain its aggregate expenditures from all other sources for highway safety data programs at or above the average level of such expenditures maintained by the State in FY 2003 and FY 2004.

  
Governor's Highway Safety Representative

6/15/09  
Date

## Traffic Records Coordinating Committee

The *mission* of the Traffic Records Coordinating Committee (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. To support data improvements at all levels of government that minimizes duplication, improves uniformity, advances electronic data collection, and facilitates data access and use.

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

The TRCC consists of a Technical committee, which meets monthly, and an Executive committee, which meets quarterly. Two new subcommittees have been formed this year: the Automated Crash Reporting System Task Force and the DUI Tracking System Task Force.

On March 11, 2009, Doug Mowbray was nominated and approved to be the new TRCC Coordinator. In addition to this change, the rosters for both committees have been updated and are included on pages 6 and 7 of this application.

NOTE: Changes to the roster are personnel changes in several of the member agencies. Each member of the original charter is accounted for in the roster, though some of the names have changed.

Going forward, some new TRCC initiatives will include:

- increased and consistent participation, in both committees, of all members who signed the original charter;
- inclusion of additional partner agencies as determined by the original members;
- increased participation by the TRCC in determining how resources, especially 408 funds, are allocated for state programs and projects;
- supporting and advising MHSO highway safety data projects, e.g., ACRS and MSCAN;
- forming additional subcommittees to address new state objectives, e.g., DUI Tracking System;
- utilization of NHTSA's online Traffic Records Improvement Program Reporting System (TRIPRS) to monitor and evaluate all projects listed in the strategic plan; and
- participation in developing the Data Improvement strategies for the new Maryland Strategic Highway Safety Plan (2010–2015).

## State Traffic Records Coordinator

<b>Name:</b>	Douglas Mowbray
<b>Title:</b>	Traffic Records Coordinator
<b>Agency:</b>	Maryland State Highway Administration
<b>Office:</b>	Maryland Highway Safety Office
<b>Address:</b>	7491 Connelley Drive Hanover, Maryland 21076
<b>Email:</b>	dmowbray@sha.state.md.us
<b>Phone:</b>	(410) 787-4068
<b>Facsimile:</b>	(410) 787-4020

## 2009 Traffic Records Coordinating Committee Executive Membership

First	Last	Title	Organization
Elizabeth	Baker	Regional Administrator	National Highway Traffic Safety Administration
Sharon	Barry	Deputy Director	Office of State Treasurer Insurance Division
Robert	Bass*	Executive Director	MD Institute for EMS Systems
Vernon	Betkey	Chief	Maryland Highway Safety Office
Harvey	Bloom	Director	Baltimore Metropolitan Council
Mike	Canning	Executive Director	MD Sheriff's Association, Inc.
Nelson	Castellanos	Division Administrator	Federal Highway Administration
Ben	Clyburn*	Chief Judge	MD Judiciary (District Court)
John	Colmers*	Secretary	MD Department of Health and Mental Hygiene
Eloise	Foster	Secretary	MD Department of Budget and Management
David	Fowler*	Chief Medical Examiner	Office of the Chief Medical Examiner
Alfred	Foxx	Director	Baltimore City Department of Transportation
Ron	Freeland	Executive Secretary	MD Transportation Authority
Larry	Harmel	Executive Director	MD Chiefs of Police Association
Ronald	Kirby	Director	Metropolitan Washington Council of Governments
John	Kuo*	Administrator	MD Motor Vehicle Administration
Andrew	Lauland	Governor's Advisor	Governor's Office of Homeland Security
Kristen	Mahoney	Director	Governor's Office of Crime Control and Prevention
Gary	Maynard*	Secretary	MD Dept. of Public Safety & Correctional Services
Ken	Miller*	State GIO	Geospatial
Neil	Pedersen*	<i>Administrator (TRCC Chair)</i>	MD State Highway Administration
Thomas	Scalea*	Director	National Study Center for Trauma and EMS
Randall	Scott	Chief of Traffic	Baltimore City DOT
Elliot	Schlanger*	Secretary	MD Department of Information Technology
Terrence	Sheridan*	Superintendent	MD State Police
Barbara	Webb-Edwards	Division Administrator	Federal Motor Carrier Safety Administration
Paul	Wiedefeld	Administrator	MD Transit Administration

\*Executive Authority for Major Safety Systems

## 2009 Traffic Records Coordinating Committee Technical Membership

<b>First</b>	<b>Last</b>	<b>Title</b>	<b>Organization</b>
Bala	Akundi	Sr. Trans. Engineer	Baltimore Metropolitan Council
Holly	Barrett	Sergeant	MD State Police (FARS)
Chuck	Bristow	Chief Information Officer	MD Department of Transportation
Kevin	Brown	Database Administrator	Maryland Highway Safety Office
Bob	Bruchalski	Dep. Dir. Applications	MD Judiciary (District Court)
Cynthia	Burch	Epidemiologist	National Study Center for Trauma & EMS
Rod	Chu	Regional Program Manager	National Highway Traffic Safety Administration
Joe	Davis	EMAIS coordinator	MD Institute for EMS Systems
Tom	Earp	Project Manager	Towson University—Center for GIS
Paula	Ebnet	Chief Ent. Architect	MD Department of Information Technology
Michael	Francischelli	EMS Systems Analyst	MD Institute for EMS Systems
Ray	Garvey	Lead Claims Adjuster	MD Treasurer's Office
Teri	Greene	Manager, Web Systems	MD Department of Budget & Management
Aaron	Guy	Developer	Towson University
Stephanie	Hancock	Reg. Prog. Manager	National Highway Traffic Safety Administration
Christopher	Handley	Director of Analysis	MD Institute for EMS Systems
Nancy	Harris	Tech. Business Analyst	MD Judiciary (District Court)
Russ	Hines	Lieutenant	MD Transportation Authority
Breck	Jeffers	Transportation Mgmt. Engineer	Federal Highway Administration
Jack	Joyce	Sr. Research Assoc.	MD Motor Vehicle Administration
Tim	Kerns	Database Engineer	National Study Center for Trauma & EMS
Gary	Klein	Database Administrator	Maryland Highway Safety Office
Patrick	Linnehan	Director, Grants Mgmt.	Office of Strategic Planning, Maryland State Police
Leigh	Middleditch	Division Chief	Governor's office of Crime Control & Prevention
John	New	Director of Quality Mgmt.	MD Institute for EMS Systems
Diedre	Parish	Project Manager	MD Transportation Authority
Forest	Rawls-Blodgett	State Programs Manager	Federal Motor Carrier Safety Administration (FMCSA)
Guy	Reihl	Data Center Director	MD Department of Transportation
Michael	Roosa	Chief Information Officer	MD State Police
Michael	Schroder	Director	TU Extended Education and Online Learning
Michel	Sheffer	Asst. Div. Chief /GIS Coordinator	State Highway Administration
Bobbie	Warnken	Asst. Chief Clerk	MD Judiciary (District Court)
Ida	Williams	Director Central Records	MD State Police
Bernard	Zaranski	Project Manager NCIC	MD Dept. of Public Safety & Correctional Services

## 2009 Demonstrated Progress

### 1. Core System: Crash\*

Performance Area: Completeness

\*The improvements in the Federal Motor Carrier data reporting were part of the 2009 Commercial Vehicle Safety Plan. The action item that led to this improvement was additional training for the Maryland State Police in entering data into eMAARS.

#### 1.1 Completeness of Driver Information

##### **Narrative Description of the Measure**

Increase in completeness of Driver Information fields for Motor Carrier type vehicles in State Crash database. Data is stored in state crash database and uploaded to MCMIS database where A&I (FMCSA Analysis Division) does the analysis on completeness.

##### **Improvement(s) Achieved or Anticipated**

Increase completeness of Driver Information fields to help the overall completeness reach greater than 70% which will categorize Maryland as a fair reporting state according to SAFETYNET standards.

##### **Specification of how the Measure is calculated / estimated**

The first three months of 2008 will be compared to last three months of 2008. For each three month period, records with complete Driver Information fields will be divided by the total number of records to derive the percent complete.

January – March 2008: 3,210 records with complete vehicle info out of 4,439 (72%)

October – December 2008: 3,397 records with complete vehicle info out of 4,305 (79%)

#### 1.2 Completeness of Vehicle Identification

##### **Narrative Description of the Measure**

Increase in completeness of Vehicle Identification fields in State Motor Carrier Division crash database. Data is stored in state crash database and uploaded to MCMIS database where A&I (FMCSA Analysis Division) does the analysis on completeness.

##### **Improvement(s) Achieved or Anticipated**

Increase completeness of Vehicle Identification fields to help overall completeness be greater than 50% which will categorize MD as a fair reporting state according to SAFETYNET standards.

##### **Specification of how the Measure is calculated / estimated**

The first three months of 2008 will be compared to last three months of 2008. For each three month period, records with complete Vehicle Identification fields will be divided by the total number of records to derive the percent complete.

January – March 2008: 1,601 records with complete vehicle info out of 4,439 (36%)

October – December 2008: 2,547 records with complete vehicle info out of 4,305 (59%)



2. Core System: Citation  
Performance Area: Completeness

2.1 Completeness of Citation Information

**Narrative Description of the Measure**

Maryland, using E-TIX and an Oracle database at the District Court, will increase the number of citations with GPS data. The measure is the number of citations with GPS information divided by the total number of citations in a given time period.

**Improvement(s) Achieved or Anticipated**

*Baseline:* January 2008 through June 2008: 605,715

October 2008 through March 2009: 572,955

Data from the individual monthly statistics for Motor Vehicle violations from here:  
<http://www.courts.state.md.us/district/index.html>

\*\*\*\*

*Baseline:* January 2008 through June 2008:  $4319/605715 = 0.71\%$

October 2008 through March 2009:  $77919/572955 = 13.6\%$

**Specification of how the Measure is calculated / estimated**

Percentage of citations in Oracle database with GPS information. Citations that are processed through E-TIX have x/y coordinates. Paper citations have addresses written by the officer and are often incomplete. By having GPS added to the citation, we can accurately determine the location of the citation. The measure is determined by dividing the number of citations processed electronically by the total number of citations issued in the state in a given time period.

## Anticipated Projects Receiving 408 Funds in FFY2010

**NOTE:** In addition to the five (5) projects that will be funded, in part, by Section 408 funds, Maryland will be using 408 funds to conduct a Traffic Records Assessment April 18–24, 2010, at an estimated cost of \$26,000. Funds above and beyond the 408 awarded to Maryland will be used as resources for these projects. The funds are: 402, 406, Section 148–FHWA, and FMCSA–MCSAP, and state funding. The proportion of funds from each source has not yet been determined. Information regarding budget sources will be added to TRIPRS as it is made known.

### 1.

**Project Title:** Comprehensive Crash Outcome Data Evaluation System

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

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

**FFY2010 Funds Tentatively Committed:** \$274,800

**Description of project:** See TRIPRS Strategic Plan Report—Addendum A.

#### Performance measures/milestones to be tracked through the year:

- 1) CODES Request Form Satisfaction Surveys: # of users of form/% of satisfaction with requests.
    - a. Baseline – July 1, 2009: 0
    - b. Quarterly reports, or as requested
  - 2) Number of datasets acquired by CODES program by August of current calendar year.
  - 3) Number of fact books produced for county level and program areas.
  - 4) Number of data requests taken and fulfilled.
  - 5) Number of data presentations and trainings given.
  - 6) Number of seat belt surveys conducted.
  - 7) BAC results submitted to FARS
  - 8) Number of motorcycle helmets catalogued.
  - 9) Support of all CTSPS and Highway Safety Coordinators, and all state partners.
  - 10) Promotion of CODES and Maryland as model CODES state.
- 

### 2.

**Project Title:** Safety and Transportation Knowledge Online (STKO)

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

**Performance Area(s):** Accessibility

**FFY2010 Funds Tentatively Committed:** \$182,200

**Description of project:** See TRIPRS Strategic Plan Report—Addendum A.

#### Performance measures/milestones to be tracked through the year:

- 1) CODES Request Form Satisfaction Surveys: # of users of form/% of satisfaction with form.
  - a. Baseline – Sept. 30: 0
  - b. Quarterly reports, or as requested
- 2) # of users (hits) to the site, including # of hits to sub-pages and redirected websites (e.g., trafficstops.org). (**NOTE:** Maryland is aware that this is not an acceptable measure for reported progress to NHTSA, but considers it a measure for internal monitoring of the project.)
  - a. Baseline – June 15, 2009: 0

- b. Quarterly reports, or as requested
- 3) # of trained content managers (at least 6, and 1 “superadministrator”)
- 4) # of downloaded documents from each sub-page
  - a. Quarterly reports, or as requested
- 5) # of calendar events entered
  - a. Quarterly reports, or as requested
- 6) # of days for Towson developers to post content
  - a. Goal: 3 business days
- 7) Pages built for 7 SHSP emphasis areas
- 8) At least 9 sub-pages created for MHSO safety programs
- 9) Potential addition of following sites to STKO (which would include a cost savings by pulling all these sites into one managed area):
  - a. mdtsafe.com
  - b. marylanddriversurvey.com
  - c. parentsofyoungdrivers.com
  - d. smoothoperatorprogram.com
  - e. checkpointstrikeforce.net

### 3.

**Project Title:** Automated Crash Reporting System (ACRS)

**Core System(s):** Crash

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

**FFY2010 Funds Committed:** \$165,300; \$360,000 (FMCSA)

**Description of project:** See TRIPRS Strategic Plan Report—Addendum A.

#### **Performance measures/milestones to be tracked through the year:**

- 1) # of participating Law Enforcement Agencies (LEAs) using paper-based MS-1 form (decrease)
- 2) # of participating LEAs using CRS
- 3) # of days reports submitted to Central Records Division (CRD)
  - a. Paper: # of days
  - b. Web-service/CRS: # of days (goal: 24 hours)
- 4) # of days complete report submitted to MSCAN from CRD
- 5) # of LEAs with access to complete MSCAN data (e.g., geocoded if not submitted using CRS with GPS information already included)
- 6) Completeness
  - a. % MMUCC-compliant
  - b. % GIS information included prior to submission to MSCAN
- 7) Uniformity: the paper form and the electronic form will be MMUCC-compliant and collect the same data elements.
- 8) Accuracy: Quality control will be an automated process for the CRS, in addition to QC checks at the agency supervisory level, and finally at CRD.
  - a. # of reports rejected by CRD (decrease)
- 9) The Towson RESI Project Manager, funded by NHTSA 408 money, will assist in managing the development of the crash form by the Maryland State Police and CapWIN. The development is being funded by FMCSA. John Rotz of FMCSA will have his own measures to report and the ACRS Project Manager will assist in developing and monitoring these measures.

10) ACRS will be integrated with E-TIX.

---

**4.**

**Project Title:** Maryland Safety and Crash Analysis Network (MSCAN)

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

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

**FFY2010 Funds Committed:** \$205,400

**Description of project:** See TRIPRS Strategic Plan Report—Addendum A.

**Performance measures/milestones to be tracked through the year:**

- 1) Completeness
    - a. % MMUCC-compliant
    - b. % reports geocoded (matched to master file)
      - i. Goal: 100% by 2015
  - 2) Accessibility
    - a. # of registered users in MSCAN
  - 3) Number of safety analysis modules, e.g.,
    - a. Commercial Vehicle Reporting
    - b. Fatal Crash Tracking System
    - c. Construction Maintenance Zone Reporting
    - d. Modules custom built for each emphasis are in the SHSP.
  - 4) One of the goals of MSCAN is to eliminate the current profile sheets that Susie Wellman now creates. This can all be automated.
- 

**5.**

**Project Title:** NEMSIS-compliant EMS Pre-hospital Data Management Enhancement

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

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

**FFY2010 Funds Committed:** \$300,000 (NOTE: This has not been approved yet; this is the requested amount. Internal decisions need to be made by MIEMSS on July 2, 2009.)

**Description of project:** See TRIPRS Strategic Plan Report—Addendum A.

**Performance measures/milestones to be tracked through the year:**

- 1) Establish a standardized data dictionary that meets NEMSIS, state, and stakeholder identified needs. [The current data dictionary matches and accounts for 84% of the national NEMSIS elements. The new data dictionary will match 100% of the national elements and meet additional stakeholder NEMSIS elements. The NEMSIS data dictionary is periodically updated every one to two years and the Maryland EMS data dictionary will maintain compliance with each upgrade.]
- 2) Submit NEMSIS data from six jurisdictions using the new product by September 30th, 2010.

## Current Progress

The second half of this application (Addendum A, page 15) is the Strategic Plan Report from the Traffic Records Improvement Program Reporting System (TRIPRS). Maryland is continually updating the current information in TRIPRS and is assessing the system's potential as a monitoring and evaluation tool for the Traffic Records Strategic Plan and the Improve Information and Decision Support Systems Emphasis Area in the Strategic Highway Safety Plan.

Brief highlights of changes since last year's report are also listed below.

### New Projects

- Automated Crash Reporting System
- C-CODES (CODES has been an ongoing project but has never been listed in TRIPRS.)
- Safety Analyst
- MAARS Mining Tool (University of Maryland CATT Lab)

### Projects Significantly Changed

- STKO: The e-learning objectives have been changed and STKO will now be a one-stop shop for data needs and highway safety program management. A new grant in FFY2010 with the Maryland Police and Corrections Training Commission (402 funds) will address the objectives for online highway safety training.
- CAD RMS: The CAD RMS became a statewide master contract initiative led by MD DoIT and MSP will be the Project Management agency for the effort.
- REAL ID
  - The REAL ID Act became effective nationwide on May 11, 2008.
  - Maryland filed for and received a compliance extension from DHS that will push the compliance date in Maryland to January 1, 2010.
  - Maryland is making preparations to begin issuing Driver Licenses and Identifications Cards that meet the initial requirements of 18 Benchmark Standards established by DHS starting on January 1, 2010.
- The eMAARS project was significantly held up over the development of the new MMUCC-compliant crash form. With the now-planned development of an electronic form and automated crash reporting system, the amount of indexing and data entry of manual crash forms at Central Records is expected to decrease. This will shift the scope of eMAARS into more Quality Control functionality, while still maintaining the current scan and data entry process for those agencies who do not immediately adopt the new electronic form. However, for those agencies, like Montgomery County, that are already collecting crash data electronically, Central Records will not need to perform the same level of data entry and quality control they are currently doing; these processes will be automated in ACRS.

### Projects Cancelled or on Hold

- Maryland Incident Location Tool (MILT)
  - Cancelled
  - Reconstituted as MSCAN and ACRS projects
- Virtual Data Warehouse (VDW)
  - Cancelled
  - The National Study Center's CODES project is the state's de fact data repository, or data warehouse, for traffic safety information.

- Maryland State Data Model (MSDM)
  - On Hold; need additional information on original intent of this project.
- TARIS II
  - On Hold; budgetary restrictions.
- CARE
  - On Hold; To date, three years of traffic data has been formatted and uploaded to the system for data analyst usage. The teams for CARE and MSCAN are in discussion of how to consolidate these resources into one project so all resources are in State.

# Addendum A

## Maryland's Strategic Plan Report

generated from TRIPRS, June 12, 2009

# 100 - Strategic Plan Report - Maryland

## Program / Plan Level Information:

*Certain information should / must be provided at the Strategic Plan level.*

### State Traffic Safety Data Coordinator:

*Person who is to be the first point of contact for questions related to the Strategic Plan or other traffic records-related issues.*

Name: Mr. Douglas Mowbray  
Title: Traffic Records Coordinator  
Agency: State Highway Administration  
Office: Maryland Highway Safety Office  
Address: 7491 Connelley Drive  
City, ZIP: Hanover 21076  
Phone: 410-787-4068  
Email: dmowbray@sha.state.md.us

Report Freq: Annual

### Crash Data Systems - MMUCC Review:

*The Federal Register calls for states to document the MMUCC data elements that they collect and use within their crash data system. TSASS can assist in this review process if provided with the most current crash database documentation.*

The last Crash database Review was performed by TSASS on \_\_\_\_\_ based upon a data dictionary dated \_\_\_\_\_ which was reported to have an implementation date of \_\_\_\_\_

### EMS Data Systems - NEMSIS Review:

*The Federal Register calls for states to document the NEMSIS data elements that they collect and use within their EMS data system. TSASS can assist in this review process if provided with the most current EMS database documentation.*

The last EMS database Review was performed by TSASS on \_\_\_\_\_ based upon a data dictionary dated \_\_\_\_\_ which was reported to have an implementation date of \_\_\_\_\_

### Traffic Records Assessment:

*The legislation requires that States have performed a Traffic Records Assessment within the past 5 years for all grant applications after the first year.*

Date of last Traffic Records Assessment: 05-MAY-05



# 100 - Strategic Plan Report - Maryland

## Executive TRCC Representation:

*This section contains information about the TRCC membership who represent the core safety data systems*

List the TRCC member who signs the Strategic Plan and that has authority for each of the core traffic safety information systems.

### Crash Data System:

Name: Col. Terrance Sheridan  
Title: Superintendent  
Agency: State Police

### Driver License / History Data System:

Name: Mr. John Kuo  
Title: Administrator  
Agency: Motor Vehicle Administration

### Injury Surveillance / EMS Data System:

Name: Dr. Robert R. Bass  
Title: Executive Director  
Agency: Institute for EMS Services

### Roadway Data System:

Name: Mr. Neil Pedersen  
Title: Administrator  
Agency: State Highway Administration

### Citation / Adjudication Data System:

Name: Hon. Ben Clyburn  
Title: Chief Judge  
Agency: District Court

### Vehicle Registration Data System:

Name: Mr. John Kuo  
Title: Administrator  
Agency: Motor Vehicle Administration

Version: 2.01

# 100 - Strategic Plan Report - Maryland

## TRCC Operation:

*The legislation & Federal Register call for certification that the TRCC continues to operate. Please provide the following information about your TRCC's structure and operation.*

Do you have an executive (policy level) TRCC?  Y (Y=Yes, N=No, U=Unknown, N/A = Not Answered)

If so, how often does it meet?  Q (A=Annually, Q=Quarterly, B=Bi-Monthly, M=Monthly, O=As Needed/Other)

Do you have a technical (working level) TRCC?  Y (Y=Yes, N=No, U=Unknown, N/A = Not Answered)

If so, how often does it meet?  M (A=Annually, Q=Quarterly, B=Bi-Monthly, M=Monthly, O=As Needed/Other)

Does your TRCC have in place documents that demonstrate that the TRCC meets the following requirements of the legislation & Federal register?

(Y=Yes, N=No, U=Unknown, N/A = Not Answered)

- Y The TRCC has the authority to approve the Strategic Plan.
- Y The TRCC has the authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented
- Y The TRCC includes representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations
- Y The TRCC provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain and use highway safety data and traffic records
- Y The TRCC considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system
- Y The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations
- Y The TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.

## Project Prioritization:

*The legislation requires that States document how they prioritized projects. This section contains a brief statement of how projects were prioritized.*

Electronic capture of crash data (MMUCC-Compliant)

Analysis and mapping tools of crash data

CODES

NEMSIS-compliant electronic capture of EMS data

# 100 - Strategic Plan Report - Maryland

## Deficiencies

Deficiency ID	Deficiency Name		
MD-1	Citation / Adjudication: Accessibility		
Performance Area	System		Last Update
Accessibility	Citation / Adjudication		11-JUN-09
Source	Traffic Records Assessment		
Deficiency Description			
Currently there is no citation tracking system as called for in NHTSA's Traffic Records: A Highway Safety Program Advisory against which the State's traffic records system is compared.			
Linked Items			
Project	Automated Citation Tracking for Statewide Accessibility and Fair Enforcement		

Deficiency ID	Deficiency Name		
MD-2	Citation / Adjudication - Accuracy		
Performance Area	System		Last Update
Accuracy	Citation / Adjudication		11-JUN-09
Source	Traffic Records Assessment		
Deficiency Description			
Citations in Maryland do not at present collect uniform location data.			
Linked Items			
Project	Electronic Ticket Information Exchange (E-TIX)		
Project	Automated Citation Tracking for Statewide Accessibility and Fair Enforcement		
Performance Measure	e-citations Processed by the Court		
Performance Measure	Citations entered into ACT SAFE		
Performance Measure	Citations with GPS Data		

Deficiency ID	Deficiency Name		
MD-3	Citation / Adjudication - Completeness		
Performance Area	System		Last Update
Completeness	Citation / Adjudication		11-JUN-09
Source	Traffic Records Assessment		
Deficiency Description			
The MVA is not entering into the CAS all of the data from the court that would provide the functionality of a true citation tracking system.			
Linked Items			
Project	Capital Wireless Information Net		
Project	Automated Citation Tracking for Statewide Accessibility and Fair Enforcement		

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Deficiency ID	Deficiency Name	
MD-4	Citation / Adjudication - Integration	
Performance Area	System	Last Update
Integration	Citation / Adjudication	11-JUN-09
Source	Traffic Records Assessment	
Deficiency Description		
Citations can be matched to crash records based on the citation number which is recorded on the crash report. Such linkages are currently not being used for crash causation or contributing factors or for countermeasure planning at an optimal level. Further, the citation form does not capture BAC information due to legal statutes.		
Linked Items		
Project	Maryland Safety Collection Analysis Network (MSCAN)	
Project	Automated Citation Tracking for Statewide Accessibility and Fair Enforcement	
Project	Comprehensive Crash Outcome Data Evaluation System	

Deficiency ID	Deficiency Name	
MD-5	Citation / Adjudication - Timeliness	
Performance Area	System	Last Update
Timeliness	Citation / Adjudication	11-JUN-09
Source	Traffic Records Assessment	
Deficiency Description		
The system reportedly is working as intended with the exception being that some cases are dismissed because hearings are not scheduled within the statutory time frames, due to manpower shortages.		
Linked Items		
Project	Automated Citation Tracking for Statewide Accessibility and Fair Enforcement	

Deficiency ID	Deficiency Name	
MD-6	Crash - Accessibility	
Performance Area	System	Last Update
Accessibility	Crash	11-JUN-09
Source	Traffic Records Assessment	
Deficiency Description		
There is not currently a uniform certification process to qualify users for complete access to these sensitive content areas for crash data linkage.		
Linked Items		
Project	Maryland Safety Collection Analysis Network (MSCAN)	
Project	Enhanced MD Automated Accident Reporting System (eMAARS)	
Project	Automated Crash Reporting System	
Project	Safety Analyst	

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Deficiency ID		Deficiency Name	
MD-7		Crash - Accuracy	
Performance Area		System	Last Update
Accuracy		Crash	11-JUN-09
Source		Traffic Records Assessment	
Deficiency Description			
Though MAARS has attempted to maintain accurate reporting policies amongst the user agencies, over time consistent application and definition of attributes has been left to reporter discretion resulting in deviated application of attributes in vehicle identification and collision contributing circumstances.			
Linked Items			
Project	Enhanced MD Automated Accident Reporting System (eMAARS)		
Performance Measure	GPS Information on Crash Report		
Performance Measure	MMUCC-compliant crash reports		
Project	Automated Crash Reporting System		

Deficiency ID		Deficiency Name	
MD-8		Crash - Completeness	
Performance Area		System	Last Update
Completeness		Crash	11-JUN-09
Source		Traffic Records Assessment	
Deficiency Description			
It is recognized that the State is potentially missing 40–50 percent of collisions that would be classified as property damage only based on current agency specific policies.			
Linked Items			
Project	Maryland Safety Collection Analysis Network (MSCAN)		
Project	Enhanced MD Automated Accident Reporting System (eMAARS)		
Project	Automated Crash Reporting System		

Deficiency ID		Deficiency Name	
MD-9		Crash - Integration	
Performance Area		System	Last Update
Integration		Crash	11-JUN-09
Source		Traffic Records Assessment	
Deficiency Description			
There is no direct access to the MSP database by any other state or local agency.			
Linked Items			
Project	Maryland Safety Collection Analysis Network (MSCAN)		
Project	Enhanced MD Automated Accident Reporting System (eMAARS)		
Project	Automated Crash Reporting System		

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Deficiency ID	Deficiency Name	
MD10	Crash - Timeliness	
Performance Area	System	Last Update
Timeliness	Crash	11-JUN-09
Source	Traffic Records Assessment	
Deficiency Description		
Data are available to local law enforcement from MAARS, but with the MAARS entry function being backlogged by some five to eight months, these data are not timely enough for use by local jurisdictions and therefore, most agencies keep a limited set of crash report data elements in their local databases based on their individual needs and experience in using the data.		
Linked Items		
Project	Maryland Safety Collection Analysis Network (MSCAN)	
Project	Computer Aided Dispatch and Records Management System	
Project	Enhanced MD Automated Accident Reporting System (eMAARS)	
Project	Automated Crash Reporting System	

Deficiency ID	Deficiency Name	
MD11	Driver License / History - Completeness	
Performance Area	System	Last Update
Completeness	Driver License / History	11-JUN-09
Source	Impaired Driving Assessment	
Deficiency Description		
BAC information is not available to the MVA from the convictions and is consequently not posted to the driver file.		
Linked Items		
Project	Comprehensive Crash Outcome Data Evaluation System	

Deficiency ID	Deficiency Name	
MD12	Injury Surveillance / EMS - Accessibility	
Performance Area	System	Last Update
Accessibility	Injury Surveillance / EMS	11-JUN-09
Source	Traffic Records Assessment	
Deficiency Description		
Maryland agencies currently have access policies that inhibit easy access to sensitive data by known highly qualified external partners in the areas of health care information.		
Linked Items		
Performance Measure	Crash Outcomes Data Evaluation System	
Project	Comprehensive Crash Outcome Data Evaluation System	

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Deficiency ID	Deficiency Name		
MD13	Injury Surveillance / EMS - Accuracy		
Performance Area	System	Last Update	
Accuracy	Injury Surveillance / EMS	11-JUN-09	
Source	Traffic Records Assessment		
Deficiency Description			
A legacy paper based run report still exists which does not take advantage of reporter field validation which can result in missing time sequences and omitted fields.			
Linked Items			
Project	Electronic MD Ambulatory Information System (eMAIS® Next Generation)		
Performance Measure	EMAIS - Jurisdictions Using		

Deficiency ID	Deficiency Name		
MD14	Injury Surveillance / EMS - Completeness		
Performance Area	System	Last Update	
Completeness	Injury Surveillance / EMS	11-JUN-09	
Source	Traffic Records Assessment		
Deficiency Description			
The paper report does not collect the complete data set found in the electronic document reporting system.			
Linked Items			
Project	Electronic MD Ambulatory Information System (eMAIS® Next Generation)		
Performance Measure	EMAIS - Jurisdictions Using		

Deficiency ID	Deficiency Name		
MD15	Roadway - Timeliness		
Performance Area	System	Last Update	
Timeliness	Roadway	11-JUN-09	
Source	Traffic Records Assessment		
Deficiency Description			
Mapping of roadway incidents and moderate structural damage lags significantly behind incidents primarily due to the significant delay in collision processing.			
Linked Items			

Deficiency ID	Deficiency Name		
MD16	Roadway - Uniformity		
Performance Area	System	Last Update	
Uniformity	Roadway	11-JUN-09	
Source	Traffic Records Assessment		
Deficiency Description			
The major hindrance to adopting a GIS system is the field reporting work force lacks a tool(s) to collect coordinates.			
Linked Items			

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Deficiency ID	Deficiency Name	
MD17	Vehicle Registration - Accessibility	
Performance Area	System	Last Update
Accessibility	Vehicle Registration	11-JUN-09
Source	Traffic Records Assessment	
Deficiency Description		
The MVA's current Title and Registration Information System (TARIS) has been in service since the early 1990's. While functional, the age of TARIS presents increasing risks to the MVA related to system maintenance and support, system functional capability, and the need to improve operational speed and efficiency for a growing vehicle population.		
Linked Items		
Project	Title and Registration Information System II	

Deficiency ID	Deficiency Name	
MD18	Vehicle Registration - Accuracy	
Performance Area	System	Last Update
Accuracy	Vehicle Registration	11-JUN-09
Source	Traffic Records Assessment	
Deficiency Description		
The MVA has R. L. Polk's VINA VIN verification program, but a high error rate has been noted nonetheless for the VINs.		
Linked Items		
Project	Title and Registration Information System II	

Deficiency ID	Deficiency Name	
MD19	Vehicle Registration - Integration	
Performance Area	System	Last Update
Integration	Vehicle Registration	11-JUN-09
Source	Traffic Records Assessment	
Deficiency Description		
The TARIS system does not however link to other external user applications at this time.		
Linked Items		
Project	Title and Registration Information System II	

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## Performance Measures

Measure ID						
ACR-24						
Status	Performance Area	System			Direction	
Static - No Change	Timeliness	Crash			Increase	
Measurement						
Percent of electronic reports submitted to MSP Central records within 24 hours.						
Measurement Method						
Percentage of the total number of crash records submitted electronically to MSP Central Records within within 24 hours.						
The number of electronically submitted reports divided by the total number of reports processed via eMAARS annually.						
Baseline: June 2009: 0						
Goal: December 2009: 15,000						
Average number of reports submitted annually: 100,000						
Performance Measure Statement						
Maryland will improve the Timeliness of the Crash system as measured in terms of a Increase of: Percent of electronic reports submitted to MSP Central records within 24 hours.. Based upon measured changes from a Baseline of 0 and annual goals of: FY 2006=25, FY 2007=25, FY 2008=25, FY 2009=15, FY 2010=40						
	Baseline	2006	2007	2008	2009	2010
Goal	0	25	25	25	15	40
Final		0	0	0		
Best Value		0	0			
Best Date		31-DEC-06	31-DEC-07			
Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010	
	0	0	0			
Linked Items						
Project	Capital Wireless Information Net					
Project	Computer Aided Dispatch and Records Management System					
Project	Computer Aided Dispatch and Records Management System					
Project	Enhanced MD Automated Accident Reporting System (eMAARS)					
Project	Automated Crash Reporting System					

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## Performance Measures

Measure ID						
ACR-GPS						
Status	Performance Area	System	Direction			
Unknown - No data	Completeness	Crash	Increase			
Measurement						
Total number of electronically collected crash reports using web-based GPS system for location.						
Measurement Method						
Percentage of electronically submitted crash reports using the new ACRS Form (which includes GPS) divided by the total number of crash reports submitted by all agencies. The new ACRS electronic crash report will be integrated with the in-car MDTs and also utilize CapWIN's wireless network. Any report that is generated by the ACRS Form will have GPS coordinates included, just as electronic citations currently include this information.						
Performance Measure Statement						
Maryland will improve the Completeness of the Crash system as measured in terms of a Increase of: Total number of electronically collected crash reports using web-based GPS system for location.. Based upon measured changes from a Baseline of 0 and annual goals of: FY 2006=0, FY 2007=0, FY 2008=0, FY 2009=15, FY 2010=30						
	Baseline	2006	2007	2008	2009	2010
Goal	0	0	0	0	15	30
Final			0			
Best Value		0	0			
Best Date		15-JUN-06	30-SEP-07			
Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010	
		0				
Linked Items						
Deficiency	Crash - Accuracy					
Project	Capital Wireless Information Net					
Project	Electronic Ticket Information Exchange (E-TIX)					
Project	Computer Aided Dispatch and Records Management System					
Project	Enhanced MD Automated Accident Reporting System (eMAARS)					
Project	Automated Crash Reporting System					

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Performance Measures						
Measure ID						
ACT SAFE						
Status	Performance Area	System			Direction	
Unknown - No data	Timeliness	Citation / Adjudication			Decrease	
Measurement						
Average number of days between the issuance of a citation and the entry of the citation report into the ACT SAFE database.						
Measurement Method						
Average number of days between the issuance of a citation and the entry of the citation report into the ACT SAFE database.						
Performance Measure Statement						
Maryland will improve the Timeliness of the Citation / Adjudication system as measured in terms of a Decrease of: Average number of days between the issuance of a citation and the entry of the citation report into the ACT SAFE database.. Based upon measured changes from a Baseline of and annual goals of: FY 2006=0, FY 2007=0, FY 2008=0, FY 2009=0, FY 2010=0						
	Baseline	2006	2007	2008	2009	2010
Goal		0	0	0	0	0
Final			43.86			
Best Value			43.86			
Best Date			01-MAY-08			
	Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010
Linked Items						
Deficiency	Citation / Adjudication - Accuracy					
Project	Electronic Ticket Information Exchange (E-TIX)					
Project	Automated Citation Tracking for Statewide Accessibility and Fair Enforcement					

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## Performance Measures

Measure ID						
Annual						
Status	Performance Area	System			Direction	
Unimproved (negative)	Timeliness	Crash			Decrease	
Measurement						
Number of days for close of annual crash data reporting file						
Measurement Method						
The amount of days required to provide annualized reporting for crash data. The goal is to be within a 30-day period of the close of the calendar year.						
Performance Measure Statement						
Maryland will improve the Timeliness of the Crash system as measured in terms of a Decrease of: Number of days for close of annual crash data reporting file. Based upon measured changes from a Baseline of 484 and annual goals of: FY 2006=455, FY 2007=455, FY 2008=425, FY 2009=395, FY 2010=365						
	Baseline	2006	2007	2008	2009	2010
Goal	484	455	455	425	395	365
Final		469	523	542		
Best Value		469	469			
Best Date		01-JUN-07	01-JUN-07			
Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010	
	-15	54	73			
Linked Items						
Project	Maryland Incident Location Tool					
Project	Enhanced MD Automated Accident Reporting System (eMAARS)					
Project	Automated Crash Reporting System					

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## Performance Measures

Measure ID						
CODES						
Status	Performance Area	System	Direction			
Unknown - No data	Completeness	Crash	Increase			
Measurement						
Obtain update of most recent calendar year's datasets (police crash report, hospital/emergency room record, EMS, citation, licensing, registration, toxicology data)						
Measurement Method						
Number of datasets acquired by CODES program by August of current calendar year						
Performance Measure Statement						
Maryland will improve the Completeness of the Crash system as measured in terms of a Increase of: Obtain update of most recent calendar year's datasets (police crash report, hospital/emergency room record, EMS, citation, licensing, registration, toxicology data). Based upon measured changes from a Baseline of and annual goals of: FY 2006=0, FY 2007=0, FY 2008=5, FY 2009=6, FY 2010=6						
	Baseline	2006	2007	2008	2009	2010
Goal		0	0	5	6	6
Final						
Best Value						
Best Date						
	Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010
Linked Items						
Deficiency	Injury Surveillance / EMS - Accessibility					
Project	Comprehensive Crash Outcome Data Evaluation System					

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## Performance Measures

Measure ID						
E-TIX GPS						
Status	Performance Area	System			Direction	
Demonstrated Improvement	Completeness	Citation / Adjudication			Increase	
Measurement						
Maryland, using E-TIX and an Oracle database at the District Court, will increase the number of citations with GPS data.						
Measurement Method						
January 2008 through June 2008: 605,715						
October 2008 through March 2009: 572,955						
Data from the individual monthly statistics for Motor Vehicle violations from here: <a href="http://www.courts.state.md.us/district/index.html">http://www.courts.state.md.us/district/index.html</a>						
****						
January 2008 through June 2008: 4319/605715 = 0.71%						
October 2008 through March 2009: 77919/572955 = 13.6%						
Performance Measure Statement						
Maryland will improve the Completeness of the Citation / Adjudication system as measured in terms of a Increase of: Maryland, using E-TIX and an Oracle database at the District Court, will increase the number of citations with GPS data.. Based upon measured changes from a Baseline of and annual goals of: FY 2006=0, FY 2007=0, FY 2008=0, FY 2009=0, FY 2010=0						
	Baseline	2006	2007	2008	2009	2010
Goal		0	0	0	0	0
Final		0		77919		
Best Value						
Best Date						
Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010	
			77919			
Linked Items						
Deficiency	Citation / Adjudication - Accuracy					
Project	Capital Wireless Information Net					
Project	Electronic Ticket Information Exchange (E-TIX)					
Project	Automated Citation Tracking for Statewide Accessibility and Fair Enforcement					
Project	Computer Aided Dispatch and Records Management System					

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## Performance Measures

Measure ID						
EMAIS						
Status	Performance Area	System			Direction	
Unimproved (negative)	Uniformity	Injury Surveillance / EMS			Increase	
Measurement						
Number of jurisdictions submitting data to the EMAIS system.						
Measurement Method						
The total number of EMS response agencies using the state's uniform electronic reporting system.						
Performance Measure Statement						
Maryland will improve the Uniformity of the Injury Surveillance / EMS system as measured in terms of a Increase of: Number of jurisdictions submitting data to the EMAIS system.. Based upon measured changes from a Baseline of and annual goals of: FY 2006=0, FY 2007=20, FY 2008=20, FY 2009=23, FY 2010=26						
	Baseline	2006	2007	2008	2009	2010
Goal		0	20	20	23	26
Final			19	17		
Best Value			19			
Best Date			15-JUN-08			
Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010	
			-2			
Linked Items						
Deficiency	Injury Surveillance / EMS - Accuracy					
Deficiency	Injury Surveillance / EMS - Completeness					
Project	Electronic MD Ambulatory Information System (eMAIS® Next Generation)					

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## Performance Measures

Measure ID						
FARS BAC						
Status	Performance Area	System	Direction			
Unknown - No data	Completeness	Crash	Decrease			
Measurement						
Percentage of eligible drivers with blanks/unknown in the BAC field						
Measurement Method						
<p>A query assessing missing records in the BAC test field of the FARS database. A percentage will be created based upon the number of total eligible drivers and those with blanks/unknown in the BAC field. (FARS Analysts need to wait until close of file to provide information.)</p> <p>Number of Drivers:                      Actual                      12/2004 - 998                      12/2005 - 870                      12/2006 - 903                      12/2007 - 936</p> <p>Goal                      12/2008 - 900                      12/2009 - 900                      12/2010 - 900                      12/2011 - 900</p> <p>Percent Tested:                      Actual                      12/2004 - 29%                      12/2005 - 47%                      12/2006 - 43%                      12/2007 - 44%</p> <p>Goal                      12/2008 - 50%                      12/2009 - 50%                      12/2010 - 50%                      12/2011 - 60%</p>						
Performance Measure Statement						
Maryland will improve the Completeness of the Crash system as measured in terms of a Decrease of: Percentage of eligible drivers with blanks/unknown in the BAC field. Based upon measured changes from a Baseline of 53 and annual goals of: FY 2006=0, FY 2007=0, FY 2008=50, FY 2009=50, FY 2010=50						
	Baseline	2006	2007	2008	2009	2010
Goal	53	0	0	50	50	50
Final		57	56			
Best Value		53	53			
Best Date		01-DEC-05	01-DEC-05			
	Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010
		4	3			
Linked Items						
Project	Critical Analysis Reporting Environment					
Project	Enhanced MD Automated Accident Reporting System (eMAARS)					
Project	Automated Crash Reporting System					

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## Performance Measures

Measure ID						
FMCSA_90						
Status	Performance Area	System			Direction	
Unknown - No data	Timeliness	Crash			Increase	
Measurement						
Percentage of crash records reported to FMCSA within 90 days over a 12-month period						
Measurement Method						
A query assessing number of days delay in the state crash database reporting to FMCSA versus the reported date found within the FARS database.						
Performance Measure Statement						
Maryland will improve the Timeliness of the Crash system as measured in terms of a Increase of: Percentage of crash records reported to FMCSA within 90 days over a 12-month period. Based upon measured changes from a Baseline of 3 and annual goals of: FY 2006=5, FY 2007=5, FY 2008=30, FY 2009=50, FY 2010=80						
	Baseline	2006	2007	2008	2009	2010
Goal	3	5	5	30	50	80
Final		4				
Best Value		4	4			
Best Date		31-DEC-06	31-DEC-06			
Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010	
	1					
Linked Items						
Project	Electronic Ticket Information Exchange (E-TIX)					
Project	Enhanced MD Automated Accident Reporting System (eMAARS)					
Project	Automated Crash Reporting System					

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## Performance Measures

Measure ID						
MC Driver						
Status	Performance Area	System			Direction	
Demonstrated Improvement	Completeness	Crash			Increase	
Measurement						
Percent of records with complete vehicle information						
Measurement Method						
The first three months of 2008 will be compared to last three months of 2008. For each three month period, records with complete Driver Information fields will be divided by the total number of records to derive the percent complete.						
Performance Measure Statement						
Maryland will improve the Completeness of the Crash system as measured in terms of a Increase of: Percent of records with complete vehicle information. Based upon measured changes from a Baseline of and annual goals of: FY 2006=0, FY 2007=0, FY 2008=0, FY 2009=0, FY 2010=0						
	Baseline	2006	2007	2008	2009	2010
Goal		0	0	0	0	0
Final			72	79		
Best Value			72			
Best Date			31-MAR-08			
Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010	
			7			
Linked Items						
Project	Enhanced MD Automated Accident Reporting System (eMAARS)					

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## Performance Measures

Measure ID						
MC Veh ID						
Status	Performance Area	System			Direction	
Demonstrated Improvement	Completeness	Crash			Increase	
Measurement						
Percent of records with complete vehicle information (Vehicle Identification fields in State Motor Carrier Division crash database)						
Measurement Method						
The first three months of 2008 will be compared to last three months of 2008. For each three month period, records with complete Vehicle Identification fields will be divided by the total number of records to derive the percent complete.						
January - March 2008: 1,601 records with complete vehicle info out of 4,439 (36%)						
October - December 2008: 2,547 records with complete vehicle info out of 4,305 (59%)						
Performance Measure Statement						
Maryland will improve the Completeness of the Crash system as measured in terms of a Increase of: Percent of records with complete vehicle information (Vehicle Identification fields in State Motor Carrier Division crash database). Based upon measured changes from a Baseline of and annual goals of: FY 2006=0, FY 2007=0, FY 2008=0, FY 2009=0, FY 2010=0						
	Baseline	2006	2007	2008	2009	2010
Goal		0	0	0	0	0
Final			36	59		
Best Value			36			
Best Date			31-MAR-08			
Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010	
			23			
Linked Items						
Project	Enhanced MD Automated Accident Reporting System (eMAARS)					

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## Performance Measures

Measure ID						
MMUCC						
Status	Performance Area	System	Direction			
Unknown - No data	Completeness	Crash	Increase			
Measurement						
Percentage of crash reports submitted to Central Records and entered into eMAARS that are 100% MMUCC-compliant.						
Measurement Method						
Percentage of MMUCC-Compliant crash reports in eMAARS divided by the total number of crash reports submitted by all agencies.						
It is estimated that the current paper-based crash form is 72% MMUCC-compliant. The ACRS project will develop a 100% MMUCC-compliant electronic form as the entry point to the 100% MMUCC-compliant database (eMAARS). Any LEA that uses the new ACRS in-car electronic form will be submitting MMUCC-compliant data.						
Performance Measure Statement						
Maryland will improve the Completeness of the Crash system as measured in terms of a Increase of: Percentage of crash reports submitted to Central Records and entered into eMAARS that are 100% MMUCC-compliant.						
. Based upon measured changes from a Baseline of and annual goals of: FY 2006=0, FY 2007=0, FY 2008=0, FY 2009=30, FY 2010=50						
	Baseline	2006	2007	2008	2009	2010
Goal		0	0	0	30	50
Final						
Best Value						
Best Date						
	Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010
Linked Items						
Deficiency	Crash - Accuracy					
Project	Enhanced MD Automated Accident Reporting System (eMAARS)					
Project	Automated Crash Reporting System					

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## Performance Measures

Measure ID						
NEMSIS						
Status	Performance Area	System			Direction	
Demonstrated Improvement	Uniformity	Injury Surveillance / EMS			Increase	
Measurement						
Percentage compliance of EMAIS data standard with the NEMSIS data standard.						
Measurement Method						
Hand counted. There are 83 "National Elements" in the NEMSIS data dictionary that is currently in production. The current production version of eMAIS® accounts for 70 national NEMSIS elements (70 / 83 = 84%.) The new/future system will account for 100% of the National NEMSIS elements, meet additional NEMSIS elements, and will remain complaint with & adapt to future NEMSIS data dictionary elements and revisions.						
Performance Measure Statement						
Maryland will improve the Uniformity of the Injury Surveillance / EMS system as measured in terms of a Increase of: Percentage compliance of EMAIS data standard with the NEMSIS data standard.. Based upon measured changes from a Baseline of and annual goals of: FY 2006=0, FY 2007=80, FY 2008=80, FY 2009=90, FY 2010=100						
	Baseline	2006	2007	2008	2009	2010
Goal		0	80	80	90	100
Final			80	84		
Best Value			80			
Best Date			15-JUN-08			
	Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010
				4		
Linked Items						
Project	Electronic MD Ambulatory Information System (eMAIS® Next Generation)					

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## Performance Measures

Measure ID						
STKO						
Status	Performance Area	System			Direction	
Unknown - No data	Accessibility	Crash			Increase	
Measurement						
Percentage of satisfaction with CODES Data Request Form based on survey.						
Measurement Method						
<p>The STKO CODES Portal is the required method for placing data requests with the National Study Center. Requestors will use an online form to make requests and when NSC sends the data request, they will also send a link to a survey. This survey measures the satisfaction of the requestor with the data NSC supplied and with the form itself.</p> <p>The measure will be based on the number of requests made and the percentage of users who rated the experience either "Excellent" or "Very good."</p> <p>Baseline starting July 1: 0 requests/0% satisfaction.</p>						
Performance Measure Statement						
Maryland will improve the Accessibility of the Crash system as measured in terms of a Increase of: Percentage of satisfaction with CODES Data Request Form based on survey.. Based upon measured changes from a Baseline of and annual goals of: FY 2006=0, FY 2007=0, FY 2008=70, FY 2009=75, FY 2010=80						
	Baseline	2006	2007	2008	2009	2010
Goal		0	0	70	75	80
Final						
Best Value						
Best Date						
Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010	
Linked Items						
Project	Safety and Transportation Knowledge Online (STKO)					
Project	Comprehensive Crash Outcome Data Evaluation System					

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## Performance Measures

Measure ID						
e-citation						
Status	Performance Area	System			Direction	
Demonstrated Improvement	Completeness	Citation / Adjudication			Increase	
Measurement						
Number of records processed using enhanced relational database and network technology.						
Measurement Method						
Number of e-Citations submitted and processed by the Court. Actual 11/30/2007 - 0 5/31/2008 - 2436 March 2009 - 24187 (e-citations)  But: total # of citations disposed in FY2008: 1,109,442  Goal 2009 - 10,000						
Performance Measure Statement						
Maryland will improve the Completeness of the Citation / Adjudication system as measured in terms of a Increase of: Number of records processed using enhanced relational database and network technology.. Based upon measured changes from a Baseline of and annual goals of: FY 2006=0, FY 2007=0, FY 2008=15000, FY 2009=20000, FY 2010=25000						
	Baseline	2006	2007	2008	2009	2010
Goal		0	0	15000	20000	25000
Final			745834	1109442		
Best Value			745834			
Best Date			31-MAY-08			
Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010	
			363608			
Linked Items						
Deficiency	Citation / Adjudication - Accuracy					
Project	Electronic Ticket Information Exchange (E-TIX)					
Project	Automated Citation Tracking for Statewide Accessibility and Fair Enforcement					

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## Performance Measures

Measure ID						
eMAIS NG						
Status	Performance Area	System			Direction	
Unknown - No data	Completeness	Injury Surveillance / EMS			Increase	
Measurement						
Number of jurisdictions submitting data using NEMSIS-compliant eMAIS® Next Generation						
Measurement Method						
Number of jurisdictions submitting data using NEMSIS-compliant eMAIS® Next Generation						
Performance Measure Statement						
Maryland will improve the Completeness of the Injury Surveillance / EMS system as measured in terms of a Increase of: Number of jurisdictions submitting data using NEMSIS-compliant eMAIS® Next Generation. Based upon measured changes from a Baseline of and annual goals of: FY 2006=0, FY 2007=0, FY 2008=0, FY 2009=0, FY 2010=6						
	Baseline	2006	2007	2008	2009	2010
Goal		0	0	0	0	6
Final						
Best Value						
Best Date						
	Difference:	Base - 2006	2006-2007	2007-2008	2008-2009	2009-2010
Linked Items						
Project	Electronic MD Ambulatory Information System (eMAIS® Next Generation)					

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## Project Summaries

PROJECT NAME		
Automated Crash Reporting System		
ID	ACRS	
Priority	High Cost - High Payoff	
Date Rev.	02-JUN-09	
Status	Active	
Lead Agency	RESI (Towson University)	
Project Descript.	<p>There are approximately 180+ 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. Once the requirements for this system have been identified (project currently underway), development will begin with a partnership of Maryland State Police and CapWIN.</p> <p>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 MSCAN database. 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.</p> <p>The new crash report will be MMUCC-compliant. It is estimated that the current MS1 Accident Report is approximately 72% MMUCC-Compliant.</p> <p>RESI Information Systems Solutions (RESI), a unit of Towson University's Division of Economic and Community Development (DECO), is currently facilitating the gathering of requirements for the CRS. At the conclusion of that effort, system development is expected to begin immediately. The person identified as the Project Manager for this project is the same person leading the effort to design the system. This should expedite the development process and ensure continued cooperation among the State and local agencies supporting this project. This project supports the development of the crash data component (MSCAN) of a statewide traffic records system.</p>	
Partners	RESI CapWIN MSP TRCC SHA TUCGIS All LEAs	
LINKED ITEM		Status
Deficiency	Crash - Accessibility	
Deficiency	Crash - Accuracy	
Deficiency	Crash - Completeness	
Deficiency	Crash - Integration	
Deficiency	Crash - Timeliness	

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PROJECT CONTINUED							
Automated Crash Reporting System							
Performance Measure	Blank BAC Field in FARS Database						
Performance Measure	Crash Records - FMCSA Database						
Performance Measure	Electronic Submission of Crash Reports within 24 Hours						
Performance Measure	GPS Information on Crash Report						
Performance Measure	Close of Annual Crash Data Reporting File						
Performance Measure	MMUCC-compliant crash reports						
Website							
PROJECT DIRECTOR							
Name:	Larry	Martin	Email:	lmartin@resiusa.org			
Agency:	RESI		Title:	Project Manager			
			Office:				
Address:	78041 York Road		Phone:	410-704-4369		Ext.:	
	Towson	MD 21204					
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
		X	X	X	X	X	X
Crash							
Driver License / History							
Injury Surveillance / EMS							
Roadway							
Citation / Adjudication							
Vehicle Registration							
MILESTONES							
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>				
Name the project: The project will be called "Automated Crash Reporting System" – ACRS	30-APR-09	30-APR-09	Completed				
Define rules for juvenile data.	29-MAY-09	29-MAY-09	Completed				
Send XML format to be used for web services, place on Sharepoint	03-JUN-09						
Compare MMUCC form against MILES form for data that will be collected. (Holly Barrett)	10-JUN-09	10-JUN-09	Completed				
Meet with Ray Franklin and Dan Setzer from MPCTC to discuss on-line training for the new MMUCC compliant crash report.	19-JUN-09						
Begin discussion with LEA's on the interface design of the crash reporting application.	30-JUN-09						
Present high-level scope to TRCC Executive.	08-JUL-09						

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PROJECT CONTINUED							
Automated Crash Reporting System							
MILESTONES							
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>				
Document the rules when a crash report does not pass the quality checking.	31-OCT-09		On Schedule				
Create web services to accept crash data from LEA's. Target Montgomery county first.	31-OCT-09						
Map old data to MMUCC			On Schedule				
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
FMCSA	11-JUN-09				\$360,000		\$360,000
NHTSA 408	11-JUN-09				\$115,310	\$165,330	\$280,640
State Funds	12-JUN-09					\$110,000	\$110,000
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
16-JUN-08	15-JUN-09						
Progress	Work Plan is being developed. Final due date is Sept. 30, 2009. Work Plan will be presented, in part, at the Traffic Records Executive Committee on July 8, 2009.						
Problems	Funding from FMCSA has been delayed, so development on the new crash form has been delayed. However, the project management team continues to develop the work plan and definitions will be in place when funding is available.						
Plans	Create web service to allow LEAs who currently collect electronic crash data to send this data in electronically to CRD/eMAARS.						
Comments							

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PROJECT NAME		
Automated Citation Tracking for Statewide Accessibility and Fair Enforcement		
ID	ACT SAFE	
Priority	High Cost - High Payoff	
Date Rev.	15-JUN-09	
Status	Active	
Lead Agency	Maryland Judiciary	
Project Descript.	<p>Automated Citation Tracking for Statewide Accessibility and Fair Enforcement (ACT SAFE). The long-term goal of the E-Citation project is an electronically integrated citation system that will improve traffic safety citation data.</p> <p>The program objectives are to increase the timeliness of reporting to the Courts, increase the completeness of the citation data by including standards for location and other collected elements, increase the accessibility to the data collected and disposition information and finally to improve integration of citation data with other key safety systems.</p> <p>ACT SAFE has reached its implementation phase and has processed since November 30, 2007 over 750,000 paper citations and has experienced a time savings of 29 days start at and average of 75 days and dropping down to an average of 43 days by May 31, 2008. The next step for this system is to increase the number of electronic citations to further decrease the number of days by decreasing volume of paper citations.</p>	
Partners	Governor's Office of Crime Control and Prevention Judiciary of Maryland Maryland Chiefs of Police Association, Inc. Maryland Department of Transportation Maryland Sheriffs' Association, Inc. Maryland State Police Maryland Transportation Authority State Highway Administration	
LINKED ITEM		Status
Deficiency	Citation / Adjudication - Accuracy	
Deficiency	Citation / Adjudication - Completeness	
Deficiency	Citation / Adjudication - Timeliness	
Deficiency	Citation / Adjudication: Accessibilty	
Deficiency	Citation / Adjudication - Integration	
Performance Measure	e-citations Processed by the Court	
Performance Measure	Citations entered into ACT SAFE	
Performance Measure	Citations with GPS Data	
Website		
PROJECT DIRECTOR		
Name:	Tony Palcher	Email: tony.palcher@courts.state.md.us
Agency:	Judicial Information Systems	Title: Project Manager, e-Citations
		Office:
Address:	2661 Riva Rd.	
	Annapolis MD	Phone: 410-260-1761 Ext.:

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PROJECT CONTINUED							
Automated Citation Tracking for Statewide Accessibility and Fair Enforcement							
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
		Crash		X			
Driver License / History		X	X		X		
Injury Surveillance / EMS							
Roadway							
Citation / Adjudication		X	X	X	X	X	X
Vehicle Registration				X			
MILESTONES							
Milestone Description			Target Date	Actual Date	Status		
Traffic Processing Center – Data Entry Application			01-SEP-07		Unknown		
Ability to fee Citation Data to mainframe Traffic System				01-APR-06	Completed		
Law Enforcement Agencies Electronic Data Upload				01-SEP-05	Completed		
Ability to pay Traffic Citations Fines online					Unknown		
BUDGETS							
Budget Source	Rev Date	2006	2007	2008	2009	2010	Total
NHTSA Section 402 Funds	15-JUN-07	\$246,420	\$0	\$0	\$0	\$0	\$246,420
State Funds	15-JUN-07	\$123,580	\$0	\$0	\$0	\$0	\$123,580
ACTIVITY REPORTS							
Report Start	Report End	Report Date			Provided By		
17-JUN-06	16-JUN-07						
Progress	<p>Automated Citation Tracking for Statewide Accessibility and Fair Enforcement (ACT SAFE). The long-term goal of the E-Citation project is an electronically integrated citation system that will improve traffic safety. This system will enhance the data collected by citations to include GPS, enable electronic submission of information to the court and automats the ability to analysis violation data.</p> <p>During the past year legislation was introduced by the Court and the Maryland State Police to modify the policy on processing citations. The legislation pasted as proposed at first introduction. The new policy allows for the Court to receive electronically submitted citations. The electronic citation has three signature options to account for local systems preference these options include ink and digital signature and no signature required. The pilot of the new citation format is starting effect August of 2007 with the new citation policy to start October 2007.</p>						
Problems							
Plans							
Comments							

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PROJECT CONTINUED			
Automated Citation Tracking for Statewide Accessibility and Fair Enforcement			
ACTIVITY REPORTS			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
16-JUN-07	15-JUN-08	15-JUN-09	Doug Mowbray
Progress	XML web-service being provided to SHA to access District Court's Oracle database with citations that have GPS information.		
Problems			
Plans	SHA access to Oracle database to retrieve citations with GPS data		
Comments	ACTSAFE grant has expired		

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PROJECT NAME		
Comprehensive Crash Outcome Data Evaluation System		
ID	C-CODES	
Priority	High Cost - High Payoff	
Date Rev.	27-MAY-09	
Status	Active	
Lead Agency	University of Maryland's National Study Center	
Project Descript.	<p>The Crash Outcome Data Evaluation System (CODES) Project is an innovative means to access a set of State-based data systems created and maintained for outcome-based decision making related to improving traffic safety.</p> <p>The vision of CODES is to reduce the number and severity of traffic crashes by using available data and linkage techniques to provide data analyses to support problem identification, project evaluation, and programmatic decisions.</p> <p>What's the Payoff for CODES States:</p> <ul style="list-style-type: none"> <li>• Collective problem Identification, project evaluation, and programmatic decision making at the State level</li> <li>• Educate and inform traffic safety decision makers at all levels be they engineers (roadway, car manufacturers, etc.), enforcement, EMS, or outreach educators</li> <li>• Support traffic safety legislation: Using data analyses persuasively to create awareness of issues facing our country at the State level as well as sharing potential solutions to those problems</li> <li>• Create a data sharing network and integrated system (data warehouse) that avoids unnecessary duplication of costs and personnel administration.</li> <li>• Use of reliable data sources to support integration, accuracy, comprehension, timeliness, uniformity, and accessibility</li> <li>• Publish reports of CODES Exemplary or Promising Practices</li> </ul>	
Partners	Maryland State Police (crash report data) Hospital Services Cost Review Commission (hospital and emergency room records) Maryland Institute for Emergency Medical Service Systems (EMS data) Maryland Motor Vehicle Administration (licensing and registration data) Maryland District Court (citation data) Shock Trauma Center (toxicology data) Office of the Chief Medical Examiner of Maryland (autopsy records) Maryland Highway Safety Office	
LINKED ITEM		Status
Deficiency	Driver License / History - Completeness	
Deficiency	Injury Surveillance / EMS - Accessibility	
Deficiency	Citation / Adjudication - Integration	
Performance Measure	Accessibility of Safety Data	
Performance Measure	Crash Outcomes Data Evaluation System	
Website	nsc.umaryland.edu	

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PROJECT CONTINUED							
Comprehensive Crash Outcome Data Evaluation System							
PROJECT DIRECTOR							
Name:	Tim Kerns	Email:	tkerns@som.umaryland.edu				
Agency:	University of Maryland Baltimore	Title:	Database Engineer				
Address:	110 S. Paca Street	Office:	National Study Center for Trauma and EMS				
	Baltimore MD 21201-1023	Phone:	(410) 328-4244	Ext.:			
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash			X	X			X
Driver License / History			X	X			X
Injury Surveillance / EMS			X	X			X
Roadway							
Citation / Adjudication			X	X			X
Vehicle Registration			X	X			X
MILESTONES							
Milestone Description				Target Date	Actual Date	Status	
Develop emphasis area, county & MD Traffic Safety FactBook (combo) and post on internet				01-APR-09		Completed	
Obtain update of Maryland licensing and registration data				01-JUL-09		On Schedule	
Obtain update of Maryland Automate Accident Reporting System data (this depends on availability of the data)				01-JUL-09		On Schedule	
Through a partnership with IIHS, the MVA's registration file was updated by adding class name categories provided by IIHS. The classes are: Cruiser, Sport, Sport Touring, Super Sport, Touring, Other. By adding the class name variable, the MVA's database is more complete.					05-JUN-09	Completed	
BUDGETS							
Budget Source	Rev Date	2006	2007	2008	2009	2010	Total
NHTSA 408 and 402					\$315,000	\$274,900	\$589,900
State Funds					\$180,000	\$180,000	\$360,000
ACTIVITY REPORTS							
Report Start	Report End	Report Date				Provided By	
16-JUN-08	15-JUN-09						
Progress							
Problems							
Plans							
Comments							

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PROJECT NAME		
Computer Aided Dispatch and Records Management System		
ID	CAD RMS	
Priority	High Cost - High Payoff	
Date Rev.	11-JUN-09	
Status	Active	
Lead Agency	MD DoIT and MSP	
Project Descript.	<p>Maryland is developing specifications and procurement processes for acquiring a Computer Aided Dispatch (CAD) system to provide call and communications centers with the tools to field calls, create and update incidents, and manage real-time interaction of crucial data exchange. The plan also includes the acquisition of a Records Management System to manage and track the daily influx of information – such as crash and arrest reports, citations, depositions, summons, and much more.</p> <p>The Maryland Transportation Authority has developed a model FRP for procuring the needed software and is moving forward on behalf of the partnered agencies.</p> <p>The CAD RMS became a statewide master contract initiative led by MD DoIT and MSP will be the Project Management agency for the effort.</p>	
Partners	Department of Budget and Management Department of General Services Department Natural Resources Governor's Office of Crime Control and Prevention Governor's Office of Homeland Security Maryland Chiefs of Police Association, Inc. Maryland Department of Transportation Maryland Emergency Management Administration Maryland Sheriffs' Association, Inc. Maryland State Police Maryland Transit Administration Maryland Transportation Authority State Highway Administration CapWIN	
LINKED ITEM		Status
Deficiency	Crash - Timeliness	
Performance Measure	Electronic Submission of Crash Reports within 24 Hours	
Performance Measure	GPS Information on Crash Report	
Performance Measure	Citations with GPS Data	
Website		

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PROJECT CONTINUED							
Computer Aided Dispatch and Records Management System							
PROJECT DIRECTOR							
Name:	Michael	Roosa	Email:	mroosa@mdsp.org			
Agency:	Maryland State Police			Title:			
				Office:	Office of Technology Management		
Address:	1201 Reisterstown Road						
	Pikesville	MD	21208-3899	Phone:			Ext.:
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
		Crash	X	X	X	X	X
	Driver License / History	X	X	X	X	X	X
	Injury Surveillance / EMS						
	Roadway						
	Citation / Adjudication	X	X	X	X	X	X
	Vehicle Registration	X	X	X	X	X	X
MILESTONES							
Milestone Description				Target Date	Actual Date	Status	
Functional Focus Groups Convened				29-JUN-07		Unknown	
RMS Implementation Date						Unknown	
CAD Implementation Date						Unknown	
Notices to Proceed						Unknown	
Contract Negotiations						Unknown	
Identify Finalist Proposals						Unknown	
Meet with Legislature					01-DEC-06	Completed	
Release RFP to Vendors						Unknown	
RFP Completed Development						Unknown	
Interagency Letter of Support					01-SEP-06	Completed	
Core Specifications Developed					01-APR-07	Completed	
Initial Steering Committee					01-DEC-06	Completed	
Demonstrations and Site Visits						Unknown	
Identify Semi-Finalist Proposals						Unknown	
BUDGETS							
Budget Source	Rev Date	2006	2007	2008	2009	2010	Total
To Be Determined	15-JUN-07	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
ACTIVITY REPORTS							

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PROJECT CONTINUED			
Computer Aided Dispatch and Records Management System			
ACTIVITY REPORTS			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
17-JUN-06	16-JUN-07		
Progress	<p>Computer-Aided Dispatch (CAD) and Records Management System (RMS) will allow enforcement operations and communications to be augmented, assisted, or partially controlled by an automated system. It will include, among other capabilities, emergency vehicle dispatching, vehicle status, incident reporting, and management information. The system will be optimized for rapid response time and system reliability and will accurately provide data and time stamps for every activity. The CAD will collect the initial information for an incident and then provide the information to the RMS. The CAD also will support other activities that assist in the effective use of public safety resources and the ability to schedule future calls. The RMS will provide for the storage, retrieval, retention, manipulation, archiving, and viewing of information, records, documents, or files pertaining to law enforcement operations. The RMS will cover the entire life span of records development, from initial generation until the process to which it is relevant is complete. An effective RMS allows single entry of data while supporting multiple reporting mechanisms.</p> <p>The CAD RMS program is in the early organization phases and has experienced significant management change due to the 2006 local elections. The program is retooling and moving forward with consultancy being procured by lead agencies to develop system specification for a generic state request for proposal. It is recognized that the final procurement of a uniform product will be a significantly high cost purchase which will most likely require legislative and executive support.</p>		
Problems			
Plans			
Comments			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
16-JUN-07	15-JUN-08		
Progress			
Problems			
Plans			
Comments			

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PROJECT NAME						
Critical Analysis Reporting Environment						
ID	CARE					
Priority						
Date Rev.	15-JUN-08					
Status	On Hold					
Lead Agency	National Study Center for Trauma & EMS					
Project Descript.	The Critical Analysis Reporting Environment (CARE) is a client and web based software that can be used to identify traffic safety problems, evaluate countermeasures, and provide investigative data. To date three years of traffic data has been formatted and uploaded to the system for data analyst usage. The teams for CARE and MSCAN are in discussion of how to consolidate these resources into one project so all resources are in State.					
Partners	Maryland State Police State Highway Administration UMD National Study Center for Trauma & EMS					
LINKED ITEM						
Performance Measure	Blank BAC Field in FARS Database					
Status						
Website						
PROJECT DIRECTOR						
Name: Tim Kerns	Email: tkerns@som.umaryland.edu					
Agency: University of Maryland Baltimore	Title: Database Engineer					
Address: 110 S. Paca Street Baltimore MD 21201-1023	Office: National Study Center for Trauma and EMS					
Phone: (410) 328-4244	Ext.:					
CORE SYSTEM & PERFORMANCE AREA						
Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						
MILESTONES						
Milestone Description	Target Date	Actual Date	Status			
Add additional CODES data to CARE product			Unknown			
Converted data set submitted to CARE for online display		01-NOV-06	Completed			
Add 2006 collision data record set						
Software provided by Alabama CARE		01-SEP-06	Completed			

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PROJECT CONTINUED							
Critical Analysis Reporting Environment							
MILESTONES							
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>				
NSC data conversion process started		01-OCT-06	Completed				
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
17-JUN-06	16-JUN-07						
Progress	<p>Critical Analysis Reporting Environment (CARE) is a data analysis software package designed for problem identification and countermeasure development purposes. This software was developed by the University of Alabama staff of the CARE Research &amp; Development Laboratory (CRDL). CARE uses advanced analytical and statistical techniques to generate valuable information directly from the data. By following the step-by-step menus outlined on the screen, any user will find CARE extremely easy to use. The CARE software exists in both a desktop Windows version and a Web version.</p> <p>The National Study Center has converted three years of Maryland traffic data into CARE format and is now in the process of providing secure access to key data users. The goal is to eventually host the CARE data tool in an integrated environment such as the STKO web portal.</p>						
Problems							
Plans							
Comments							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
16-JUN-07	15-JUN-08						
Progress							
Problems							
Plans							
Comments							

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PROJECT NAME	
Coordinated Highways Action Response Team	
ID	CHART
Priority	
Date Rev.	15-JUN-08
Status	Active
Lead Agency	SHA
Project Descript.	<p>The Coordinated Highways Action Response Team (CHART) program is Maryland's entry into the Intelligent Transportation System (ITS) arena. CHART is a joint effort of the Maryland Department of Transportation and the Maryland State Police, in cooperation with other federal, state and local agencies. CHART's mission is to improve "real-time" operations of Maryland's highway system through teamwork and technology. The CHART program is comprised of a number of sub-systems, including traffic monitoring, traveler information, incident management, and traffic management.</p> <p>CHART is working with University of Maryland and regional partner to develop a situation awareness tool that is capable of forecasting traffic congestion peaks and monitoring traffic incident activity for the Washington Metropolitan Region. The software has a robust user interface that actually visualizes traffic volumes based on data.</p> <p>Traffic Monitoring</p> <p>Remote sensors, commercial traffic reporters, field units, and individual travelers all combine to provide the information necessary to assess real-time traffic flow. CHART traffic monitoring tools include:</p> <ol style="list-style-type: none"> <li>1. Traffic speed detectors deployed along 155 centerline miles of the heaviest traveled freeways. These detectors provide the average speed of traffic flow along a segment of roadway. This information is used for early detection of traffic congestion and incidents.</li> <li>2. Existing in-pavement loop detection traffic counting devices which are being retrofitted to provide speed information.</li> <li>3. Video verification is provided by Closed Circuit Television (CCTV) cameras which provide visual information on traffic congestion, incidents and roadway conditions during inclement weather.</li> <li>4. A #77 cellular call-in system by which individual motorists can report disabled vehicles and accidents. This service, coordinated through the MSP and MdTA Traffic Management and Police Services, receives more than 10,000 calls annually.</li> <li>5. Reports from field units including State and local police as well as SHA's own units, and information from commercial radio traffic spotters who operate from aerial as well as ground units.</li> <li>6. Pavement weather sensors installed and operating at locations statewide. These sensors are placed at locations that are the first sites to freeze during winter conditions. They provide pavement temperature, moisture, and degree of chemical treatment during winter operations.</li> </ol>

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PROJECT CONTINUED	
Coordinated Highways Action Response Team	
	<p><b>Incident Management</b></p> <p>Once the traffic and roadway monitoring system has identified a problem, an immediate response is initiated to clear the incident and re-open lanes as quickly as possible, while protecting the safety of victims, travelers and emergency personnel. CHART operates a nationally recognized incident management program which depends heavily on the cooperation and teamwork developed among the SHA, the MSP and the MdTA. The tools used for incident management include:</p> <ol style="list-style-type: none"> <li>1. Emergency Traffic Patrols (ETP) used to provide emergency motorist assistance and to relocate disabled vehicles out of travel lanes.</li> <li>2. Emergency Response Units (ERU) used to set up overall traffic control at accident locations.</li> <li>3. Freeway Incident Traffic Management (FITM) Trailers, pre-stocked with traffic control tools such as detour signs, cones, and trailblazers used to quickly set up pre-planned detour routes when incidents require full roadway closure.</li> <li>4. A "Clear the Road" policy which provides for the rapid removal of vehicles from the travel lanes rather than waiting for a private tow service or time consuming off-loading of disabled trucks which are blocking traffic.</li> <li>5. An Information Exchange Network (IEN) Clearinghouse, provided by an I-95 Corridor Coalition workstation at the SOC, shares incident and traveler information to member agencies along the Corridor.</li> </ol> <p>A variety of other tools are used to facilitate incident management. These include portable arrow boards, portable variable message signs, and portable travelers advisory radio transmitters for traffic management; front end loaders, tow rigs and push bumpers to move vehicles; and training exercises to maintain a high competency level for teams working under hazardous conditions.</p>
<b>Partners</b>	The program is directed by the CHART Board, consisting of senior technical and operational personnel from The Maryland State Highway Administration, Maryland Transportation Authority, Maryland State Police, Federal Highway Administration, University of Maryland Center For Advanced Transportation Technology and various local governments. The board is chaired by the Chief Engineer of the SHA.
LINKED ITEM <span style="float: right;">Status</span>	
<b>Website</b>	
<b>PROJECT DIRECTOR</b>	
Name: Steve M Rochon	Email: srochon@sha.state.md.us
Agency: SHA	Title: Project Manager
	Office:
Address:	Phone: <span style="float: right;">Ext.:</span>
	MD

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PROJECT CONTINUED							
Coordinated Highways Action Response Team							
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
		Crash					
Driver License / History							
Injury Surveillance / EMS							
Roadway							
Citation / Adjudication							
Vehicle Registration							
MILESTONES							
<u>Milestone Description</u>				<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>	
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
01-JUL-06	30-JUN-07						
Progress	The Coordinated Highways Action Response Team (CHART) program is comprised of a number of sub-systems, including traffic monitoring, traveler information, incident management, and traffic management. To support the monitoring and control activities of the State Operations Centers (SOC) and the Transportation Operation Center (TOC), a large number of field components and devices are being deployed, including a communications infrastructure, closed-circuit television (CCTV) system for traffic monitoring and complex interfaces to existing and new detection systems. To support the motorist information needs, SHA is continuing to expand its already extensive arsenal of Variable Message Signs (VMS), Traveler Advisory Radio (TAR) transmitters, and Highway Advisory Telephone system. Media interfaces allow the media to access higher quality real time traffic video to supplement web site information. Incident management capabilities are being enhanced through the integration of all radio communications, local government communications, and traffic signal systems activities.						
Problems							
Plans							
Comments							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
16-JUN-07	15-JUN-08						
Progress	The Coordinated Highways Action Response Team (CHART) program is comprised of a number of sub-systems, including traffic monitoring, traveler information, incident management, and traffic management. To support the monitoring and control activities of the State Operations Centers (SOC) and the Transportation Operation Center (TOC), a large number of field components and devices are being deployed, including a communications infrastructure, closed-circuit television (CCTV) system for traffic monitoring and complex interfaces to existing and new detection systems. To support the motorist information needs, SHA is continuing to expand its already extensive arsenal of Variable Message Signs (VMS), Traveler Advisory Radio (TAR) transmitters, and Highway						

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PROJECT CONTINUED			
Coordinated Highways Action Response Team			
ACTIVITY REPORTS			
	Advisory Telephone system. Media interfaces allow the media to access higher quality real time traffic video to supplement web site information. Incident management capabilities are being enhanced through the integration of all radio communications, local government communications, and traffic signal systems activities.		
Problems			
Plans			
Comments			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
14-OCT-07	15-JAN-08	17-OCT-07	KMUELLER
Progress			
Problems			
Plans			
Comments			

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PROJECT NAME	
County Hospital Alert Tracking System	
ID	CHATS
Priority	
Date Rev.	15-JUN-08
Status	Active
Lead Agency	MIEMSS
Project Descript.	<p>The County/City Hospital Alert Tracking System (CHATS) is a statewide surveillance program that continually monitors the status of each hospital's ability to receive patients in the emergency department and critical care unit. The data help identify emergency department overcrowding as it occurs, so that appropriate patient transports may be redirected to less crowded facilities as needed. The CHATS enables EMS agencies, hospitals, and other health care facilities to be prepared. CHATS tracks six different alert types in all five Maryland EMS regions. Currently, hospitals contact the Emergency Resource Center (EMRC) by voice to change their status.</p> <p>CHATS is the real-time computerized monitoring system for hospital and EMS status throughout Maryland. Hospital emergency departments that are temporarily unable to accept ambulance-transported patients due to overcrowding or hospital overload are identified so that ambulances can be diverted to other, less crowded facilities. Both CHATS and FRED have recently had their web portals updated.</p> <p>On April 1st, 2008, a new version of CHATS was released. The HC Standard/CHATS release version provides real-time reporting, one screen navigation, and the ability to download reports in a Microsoft Office Excel format. CHATS was migrated from the legacy system to the one being hosted by HC Standard.</p>
Partners	
LINKED ITEM	
	Status
Website	
PROJECT DIRECTOR	
Name: John New	Email: jnew@miemss.org
Agency: Maryland Institute of Emergency Medical Services System	Title: Director
Address: 653 W. Pratt St., Rm 421	Office: Information Technology
Baltimore MD 21201-	Phone: (410) 706-3977 Ext.:

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PROJECT CONTINUED							
County Hospital Alert Tracking System							
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
		Crash					
Driver License / History							
Injury Surveillance / EMS		X		X			
Roadway							
Citation / Adjudication							
Vehicle Registration							
MILESTONES							
Milestone Description				Target Date	Actual Date	Status	
Both FRED and CHATS are due to be upgraded using an off the shelf application named HC Standard, marketed by Global Emergency Resources. HC Standard will improve the user interface for access to FRED, allow for on-line versus voice hospital status changes in CHATS and provide automated notification of those changes to the pre-hospital EMS providers. HC Standard will also include a statewide patient tracking application for EMS. These upgrades are contracted to be installed by September 30, 2009. The new system is due to be the dashboard for health and medical system monitoring and response through future integrations and procurements.				30-SEP-09			
A new version of CHATS was released. The HC Standard/CHATS release version provides real-time reporting, one screen navigation, and the ability to download reports in a Microsoft Office Excel format. CHATS was migrated from the legacy system to the one being hosted by HC Standard.					01-APR-08	Completed	
BUDGETS							
Budget Source	Rev Date	2006	2007	2008	2009	2010	Total
ACTIVITY REPORTS							
Report Start	Report End	Report Date				Provided By	
01-JUL-06	30-JUN-07						
Progress	MIEMSS continues to monitor statewide alert activity via CHATS. Online reports containing individual facility alert activity for all hospitals are now available on the MIEMSS webpage at www.MIEMSS.org. A proof of concept was created within MEGIN where CHATS data is displayed as location record data. The future goal is to increase user access to other first responders and data users.						
Problems							
Plans							
Comments							
Report Start	Report End	Report Date				Provided By	

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PROJECT CONTINUED			
County Hospital Alert Tracking System			
ACTIVITY REPORTS			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
16-JUN-07	15-JUN-08		
Progress			
Problems			
Plans	County Hospital Alert Tracking System (CHATS) provides an automated reporting method for medical facilities in Maryland to report their availability status to responders needing to locate the closest location to take injured persons. MIEMSS continues to monitor statewide alert activity via CHATS. Online reports containing individual facility alert activity for all hospitals are now available on the MIEMSS webpage at www.MIEMSS.org. A proof of concept was created within MEGIN where CHATS data is displayed as location record data. The future goal is to increase user access to other first responders and data users.		
Comments			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
14-OCT-07	15-JAN-08	17-OCT-07	KMUELLER
Progress	MIEMSS continues to monitor statewide alert activity via FRED. A proof of concept was created within MEGIN where FRED data is displayed as location record data. The future goal is to increase user access to other first responders and data users.		
Problems			
Plans			
Comments			

# 100 - Strategic Plan Report - Maryland

PROJECT NAME						
Capital Wireless Information Net						
ID	CapWIN					
Priority						
Date Rev.	06-JUN-08					
Status	Active					
Lead Agency	GOHS					
Project Descript.	<p>The Capital Wireless Information Net (CapWIN) is a regional Public Safety and Transportation Coalition supported by the Department of Civil and Environmental Engineering's Center for Advanced Transportation Technology (CATT) at the University of Maryland's A. James Clark School of Engineering. Developed and governed by a regional group of public safety and transportation officials, the CapWIN system includes an application suite enabling: 1) incident coordination across agencies, regions, disciplines and at all levels of government; 2) secure one-to-one and group messaging as well as a skill-based searchable directory of individual first responders; and 3) access to operational data/resources, including regional transportation data and multiple state/federal law enforcement criminal databases, driver's license photos, state and federal mug shots of wanted persons, violent gang members, and registered sex offenders.</p> <p>Today, CapWIN has over 5000 registered users from more than 80 public safety, transportation, and emergency services agencies drawn from all levels of government--including regional authorities--operating in the three state jurisdictions.</p>					
Partners						
LINKED ITEM						
	Status					
Deficiency	Citation / Adjudication - Completeness					
Performance Measure	Electronic Submission of Crash Reports within 24 Hours					
Performance Measure	GPS Information on Crash Report					
Performance Measure	Citations with GPS Data					
Website						
PROJECT DIRECTOR						
Name: Roddy	Moscoso					
Agency: CapWIN						
Address:	MD					
	Phone: 301.614.3728					
	Ext.:					
Email: rmoscoso@capwin.org						
Title: Deputy Director						
Office: Technology and Program Development						
CORE SYSTEM & PERFORMANCE AREA						
Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				X		
Driver License / History						X
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

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PROJECT CONTINUED							
Capital Wireless Information Net							
MILESTONES							
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>				
In a recent report released by the Maryland State Police, the Capital Wireless Information Net has a new record to report. Maryland State Troopers ran a total of 1,106,741 law enforcement queries during 2008 and this number is only expected to rise during 2009.		20-FEB-09	On Schedule				
CapWIN has implemented upgrade changes to its Query Manager. CapWIN VCIN users will now receive access to Driver's License photos from states participating in the Nlets Photo Sharing Program (NISP)!		28-MAY-09	On Schedule				
The VCIN "Person" Query Tab now includes a checkbox entitled "Return VA DMV Photo (if available)." If selected, a Driver's License photo is returned. This box must be checked to return a photo. In addition to Virginia, photos will also be returned for other NISP participant states, including Oregon, Tennessee, North Carolina, Massachusetts, and Idaho. Nlets plans to increase the number of states over time. A notification will be sent out when additional states are incorporated.							
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>				
01-JUL-06	30-JUN-07						
Progress	<p>The Capital Wireless Integrated Network (CapWIN) program is a partnership between federal agencies, States of Maryland, Virginia, and the District of Columbia to develop an integrated first responder communication and information sharing network. This unique and challenging program has created the first multi-state and multi-discipline interoperable public safety wireless system in the United States. CapWIN is a single, open, shared, and secure system for the public safety and transportation community at all levels of government.</p> <p>The Maryland State Police and other Washington D.C. regional police agencies are adopting and implementing integrated communications products utilizing CapWIN as the transmission conduit. It is anticipated that the CapWIN program may eventually expand to more broadly define the region as state level, enabling statewide adoption. Additionally the system allows for officers to view biometrics (photos) of stopped individuals.</p>						
Problems							
Plans							
Comments							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>				
16-JUN-07	15-JUN-08	15-JUN-09	Doug Mowbray				

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PROJECT CONTINUED			
Capital Wireless Information Net			
ACTIVITY REPORTS			
Progress	<p>CapWIN has implemented upgrade changes to its Query Manager. CapWIN VCIN users will now receive access to Driver's License photos from states participating in the Nlets Photo Sharing Program (NISP)!</p> <p>The VCIN "Person" Query Tab now includes a checkbox entitled "Return VA DMV Photo (if available)." If selected, a Driver's License photo is returned. This box must be checked to return a photo. In addition to Virginia, photos will also be returned for other NISP participant states, including Oregon, Tennessee, North Carolina, Massachusetts, and Idaho. Nlets plans to increase the number of states over time. A notification will be sent out when additional states are incorporated.</p> <p>CapWIN is continuously working on improving its functionality and features for the benefit of our users.</p>		
Problems			
Plans			
Comments			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
14-OCT-07	15-JAN-08	17-OCT-07	KMUELLER
Progress			
Problems			
Plans			
Comments			

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PROJECT NAME		
Electronic Ticket Information Exchange (E-TIX)		
ID	E-TIX	
Priority	Low Cost - High Payoff	
Date Rev.	15-JUN-09	
Status	Active	
Lead Agency	Maryland State Police	
Project Descript.	<p>The E-TIX software will allow for centralized processing and collection in both a connected and disconnected environment. Officers will be able to see if person stopped have been issued prior documents within the same day or in other locations in the state prior to deposition of pending cases. The software will include validation of entry and automated entry of person and vehicle information. This project will be measured by number of users and agencies participating, number of records collected and transported to the court and number of uniformly located records based on collected GPS data.</p> <p>As of June 4, 2009:            Certified Officers: 1160            Partner Agencies: 30</p> <p>electronic citation stats:            December 2008: 8523            January 2009: 15735            February 2009: 21710            March 2009: 24187</p>	
Partners	Governor's Office of Crime Control and Prevention Governor's Office of Homeland Security Judiciary of Maryland Maryland Chiefs of Police Association, Inc. Maryland Motor Vehicle Administration Maryland Sheriffs' Association, Inc. Maryland State Police Maryland Transit Administration Maryland Transportation Authority State Highway Administration	
LINKED ITEM		Status
Deficiency	Citation / Adjudication - Accuracy	
Performance Measure	Crash Records - FMCSA Database	
Performance Measure	GPS Information on Crash Report	
Performance Measure	e-citations Processed by the Court	
Performance Measure	Citations entered into ACT SAFE	
Performance Measure	Citations with GPS Data	
Website	<a href="http://etix.mdsp.org">http://etix.mdsp.org</a>	

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PROJECT CONTINUED							
Electronic Ticket Information Exchange (E-TIX)							
PROJECT DIRECTOR							
Name: Doug Baralo		Agency: Maryland State Police		Email: etix@mdsp.org			
Address:		MD		Phone: 410-653-8968		Title: Office:	
						Ext.:	
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
		Crash	X		X		
Driver License / History			X				X
Injury Surveillance / EMS							
Roadway			X				
Citation / Adjudication		X	X	X	X	X	X
Vehicle Registration							X
MILESTONES							
Milestone Description				Target Date	Actual Date	Status	
Install hardware in pilot vehicles				01-JUL-07		Completed	
Conduct and complete e-warning testing				01-SEP-07		Completed	
Conduct e-citation processing				01-OCT-07		Completed	
Install additional vehicles for project expansion				01-DEC-07		Completed	
BUDGETS							
Budget Source	Rev Date	2006	2007	2008	2009	2010	Total
State Funds	15-JUN-07		\$66,600				\$66,600
NHTSA Section 408 Funds	15-JUN-07		\$100,000				\$100,000
GOCCP	08-JUN-09				\$500,000		\$500,000
ACTIVITY REPORTS							
Report Start	Report End	Report Date				Provided By	
01-JUL-06	30-JUN-07						
Progress							
Problems							
Plans							
Comments							
Report Start	Report End	Report Date				Provided By	
16-JUN-07	15-JUN-08	11-JUN-09				Douglas Mowbray	
Progress	On March 19, 2008 the Maryland State Police E-TIX system was granted full certification by the Chief Judge Ben Clyburn of the District Court of Maryland. This certification allows us to issue electronic citations and submit the data, not paper, to the District Court. Since certification was received, members of OTM have worked to train troopers to issue citations						

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PROJECT CONTINUED	
Electronic Ticket Information Exchange (E-TIX)	
ACTIVITY REPORTS	
	and have installed the certified version of the software in the patrol vehicles. As part of our internal certification process, we require that all troopers stop 100 vehicles and issue warnings prior to allowing them to issue citations.
Problems	Some LEAs do not have the funds to purchase the hardware needed for E-TIX. There is widespread support for the use of E-TIX but funds may be limited from agency to agency. Baltimore County has applied for stimulus funds to equip cars.
Plans	Continue to certify officers and agencies. Continue training those newly certified.
Comments	Certified Officers: 1160 Partner Agencies: 30

# 100 - Strategic Plan Report - Maryland

PROJECT NAME	
Emergency Management Mapping Application	
ID	EMMA
Priority	
Date Rev.	15-JUN-07
Status	Proposed
Lead Agency	Towson University CGIS
Project Descript.	<p>The Emergency Management Mapping Application (EMMA) developed by the Towson University Center for Geographic Information Sciences (CGIS) is a secure, content and tool-rich Web-based mapping application that enables the emergency management community to identify incident locations from the field, generate location-specific reports, visualize incident locations from the field, generate location-specific reports, visualize incident locations via a map, perform site-specific analysis, and coordinate response efforts all using a standard web browser, such as Internet Explorer.</p> <p>CGIS proposes to deploy secure geographic information systems (GIS) technology to support location-based reporting utilizing a "lite" version of EMMA that will be able to work in an offline environment and make use of a more simplified user interface. The State of Maryland has already deployed much of this technology at the State Emergency Operations Center (SEOC). The proposed project involves the migration of "field-friendly" components to field operations. A significant portion of the technology is already built. Therefore, the proposed effort comprises integration and deployment of proven technology versus costly major development of new technology.</p> <p>CGIS proposes to deploy secure geographic information systems (GIS) technology to support location-based reporting and decision support. The State of Maryland has already deployed much of this technology at the State Emergency Operations Center (SEOC). The proposed project involves the migration of "field-friendly" components to field operations. A significant portion of the technology is already built. Therefore, the proposed effort comprises integration and deployment of proven technology versus costly major development of new technology.</p> <p>EMMA's location tool can plot an area of impact for view and analysis. Once identified, map and location information can be shared with crisis incident management software, such as WebEOC, which is being used by the State of Maryland, or across an interoperability backbone, such as the Department of Homeland Security's Homeland Security Information Network (HSIN). By selecting a specific incident, location-specific maps can be launched that show relevant geospatial information. Incident-specific maps can also be created by receiving incident information passed across an interoperability backbone using various XML schemas such as EDXL (Emergency Data eXchange Language).</p> <p>EMMA can also provide links to external data that are provided in real-time, such as stream flow, traffic cameras, and weather, as well as map layers that are based on external databases, such as County Hospital Alert Tracking System, and NEXRAD weather. Each of these data layers is accessed using a variety of map navigation, analysis, and display tools.</p> <p>The Objective will be to maintain as many of these functions as possible while enabling EMMA to function in a disconnected environment also maintaining a low impact or footprint on mobile systems.</p> <p>- Assessment of existing resources (hardware, software, data, network, staff, etc.).</p>

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PROJECT CONTINUED							
Emergency Management Mapping Application							
	<ul style="list-style-type: none"> <li>- System design and architecture</li> <li>- Installation and configuration of required ESRI software (ArcIMS and ArcSDE).</li> <li>- Integration with existing field and operation center software (i.e., CapWIN, WebEOC)</li> <li>- Development of map services using existing geospatial data.</li> <li>- Installation and initial configuration of the EMMA Remote Interoperability Connector Kit (RICK) based on existing databases.</li> <li>- System testing</li> <li>- Training</li> </ul> <p>The system will need capacity to service 30% (5,000 +/-) of a combined enforcement and EMS workforce (19,000 +/-) at any high peak usage time (major crisis.)</p>						
Partners	MEMA						
LINKED ITEM				Status			
Website	<a href="http://www.marylandgis.net/faq.jsp#q1">http://www.marylandgis.net/faq.jsp#q1</a>						
PROJECT DIRECTOR							
Name:	Tom	Earp	Email:	tearp@towson.edu			
Agency:	Towson University CGIS			Title:	Project Coordinator		
Address:	8000 York Road Towson			Office:			
	MD	21252	Phone:	410-704-4418		Ext.:	
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
	Crash						
	Driver License / History						
	Injury Surveillance / EMS			X			
	Roadway						
	Citation / Adjudication						
	Vehicle Registration						
MILESTONES							
<u>Milestone Description</u>			<u>Target Date</u>	<u>Actual Date</u>			<u>Status</u>
Procure software and hardware			15-JUN-07				Unknown
Begin development of new program			15-JUN-07				Unknown
Conduct business case and needs assessment			15-JUN-07				Unknown
Process 1,000 warnings during pilot			15-JUN-08				Unknown
Develop formal training and materials for STKO			15-JUN-08				Unknown
Conduct pilot use of system with warning system MSP			15-JUN-08				Unknown
Integrate data elements into MEDM and collection systems			15-JUN-09				Unknown

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PROJECT CONTINUED							
Emergency Management Mapping Application							
MILESTONES							
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>				
Conduct training for system use as part of MMUCC trainers training process	15-JUN-09		Unknown				
Train 15,700+ officers for use of system with crash and citation reports	15-JUN-10		Unknown				
Conduct training for all enforcement collectors on use of EMMA field module as part of MMUCC training	15-JUN-10		Unknown				
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
NHTSA Section 408 Funds	08-JUN-06	\$162,645	\$162,645	\$162,645		\$0	\$487,935
MARYLAND	08-JUN-06	\$108,322	\$108,322	\$108,322	\$18,322	\$0	\$343,288
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
17-JUN-06	16-JUN-07						
Progress	Modules of this product are currently under development for a simplified Maryland Incident Location Tool (MILT). The resource will replace the CD and paper manuals currently used for reporting crash location data. The anticipated availability date for this product is September of 2007 when pilot testing should be near complete.						
Problems							
Plans							
Comments							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
16-JUN-07	15-JUN-08						
Progress							
Problems							
Plans							
Comments							

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# 100 - Strategic Plan Report - Maryland

PROJECT NAME							
Fast Access to Schedules for Traffic							
ID	FAST						
Priority							
Date Rev.	15-JUN-08						
Status	On Hold						
Lead Agency	District Court of Maryland						
Project Descript.	<p>Fast Access to Schedules for Traffic (FAST) will improve court scheduling of police by modernizing infrastructure and communication systems between the court and law enforcement. The goal will be to decrease the amount of unproductive time spend in court. This project will create a plan for modernizing the Court's traffic processing system so that real-time docket data can be available to law enforcement officers in the future.</p> <p>This project was placed on hold as the Judiciary is currently focusing on a more robust case management solution and is conducting feasibility studies.</p>						
Partners							
LINKED ITEM				Status			
Website							
PROJECT DIRECTOR							
Name:	Person	Unknown		Email:			
Agency:				Title:			
Address:				Office:			
				Phone:			Ext.:
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
	Crash						
	Driver License / History						
	Injury Surveillance / EMS						
	Roadway						
	Citation / Adjudication						
	Vehicle Registration						
MILESTONES							
Milestone Description				Target Date	Actual Date	Status	
Provide enforcement agencies access to the same information as the court regarding pre-paid citations				15-JUN-07		Unknown	
Develop and implement a web interface to the scheduling/docketing data currently available from the court's legacy system				15-JUN-07		Unknown	
Eliminate the need for officers to pick up scheduling				15-JUN-07		Unknown	

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PROJECT CONTINUED							
Fast Access to Schedules for Traffic							
MILESTONES							
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>				
reports.							
Create formal training and materials for inclusion in STKO	15-JUN-08		Unknown				
Conduct business case study and needs assessment for traffic processing system	15-JUN-08		Unknown				
Increase web portal usage by 50% through communication and training	15-JUN-08		Unknown				
Develop FAST data dictionary for MEDM project	15-JUN-09		Unknown				
Migrate FAST technology to make use of relational database replacing legacy system	15-JUN-09		Unknown				
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
NHTSA Section 408 Funds	08-JUN-06	\$516,080	\$466,080	\$466,080	\$0	\$0	\$1,448,240
State Funds	08-JUN-06	\$310,410	\$343,710	\$310,410	\$0	\$0	\$964,530
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
17-JUN-06	16-JUN-07						
Progress	The Maryland Judiciary is currently developing system specifications for enhancing the existing case database system so that officers are easily able to access their specific cases. This project is being conduct in concert with the e-citation pilot and implementation program.						
Problems							
Plans							
Comments							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
16-JUN-07	15-JUN-08						
Progress							
Problems							
Plans							
Comments							

# 100 - Strategic Plan Report - Maryland

PROJECT NAME	
Facility Resource Emergency Database	
ID	FRED
Priority	
Date Rev.	15-JUN-08
Status	Active
Lead Agency	MIEMSS
Project Descript.	<p>The Facility Resource Emergency Database (FRED) is an application that facilitates alerting of hospitals, long term care facilities, EMS and other health care partners of a significant incident. It is also capable of requesting the availability of various resources and provides a means for the end users to directly enter the system and create a central database of the available resources. These resources may include hospital beds, medications, supplies or staff, but FRED has the flexibility to add any unforeseen resource that is required. FRED allows MIEMSS to send an alert to all hospitals requesting an update on their current status. FRED was activated 33 times in fiscal year 2008 to alert hospitals, local health departments, long-term care facilities, and emergency responders regarding emergency incidents and to catalog resources available for response.</p> <p>FRED allows MIEMSS to send an alert to all hospitals requesting an update on their current status. This includes not only beds, but also staffing and medications, as well as information from the local jurisdictions regarding EMS staffing.</p> <p>FRED 2.0, in use since 2004, alerts all health care partners of an incident and allows them to indicate what resources they have to lend to the response. The number of users has nearly doubled with the addition of long-term care facilities.</p>
Partners	
LINKED ITEM	
	Status
Website	
PROJECT DIRECTOR	
Name: John New	Email: jnew@miemss.org
Agency: Maryland Institute of Emergency Medical Services System	Title: Director
Address: 653 W. Pratt St., Rm 421	Office: Information Technology
Baltimore MD 21201-	Phone: (410) 706-3977 Ext.:

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PROJECT CONTINUED							
Facility Resource Emergency Database							
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
		Crash					
Driver License / History							
Injury Surveillance / EMS				X			
Roadway							
Citation / Adjudication							
Vehicle Registration							
MILESTONES							
<u>Milestone Description</u>				<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>	
Both FRED and CHATS are due to be upgraded using an off the shelf application named HC Standard, marketed by Global Emergency Resources. HC Standard will improve the user interface for access to FRED, allow for on-line versus voice hospital status changes in CHATS and provide automated notification of those changes to the pre-hospital EMS providers. HC Standard will also include a statewide patient tracking application for EMS. These upgrades are contracted to be installed by September 30, 2009. The new system is due to be the dashboard for health and medical system monitoring and response through future integrations and procurements.				30-SEP-09			
FRED 2.0, in use since 2004, alerts all health care partners of an incident and allows them to indicate what resources they have to lend to the response. The number of users has nearly doubled with the addition of long-term care facilities.							
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
01-JUL-06	30-JUN-07						
Progress	MIEMSS continues to monitor statewide alert activity via FRED. A proof of concept was created within MEGIN where FRED data is displayed as location record data. The future goal is to increase user access to other first responders and data users.						
Problems							
Plans							
Comments							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
16-JUN-07	15-JUN-08						
Progress							
Problems							

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PROJECT CONTINUED	
Facility Resource Emergency Database	
ACTIVITY REPORTS	
Plans	Both FRED and CHATS are due to be upgraded using an off the shelf application named HC Standard, marketed by Global Emergency Resources. HC Standard will improve the user interface for access to FRED, allow for on-line versus voice hospital status changes in CHATS and provide automated notification of those changes to the pre-hospital EMS providers. HC Standard will also include a statewide patient tracking application for EMS. These upgrades are contracted to be installed by September 30, 2009. The new system is due to be the dashboard for health and medical system monitoring and response through future integrations and procurements.
Comments	

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PROJECT NAME						
MAARS Data Mining Tool						
ID	MAARS-CATT					
Priority						
Date Rev.	27-MAY-09					
Status	Active					
Lead Agency	CATT Lab (University of Maryland)					
Project Descript.	The purpose of this project is to develop a web-based, crash analysis, visualization and mining tool for the Baltimore Metropolitan Area. The tool will be developed by staff from the Center for Advanced Transportation Technology Laboratory under the direction of Michael L. Pack who will ensure that it meets the needs of the Baltimore Metropolitan Council and its member agencies. This project will build off of existing work performed last year for the state highway administration as a prototype application. The web-based application will allow users to dynamically interact with, visualize and query data from the Maryland Automated Accident Reporting System (MAARS) that is managed by the Maryland State Highway Administration.					
Partners	University of Maryland - CATT Lab SHA MAARS Administrators TDS ADETs					
LINKED ITEM						
Status						
Website						
PROJECT DIRECTOR						
Name:	Michael Pack					
Agency:	CATT-UMD					
Address:	MD					
Email:	PackML@umd.edu					
Title:	PackML@umd.edu					
Office:						
Phone:						
Ext.:						
CORE SYSTEM & PERFORMANCE AREA						
Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						X
Driver License / History						
Injury Surveillance / EMS						
Roadway						X
Citation / Adjudication						
Vehicle Registration						
MILESTONES						
Milestone Description	Target Date	Actual Date	Status			
hands-on working session to test the tool and provide comments and feedback	17-JUN-09		On Schedule			
Identify high-level BMC requirements—The CATT Lab will work with selected BMC staff or member agencies to determine high-level user needs that may not have already	01-OCT-09					

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PROJECT CONTINUED							
MAARS Data Mining Tool							
MILESTONES							
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>				
been met by the prototyping efforts. The CATT Lab will, with help from BMC staff, determine appropriate deliverables, a schedule, and agency responsibilities.							
Develop Intersection analysis capabilities—The CATT Lab will refine the interface and develop the backend code that, given a road name (or number) and a name (or number) of an intersecting road, will return the records of all incidents that happened at that intersection. The user will also be able to specify other filtering criteria. The output will include an interactive records table, an intersection collision diagram, a configurable report with aggregated counts and graphs, and an interactive map with accidents plotted on it.	01-OCT-09						
Integrate BMC geospatial datasets—The CATT Lab will work with BMC GIS experts to incorporate the necessary geospatial datasets into the web-based mapping tool. Such datasets may include: basemap layers, road network layers, log-mile layers, digital orthophotos, and other layers as needed.	01-OCT-09						
Develop Regional analysis capabilities—The CATT Lab will refine the interface and develop the backend code that allows the user to select a geographic region (city, county, region, etc) and retrieve all incident records in that region. The output will include an interactive records table, a configurable report with aggregated counts and graphs, and an interactive map with accidents plotted. The map will have two modes: icon mode (each incident is represented as a single icon) and heat map mode (incidents are aggregated by location and provide an overview of incidents distribution throughout the region).	01-OCT-09						
Develop Corridor analysis capabilities—The CATT Lab will refine the interface and develop the backend code that, given a primary road name (or number) and a starting and ending point (from either mile markers or intersecting road names), will return the records of all incidents that happened on the specified segment of road. The output will include an interactive records table, a corridor collision diagram, a configurable report with aggregated counts and graphs, and an interactive map with accidents plotted on it.	01-OCT-09						
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
Section 148 HSIP					\$24,996		\$24,996
BMC					\$25,000		\$25,000

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PROJECT CONTINUED			
MAARS Data Mining Tool			
ACTIVITY REPORTS			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
16-JUN-08	15-JUN-09		
Progress			
Problems			
Plans			
Comments			

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# 100 - Strategic Plan Report - Maryland

PROJECT NAME						
Medical Examiner Data Sharing Initiative						
ID	MEDS					
Priority	Low Cost - High Payoff					
Date Rev.	15-JUN-08					
Status	On Hold					
Lead Agency	Office of the Chief Medical Examiner (OCME)					
Project Descript.	Standardize the electronic collection and dissemination of morbidity data. The product allows for secure access to a case management tool for incident reporters and studies groups. The data from this system will be vital to fatal crash reports as an indicator to cause of death and safety function performance of vehicles. This project will be measured by number of elements and attributes included in the system, number of records entered, the timeliness of entry and the number of users accessing the records. The system is in use by FARS, NSC and other partners.					
Partners	Department of Health and Mental Hygiene Judiciary of Maryland Maryland Chiefs of Police Association, Inc. Maryland Institute of Emergency Medical Services Systems Maryland Sheriffs' Association, Inc. Maryland State Police Maryland Transportation Authority Office of Chief Medical Examiner State Highway Administration UMD Nat'l Study Center for Trauma & EMS					
LINKED ITEM						
Status						
Website						
PROJECT DIRECTOR						
Name: Person	Unknown					
Agency:	Email:					
Address:	Title:					
	Office:					
	Phone:					
	Ext.:					
CORE SYSTEM & PERFORMANCE AREA						
Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X		X	X
Driver License / History						
Injury Surveillance / EMS	X	X	X	X	X	X
Roadway						
Citation / Adjudication						
Vehicle Registration						

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PROJECT CONTINUED							
Medical Examiner Data Sharing Initiative							
MILESTONES							
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>				
Publish reports to public information portal	15-JUN-07		Unknown				
Purchase and deploy reporting software internally on machines and server(s)	15-JUN-07		Unknown				
Translate or reconstruct 6 primary reports for data compliance and Enhanced usability	15-JUN-07		Unknown				
Conduct business case study and needs assessment of OCME data dictionary for MEDM project	15-JUN-07		Unknown				
Implement system with MSP FARS unit, 11 Trauma Centers and all state collision reconstruction units	15-JUN-07		Unknown				
Procure technical support for reporting module	15-JUN-07		Unknown				
Implement system with top ten enforcement agencies and 15 EMS jurisdictions	15-JUN-08		Unknown				
Convert 50% of remaining forms and business processes for web based reporting	15-JUN-08		Unknown				
Conduct external user needs survey for Enhanced data exchange	15-JUN-08		Unknown				
Develop OCME data dictionary for MEDM project	15-JUN-08		Unknown				
Implement system with remaining 15 EMS jurisdictions	15-JUN-09		Unknown				
Provide data exchange process to CARE and MSIS system	15-JUN-09		Unknown				
Complete conversion of remaining forms and business processes for web based reporting	15-JUN-09		Unknown				
Implement system with remaining 150 enforcement agencies	15-JUN-10		Unknown				
Develop training materials and documentation for OCME Data Dictionary	15-JUN-10		Unknown				
Develop formal system training materials for STKO	15-JUN-10		Unknown				
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
State Funds	15-JUN-07	\$67,000	\$0	\$0	\$0	\$0	\$67,000
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>				
17-JUN-06	16-JUN-07						
Progress	MEDS is undergoing format and content redesign and expansion of the user base. It is anticipated that the MEDS system will be integrated into the MEGIN product for morbidity studies.						

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PROJECT CONTINUED			
Medical Examiner Data Sharing Initiative			
ACTIVITY REPORTS			
Problems			
Plans			
Comments			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
16-JUN-07	15-JUN-08		
Progress			
Problems			
Plans			
Comments			

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# 100 - Strategic Plan Report - Maryland

PROJECT NAME	
Maryland Emergency Geographic Information Network	
ID	MEGIN
Priority	High Cost - High Payoff
Date Rev.	15-JUN-07
Status	On Hold
Lead Agency	Towson University Center for Geospatial Information Systems
Project Descript.	<p><b>Project Description:</b> MEGIN is a virtual directory to proprietary data sources and will be able to provide a single environment to analysis data pulled from these sources into a mapping layer based on uniform location information present in records systems. MEGIN also allows for single sign on security so each source system will be assured appropriate users only access sensitive information.</p> <p><b>Project Evaluation:</b> This project will be measured by number of elements and attributes included in the system, number of data systems linked and the number of users accessing the records.</p> <p>From 2003 through 2006, the Governor's Office of Homeland Security, MEMA, Maryland's Department of Transportation, Towson University, and MSGIC worked together to firmly establish GIS as an indispensable technology tool for disaster management. Through a Department of Homeland Security Information Technology Evaluation Program grant (ITEP), the prototype Maryland Emergency Geographic Information Network (MEGIN) was developed.</p> <p>The following historic information pertains to the data collection effort conducted by the MEGIN working group. Further funding to move MEGIN from prototype to production was not available. The data survey specific to MEGIN is closed, but the information remains on the MMRG Web site to provide the historical background for Maryland's ongoing effort to coordinate Maryland's valuable GIS resources.</p>
Partners	Baltimore Department of Transportation Baltimore Metropolitan Council TPB Department of Budget and Management Department of Public Safety and Correctional Services Department of General Services Governor's Office of Crime Control and Prevention Governor's Office of Homeland Security Department of Health and Mental Hygiene Judiciary of Maryland Maryland Chiefs of Police Association, Inc. Maryland Department of Transportation Maryland Institute of Emergency Medical Services Systems Maryland Motor Vehicle Administration Maryland Sheriffs' Association, Inc. Maryland State Police Maryland Transit Administration Maryland Transportation Authority Metropolitan Washington Council of Governments TPB Office of Chief Medical Examiner Office of the State Treasurer Insurance Division State Highway Administration

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PROJECT CONTINUED							
Maryland Emergency Geographic Information Network							
UMD Nat'l Study Center for Trauma & EMS							
LINKED ITEM						Status	
Website							
PROJECT DIRECTOR							
Name: Tom		Earp		Email: tearp@towson.edu			
Agency: Towson University CGIS				Title: Project Coordinator			
Office:							
Address: 8000 York Road							
Towson		MD 21252		Phone: 410-704-4418		Ext.:	
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
	Crash	X	X	X	X	X	X
	Driver License / History	X	X	X	X	X	X
	Injury Surveillance / EMS	X	X	X	X	X	X
	Roadway	X	X	X	X	X	X
	Citation / Adjudication	X	X	X	X	X	X
	Vehicle Registration	X	X	X	X	X	X
MILESTONES							
Milestone Description				Target Date	Actual Date	Status	
Migrate MILT to production				01-DEC-07		Unknown	
Design and document a functional architecture for secure data sharing				01-FEB-08		Unknown	
Define hardware, software, and data requirements				01-APR-08		Unknown	
Create a prototype				01-AUG-08		Unknown	
Recommend priorities for design and development of procedures and services				01-SEP-08		Unknown	
Identify local, regional, state, & federal partners				01-SEP-08		Unknown	
BUDGETS							
Budget Source	Rev Date	2006	2007	2008	2009	2010	Total
NHTSA Section 402 Funds	15-JUN-07	\$0	\$245,000	\$0	\$0	\$0	\$245,000
State Funds	15-JUN-07	\$0	\$165,000	\$0	\$0	\$0	\$165,000
ACTIVITY REPORTS							
Report Start	Report End	Report Date				Provided By	
17-JUN-06	16-JUN-07						
Progress							

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PROJECT CONTINUED			
Maryland Emergency Geographic Information Network			
ACTIVITY REPORTS			
Problems			
Plans			
Comments			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
16-JUN-07	15-JUN-08		
Progress			
Problems			
Plans			
Comments			

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# 100 - Strategic Plan Report - Maryland

PROJECT NAME	
Maryland Incident Location Tool	
ID	MILT
Priority	Low Cost - High Payoff
Date Rev.	08-JUN-09
Status	Cancelled
Lead Agency	Towson University CGIS
Project Descript.	<p>This project has been cancelled and replaced by MSCAN. The in-car GPS unit for crash reports will be handled by CapWIN's development of an electronic crash report.</p> <p>The MILT project will develop a network based graphic user interface that will allow the selection of a specific location and provide the user with a set of location identifiers and location details based on the date and time entered. The formal Log mile reference, GPS coordinates and weather conditions will be provided in a printed report with a scanning enabled document for ease of data entry. The tool will also provide a preliminary aggregate reporting environment for immediate identification off possible high risk locations and events. This project will be measured by number of users accessing the system and records collected. The system could also be measured by the number of location detail variables returned to the user as a report.</p> <p>MILT will be field tested in 2008 by law enforcement using the current crash form and then eventually the model crash form. The goal will be to have the model form ready for voluntary adoption by agencies without software.</p>
Partners	Maryland Chiefs of Police Association, Inc. Maryland Institute of Emergency Medical Services Systems Maryland Sheriffs' Association, Inc. Maryland State Police Maryland Transit Administration Maryland Transportation Authority State Highway Administration
LINKED ITEM	
Performance Measure	Close of Annual Crash Data Reporting File
Website	<a href="http://www.towson.edu/outreach/cgis/">http://www.towson.edu/outreach/cgis/</a>
PROJECT DIRECTOR	
Name: Tom Earp	Email: tearp@towson.edu
Agency: Towson University CGIS	Title: Project Coordinator
	Office:
Address: 8000 York Road Towson MD 21252	Phone: 410-704-4418
	Ext.:

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PROJECT CONTINUED							
Maryland Incident Location Tool							
CORE SYSTEM & PERFORMANCE AREA							
Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility	
	Crash	X		X		X	X
Driver License / History							
Injury Surveillance / EMS	X		X		X	X	
Roadway	X	X	X	X	X	X	
Citation / Adjudication	X		X		X	X	
Vehicle Registration							
MILESTONES							
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>				
Identify key project stakeholders & complete interviews	01-JUL-07						
Create & deliver a draft Systems Requirements Specifications	01-JUL-07						
Deliver final Technical Architecture document	01-AUG-07						
Create & deliver a final Systems Requirements Specifications	01-AUG-07						
Complete centerline address schema	01-AUG-07						
Deliver draft Technical Architecture document	01-AUG-07						
Complete system testing & deploy to production servers	01-SEP-07						
Complete system development & integration tasks in the development environment	01-SEP-07						
Execute a comprehensive peer review	01-OCT-07						
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
State Funds	15-JUN-07		\$159,000				\$159,000
NHTSA Section 408 Funds	15-JUN-07		\$227,000				\$227,000
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>					<u>Provided By</u>
01-JUL-06	30-JUN-07						
Progress							
Problems							
Plans							
Comments							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>					<u>Provided By</u>
16-JUN-07	15-JUN-08						

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PROJECT CONTINUED	
Maryland Incident Location Tool	
ACTIVITY REPORTS	
Progress	
Problems	
Plans	
Comments	

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# 100 - Strategic Plan Report - Maryland

PROJECT NAME	
Maryland Safety Collection Analysis Network (MSCAN)	
ID	MSCAN
Priority	
Date Rev.	15-JUN-08
Status	Start-Up
Lead Agency	Towson University CGIS and SHA
Project Descript.	<p>The Maryland Safety Collection and Analysis Network (MSCAN) is a future backend tool to the eMAARS product. The primary focus of MSCAN is to provide analytical tools for engineers and State Highway business partners at the local level. Allowing permissions based access to data and reporting products. MSCAN development and implementation is dependant on eMAARS implementation.</p> <p>The project team will take the outcomes of the currently ongoing MSCAN assessment and build upon the MILT prototype. MILT will be transitioned from its current platform to a new platform in order to support the addition of new analysis and reporting functionality, which will be the foundation of MSCAN. This new functionality will be built based on the needs of users of crash and traffic safety data within MHSO and the state. Planned modules include the Safety and Crash Analysis Node, Commercial Vehicle Reporting System, Fatal Crash Tracking System, Visual Interchange, Construction Maintenance Zone and Maryland Highway Safety System.</p> <p>The project team will also build an e-Commerce webservice in order to sell crash reports to the public.</p> <p>This project addresses the following components of a traffic records system as recommended in the Federal Register by NHTSA:</p> <p>"The purpose of a State's traffic records system is to establish a base of useful information and data. This includes operational personnel, program managers, program analysts, researchers, policy makers, and the public. To be of optimal value, the system should provide for the efficient flow of data to support a broad range of traffic safety and other activities, in particular the following:</p> <ul style="list-style-type: none"> <li>• Problem Identification Problem identification is the process of determining the locations and causes of crashes and their outcomes and of selecting those sites and issues that represent the best opportunity for highway safety improvements;</li> <li>• Research and Program Development The traffic records system should provide information to identify safety problems, trends, and baseline measures essential for data-driven planning decisions;</li> <li>• Policy Development The traffic records system should provide information to permit informed decisions in setting highway safety policy, including State Highway Safety Plans.</li> <li>• Analytic Resources Access Data users, and decision makers in particular, should have access to resources including skilled analytic personnel and easy to use software tools to support their needs. These tools should be specifically designed to meet needs such as addressing legislative issues (barriers as well as new initiatives), program and countermeasure development, management, and</li> </ul>

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PROJECT CONTINUED							
Maryland Safety Collection Analysis Network (MSCAN)							
evaluation, as well as meeting all reporting requirements. <ul style="list-style-type: none"> <li>• Public Access to Data The TRS should be designed to give the public or general non-government user reasonable access to data files, analytic results, and resources, but still meet State and Federal privacy and security standards.</li> <li>• Data Use and Improvement The TRS should be viewed as more than a collection of data repositories, and as a set of processes, methods, and component systems. Knowledge of how these data are collected and managed, along with where the bottlenecks and quality problems arise, is critical to users understanding proper ways to apply the data."</li> </ul>							
Partners	TDSD HISD ADETs						
LINKED ITEM			Status				
Deficiency	Crash - Accessibility						
Deficiency	Crash - Completeness						
Deficiency	Crash - Integration						
Deficiency	Citation / Adjudication - Integration						
Deficiency	Crash - Timeliness						
Website							
PROJECT DIRECTOR							
Name: Tom		Earp		Email: tearp@towson.edu			
Agency: Towson University		CGIS		Title: Project Coordinator			
Address: 8000 York Road		Towson		MD 21252		Phone: 410-704-4418	
						Ext.:	
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash		X	X	X	X	X	X
Driver License / History							
Injury Surveillance / EMS							
Roadway							X
Citation / Adjudication							
Vehicle Registration							
MILESTONES							
Milestone Description			Target Date	Actual Date	Status		
Perform IT assessment at MHSO			30-JUN-09		On Schedule		
Assess needs of Motor Carrier Division.			01-JUL-09	29-MAY-09	Ahead of		

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PROJECT CONTINUED									
Maryland Safety Collection Analysis Network (MSCAN)									
MILESTONES									
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>						
			Schedule						
Create Systems requirement document	30-SEP-09								
Create interview questions for MSCAN needs assessment									
Schedule meetings with DDACTS and Safety Analyst teams									
Schedule interviews with MHSO staff for MSCAN needs assessment			On Schedule						
BUDGETS									
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>		
NHTSA 408 and 402				\$214,300	\$315,000	\$205,400	\$734,700		
State Funds						\$134,600	\$134,600		
ACTIVITY REPORTS									
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>					<u>Provided By</u>		
01-JUL-06	30-JUN-07								
Progress									
Problems									
Plans									
Comments									
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>					<u>Provided By</u>		
16-JUN-07	15-JUN-08								
Progress									
Problems									
Plans									
Comments									
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>					<u>Provided By</u>		
14-OCT-07	15-JAN-08	17-OCT-07						KMUELLER	
Progress	By the second quarter of SFY 2007, build out of the network will have been completed in all 24 jurisdictions in the State (23 counties and Baltimore City). Each jurisdiction will have a central service delivery point where State, county and municipal network customers can obtain Internet and data transport services. With the core build out of network Maryland complete, the focus of SFY 2008 will be on continued customer migration to the network and implementing new core services such as Voice over Internet Protocol (VoIP).								
Problems									
Plans									
Comments									

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PROJECT NAME							
Maryland State Data Model							
ID	MSDM						
Priority	Low Cost - High Payoff						
Date Rev.	15-JUN-08						
Status	On Hold						
Lead Agency	TBD						
Project Descript.	The MSDM will be designed to communicate the full data set of records between partner agencies. The initial modules are to include the NEMSIS and MMUCC data dictionaries and citation content. Training and the dictionary itself will be hosted within the online STKO portal. This project will be measured by number of elements and attributes included in the dictionary and the number of information exchange package documents developed for partner use. This project is on hold.						
Partners	Department of Budget and Management Judiciary of Maryland Maryland Institute of Emergency Medical Services Systems Maryland State Police Office of Chief Medical Examiner State Highway Administration UMD Nat'l Study Center for Trauma & EMS						
LINKED ITEM			Status				
Website							
PROJECT DIRECTOR							
Name:	Douglas Mowbray	Email:	dmowbray@sha.state.md.us				
Agency:	State Highway Administration	Title:	Traffic Records Coordinator				
		Office:	Maryland Highway Safety Office				
Address:	7491 Connelley Drive Hanover MD 21076		Phone:	410-787-4068		Ext.:	
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash		X		X		X	X
Driver License / History							
Injury Surveillance / EMS		X		X		X	X
Roadway		X		X		X	X
Citation / Adjudication		X		X		X	X
Vehicle Registration							
MILESTONES							
<u>Milestone Description</u>		<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>			
Identify lead agency		01-SEP-07		Unknown			
Develop specifications		01-DEC-07		Unknown			

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PROJECT CONTINUED							
Maryland State Data Model							
MILESTONES							
<u>Milestone Description</u>				<u>Target Date</u>	<u>Actual Date</u>		<u>Status</u>
Begin project activity				01-JAN-08			Unknown
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
17-JUN-06	16-JUN-07						
Progress							
Problems							
Plans							
Comments							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
16-JUN-07	15-JUN-08						
Progress							
Problems							
Plans							
Comments							

# 100 - Strategic Plan Report - Maryland

PROJECT NAME	
Real ID	
ID	REAL ID
Priority	
Date Rev.	15-JUN-08
Status	Active
Lead Agency	Maryland Motor Vehicle Administration
Project Descript.	<p>Maryland is on track to begin issuing REAL ID licenses and ID cards on January 1, 2010. Maryland will be creating new driver's licenses and systems to comply with the federal Real ID law. It is estimated the cost will be approximately \$30 to \$40 million to create the new license, and produce one for every driver in the state.</p> <p>The federal REAL ID Act of 2005 sets new standards for the issuance of driver licenses and identification cards.</p> <p>The Department of Homeland Security (DHS) released the final regulations in early 2008 guiding the implementation of the mandatory requirements of the REAL ID Act:</p> <p>REAL ID Facts to Know</p> <p>The REAL ID Act becomes effective nationwide on May 11, 2008.</p> <p>Maryland filed for and received a compliance extension from DHS that will push the compliance date in Maryland to January 1, 2010.</p> <p>Maryland is making preparations to begin issuing Driver Licenses and Identifications Cards that meet the initial requirements of 18 Benchmark Standards established by DHS starting on January 1, 2010.</p> <p>For current license holders, you do not have to get a new license outside of your normal renewal cycle.</p> <p>Your current Maryland license or ID card will continue to be valid as identification for federal purposes until:</p> <p>December 1, 2014 for individuals born after December 1, 1964; and</p> <p>December 1, 2017 for everyone else.</p> <p>After the 2014 and 2017 dates outlined above, Federal agencies will no longer accept a driver license or ID card unless it is REAL ID compliant. This means you will not be allowed to use your Maryland Driver License or Identification Card to board commercial flights, enter federal facilities or other specific federal purposes as determined by DHS.</p> <p>REAL ID is a nationwide effort to improve the integrity and security of State-issued driver licenses and identification cards, which in turn will help fight terrorism and reduce fraud.</p> <p>Maryland is on track to begin issuing REAL ID licenses and ID cards on January 1, 2010.</p> <p>The act allows for one convenience (mail-in) renewal between office visits. However, your</p>

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PROJECT CONTINUED							
Real ID							
<p>initial visit to obtain a REAL ID compliant document must be made in person and you must provide the appropriate documentation required, including proof of legal presence in the United States.</p> <p>Maryland has received an approved extension from DHS until January 1, 2010. Therefore, your current Maryland license or ID card will remain valid and acceptable for official federal purposes.</p> <p>If Maryland meets all applicable REAL ID requirements by the established deadlines, federal agencies will continue to accept your valid, unexpired Maryland license or ID card for official purposes until December 1, 2014 for individuals born after December 1, 1964 or December 1, 2017 for everyone else.</p> <p>Maryland will begin issuing REAL ID compliant licenses and ID cards on January 1, 2010.</p> <p>The current Maryland card meets most of the content and security requirements of the Act, expected changes will be minor. The new cards will have a common security mark as required by DHS to make them easily recognizable as REAL ID compliant.</p> <p>The final rule specifies that each individual can only hold a REAL ID driver license or a REAL ID identification card, but not both simultaneously</p>							
Partners							
LINKED ITEM				Status			
Website							
PROJECT DIRECTOR							
Name: Jennifer Hine		Email: jhine@marylandmva.com					
Agency: MVA		Title: Manager					
		Office: Driver Services					
Address:		MD		Phone:		Ext.:	
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
	Crash						
	Driver License / History	X	X			X	
	Injury Surveillance / EMS						
	Roadway						
	Citation / Adjudication						
	Vehicle Registration						
MILESTONES							
Milestone Description				Target Date	Actual Date	Status	
Conduct business case study and needs assessment				15-JUN-07		Unknown	

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PROJECT CONTINUED								
Real ID								
MILESTONES								
<u>Milestone Description</u>	<u>Target Date</u>	<u>Actual Date</u>						<u>Status</u>
Develop RFP for consultant	15-JUN-07							Unknown
Procure consultant	15-JUN-07							Unknown
Complete software and hardware needs list	15-JUN-08							Unknown
Develop administrative and financial needs document	15-JUN-08							Unknown
Develop strategic implementation plan	15-JUN-08							Unknown
Implement system migration to Real ID qualified system	15-JUN-09							Unknown
Begin regional distribution of new license and identification	15-JUN-09							Unknown
Maryland is making preparations to begin issuing Driver Licenses and Identifications Cards that meet the initial requirements of 18 Benchmark Standards established by DHS	01-JAN-10							On Schedule
Statewide distribution of new documents maintenance	15-JUN-10							Unknown
Address peripheral systems impacted by document changes	15-JUN-10							Unknown
BUDGETS								
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>	
State Funds	08-JUN-06	\$167,000	\$167,000	\$167,000	\$0	\$0	\$501,000	
NHTSA Section 408 Funds	08-JUN-06	\$333,000	\$333,000	\$333,000	\$0	\$0	\$999,000	
ACTIVITY REPORTS								
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>					<u>Provided By</u>	
17-JUN-06	16-JUN-07							
Progress	<p>Enacted in May of 2005, the REAL ID Act of 2005 (REAL ID) requires certain state standards, procedures and requirements for issuing drivers licenses and identification cards (DL/ID) if they are to be accepted as identity documents by the federal government. As passed, the statute will have a wide-reaching impact on citizens and states because it will require changes to all 240 million existing licenses and IDS, and alter the business practices of every state motor vehicle agency.</p> <p>To date final requirements have still yet to be developed and funding support also remains undetermined.</p>							
Problems								
Plans								
Comments								
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>					<u>Provided By</u>	
16-JUN-07	15-JUN-08							
Progress								

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PROJECT CONTINUED	
Real ID	
ACTIVITY REPORTS	
Problems	
Plans	
Comments	

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# 100 - Strategic Plan Report - Maryland

PROJECT NAME	
Safety Analyst	
ID	S.Analyst
Priority	
Date Rev.	03-JUN-09
Status	Active
Lead Agency	SHA TDSD
Project Descript.	<p>SafetyAnalyst Overview:</p> <p>Provide state-of-the-art analytical tools for use in the decision-making process to identify and manage a systemwide program of site-specific improvements to enhance highway safety by cost-effective means.</p> <p>SafetyAnalyst provides a set of software tools used by state and local highway agencies for highway safety management. SafetyAnalyst can be used by highway agencies to improve their programming of site-specific highway safety improvements. SafetyAnalyst incorporates state-of-the-art safety management approaches into computerized analytical tools for guiding the decision-making process to identify safety improvement needs and develop a systemwide program of site-specific improvement projects. SafetyAnalyst has a strong basis in cost-effectiveness analysis; thus, SafetyAnalyst has an important role in ensuring that highway agencies get the greatest possible safety benefit from each dollar spent in the name of safety.</p> <p>SafetyAnalyst addresses site-specific safety improvements that involve physical modifications to the highway system. SafetyAnalyst is not intended for direct application to non-site-specific highway safety programs that can improve safety for all highway travel such as vehicle design improvements, graduated licensing, occupant restraints, or alcohol/drug use programs. However, SafetyAnalyst has the capability not only to identify accident patterns at specific locations and determine whether those accident types are overrepresented, but also to determine the frequency and percentage of particular accident types systemwide or for specified portions of the system (particular highway segment or intersection types). This capability can be used to investigate the need for systemwide engineering improvements (e.g., shoulder rumble strips on freeways) and for enforcement and public education efforts that may be effective in situations where engineering countermeasures are not.</p> <p>The Network Screening Tool identifies sites with potential for safety improvements.</p> <p>The Diagnosis Tool is used to diagnose the nature of safety problems at specific sites.</p> <p>The Countermeasure Selection Tool assists users in the selection of countermeasures to reduce accident frequency and severity at specific sites.</p> <p>The Economic Appraisal Tool performs an economic appraisal of a specific countermeasure or several alternative countermeasures for a specific site.</p> <p>The Priority Ranking Tool provides a priority ranking of sites and proposed improvement projects based on the benefit and cost estimates determined by the economic appraisal tool.</p> <p>The Countermeasure Evaluation Tool provides the capability to conduct before/after evaluations of implemented safety improvements.</p>

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PROJECT CONTINUED		
Safety Analyst		
	<p>SafetyAnalyst is being developed as a cooperative effort by FHWA and participating state and local agencies. Development will be completed by June 30, 2009.</p> <p>Effective July 1, 2009, AASHTO will manage distribution, technical support, maintenance, and enhancement of SafetyAnalyst as a licensed AASHTOWare product.</p> <p>Safety Analyst is estimated to be 90% MIRE-compliant.</p>	
Partners	<p>FHWA AASHTO</p> <p>SafetyAnalyst is being developed through a cooperative effort of FHWA and twenty-seven state highway agencies through the transportation pooled-fund program:</p> <p>Arizona Department of Transportation California Department of Transportation Colorado Department of Transportation Florida Department of Transportation Georgia Department of Transportation Illinois Department of Transportation Indiana Department of Transportation Iowa Department of Transportation Kansas Department of Transportation Kentucky Transportation Cabinet Louisiana Department of Transportation Maryland State Highway Administration Massachusetts Highway Department Michigan Department of Transportation Minnesota Department of Transportation Mississippi Department of Transportation Missouri Department of Transportation Montana Department of Transportation Nevada Department of Transportation New Hampshire Department of Transportation New York State Department of Transportation North Carolina Department of Transportation Ohio Department of Transportation Vermont Agency of Transportation Virginia Department of Transportation Washington State Department of Transportation Wisconsin Department of Transportation</p>	
LINKED ITEM		Status
Deficiency	Crash - Accessibility	
Website	<a href="http://www.safetyanalyst.org/">http://www.safetyanalyst.org/</a>	

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PROJECT CONTINUED							
Safety Analyst							
PROJECT DIRECTOR							
Name: Jawad Paracha		Email:					
Agency: Traffic Development & Support Division			Title: Assistant Division Chief				
Address:			Office: Office of Traffic & Safety/SHA				
MD			Phone: 410-787-5891		Ext.:		
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash							X
Driver License / History							
Injury Surveillance / EMS							
Roadway							X
Citation / Adjudication							
Vehicle Registration							
MILESTONES							
<u>Milestone Description</u>				<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>	
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
HSIP FHWA						\$75,000	\$75,000
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
16-JUN-08	15-JUN-09						
Progress							
Problems							
Plans							
Comments							

# 100 - Strategic Plan Report - Maryland

PROJECT NAME	
Safety and Transportation Knowledge Online (STKO)	
ID	STKO
Priority	High Cost - High Payoff
Date Rev.	02-JUN-09
Status	Active
Lead Agency	Towson University - Div. of Economic and Community Outreach (DECO)
Project Descript.	<p>The STKO portal is a primary component of the TRCC knowledge management strategy. As the single point of entry into a robust and scalable knowledge management system, STKO will strategically change the way responders are informed and training is conducted. By enabling greater knowledge sharing among communities of interest, STKO fosters improved decision making by management and business stewards in the field, organizations, and business processes. STKO will be available to first responders, qualified partners and some sections for public users. This project will be measured by number of elements and attributes included in the training modules, number of courses and policies available, and the number of users accessing the records.</p> <p>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, and schedule and sign up for events related to law enforcement, EMS 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.</p> <p>The STKO project is also poised to be the one-stop shop for highway safety information by integrating several websites managed by different vendors. Example: the STKO project has purchased the domain name of trafficstops.org and mdtsafe.com and STKO is currently hosting this sites.</p>
Partners	Baltimore Department of Transportation Baltimore Metropolitan Council TPB Department of Budget and Management Department of Public Safety and Correctional Services Federal Highway Administration Federal Motor Carrier Safety Administration Governor's Office of Crime Control and Prevention Governor's Office of Homeland Security Department of Health and Mental Hygiene Judiciary of Maryland Maryland Chiefs of Police Association, Inc. Maryland Department of Transportation Maryland Institute of Emergency Medical Services Systems Maryland Motor Vehicle Administration Maryland Sheriffs' Association, Inc. Maryland State Police Maryland Transit Administration Maryland Transportation Authority Metropolitan Washington Council of Governments TPB

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PROJECT CONTINUED							
Safety and Transportation Knowledge Online (STKO)							
	National Highway Traffic Safety Administration Office of Chief Medical Examiner Office of the State Treasurer Insurance Division State Highway Administration UMD Nat'l Study Center for Trauma & EMS						
LINKED ITEM				Status			
Performance Measure	Accessibility of Safety Data						
Website	http://stko.maryland.gov/						
PROJECT DIRECTOR							
Name:	Mike Schroder	Email:	MSchroder@towson.edu				
Agency:	Towson University	Title:	Director				
Address:	8000 York Road Towson MD 21252	Office:	Extended Education and Online Learning (EEOL)				
		Phone:	(410) 704-3742	Ext.:			
CORE SYSTEM & PERFORMANCE AREA							
Core System \ Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility	
Crash						X	
Driver License / History						X	
Injury Surveillance / EMS						X	
Roadway						X	
Citation / Adjudication						X	
Vehicle Registration						X	
MILESTONES							
Milestone Description	Target Date	Actual Date	Status				
Initial site infrastructure completed	01-AUG-07		Unknown				
BUDGETS							
Budget Source	Rev Date	2006	2007	2008	2009	2010	Total
State Funds	15-JUN-07	\$0	\$166,500	\$0	\$0	\$0	\$166,500
NHTSA Section 408 Funds	15-JUN-07	\$0	\$250,000	\$0	\$207,100	\$182,800	\$639,900
State Funds					\$160,000	\$161,150	\$321,150
ACTIVITY REPORTS							
Report Start	Report End	Report Date			Provided By		
17-JUN-06	16-JUN-07						
Progress	Safety and Transportation Knowledge Online (STKO) the TRCC is developing an online information portal for administration of TRCC projects, documents and as a repository for data training materials and programs, data collection policy and procedure and access to basic business intelligence reports and statistics. The focus of this portal will be on transportation safety and integrated safety data collection. The first portion of the STKO project is underway with development of a MMUCC compliant training module for statewide						

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PROJECT CONTINUED			
Safety and Transportation Knowledge Online (STKO)			
ACTIVITY REPORTS			
	training. The first module is targeted for delivery in September of 2007.		
Problems			
Plans			
Comments			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
16-JUN-07	15-JUN-08		
Progress			
Problems			
Plans			
Comments			

# 100 - Strategic Plan Report - Maryland

PROJECT NAME		
Title and Registration Information System II		
ID	TARIS II	
Priority		
Date Rev.	15-JUN-08	
Status	On Hold	
Lead Agency	Maryland Motor Vehicle Administration	
Project Descript.	<p>TARIS II was placed on hold due to budgetary constraints</p> <p>However, vehicle programs is currently working with OIR to release enhancements to the current TARIS system.</p> <p>Currently, under development is changing current TARIS looks and functionality by altering the screen type to make the screens into a GUI.</p> <p>It is anticipated this programming effort will be completed sometime in July with testing to start in August with roll out to field offices in the early fall. Additionally, with the development of the GUI screens the Melissa software package is being integrated for address verification.</p> <p>Once the GUI with Melissa verification is deployed to all field offices, a programming effort will begin to integrate VINA package to assist in maintaining data quality.</p> <p>Other efforts are under way that have less to do with data cleansing but new functionality to current TARIS.</p> <p>*****</p> <p>Title and Registration Issuance System (TARIS) is the umbrella system name for front-end data capture and batch update systems for vehicle related transactions. TARIS 2, when completed, is envisioned to introduce significant advances to the MVA's overall capability to support e-commerce transactions. This project includes re-engineering the business processes used for all vehicle related services: titling, registration, commercial vehicles and permits. As a consequence, TARIS 2 will also necessitate a major shift in operations from traditionally batch-oriented processing to a primarily web-enabled, real-time processing environment.</p> <p>MVA has started placing barcodes on vehicle registration cards as part of the e-citation program, police photo exchange was implemented and planning for TARIS 3 are all underway.</p>	
Partners		
LINKED ITEM		Status
Deficiency	Vehicle Registration - Accessibilty	
Deficiency	Vehicle Registration - Integration	
Deficiency	Vehicle Registration - Accuracy	
Website		

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PROJECT CONTINUED							
Title and Registration Information System II							
PROJECT DIRECTOR							
Name:	Karen Hill	Email:	khill@marylandmva.com				
Agency:	MVA	Title:	Asst. Manager, Vehicle Records				
Address:		Office:					
	MD	Phone:	410 787- 2970			Ext.:	
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
		Crash					
	Driver License / History		X				
	Injury Surveillance / EMS						
	Roadway						
	Citation / Adjudication						
	Vehicle Registration						
MILESTONES							
<u>Milestone Description</u>				<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>	
Procure consultant				15-JUN-07		Unknown	
Conduct business case study and needs assessment				15-JUN-07		Unknown	
Develop RFP for consultant				15-JUN-07		Unknown	
Develop training module for incorporation into STKO				15-JUN-08		Unknown	
Develop administrative and financial needs document				15-JUN-08		Unknown	
Develop strategic implementation plan				15-JUN-08		Unknown	
Complete software and hardware needs list				15-JUN-08		Unknown	
Implement system migration to qualified system				15-JUN-09		Unknown	
Begin regional distribution of new license and identification				15-JUN-09		Unknown	
Address peripheral systems impacted by document changes				15-JUN-10		Unknown	
Begin process to participate in National Motor Vehicle Title Information System (NMVTIS)				15-JUN-10		Unknown	
Statewide distribution of new documents (maintenance)				15-JUN-10		Unknown	
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
State Funds	15-JUN-06	\$167,000	\$167,000	\$167,000	\$0	\$0	\$501,000
NHTSA Section 408 Funds	15-JUN-06	\$333,000	\$333,000	\$333,000	\$0	\$0	\$999,000

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PROJECT CONTINUED				
Title and Registration Information System II				
ACTIVITY REPORTS				
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>	
17-JUN-06	16-JUN-07			
Progress	<p>The Maryland Department of Transportation (MDOT), Motor Vehicle MVA (MVA) issued an RFP to acquire consultant services to concurrently perform all planning tasks associated with Real ID Act Implementation (Real ID) and Titling and Registration Information System 2 (TARIS 2) to ensure document security, prevent fraud and to allow the MVA to implement these tasks in an effective and efficient manner. For each system or sub-system, the Contractor will identify requirements, perform business process analysis, present implementation alternatives, perform an impact analysis and prepare solicitation documents required to fulfill the requirements. The result of this project will be multiple solicitation documents for the development and implementation for both REAL ID and TARIS 2.</p> <p>TARIS 2, when completed, is envisioned to introduce significant advances to the MVA's overall capability to support e-commerce transactions. As a consequence, TARIS 2 will also necessitate a major shift in operations from traditionally batch-oriented processing to a primarily web-enabled, real-time processing environment. Since the completion of the TARIS 2 System Requirements Document, consideration has been given to expanding the scope of the TARIS 2 E-Commerce Model concept to cover the entire MVA enterprise as a centralized MVA E-Commerce Platform resource.</p>			
Problems				
Plans				
Comments				
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>	
16-JUN-07	15-JUN-08	15-JUN-09	Karen Hill	
Progress	<p>However, vehicle programs is currently working with OIR to release enhancements to the current TARIS system.</p> <p>Currently, under development is changing current TARIS looks and functionality by altering the screen type to make the screens into a GUI. It is anticipated this programming effort will be completed sometime in July with testing to start in August with roll out to field offices in the early fall. Additionally, with the development of the GUI screens the Melissa software package is being integrated for address verification.</p> <p>Once the GUI with Melissa verification is deployed to all field offices, a programming effort will begin to integrate VINA package to assist in maintaining data quality.</p> <p>Other efforts under way that have less to do with data cleansing but new functionality to current TARIS.</p>			
Problems	TARIS II was placed on hold due to budgetary constraints			
Plans	It is anticipated this programming effort will be completed sometime in July with testing to start in August with roll out to field offices in the early fall.			
Comments				

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# 100 - Strategic Plan Report - Maryland

PROJECT NAME	
Virtual Data Warehouse	
ID	VDW
Priority	
Date Rev.	15-JUN-08
Status	Cancelled
Lead Agency	
Project Descript.	<p>This project has been cancelled. The MSCAN and C-CODES project will be handling the objectives set forth in this project.</p> <p>VDW is a virtual directory to proprietary data sources and will be able to provide a single environment to analyze data pulled from these sources within mapping layers based on uniform location information present in records systems. Leveraging the Maryland Emergency GIS Information network (MEGIN) also allows for single sign on security so each source system will be assured appropriate users only access sensitive information. This project will be measured by number of elements and attributes included in the system, number of data systems linked and the number of users accessing the records.</p> <p>The VDW is now capable of state wide addressing and is now leveraging a uniform base map developed with State and local mapping data. The State is also planning to use this technology as an infrastructure resource for the new assessment and audit program called StateStat.</p>
Partners	
LINKED ITEM	
	Status
Website	
PROJECT DIRECTOR	
Name: Person	Unknown
Agency:	Email:
	Title:
	Office:
Address:	Phone:
	Ext.:

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PROJECT CONTINUED							
Virtual Data Warehouse							
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
		Crash					
Driver License / History							
Injury Surveillance / EMS							
Roadway							
Citation / Adjudication							
Vehicle Registration							
MILESTONES							
<u>Milestone Description</u>				<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>	
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
16-JUN-07	15-JUN-08						
Progress							
Problems							
Plans							
Comments							

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PROJECT NAME		
Enhanced MD Automated Accident Reporting System (eMAARS)		
ID	eMAARS	
Priority	High cost - High Payoff	
Date Rev.	15-JUN-08	
Status	Active	
Lead Agency	State Highway Admin and State Police	
Project Descript.	<p>The Enhanced Maryland Automated Accident Reporting System (eMAARS) is intended to upgrade the State Police Central Records crash reporting system in a similar manner to ACT SAFE and the Citation Tracking System. eMAARS makes use of scanners in place of microfilm processing and uses a streamline web entry tool with database driven validation to process the crash reports submitted on paper and enables for the first time electronic submission of crash reports.</p> <p>The development of the software and procurement of software is complete and testing is scheduled to begin this summer. Several police challenges delayed this project. The program is targeted for implementation in June of 2009 at which time interface programming will also begin for a model complaint crash data entry portal.</p>	
Partners	Governor's Office of Crime Control and Prevention Judiciary of Maryland Maryland Chiefs of Police Association, Inc. Maryland Department of Transportation Maryland Sheriffs' Association, Inc. Maryland State Police Maryland Transportation Authority State Highway Administration	
LINKED ITEM		Status
Deficiency	Crash - Accessibility	
Deficiency	Crash - Accuracy	
Deficiency	Crash - Completeness	
Deficiency	Crash - Integration	
Deficiency	Crash - Timeliness	
Performance Measure	Blank BAC Field in FARS Database	
Performance Measure	Crash Records - FMCSA Database	
Performance Measure	Electronic Submission of Crash Reports within 24 Hours	
Performance Measure	GPS Information on Crash Report	
Performance Measure	Close of Annual Crash Data Reporting File	
Performance Measure	Motor Carrier Crash / Completeness - Driver Info	
Performance Measure	Motor Carrier Crash / Completeness - Vehicle ID	
Performance Measure	MMUCC-compliant crash reports	
Website		

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PROJECT CONTINUED							
Enhanced MD Automated Accident Reporting System (eMAARS)							
PROJECT DIRECTOR							
Name: Gary Klein		Email: gklein@sha.state.md.us					
Agency: Maryland State Highway Administration		Title: Database Specialist					
		Office: Office of Traffic and Safety					
Address: 7491 Connelley Drive							
Hanover		MD 21076-1701		Phone: (410) 787-5829		Ext.:	
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash		X	X		X	X	X
Driver License / History		X	X	X	X		
Injury Surveillance / EMS							
Roadway				X			
Citation / Adjudication							
Vehicle Registration				X			
MILESTONES							
Milestone Description				Target Date	Actual Date	Status	
Complete software development				01-JUN-07		Completed	
Install hardware at Central Records				01-JUL-07		Completed	
Begin location testing				01-AUG-07	15-JAN-09	Behind Schedule	
Implement system				01-SEP-07		Behind Schedule	
Begin MMUCC modification				01-JAN-08		Completed	
BUDGETS							
Budget Source	Rev Date	2006	2007	2008	2009	2010	Total
MCSAP	15-JUN-07	\$0	\$150,000	\$0	\$0	\$0	\$150,000
State Funds	15-JUN-07	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
ACTIVITY REPORTS							
Report Start	Report End	Report Date				Provided By	
17-JUN-06	16-JUN-07						
Progress	Initial target dates for this project slipped significantly while interagency policy, accountability and data security issues were addressed as defined in the initial memorandum of understanding. The project is now back on track and is expected to go to field testing in July of 2007 and into full implementation by September 2007. This system will enable Maryland to realize electronic batch submission of crash reports in the near future. In addition The TRCC is working towards mobile electronic submission which will further allow for a marked reduction in manual entry via eMAARS.						
Problems							
Plans							
Comments							

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PROJECT CONTINUED			
Enhanced MD Automated Accident Reporting System (eMAARS)			
ACTIVITY REPORTS			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
16-JUN-07	15-JUN-08		
Progress	As of 6-02-09, 82000 reports (2008) have been loaded into eMAARS.		
Problems			
Plans	The next phase of eMAARS is to accept electronic data through the Automated Crash Reporting System.		
Comments			

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PROJECT NAME	
Electronic MD Ambulatory Information System (eMAIS® Next Generation)	
ID	eMAIS
Priority	High Cost - High Payoff
Date Rev.	11-JUN-09
Status	Active
Lead Agency	MD Institute for Emergency Medical Services Systems
Project Descript.	<p>EMAIS is designed to replace the current EMS paper run sheet with a web-based computer software application. Additionally the plan is to provide EMAIS as a minimum model standard for collection of NEMSIS compliant data.</p> <p>All patients requiring EMS (Emergency Medical Services) intervention will be entered into this patient care reporting database and specific attention will be given to crash/pedestrian cases for enhanced understanding of safety planning, EMS demands, response, and outcome. Linkage to other associated databases will be attainable after implementation of this database.</p> <p>The resulting EMS data from this project will directly benefit crash data from the CODES project. Patients and multiple organizations, such as the National Study Center, benefit from the information.</p> <p>This project will enhance our statewide EMS database for the inclusion of the National Emergency Medical Services Information System (NEMSIS) national data set as defined as gold compliant; produce EMS quality improvement indicator reports for jurisdictional/company use in meeting objectives of their specific Quality Assurance/Quality Improvement plans; and improve record linkage to other related data sets through the resources of the National Study Center CODES project.</p> <p>The new product will enable MIEMSS and partnering organizations in the data collection, data analysis, and prevention of emergency vehicle crashes. The incidents of emergency vehicle crashes and rate per 100,000 miles driven will be reported in compliance with Strategic Highway Safety Plan indicators. Additionally State Highway safety personnel (engineers, planners) would have spatial, GIS, and temporal relationships to EMS data and include a standardized patient identification number to be linked with the future MAARS data set.</p> <p>The scope of the project will include the purchase, configuration, and implementation of a new vendor product for statewide, uniform data collection which meets the standards set by the National Emergency Medical Services Information System (NEMSIS), MIEMSS, and other stakeholders. This product will continue to meet and enhance the needs of Maryland EMS and Traffic Safety community while meeting NEMSIS goals. The completed project will include a means in which to better address the EMS objectives in the Maryland Strategic Highway Safety Plan, these include the measurement of motor vehicle crash mortality, and EMS vehicular crashes and outcomes.</p> <p>Maryland COMAR, education, and public safety articles identify MIEMSS as the lead agency responsible for the coordination and evaluation of the Maryland EMS System. Education Article §13-504 identifies MIEMSS as the independent State administrative agency responsible for the coordination of all EMS in Maryland. Education Article § 13-509 requires the EMS Board to adopt an EMS Plan and to adopt regulations necessary to implement the plan. COMAR 30.03.04.04 requires EMS providers deliver Maryland Ambulance Information System (MAIS) reports to MIEMSS monthly. COMAR 30.03.04.06 permits filing such reports via eMAIS®.</p>

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## PROJECT CONTINUED

### Electronic MD Ambulatory Information System (eMAIS® Next Generation)

Public Safety Article § 8-103 requires counties to participate in the MAIS as a condition for receiving certain public funding.

One of the goals of this project is the complete compliance of MIEMSS' data systems with the NEMSIS data standards. Once compliant, MIEMSS will have the capability to upload data to NEMSIS' National EMS registry. This goal is consistent with the notice in the Federal Register for this grant announcement regarding the importance of NEMSIS compliance:

In order for Maryland to be NEMSIS compliant three main issues must be addressed:

1. Compliance of the EMAIS® with the NEMSIS EMS data standards
2. Creation of a system to capture NEMSIS Jurisdictional Demographic data
3. Removal of impediments for the adoption of EMAIS' in the remaining Maryland jurisdictions

Project Objectives:

In this project these issues will be address with the following solutions:

Issue 1 - Compliance of the EMAIS® with the NEMSIS EMS data standards

Programmatic changes to EMAIS® in order to facilitate the capture and storage of the remaining NEMSIS EMS data elements. This will require fundamental changes to the database structure and forms.

Create various XML export systems to send data to various partners, including NEMSIS.

Issue 2 - Creation of a system to capture NEMSIS Jurisdictional Demographic data.

Develop and deploy an internet jurisdictional resource registry which will gather the necessary NEMSIS EMS Jurisdictional Demographic data elements.

Issue 3 - Removal of impediments for the adoption of EMAIS® in the remaining Maryland jurisdictions

Create a programmatic link from EMAIS® to jurisdictional CAD systems.

Expanding the library of standard reports available for use by EMS operational programs, hospitals and other data users.

Developing an XML import process so EMS operational programs choosing to use their own pre-hospital care software can export their data into Maryland's EMAIS system.

Through this process the EMAIS® software code will be updated to .net technology allowing greater system functionality. Additional linkages will be established with MPPR, Maryland Trauma Registry, HSCRC, and the State Medical Examiner's Office.

Together, these solutions will create a comprehensive, NEMSIS compliant, statewide system for the acquisition and storage of pre-hospital data in Maryland. This will directly enhance the goals of the TRCC: improve the accessibility, accuracy, completeness, integration, timeliness and uniformity of data.

\*\*\* BASIS \*\*\* Problem Description:

The Electronic Maryland Ambulance Information System (EMAIS®) is an internet based

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PROJECT CONTINUED		
Electronic MD Ambulatory Information System (eMAIS® Next Generation)		
	<p>patient care reporting system which serves as the replacement to the paper based Maryland Ambulance Information System (MAIS) form. The EMAIS® system was designed prior to the promulgation of a national set of data standards regarding pre-hospital data.</p> <p>*** EXPECTED IMPACT *** Project Evaluation:                      Outcome measures will include: percentage of field compliance with the NEMSIS data standards, percentage of EMS events entered into EMAIS®, percentage linkage with eMAARS. These outcomes measures will be assessed quarterly.</p> <p>There are 83 "National Elements" in the NEMSIS data dictionary that is currently in production. The current production version of eMAIS® accounts for 70 national NEMSIS elements (70 / 83 = 84%.) The new/future system will account for 100% of the National NEMSIS elements, meet additional NEMSIS elements, and will remain complaint with &amp; adapt to future NEMSIS data dictionary elements and revisions</p>	
Partners	Maryland Institute of Emergency Medical Services Systems Maryland State Police Office of Chief Medical Examiner State Highway Administration UMD Nat'l Study Center for Trauma & EMS	
LINKED ITEM		Status
Deficiency	Injury Surveillance / EMS - Accuracy	
Deficiency	Injury Surveillance / EMS - Completeness	
Performance Measure	EMAIS - Jurisdictions Using	
Performance Measure	EMAIS NEMSIS-Compliance	
Performance Measure	Jurisdictions using NEMSIS-compliant eMAIS® Next Generation	
Website		
PROJECT DIRECTOR		
Name: John New	Email: jnew@miemss.org	
Agency: Maryland Institute of Emergency Medical Services System	Title: Director	
	Office: Information Technology	
Address: 653 W. Pratt St., Rm 421		
Baltimore MD 21201-	Phone: (410) 706-3977	Ext.:



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PROJECT CONTINUED							
Electronic MD Ambulatory Information System (eMAIS® Next Generation)							
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
		Crash		X	X		
Driver License / History							
Injury Surveillance / EMS		X	X	X	X	X	X
Roadway							
Citation / Adjudication							
Vehicle Registration							
MILESTONES							
<u>Milestone Description</u>			<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>		
Evaluate pilot deployment for reporting			01-MAY-08		Unknown		
Modify and test the existing EMAIS® system for use as a mobile solution.			30-SEP-09		On Schedule		
Sign contract to secure vendor product.			31-OCT-09				
Beta-test product.			30-NOV-09				
Configure product to meet State of Maryland laws, protocols, and other stakeholder requirements.			10-FEB-10				
Purchase infrastructure to support product.			24-FEB-10				
Utilize train the trainer method of implementation			01-JUL-10				
Report Maryland EMS data to NEMSIS for review.			30-SEP-10				
Conduct pilot deployments of mobile hardware in various jurisdictions in Maryland.			30-SEP-10		Unknown		
Phase-in selected jurisdictions (6) to use the new NEMSIS-compliant system.			30-SEP-10				
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
NHTSA 402 408					\$63,100	\$300,000	\$363,100
State Funds					\$39,000	\$200,000	\$239,000
To Be Determined	15-JUN-07	\$0	\$0	\$187,000	\$0	\$0	\$187,000
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
17-JUN-06	16-JUN-07						
Progress	Prior to the development and implementation of EMAIS, commercial, paid, and volunteer EMS providers filled out more than 750,000 paper forms each year. EMAIS is saving money, improving the quality of pre-hospital care data, and significantly reducing the amount of time between the occurrence of an EMS call and receipt of documentation of the call. Efforts are underway to develop a mobile version of the EMAIS product so that reports						

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PROJECT CONTINUED			
Electronic MD Ambulatory Information System (eMAIS® Next Generation)			
ACTIVITY REPORTS			
	can be completed in the field. Additionally EMAIS is being enhanced to capture full NEMSIS compliant data.		
Problems			
Plans			
Comments			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
16-JUN-07	15-JUN-08		
Progress			
Problems			
Plans			
Comments			

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PROJECT NAME	
networkMaryland	
ID	networkMD
Priority	
Date Rev.	08-JUN-09
Status	Active
Lead Agency	DBM OIT
Project Descript.	<p>networkMaryland is the statewide high-speed network for public sector use. The network was created from an initiative to utilize resource shared fiber optic cable assets throughout the state to provide affordable, high-speed bandwidth to all areas of the State and to provide a coast savings to the citizens of the State of Maryland. Moving forward, networkMaryland will provide WAN connectivity for all public entities in the State to improve the economy of scale by coordinating joint network build-outs, consolidation of services and by providing the necessary information for proper network growth.</p> <p>The current network includes the core PoPs in Baltimore, Easton, College Park and Hagerstown. The network comprises a core made up of both State fiber and leased circuits that can provide a tremendous amount of bandwidth between all four LATAs in Maryland. Each networkMaryland™ PoP has a high capacity ATM switch that can provide circuit switching to meet the needs of the state. The PoPs also provide High-speed Ethernet interconnections to diverse Internet Service Providers.</p> <p>The networkMaryland™ team is continuing to build out the network. The installation of hardware and fiber resources has been completed for the Western MD segment and activated. The Southern Maryland backbone is also completed. The Eastern Shore utilizes high speed wireless microwave technology for connectivity to each county. The project team also completed the installation of an OC-48 SONET ring between the core PoPs of College Park and Baltimore and Annapolis. The fiber ring is designed with both hardware redundancy and fiber diversity to increase the overall reliability of the network.</p> <p>The network will continue to expand in the future, as customers require. The future for fulfilling customer needs is positive with many ongoing discussions to connect the state data centers together for back up, the creation of an educational PoP in Baltimore and the carrying of other agency traffic. Each of these projects require high speed bandwidth and reliable connectivity that networkMaryland™ can deliver in the future. A DWDM ring has been created through a partnership with USM and MDOT. It provides an additional fiber route for diversity.</p> <p>The consolidation of the statewide inventory of circuits and creation of PoPs within multi-service centers can save the state money while improving the services available. Plans are now underway to create POPs within many of the multi-service centers within the State.</p> <p>For FY2009 and beyond, additional networkMaryland™ services may include email virus scanning and spam filtering via SMTP mail relay, DNS services via a partnership with Maryland State Archives and enhanced NOC and engineering services.</p> <p>networkMaryland™ interconnects a Metropolitan Area Network (MAN) in Baltimore, known as BMAN and a MAN in Annapolis, known as AMAN. These MANs provide services to many of the State Agency offices located in these areas.</p> <p>networkMaryland™ is fully monitored 24x7x365 allowing us to provide service levels</p>

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PROJECT CONTINUED							
networkMaryland							
comparable to the telecommunications service providers.							
Partners							
LINKED ITEM				Status			
Website <a href="http://doit.maryland.gov/support/Pages/networkMaryland.aspx">http://doit.maryland.gov/support/Pages/networkMaryland.aspx</a>							
PROJECT DIRECTOR							
Name: Greg Urban		Agency: DoIT		Email: Director		Office:	
Address: Annapolis MD		Phone: 410-260-7279		Ext.:			
CORE SYSTEM & PERFORMANCE AREA							
Core System	Performance Area	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
	Crash						X
	Driver License / History						X
	Injury Surveillance / EMS						X
	Roadway						X
	Citation / Adjudication						X
	Vehicle Registration						X
MILESTONES							
<u>Milestone Description</u>				<u>Target Date</u>	<u>Actual Date</u>	<u>Status</u>	
The networkMaryland™ team is continuing to build out the network. The installation of hardware and fiber resources has been completed for the Western MD segment and activated. The Southern Maryland backbone is also completed. The Eastern Shore utilizes high speed wireless microwave technology for connectivity to each county. The project team also completed the installation of an OC-48 SONET ring between the core PoPs of College Park and Baltimore and Annapolis. The fiber ring is designed with both hardware redundancy and fiber diversity to increase the overall reliability of the network.						Unknown	
BUDGETS							
<u>Budget Source</u>	<u>Rev Date</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Total</u>
ACTIVITY REPORTS							
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>				<u>Provided By</u>	
01-JUL-06	30-JUN-07						
Progress	By the second quarter of SFY 2007, build out of the network will have been completed in all						

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PROJECT CONTINUED			
networkMaryland			
ACTIVITY REPORTS			
	24 jurisdictions in the State (23 counties and Baltimore City). Each jurisdiction will have a central service delivery point where State, county and municipal network customers can obtain Internet and data transport services. With the core build out of networkMaryland complete, the focus of SFY 2008 will be on continued customer migration to the network and implementing new core services such as Voice over Internet Protocol (VoIP).		
Problems			
Plans			
Comments			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
16-JUN-07	15-JUN-08		
Progress			
Problems			
Plans			
Comments			

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