U.S. Department of Transportation - **National Highway Traffic Safety Administration**

Fiscal Year	2019
NHTSA Grant Application	MARYLAND - Highway Safety Plan - FY 2019
State Office	Maryland Highway Safety Office
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	MARYLAND - Highway Safety Plan - FY 2019
Application Version:	3.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	No

STATUS INFORMATION

Submitted By:	Mary Harmon
Submission On:	7/2/2018 8:36 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM

2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

<u>Target Setting Process</u>

Maryland maintains the Toward Zero Deaths (TZD) approach by developing interim targets to reduce fatalities by at least 50 percent in the next two decades (from 592 in 2008 to 296 in 2030).

Considering the federal guidelines detailed in the Fixing America's Surface Transportation (FAST) Act, Maryland executives collaborated on revisions to the target-setting methodology. The initial TZD goal remains: 296 fatalities or fewer by 2030. The annual targets for each of the SHSP's six emphasis areas are set using an exponential trend line connecting the historical data to the 2030 goal. Five-year averages are used to calculate projections, and the targets for each individual year are taken from the midpoint of the five-year average (e.g., 2017 annual interim target = midpoint of the 2015–2019 average). The same methodology was used for serious injury targets. However, it should be noted that

due to significant declines in serious injuries in recent years, the use of historical trends currently puts the State at or below current targets. Finally, this same method was applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries.

All traffic safety documents in the State of Maryland conform to these methodologies, including the SHSP, the MHSO's HSP, the MDOT SHA's HSIP, and the MDOT SHA's Commercial Vehicle Safety Plan (CVSP). Additionally, all planning documents developed by the MHSO staff and all State-level reporting to the Governor use the SHSP emphasis-area fatality and serious injury target-setting methodology.

Data Sources

Unless otherwise noted, all data are derived from the MDOT SHA's Safety Information Databases (SHA-SID) and Traffic Analysis Network Garage (TANG) based on crash reports submitted to, and processed by, the Maryland State Police Central Records Division (MSP-CRD) utilizing the Enhanced Maryland Automated Accident Reporting System (eMAARS) and the Automated Crash Reporting System (ACRS). Data are subject to change. Effective January 1, 2015, the MSP mandated all law enforcement agencies submit all crash reports via ACRS.

Data elements in motor vehicle crash analysis can be classified in three general categories: people, vehicles, and roadway.

These categories may be further defined in subgroups and assigned relevant characteristics for ease and consistency of analysis, as shown in the following table:

Data Category	Subgroups	Details
People	Drivers, occupants, pedestrians	Age, gender, behavioral aspects, blood alcohol level
Vehicles	Passenger cars, trucks, buses, motorcycles, bicycles, etc.	Sedans, SUVs, convertibles, airbags, levels of protection
Roadway	Interstate, primary, secondary	Political subdivisions, lighting conditions, surface conditions

Data subgroups are reviewed to determine statistical over-representations, which can indicate traffic safety problems or potential problems among subgroups. A good example is the high percentage of crashes among teen drivers compared to the lower percentage of crashes among all drivers or other age groups. Further analysis then typically focuses on identifying subgroup characteristics (such as increased frequency or severity) or other factors suggested by the data when asking the traditional "who, what, where, why, and how" questions.

Evidenced-Based Strategies

- Maryland's evidence-based traffic safety enforcement methodology uses an integrated enforcement approach utilizing checkpoint inspections and saturation patrols, each as outlined in NHTSA's Countermeasures that Work guiding document. The data-driven, HVE methodology includes enforcement of traffic laws pertaining to impairment, speeding, occupant restraint usage, and other safety issues, coupled with enforcement patrols that saturate specific areas, which are well-documented in local media and describe the effort as an impaired-driving or other appropriate campaign.

Such an effort typically includes uniformed law enforcement officers saturating a high-risk crash or incidence area and engaging the driving public by stopping as many violators as possible to serve as a deterrent to improper and dangerous driving. This highly visible approach provides a public perception of risk that driving without following the law can and will result in a traffic stop, resulting in a citation, or an arrest in the case of impaired driving. This comprehensive statistical and partner-based approach, often in concurrence with associated national campaigns and mobilizations, helps Maryland provide continuous Specific and General Deterrence of improper and unsafe driving from the causal factors outlined above.

In-depth, comprehensive enforcement efforts, combined with background and evidence provided on grant applications, guide Maryland's efforts to allocate funds to law enforcement agencies to conduct priority area-specific overtime enforcement services based on specific problem identification and recent statistical results. The MHSO uses several sources of data to determine funding allocations. The State's 24 jurisdictions are divided into three groups based on average population over the most recent three-year period for which data is available. The most populous jurisdictions make up the top group and the least populated make up the third group. Within each group, crashes (serious injury and fatal) and citations (DUI, speed and unbelted) per vehicle miles traveled are calculated by jurisdiction.

Average ranks per jurisdiction are computed across crash and citation fields and applied to the previous year's funding allocations to determine revised funding proportions. Crash and enforcement data are used initially to determine the proper percentage of funding to be disbursed to jurisdictions within the groups. Subjective measures such as demographics, enforcement and outreach capacity, geographical considerations, seasonal fluctuations in traffic, and past performance are then used to refine the figures. From that process, each jurisdiction receives a total allocation of funding to be used in the next fiscal year. The MHSO continues to work with its data consultants to ensure that funding allocations are based on the most recent data available and that formulas are accurate, reasonable, and achievable. (A more detailed description of the allocations formula is found on pages 8–9). This methodology ensures that enforcement funding is allocated to the areas in greatest need and to the agencies that are most capable of implementing the appropriate countermeasures.

The MHSO uses both quantitative and qualitative criteria to measure the desired outcomes of the MHSO's law enforcement grant programs that utilize overtime enforcement funds, including those in the aggressive driving, distracted driving, impaired driving, occupant protection, and pedestrian safety program areas. The MHSO employs a monitoring system for law enforcement reporting data that engages law enforcement partners, grant managers and MHSO team members. In addition to the productivity of officers working overtime enforcement grants, an analysis of crashes, crash fatalities, and serious injuries is utilized by the MHSO's staff throughout the grant monitoring process. The MHSO's four LELs provide more direct contact with individual agencies across the State. By developing

relationships with law enforcement managers and traffic supervisors, the LELs closely monitor project success and efficiently provide information, training, and outreach materials.

Through this comprehensive approach, the MHSO and its law enforcement partners continually follow up, evaluate, and adjust enforcement plans accordingly. This approach improves effectiveness, enhances understanding and support of programs, and utilizes highway safety resources as efficiently as possible.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

Partners

Here is a brief outline of Maryland's ongoing partnership circles and the types of contributions and synergies these committed and invaluable partners provide within Maryland's highway safety grants process:

- **Federal Government –** Agencies such as the NHTSA, the FHWA, and the FMCSA play key roles in problem identification, target-setting, development of countermeasures, grants management, development of education and media campaigns, and assistance to the MHSO with administrative oversight of Maryland's traffic safety grants program.
- **National Organizations –** Organizations representing national professional associations such as the Governors Highway Safety Association (GHSA), the International Association of Chiefs of Police (IACP), the National Sheriffs Association (NSA), and the American Automobile Association (AAA) provide forums for idea formulation, discussion, and analysis of highway safety issues across the nation. These organizations also provide best practices and innovative strategies for dealing with certain highway safety issues.
- **State and Local Governments –** All business units of the MDOT take on significant roles in the MHSO programming model. Each integrates the goals and priorities of the SHSP into business plans, as outlined within each of the SHSP emphasis areas, including coordination of effective media approaches to ensure consistent, effective, and timely messaging. Local government agencies contribute to the highway safety planning process through representation and input within SHSP Emphasis Area Teams (EATs), MHSO's annual highway safety summit, metropolitan planning organization, and most important, the effective oversight and implementation of local grants programs. The MHSO also utilizes data provided by the Maryland Department of Health (MDH), the Maryland Institute for Emergency Medical Services Systems (MIEMSS), and the Statewide EMS Advisory Council.
- **Law Enforcement –** Law enforcement agencies at all levels, including professional organizations such as the Maryland Chiefs of Police Association (MCPA) and Maryland Sheriffs' Association (MSA), are crucial to statewide success in achieving the long-term goal of zero traffic fatalities. Clearly, the highly visible enforcement of Maryland's traffic laws and ongoing participation in executing localized enforcement and training grants are crucial to the ultimate success of the State's traffic safety strategies. Maryland also utilizes information gathered from the Maryland Police and Correctional Training Commissions (MPCTC). MHSO management co-chairs the MCPA TSC.
- **Colleges, Universities, and Schools –** Maryland employs educational campaigns at all levels, from elementary school through higher education, to inform and guide behaviors of students, often beginning years before they can legally drive. Representatives from educational institutions regularly contribute to Maryland's SHSP EATs and grants review process, assisting with problem identification and countermeasures strategies, and coordinating data and educational programs.
- **Court System –** The MHSO funds a Traffic Safety Resource Prosecutor (TSRP) that focuses solely on clarifying and assisting with traffic enforcement issues and prosecutions in ways designed to increase conviction rates of criminal drivers, and to provide partners within the court system for adjudication support. This TSRP provides training to prosecutors and law enforcement officers, and conducts outreach and assistance to judges, all to facilitate services to the Maryland Judiciary and create safer traffic environments on all roadways.

The MHSO cultivates and fully utilizes its traffic safety partnerships to improve every aspect of its HSP and related policy and implementation decisions, engaging partners in strategy selection, problem identification, and the establishment of effective performance metrics for ongoing evaluation and planning needs.

Throughout the grant year, the MHSO coordinates a wide range of activities and interactions with partner agencies, including governmental entities and private, not-for-profit groups. Communications among these partner agencies include regular contact and planning exchanges directly with the MHSO staff through inclusion in traffic safety task forces, SHSP EATs, scheduled planning meetings, conference calls, and individual interactions through correspondence such as email. Ongoing input and feedback from these partners is vital to establishing a clear direction for statewide strategies and complementary efforts throughout Maryland.

In some cases, agencies serve as direct grantees to the MHSO, with closely planned and monitored activities coordinated by those entities. For example, private and not-for-profit partners such as Mothers Against Drunk Driving (MADD) and the Washington Regional Alcohol Program (WRAP) have established programs to coordinate a variety of statewide impaired driving prevention activities through MHSO grants. As a matter of course, these entities are often consulted on impaired driving initiatives, and they regularly provide valuable testimony on legislation or other matters of importance to safety efforts.

Similarly, organizations such as MDH offer a variety of expertise and input on child passenger safety issues. Smaller partners are engaged in localized projects throughout the State, including such efforts as young driver education activities planned and implemented through programs like Every 15 Minutes and local prom projects. These partners are frequently engaged for their views by the MHSO's staff, and such partners are instrumental in the success of local outreach efforts that also complement statewide traffic safety programming.

The MHSO also frequently works with partner entities that are not grantees, and input from these partners proves to be vital to the success of the MHSO's efforts. These partners include AAA Mid-Atlantic, National Safety Council, Maryland Shock Trauma, numerous community hospitals, faith-based organizations, service organizations such as Kiwanis Clubs, Metropolitan Planning Organizations, Maryland's public and private school system, ABATE of Maryland, private businesses such as Baltimore Gas and Electric, and representatives of the restaurant industry all serve as knowledge bases that help shape the MHSO's traffic safety messaging and outreach.

In addition, non-grantee partners prove to be valuable conduits through which the MHSO's messaging can be disseminated, and the MHSO works diligently to keep lines of communication open with all potential partners. Again, regular contact is maintained through a variety of methods including task forces, Partners Summits, and regular meetings and contacts, through all aspects of planning and implementation of the HSP.

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

In 2016, there were 120,120 police-reported traffic crashes in Maryland. As a result of these crashes, 522 people were killed—the highest number since 2009 — and 50,865 people were injured. Property damage only was reported in 84,955 crashes. In total, 315 drivers (250 vehicle drivers and 65 motorcycle operators), 80 passengers and 127 non-motorists died on Maryland roads. On average, on Maryland roads in 2016: one person was killed every 17 hours, 139 people were injured (6 injuries every hour) each day, and 329 police-reported traffic crashes occurred each day.

The five-year fatality rate trend for Maryland increased from a low of 0.79 in 2014 to a high of 0.91 in 2015 and decreased to 0.88 in 2016. The overall fatality rate has consistently been lower than the national fatality rate every year since 1992.

On average, crashes in the Baltimore and Washington metropolitan regions accounted for more than 80 percent of the state's annual crashes, more

than four in every five. More than 26,000 crashes occurred in the City of Baltimore alone in 2016 accounting for more than one in every five crashes (22 percent) reported statewide. Prince George's County accounted for the greatest number of fatal crashes in Maryland, but ranked third to Baltimore City and Baltimore County in the number of overall crashes.

Crashes occur consistently through the year on Maryland's roadways, spread relatively evenly through the calendar year, but on average, slightly fewer crashes occur in February and March. Crashes tend to occur most frequently on Fridays and during afternoon or early evening hours in Maryland. More than one in every six crashes (16 percent) occurred on a Friday, and more than 43 percent happened between 12 noon and 7 p.m.

Young adult drivers, ages 21 to 29, represent more than one in every five drivers (20 percent) involved in Maryland crashes. These young adults also comprise a large share of injuries (24 percent) and deaths (23 percent) because of crashes on Maryland roadways.

Female drivers are involved in one-third of the State's overall crashes, but account for half of the drivers injured. Males are involved in 48 percent of crashes yet account for nearly 78 percent of fatally injured drivers.

The following table outlines general crash factors, reflecting statistical over-representation in the various categories listed on crash reports for all of Maryland's traffic crashes. Over-representation is defined as more crashes, injuries, or fatalities occurring among a sub-population than would be expected based on its proportion of the total State population. For example, if 50 percent of the driving population consists of men and 75 percent of impaired drivers in crashes are men, they are statistically over-represented among impaired driving crashes. The MHSO uses such data and information to target informational, educational, and other media efforts by age and gender, while helping State and local officials focus enforcement efforts to areas of high crash frequency by month, day of week, time of day, road type, and county area.

General Crash Factors (2012-2016 Averages)		
Factor	*Variable*	*Percentage*
Age (drivers)	21–34	29% of involved; 34% of injured; 33% of killed
Sex (drivers)	Male	48% of involved; 50% of injured; 78% of killed
Month	October–December (total crashes); May–July (injury crashes); May–July (fatal crashes)	Oct.–Dec., total crashes – 27%; May–July, injury crashes – 26%; May–July, fatal crashes – 26%
Day of Week	Friday (total and injury crashes); Saturday (fatal crashes)	Fri. total crashes – 16%; Fri. injury crashes – 16%; Sat. fatal crashes – 18%
Time of Day	2 p.m.–6 p.m. (total and injury crashes); 9 p.m.–2 a.m. (fatal crashes)	Total crashes – 27%; Injury crashes – 29%; Fatal crashes – 26%
Road Type	State and County roads	Total crashes – 52%; Injury crashes – 58%; Fatal crashes – 66%
Jurisdiction	Baltimore City, Baltimore, and Prince George's counties (total and injury crashes); Baltimore and Prince George's counties (fatal crashes)	Total crashes – 51%; Injury crashes – 45%; Fatal crashes – 31%

Source: Based on Maryland State Police crash data provided by the MDOT State Highway Administration, 2012-2016 averages.

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

<u>Selection Process</u>

Strategies chosen by the MHSO and its partners are selected based on the anticipated success of the countermeasures outlined and on their proven effectiveness in meeting highway safety goals, which are based on analysis processes previously described above. In selecting strategies, countermeasures, and projects to best meet safety goals, the MHSO consistently utilizes the HSP and the SHSP, both of which are guided by in-depth data analysis.

The MHSO uses proven resources to help select evidence-based countermeasures, including NHTSA's Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (Eighth Edition, 2015). In some instances, the MHSO utilizes additional countermeasures based on other federal and state research evidence. In each program area, countermeasures and requirements to show and prove their effectiveness are embedded in grant descriptions and project requirements. The solicitation proposals

comes from news releases, social media, and direct interaction.

Proposed grant applications are first reviewed jointly by MHSO program managers and professional staff with several objectives in mind:

- To ensure the application meets required criteria (eligibility, completeness);
- To determine whether the traffic safety impact of proposed grant activities is likely to support established goals by ensuring that the identified problem is adequately outlined, that solutions and strategies are reasonable, that evidence-based resources can be expected to address noted problems, and that proposed solutions align with Maryland's SHSP;
- To weigh the applicant's merits in terms of current activities and past performance; and
- To determine the appropriateness of the potential grantee to perform the activities.

Determination of the application's potential to impact traffic safety goals is based on the applicant's demonstrated:

- Ability to implement evidence-based strategies;
- Commitment to sustain and consistently contribute to success of strategies;
- Establishment of measurable outcomes for strategies;
- Past project performance (if applicable); and
- Ability to address the greatest demonstrable need or problem identified.

Proposals that target high-risk populations, high-risk behaviors, and high-crash locations receive additional consideration, thus emphasizing the need for and use of measurable outcomes in defining application strategies and approaches.

Proposed strategies must demonstrate one or more of the following attributes:

- An evidence-based strategy of countermeasures supported by research;
- A demonstration project, with clear evidence of data-driven safety needs identified; or
- A strong evaluation plan for the project that allows the grantee to assess the effectiveness of the activity at its conclusion.

After grant applications are received, the MHSO's Grant Review Team (GRT) conducts a comprehensive review of the applications and described projects or programs. GRT members include:

- The MHSO's Chief and Deputy Chief;
- The MHSO's Finance Section Chief;
- The NHTSA's Region III Program Manager; and
- MHSO Program Managers, Section Chiefs, and LELs who present the grant applications to the GRT and provide background and assistance as needed.

The GRT conducts technical analysis of all proposed grant applications, based in part on the following criteria:

- Has a traffic safety-related problem been adequately identified and appropriately described in the problem statement?;
- Does the proposal clearly address a strategy contained within the SHSP?;
- Does the proposal clearly show how the project is expected to address the problem along with expected outcomes?;
- Did the applicant include a sensible evaluation plan?;
- Are action steps clearly organized and well-defined, especially in terms of countermeasures to be used?;
- Are timelines reasonable and achievable?;
- Are considerations that might affect grantee performance identified and addressed?; and
- Past performance and risk assessment.

During an application review, all aspects of the proposal are analyzed by the various GRT members and any portion of the prospective grantee's request for funding may be excluded. If a portion of the grant request is removed from consideration, the corresponding dollar amount is removed from the total request when calculating the award amount.

Responsibility for final approval and allocation of funds to any grantee rests with the MHSO's Chief during grant review. All projects are reviewed to make sure that costs are allowable, allocable, and appropriate within funding limitations.

Following all team reviews of the applications and appropriate recommendations, the entire grant program proposal is presented for final approval to the GR for Maryland. The GR must then review and sign off on all strategies and grants proposed to be incorporated into the HSP. The MHSO's final selection of grant proposals is heavily based upon the ability of proposed grant projects to address federal and State priorities for traffic safety programs or related priorities and needs outlined through the problem identification process. All grants funded are measured against goals set forth in the HSP and the SHSP, and all grants selected for funding are thus assured to be rooted in a strategy from the SHSP.

Enter list of information and data sources consulted.

Data Sources

The sources of the MHSO's data include, but are not limited to:

- **Maryland Department of Transportation (MDOT) State Highway Administration (SHA)** – Crash data are obtained from the MDOT SHA, which maintains a database derived from crash reports submitted to, and processed and approved by, the Maryland State Police (MSP), along with data on average daily traffic counts and vehicle miles traveled (VMT).
- **NHTSA** – Federal Fatality Analysis Reporting System (FARS);
- **Maryland Department of Transportation (MDOT) Motor Vehicle Administration (MVA)** – Vehicle and driver information, including the State's driver license, vehicle registration, and citation/conviction files;
- **Maryland Institute for Emergency Medical Services Systems** – Emergency Medical Services (EMS) data information network; statewide trauma registry;
- **Maryland District Court** – Citation data;
- **Maryland Trauma Registry** – Trauma registry, injury data, and EMS databases;
- **Office of the Chief Medical Examiner (OCME)** – Medical examiner data; and
- **National Study Center (NSC)** – CODES; observational seat belt use surveys.

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

Integration of the Maryland SHSP

Under the GR's leadership, the MHSO provides the day-to-day coordination for Maryland's SHSP. The Maryland SHSP is governed by an Executive Council that includes:

- The Deputy Secretary of the MDOT;
- The MDOT MVA Administrator/GR;
- The MDOT SHA Administrator;
- The Secretary of the Maryland Department of State Police (Superintendent);
- The Executive Director of the Maryland Institute for EMS Systems;
- The Chief of Police of the Maryland Transportation Authority; and
- The Deputy Secretary of Maryland's Department of Health and Mental Hygiene.

The SHSP Executive Council meets semi-annually and is responsible for the development and implementation of Maryland's SHSP. Members represent the four Es of highway safety– engineering, education, enforcement, and emergency medical services. The SHSP EATs execute the SHSP's six Emphasis Area strategies and action steps. The EATs include private and not-for-profit highway safety partners, including advocacy groups working for distracted driving and occupant protection legislation; working against impaired and aggressive driving; and working on behalf of bicycle users, pedestrians, motorcyclists, teen drivers, and many others.

The Executive Council's guidance helps include and promote partnerships, and ensure inter-agency integration of the SHSP to address Maryland's safety needs comprehensively and strategically, and to share and utilize resources effectively. The MHSO, with the SHSP Executive Council, works closely with Maryland stakeholders at federal, state, and local levels to select performance measures, define targets, and use appropriate data to choose and implement evidence-based countermeasures. In short, the Executive Council coordinates with safety partners throughout the State to achieve Maryland's overarching goals to decrease the number of traffic crashes, save lives, and reduce injuries.

To ensure consistent and appropriate technical support for the SHSP EATs, the MHSO assigns a designated Data Coordinator to each team to help control and ensure the consistency, availability, and accuracy of data resources for the SHSP. Dependable quality data collection and analysis is crucial in assisting EATs to properly identify target groups, to adapt and refine countermeasures, and to evaluate the effectiveness of implemented strategies.

As part of its responsibilities for the management and direction of Maryland's SHSP, the MHSO updates the strategic plan every five years, providing a current and comprehensive framework to help guide all partners in reducing the numbers of deaths and serious injuries on all public roads within the State. Fatality and serious injury target reductions are communicated and coordinated among partners through meetings, conferences, strategy sessions, and regular communication networks by the MHSO to ensure uniformity and consistency with targets stated in the SHSP.

Thus, the SHSP serves as a true "umbrella" plan guiding highway safety for MDOT, identifying Maryland's key safety needs and priorities as it establishes an agenda of approved strategies to reduce or eliminate identified safety problems. For consistency and completeness, the SHSP is integrated with other state transportation plans including the HSP and the MDOT SHA's Highway Safety Improvement Plan (HSIP). Additionally, frequent coordination meetings between the MHSO Chief and the MDOT SHA's Director of the Office of Traffic and Safety help to harmonize enforcement and educational efforts with engineering countermeasures.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	Met
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
Number of aggressive driving related fatalities on all roads (State)	Not Met
Number of impaired driving (alcohol/drug) related fatalities on all roads (State data)	Not Met
Number of impaired driving (alcohol/drug) related serious injuries on all roads (State data)	Met
Number of unrestrained-occupant motor vehicle fatalities on all roads (State data)	Met
Number of unrestrained-occupant motor vehicle serious injuries on all roads (State data)	Met

Number of distracted driving related fatalities on all roads (State data)	Met
Number of distracted driving related serious injuries on all roads (State data)	Met
Number of aggressive driving related serious injuries (State data)	Met
Number of speed-related fatalities on all roads (State data)	Met
Number of speed-related serious injuries on all roads (State data)	Met
Number of motorcycle-involved fatalities on all roads (State data)	Not Met
Number of motorcycle-involved serious injuries on all roads (State data)	Met
Number of pedestrian (on foot) fatalities on all roads (State data)	Not Met
Number of pedestrian (on foot) serious injuries on all roads (State data)	Not Met
Number of bicycle fatalities on all roads (State data)	Not Met
Number of bicycle serious injuries on all roads (State data)	Met
Number of young driver involved fatalities on all roads (State data)	Met
Number of young driver involved serious injuries on all roads (State data)	Met
Number of older driver (65-110) involved fatalities on all roads (State data)	Not Met
Number of older driver (65-110) involved serious injuries on all roads (State data)	Met
Number of traffic-related fatalities on all roads (State data)	Not Met
Annual rate of traffic-related fatalities per 100 million vehicle miles traveled (MVMT) (State data)	Not Met
Annual rate of traffic-related serious injuries per 100 MVMT on all roads (State data)	Met
Number of non-motorized fatalities plus serious injuries on all roads (FARS and State data)	Met

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of traffic-related fatalities on all roads in Maryland from 489 (2012–2016 average, FARS ARF) to 435.0 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP fatalities target was 468 (2012–2016 average). The actual number of fatalities was 489 (2012–2016 average), though final 2016 crash data are unavailable from NHTSA at this time, therefore it is unknown whether Maryland has met or has not met its target.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of traffic-related serious injuries on all roads in Maryland from 3,017 (2012–2016 average) to 3211.1 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP serious injuries target was 3,692 (2012–2016 average). The actual number of serious injuries was 3,017 (2012–2016 average), which is lower than the target; therefore, Maryland met its target.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of traffic-related fatality rate on all roads in Maryland from 0.86 (2011–2015 average, FARS ARF) to 0.771 (2015–2019 average) or lower by December 31, 2019. Maryland's FFY 2018 HSP fatality rate target was 0.76 (2012–2016 average). NHTSA has not yet released the 2016 rate information in order to determine progress.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of unrestrained fatalities on all roads in Maryland from 104 (2012–2016 average, FARS ARF) to 86.8 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP target was a single-year target and final 2016 crash data are unavailable from NHTSA at this time, therefore it is unknown whether Maryland has met or has not met its target.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of alcohol-impaired driving fatalities (BAC = .08+) on all roads in Maryland from 144 (2012–2016 average, FARS ARF) to 133.9 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP target was a single-year target and final 2016 crash data are unavailable from NHTSA at this time, therefore it is unknown whether Maryland has met or has not met its target.

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of speeding-related fatalities on all roads in Maryland from 147 (2012–2016 average, FARS ARF) to 122.4 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP target was a single-year target and final 2016 crash data are unavailable from NHTSA at this time, therefore it is unknown whether Maryland has met or has not met its target.

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of motorcyclist fatalities on all roads in Maryland from 72 (2012–2016 average, FARS ARF) to 65.3 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP target was a single-year target and final 2016 crash data are unavailable from NHTSA at this time, therefore it is unknown whether Maryland has met or has not met its target.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of unhelmeted motorcyclist fatalities on all roads in Maryland from 8 (2012–2016 average, FARS ARF) to 7.0 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP target was a single-year target and final 2016 crash data are unavailable from NHTSA at this time, therefore it is unknown whether Maryland has met or has not met its target.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of drivers age 20 or younger-involved fatalities on all roads in Maryland from 45 (2012–2016 average, FARS ARF) to 31.1 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP target was a single-year target and final 2016 crash data are unavailable from NHTSA at this time, therefore it is unknown whether Maryland has met or has not met its target.

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of pedestrian fatalities on all roads in Maryland from 101 (2012–2016 average, FARS ARF) to 99.0 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP target was a single-year target and final 2016 crash data are unavailable from NHTSA at this time, therefore it is unknown whether Maryland has met or has not met its target.

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of bicyclist fatalities on all roads in Maryland from 9 (2012–2016 average, FARS ARF) to 6.7 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP target was a single-year target and final 2016 crash data are unavailable from NHTSA at this time, therefore it is unknown whether Maryland has met or has not met its target.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

To increase statewide observed belt use rate of front seat outboard occupants in passenger vehicles and light trucks from the 2012 calendar base year of 91.1 percent to 96.2 percent by December 31, 2020. The target for 2019 is 95.5. The target submitted in the FFY2018 for 2018 was 94.8. It is unknown at this time whether the target has been met as survey results will not be available until after the HSP is submitted to NHTSA on July 2.

Number of aggressive driving related fatalities on all roads (State)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of aggressive-driving-related fatalities on all roads in Maryland from 41 (2012–2016 average) to 31.3 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP aggressive-driving-related fatalities target was 40 (2012–2016 average). The actual number of aggressive-driving-related fatalities was 41 (2012–2016 average), which is higher than the target; therefore, Maryland did not meet its target.

Number of impaired driving (alcohol/drug) related fatalities on all roads (State data)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of impaired-driving-related (State definition) fatalities on all roads in Maryland from 156 (2012–2016 average) to 139.8 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP impaired-driving-related fatalities target was 152 (2012–2016 average). The actual number of impaired-driving-related fatalities was 156 (2012–2016 average), which is higher than the target; therefore, Maryland has not met its target.

Number of impaired driving (alcohol/drug) related serious injuries on all roads (State data)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of impaired-driving-related (State definition) serious injuries on all roads in Maryland from 424 (2012–2016 average) to 316.3 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP impaired-driving-related serious injuries target was 531 (2012–2016 average). The actual number of impaired-driving-related serious injuries was 424 (2012–2016 average), which is lower than the target; therefore, Maryland met its target.

Number of unrestrained-occupant motor vehicle fatalities on all roads (State data)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of unrestrained fatalities on all roads in Maryland from 107 (2012–2016 average) to 89.6 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP unrestrained fatalities target was 116 (2012–2016 average). The actual number of unrestrained fatalities was 107 (2012–2016 average), which is lower than the target; therefore, Maryland met its target.

Number of unrestrained-occupant motor vehicle serious injuries on all roads (State data)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of unrestrained serious injuries on all roads in Maryland from 294 (2012–2016 average) to 186.8 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP unrestrained fatalities target was 340 (2012–2016 average). The actual number of unrestrained fatalities was 294 (2012–2016 average), which is lower than the target; therefore, Maryland met its target.

Number of distracted driving related fatalities on all roads (State data)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of distracted-driving-related fatalities on all roads in Maryland from 168 (2012–2016 average) to 135.9 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP distracted-driving-related fatalities target was 218 (2012–2016 average). The actual number of distracted-driving-related fatalities was 168 (2012–2016 average), which is lower than the target; therefore, Maryland met its target.

Number of distracted driving related serious injuries on all roads (State data)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of distracted-driving-related serious injuries on all roads in Maryland from 1,518 (2012–2016 average) to 1,101.8 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP distracted-driving-related serious injuries target was 2,310 (2012–2016 average). The actual number of distracted-driving-related serious injuries was 1,518 (2012–2016 average), which is lower than the target; therefore, Maryland met its target.

Number of aggressive driving related serious injuries (State data)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of aggressive-driving-related serious injuries on all roads in Maryland from 233 (2012–2016 average) to 165.1 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP aggressive-driving-related serious injuries target was 336 (2012–2016 average). The actual number of aggressive-driving-related serious injuries was 233 (2012–2016 average), which is lower than the target; therefore, Maryland met its target.

Number of speed-related fatalities on all roads (State data)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of speed-related fatalities on all roads in Maryland from 95 (2012–2016 average) to 76.3 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP speed-related fatalities target was 123 (2012–2016 average). The actual number of speed-related fatalities was 95 (2012–2016 average), which is lower than the target; therefore, Maryland met its target.

Number of speed-related serious injuries on all roads (State data)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of speed-related serious injuries on all roads in Maryland from 463 (2012–2016 average) to 316.1 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP speed-related serious injuries target was 751 (2012–2016 average). The actual number of speed-related serious injuries was 463 (2012–2016 average), which is lower than the target; therefore, Maryland met its target.

Number of motorcycle-involved fatalities on all roads (State data)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of motorcyclist fatalities on all roads in Maryland from 70 (2012–2016 average) to 61.5 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP motorcyclist fatalities target was 66 (2012–2016 average). The actual number of motorcyclist fatalities was 70 (2012–2016 average), which is higher than the target; therefore, Maryland has not met its target.

Number of motorcycle-involved serious injuries on all roads (State data)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of motorcyclist serious injuries on all roads in Maryland from 276 (2012–2016 average) to 223.3 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP motorcyclist serious injuries target was 291 (2012–2016 average). The actual number of motorcyclist serious injuries was 276 (2012–2016 average), which is lower than the target; therefore, Maryland met its target.

Number of pedestrian (on foot) fatalities on all roads (State data)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of pedestrian (on foot) fatalities on all roads in Maryland from 102 (2012–2016 average) to 101.5 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP pedestrian (on foot) fatalities target was 91 (2012–2016 average). The actual number of pedestrian (on foot) fatalities was 102 (2012–2016 average), which is higher than the target; therefore, Maryland has not met its target.

Number of pedestrian (on foot) serious injuries on all roads (State data)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of pedestrian (on foot) serious injuries on all roads in Maryland from 357 (2012–2016 average) to 286.9 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP pedestrian (on foot) serious injuries target was 353 (2012–2016 average). The actual number of pedestrian (on foot) serious injuries was 357 (2012–2016 average), which is higher than the target; therefore, Maryland has not met its target.

Number of bicycle fatalities on all roads (State data)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of bicyclist fatalities on all roads in Maryland from 9 (2012–2016 average) to 7.1 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP bicyclist fatalities target was 7 (2012–2016 average). The actual number of bicyclist fatalities was 9 (2012–2016 average), which is higher than the target; therefore, Maryland has not met its target.

Number of bicycle serious injuries on all roads (State data)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of bicyclist serious injuries on all roads in Maryland from 61 (2012–2016 average) to 57.0 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP bicyclist serious injuries target was 62 (2012–2016 average). The actual number of bicyclist serious injuries was 61 (2012–2016 average), which is lower than the target; therefore, Maryland met its target.

Number of young driver involved fatalities on all roads (State data)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of young-driver-involved fatalities on all roads in Maryland from 41 (2012–2016 average) to 33.4 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP young-driver-involved fatalities target was 70 (2012–2016 average). The actual number of young-driver-involved fatalities was 41 (2012–2016 average), which is lower than the target; therefore, Maryland met its target.

Number of young driver involved serious injuries on all roads (State data)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of young-driver-involved serious injuries on all roads in Maryland from 444 (2012–2016 average) to 262.4 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP young-driver-involved serious injuries target was 698 (2012–2016 average). The actual number of young-driver-involved serious injuries was 444 (2012–2016 average), which is lower than the target; therefore, Maryland met its target.

Number of older driver (65-110) involved fatalities on all roads (State data)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of older-driver-involved fatalities on all roads in Maryland from 89 (2012–2016 average) to 77.8 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP older-driver-involved fatalities target was 74 (2012–2016 average). The actual number of older-driver-involved fatalities was 89 (2012–2016 average), which is higher than the target; therefore, Maryland has not met its target.

Number of older driver (65-110) involved serious injuries on all roads (State data)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of older-driver-involved serious injuries on all roads in Maryland from 476 (2012–2016 average) to 380.1 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP older-driver-involved serious injuries target was 519 (2012–2016 average). The actual number of older-driver-involved serious injuries was 476 (2012–2016 average), which is lower than the target; therefore, Maryland met its target.

Number of traffic-related fatalities on all roads (State data)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of traffic-related fatalities on all roads in Maryland from 493 (2012–2016 average, State data) to 431.9 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP fatalities target was 468 (2012–2016 average). The actual number of fatalities was 493 (2012–2016 average), which is higher than the target; therefore, Maryland did not meet its target.

Annual rate of traffic-related fatalities per 100 million vehicle miles traveled (MVMT) (State data)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of traffic-related fatality rate on all roads in Maryland from 0.864 (2012–2016) average, State data) to 0.766 (2015–2019 average) or lower by December 31, 2019. Maryland's FFY 2018 HSP fatality rate target was 0.76 (2012–2016 average). The actual fatality rate was 0.864 (2012–2016 average), which is higher than the target; therefore, Maryland did not meet its target.

Annual rate of traffic-related serious injuries per 100 MVMT on all roads (State data)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the traffic-related serious injury rate on all roads in Maryland from 5.28 (2012–2016 average) to 5.702 (2015–2019 average) or lower by December 31, 2019. Maryland's FFY 2018 HSP serious injury rate target was 6.44 (2012–2016 average). The actual serious injury rate was 5.28 (2012–2016 average), which is lower than the target; therefore, Maryland met its target.

Number of non-motorized fatalities plus serious injuries on all roads (FARS and State data)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of traffic-related non-motorized fatalities and serious injuries on all roads in Maryland from 503 (2012–2016 average) to 473.9 (2015–2019 average) or fewer by December 31, 2019. Maryland's FFY 2018 HSP non-motorized fatalities and serious injuries target was 517 (2012–2016 average). The actual number of traffic-related non-motorized fatalities and serious injuries was 503 (2012–2016 average), which is lower than the target; therefore, Maryland met its target.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	435.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	3,211.1
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	0.771
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	86.8

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	133.9
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	122.4
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	65.3
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	7.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	31.1
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	99.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	6.7
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	2019	95.5
Number of impaired driving (alcohol/drugs) related fatalities on all roads (State data)	5 Year	2015	2019	139.8
Number of impaired driving (alcohol/drugs) related serious injuries on all roads (State data)	5 Year	2015	2019	316.3
Number of unrestrained-occupant motor vehicle fatalities on all roads (State data)	5 Year	2015	2019	89.6
Number of unrestrained-occupant motor vehicle serious injuries on all roads (State data)	5 Year	2015	2019	186.8
Number of distracted driving related fatalities on all roads (State data)	5 Year	2015	2019	135.9
Number of distracted driving related serious injuries on all roads (State data)	5 Year	2015	2019	1,101.8
Number of speed-related fatalities on all roads (State data)	5 Year	2015	2019	76.3
Number of speed-related serious injuries on all roads (State data)	5 Year	2015	2019	316.1
Number of motorcycle-involved fatalities on all roads (State data)	5 Year	2015	2019	61.5
Number of motorcycle-involved serious injuries on all roads (State data)	5 Year	2015	2019	223.3
Number of pedestrian (on foot) fatalities on all roads (State data)	5 Year	2015	2019	101.5
Number of pedestrian (on foot) serious injuries on all roads (State data)	5 Year	2015	2019	286.9
Number of bicycle fatalities on all roads (State data)	5 Year	2015	2019	7.1
Number of bicycle serious injuries on all roads (State data)	5 Year	2015	2019	57.0
Number of young driver involved fatalities on all roads (State roads)	5 Year	2015	2019	33.4
Number of young driver involved serious injuries on all roads (State roads)	5 Year	2015	2019	262.4
Number of older driver (65-110) involved fatalities on all roads (State data)	5 Year	2015	2019	77.8
Number of older driver (65-110) involved serious injuries on all roads (State data)	5 Year	2015	2019	380.1
Number of traffic-related fatalities on all roads (State data)	5 Year	2015	2019	431.9
Annual rate of traffic-related fatalities per 100 million vehicle miles traveled (MVMT) (State data)	5 Year	2015	2019	0.8
Annual rate of traffic-related serious injuries per 100 million vehicle miles traveled (MVMT) (State data)	5 Year	2015	2019	5.7
Number of non-motorized fatalities plus serious injuries on all roads (FARS and State data)	5 Year	2015	2019	473.9
Number of aggressive driving related fatalities on all roads (State data)	5 Year	2015	2019	31.3
Number of aggressive driving related serious injuries (State data)	5 Year	2015	2019	165.1

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

No

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP

and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 0.771
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 86.8
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 133.9
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 122.4
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 65.3
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious

injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

> C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
>
> Target Metric Type: Numeric
>
> Target Value: 7.0
>
> Target Period: 5 Year
>
> Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Is this a traffic records system performance measure?

No

> C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
>
> Target Metric Type: Numeric

Target Value: 31.1
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 99.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 6.7
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
Target Metric Type: Percentage
Target Value: 95.5
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The target belt use rates estimate a reduction in the number of observed unbelted motor vehicle occupants by at least 25 in each of the observation counties for each successive year. Goals were set based on the 92.1% belt use rate in 2014.

Number of impaired driving (alcohol/drugs) related fatalities on all roads (State data)

Is this a traffic records system performance measure?

No

Number of impaired driving (alcohol/drugs) related fatalities on all roads (State data)-2019
Target Metric Type: Numeric
Target Value: 139.8
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of impaired driving (alcohol/drugs) related serious injuries on all roads (State data)

Is this a traffic records system performance measure?

No

Number of impaired driving (alcohol/drugs) related serious injuries on all roads (State data)-2019
Target Metric Type: Numeric
Target Value: 316.3
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious

injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of unrestrained-occupant motor vehicle fatalities on all roads (State data)

Is this a traffic records system performance measure?

No

Number of unrestrained-occupant motor vehicle fatalities on all roads (State data)-2019
Target Metric Type: Numeric
Target Value: 89.6
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of unrestrained-occupant motor vehicle serious injuries on all roads (State data)

Is this a traffic records system performance measure?

No

Number of unrestrained-occupant motor vehicle serious injuries on all roads (State data)-2019
Target Metric Type: Numeric

Target Value: 186.8
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of distracted driving related fatalities on all roads (State data)

Is this a traffic records system performance measure?

No

Number of distracted driving related fatalities on all roads (State data)-2019
Target Metric Type: Numeric
Target Value: 135.9
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

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Number of distracted driving related serious injuries on all roads (State data)

Is this a traffic records system performance measure?

No

Number of distracted driving related serious injuries on all roads (State data)-2019
Target Metric Type: Numeric
Target Value: 1,101.8
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

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This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

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Number of speed-related fatalities on all roads (State data)

Is this a traffic records system performance measure?

No

Number of speed-related fatalities on all roads (State data)-2019
Target Metric Type: Numeric
Target Value: 76.3
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades,

starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of speed-related serious injuries on all roads (State data)

Is this a traffic records system performance measure?

No

Number of speed-related serious injuries on all roads (State data)-2019

Target Metric Type: Numeric

Target Value: 316.1

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of motorcycle-involved fatalities on all roads (State data)

Is this a traffic records system performance measure?

No

Number of motorcycle-involved fatalities on all roads (State data)-2019

Target Metric Type: Numeric

Target Value: 61.5

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

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This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of motorcycle-involved serious injuries on all roads (State data)

Is this a traffic records system performance measure?

No

Number of motorcycle-involved serious injuries on all roads (State data)-2019

Target Metric Type: Numeric

Target Value: 223.3

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

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To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of pedestrian (on foot) fatalities on all roads (State data)

Is this a traffic records system performance measure?

No

Number of pedestrian (on foot) fatalities on all roads (State data)-2019

Target Metric Type: Numeric

Target Value: 101.5

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

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To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of pedestrian (on foot) serious injuries on all roads (State data)

Is this a traffic records system performance measure?

No

Number of pedestrian (on foot) serious injuries on all roads (State data)-2019

Target Metric Type: Numeric

Target Value: 286.9

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

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Number of bicycle fatalities on all roads (State data)

Is this a traffic records system performance measure?

No

Number of bicycle fatalities on all roads (State data)-2019

Target Metric Type: Numeric

Target Value: 7.1

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of bicycle serious injuries on all roads (State data)

Is this a traffic records system performance measure?

No

Number of bicycle serious injuries on all roads (State data)-2019
Target Metric Type: Numeric
Target Value: 57.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of young driver involved fatalities on all roads (State roads)

Is this a traffic records system performance measure?

No

Number of young driver involved fatalities on all roads (State roads)-2019
Target Metric Type: Numeric
Target Value: 33.4
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of young driver involved serious injuries on all roads (State roads)

Is this a traffic records system performance measure?

No

Number of young driver involved serious injuries on all roads (State roads)-2019

Target Metric Type: Numeric

Target Value: 262.4

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of older driver (65-110) involved fatalities on all roads (State data)

Is this a traffic records system performance measure?

No

Number of older driver (65-110) involved fatalities on all roads (State data)-2019
Target Metric Type: Numeric
Target Value: 77.8
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of older driver (65-110) involved serious injuries on all roads (State data)

Is this a traffic records system performance measure?

No

Number of older driver (65-110) involved serious injuries on all roads (State data)-2019
Target Metric Type: Numeric
Target Value: 380.1
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of traffic-related fatalities on all roads (State data)

Is this a traffic records system performance measure?

No

Number of traffic-related fatalities on all roads (State data)-2019
Target Metric Type: Numeric
Target Value: 431.9
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Annual rate of traffic-related fatalities per 100 million vehicle miles traveled (MVMT) (State data)

Is this a traffic records system performance measure?

No

Annual rate of traffic-related fatalities per 100 million vehicle miles traveled (MVMT) (State data)-2019
Target Metric Type: Numeric
Target Value: 0.8
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Annual rate of traffic-related serious injuries per 100 million vehicle miles traveled (MVMT) (State data)

Is this a traffic records system performance measure?

No

Annual rate of traffic-related serious injuries per 100 million vehicle miles traveled (MVMT) (State data)-2019

Target Metric Type: Numeric

Target Value: 5.7

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets;

however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of non-motorized fatalities plus serious injuries on all roads (FARS and State data)

Is this a traffic records system performance measure?

No

Number of non-motorized fatalities plus serious injuries on all roads (FARS and State data)-2019
Target Metric Type: Numeric
Target Value: 473.9
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of aggressive driving related fatalities on all roads (State data)

Is this a traffic records system performance measure?

No

Number of aggressive driving related fatalities on all roads in Maryland
Target Metric Type: Numeric
Target Value: 31.3
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

Number of aggressive driving related serious injuries (State data)

Is this a traffic records system performance measure?

No

Number of aggressive driving related serious injuries (State data)-2019
Target Metric Type: Numeric
Target Value: 165.1
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Maryland has set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages are used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2012–2016 actual crash data are used to determine targets for 2015–2019 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

This method is applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP. For these five measures, the exponential trend line uses the 2030 TZD goal as a fixed end-point when calculating interim targets.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (FAST) Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas are also set using an exponential trend line and five-year rolling averages to calculate future targets; however, due to smaller numbers in the emphasis area categories, no fixed end-point is used.

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.	
Check the box if the statement is correct.	Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.	
A-1) Number of seat belt citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Seat belt citations	2580

A-2) Number of impaired driving arrests made during grant-funded enforcement activities	
Fiscal year	2017
Impaired driving arrests	1097

A-3) Number of speeding citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Speeding citations	18529

5 Program areas

Program Area Hierarchy

1. Impaired Driving (Drug and Alcohol)
   - Toxicology Sampling
     - MCTSA-Toxicology
       - FAST Act 405d Impaired Driving Low
   - Prosecutor Training
     - Maryland State's Attorneys' Association
       - FAST Act 405d Impaired Driving Low
       - FAST Act 405d Impaired Driving Low
   - Law Enforcement Training
     - DUI Institute - MCPA
       - FAST Act 405d Impaired Driving Low
     - DUI Institute - MSA
       - FAST Act 405d Impaired Driving Low
   - Impaired Driving Prevention Youth Programs
     - After Prom Project
       - FAST Act 405d Impaired Driving Low
     - Every 15 Minutes
       - FAST Act 405d Impaired Driving Low
     - Youth Impaired Driving Outreach
       - FAST Act 405d Impaired Driving Low
     - CAASA Impaired Driving Activities
       - FAST Act 405d Impaired Driving Low
   - HVE - Impaired
     - HVE - Impaired
       - FAST Act 405d Impaired Driving Low
     - MHSO Internal-Impaired Driving
       - FAST Act 405d Impaired Driving Low
     - MSP - SPIDRE DUI Team
       - FAST Act 405d Impaired Driving Low
       - Other
     - MHSO Internal-SPIDRE DUI Media
       - FAST Act 405d Impaired Driving Low
     - Mobile Alcohol Testing Truck
       - FAST Act 405d Impaired Driving Low
   - DUI Courts
     - St. Mary's County DUI Court
       - FAST Act 405d Impaired Driving Low
     - Howard County DUI Court
       - FAST Act 405d Impaired Driving Low
     - Anne Arundel County DUI Court
       - FAST Act 405d Impaired Driving Low
   - Drug Recognition Expert (DRE) Training
     - MSP - DRE

FAST Act 405d Impaired Driving Low

Alcohol Vendor Compliance Checks

Worcester County Health Department Recognition Breakfast

FAST Act 405d Impaired Driving Low

2. Distracted Driving

HVE - Distracted Driving

MHSO Internal-Distracted Driving Media Campaign

FAST Act NHTSA 402

HVE - Distracted Driving

FAST Act NHTSA 402

NHTSA 402

Morgan State Distracted Driving

FAST Act NHTSA 402

3. Aggressive Driving

HVE - Aggressive Driving

MHSO Internal-Aggressive Driving

FAST Act NHTSA 402

HVE - Aggressive

FAST Act NHTSA 402

NHTSA 402

4. Motorcycle Safety

Motorcyclist Safety and Awareness

Motorcycle - Throttle Basics

FAST Act 405f Motorcycle Programs

Motorcycle - Sport Bike Awareness

FAST Act NHTSA 402

Motorcycle - MHSO Impaired Riding

FAST Act 405d Impaired Driving Low

Motorcycle - MHSO MC Awareness

FAST Act 405f Motorcycle Programs

Motorcycle - MVA Rider Training & Outreach

FAST Act 405f Motorcycle Programs

FAST Act NHTSA 402

Motorcycle - BikeSafe Training

FAST Act NHTSA 402

Motorcycle Rider Training

5. Occupant Protection (Adult and Child Passenger Safety)

HVE - Seat Belt

HVE - Seat Belts

FAST Act NHTSA 402

MHSO Internal-OP

NHTSA 402

MCTSA-Seat Belt

FAST Act 405b OP High

Child Restraint System Inspection Station(s)

Maryland Kids In Safety Seats

FAST Act 405b OP High

Maryland CPS & OP Health Care Project

FAST Act 405b OP High

LE 19-281

MSP - CPS Techs

FAST Act NHTSA 402

6. Non-motorized (Pedestrians and Bicyclist)

HVE - Pedestrian/Bicyclist

HVE - Ped/Bike

Ped/Bike - Law enforcement training

FAST Act 405h Nonmotorized Safety

Ped/Bike - Street Smart Baltimore

FAST Act 405h Nonmotorized Safety

MHSO Internal-Ped/Bicycle Safety Program

FAST Act 405h Nonmotorized Safety

Ped/Bike - Street Smart DC

FAST Act 405h Nonmotorized Safety

Elementary-age Child Bicyclist Training

Bike Safety - Helmet and Education

7. Traffic Records

Improves accessibility of a core highway safety database

Traffic Records - MCTSA

FAST Act 405c Data Program

Traffic Records - Washington College

FAST Act 405c Data Program

8. Police Traffic Services

Police Traffic Services
    Police Traffic Services - Statewide Crash Recon Training
        FAST Act NHTSA 402
    Police Traffic Services - Local Crash Recon Training
        FAST Act NHTSA 402
    Police Traffic Services - Chiefs Conference
        FAST Act NHTSA 402
    Police Traffic Services - Unsecured loads
        FAST Act NHTSA 402
    Police Traffic Services - MCPD Traffic Symposium
        FAST Act NHTSA 402
    Police Traffic Services - MML PEA Annual Conference Training
        FAST Act NHTSA 402
    Police Traffic Services - IACP HSC, Commanders Summit
        FAST Act NHTSA 402
    Police Traffic Services - LEL
        FAST Act NHTSA 402
        FAST Act 405d Impaired Driving Low

9. Older Drivers
    Communication Campaign - Older
        Older Drivers - Partners In Care
            FAST Act NHTSA 402
        Older Drivers - Older Driver Education Pilot Program
            FAST Act NHTSA 402

10. Planning & Administration
    (none)
        MHSO Communications
            FAST Act NHTSA 402
        MHSO Planning and Administration
            FAST Act NHTSA 402
        MHSO Staffing Grant 2
            FAST Act NHTSA 402
            FAST Act 405c Data Program
            FAST Act 405b OP High
        MHSO Staffing Grant 3
            FAST Act 405d Impaired Driving Low
            FAST Act 405h Nonmotorized Safety
            FAST Act NHTSA 402
        MHSO GPS Grant System
            FAST Act NHTSA 402
            FAST Act 405d Impaired Driving Low
        MHSO Special Projects Support
            FAST Act NHTSA 402
        MHSO Predictive Modeling
            FAST Act NHTSA 402

5.1 Program Area: Impaired Driving (Drug and Alcohol)

Program area type   Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

During the latest five-year statistical period, 2012 through 2016, Maryland crash data show that impaired driving was cited as a factor in about one in every three fatal crashes overall, in nearly one in every 14 crashes overall, and in nearly one in every 12 injury crashes. Please note that Maryland's definition of impaired driving is slightly different than the FARS definition of 0.08% BAC.

The continuing high occurrence of crashes overall due to impaired driving, and the extremely high incidence of fatal crashes due to impaired driving, indicates a continuing significant traffic safety problem across the United States and in Maryland.

From 2012 through 2016, despite an overall 18 percent decline in the incidence of impaired driving crashes, an average of more than 7,200 crashes involving impaired driving occur on Maryland roads each year. For the same five-year period, impaired driving accounted for an average of seven percent of all traffic crashes, eight percent of injury crashes, and 31 percent of fatal crashes. Impaired driving accounted for eight percent of injuries and 32 percent of fatalities. Thus, impaired driving is significantly over-represented in fatal crashes— that is, its frequency as a factor in fatal crashes occurs more often than would be otherwise expected statistically.

While only one in 50 crashes involving driver impairment results in a fatality, the fact that close to one-third of all statewide fatal crashes involve alcohol and/or drugs is cause for concern, mainly because the risk of fatality (one in three) is much higher in an impaired crash. This relatively high rate of occurrence and correlation between impaired driving and fatal crashes and fatalities on Maryland roadways has made impaired driving a crucial focus point for traffic safety and law enforcement professionals throughout the state.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of impaired driving (alcohol/drugs) related fatalities on all roads (State data)	5 Year	2019	139.8
2019	Number of impaired driving (alcohol/drugs) related serious injuries on all roads (State data)	5 Year	2019	316.3
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	133.9

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Toxicology Sampling
2019	Prosecutor Training
2019	Law Enforcement Training
2019	Impaired Driving Prevention Youth Programs
2019	HVE - Impaired
2019	DUI Courts
2019	Drug Recognition Expert (DRE) Training
2019	Alcohol Vendor Compliance Checks

5.1.1 Countermeasure Strategy: Toxicology Sampling

Program area   Impaired Driving (Drug and Alcohol)

Countermeasure strategy   Toxicology Sampling

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

Yes

Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.

Through this project Maryland is seeking to determine a percentage of blood samples from past fatal crash victims that contain the presence of drugs. The results of this project will lead to enforcement and media-based strategies used to deter drugged driving.

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Maryland is in the middle of a multi-year project to better understand the extent of drug-impaired driving, Maryland began a project to test blood samples from persons who were killed as the result of a motor vehicle crash. With the recent passage of laws legalizing the use of marijuana in other states, more information is needed on the number of people who have used marijuana prior to their involvement in a fatal crash. The MHSO provided funding to test approximately 200-300 blood samples collected by the Office of the Chief Medical Examiner. Last year, 37 percent tested positive for at least one drug included in the panel. Results will be linked with additional OCME and crash data as part of the final report which will also be compiled for submission to a journal. Those results will then be used to help shape law enforcement efforts related to training and enforcement.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Impaired driving prevention is an emphasis area for Maryland, reflected in both this HSP and the State's SHSP.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle,

etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This project will allow the implementation of several significant strategies within the 8th Edition of Countermeasures That Work, including: Enforcement of Drug-Impaired Driving and Education Regarding Medications.

This innovative project is intended to yield results that guide Maryland's efforts to provide drug-related outreach to law enforcement, prosecutors, judges, and other groups. The results of the project will allow the State to have a much better understanding of the extent of the drugged-driving problem.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-175	MCTSA-Toxicology	Toxicology Sampling

5.1.1.1 Planned Activity: MCTSA-Toxicology

Planned activity name	MCTSA-Toxicology
Planned activity number	GN 19-175
Primary countermeasure strategy	Toxicology Sampling

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Impaired driving is a continuing problem in Maryland. The number of impaired driving fatalities has remained relatively unchanged over the past five years. While much is known about the extent of alcohol impairment, less information is available on the use of illicit drugs among drivers killed as the result of a motor vehicle crash. Specifically, marijuana is not tested for by the Office of the Chief Medical Examiner. With the recent passage of laws 'legalizing' the use of marijuana in other states (initially Oregon and Washington and more recently DC) and the legalization of medicinal marijuana in MD, more information is needed on the number of people who have used marijuana prior to their involvement in a fatal crash. This information will build on recently collected data to help inform policy makers on the prevalence of marijuana use among motor vehicle drivers in the Maryland and will serve as a baseline for further analysis should marijuana use become 'legal' in the State.

The National Study Center for Trauma has been working with the Office of the Chief Medical Examiner to collect and maintain blood samples from persons who are killed as the result of a motor vehicle crash in Maryland. These samples are frozen and stored at the R Adams Cowley Shock Trauma Center.

Approximately 250 samples are collected each year, with the process having begun on or about January 1, 2013. A majority of these samples are available for testing. An agreement has been established, under a separate project, with Immunalysis Corporation to test these samples for the presence of licit/illicit drugs as requested. For the proposed effort, the samples will be tested for several metabolites of THC (the active ingredient in marijuana) and a panel of other substances that are included as part of NHTSA's National Roadside Survey. This project will test 250 of the current samples (motor vehicle drivers only) to ensure the process and results will be of use to the Highway Safety Office and their programming efforts.

Enter intended subrecipients.

University of Maryland Baltimore, NSC

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Toxicology Sampling

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$42,877.67		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.2 Countermeasure Strategy: Prosecutor Training

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Prosecutor Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

For the past five years, Maryland has funded a Traffic Safety Resource Prosecutor (TSRP) to provide training and education to law enforcement and prosecutors in the State. Based on a curriculum similar to the DUI Institute for law enforcement, this advanced training is provided to prosecutors from across the State. Training includes: MHSO programs; Courtroom testimony; Standardized Field Sobriety Testing; Intoximeter operation; DUI checkpoints; Maryland's Drug Recognition Expert (DRE) program; and Common defenses in a DUI trial. The TSRP has allowed the MHSO to reach hundreds of prosecutors and law enforcement officers each year with vital information and procedures pertaining to effective impaired driving prosecution and enforcement.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Impaired driving prevention is an emphasis area for Maryland, reflected in both this HSP and the State's SHSP. Maryland's TSRP program conforms to one of the most effective "Countermeasures That Work" in regard to impaired driving prevention, and also supports a wide variety of impaired driving prevention efforts.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle,

etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Traffic Safety Resource Prosecutuors (TSRPs) are included with the DWI Courts in the 8th Edition of Countermeasures That Work.

DWI cases can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors. In one survey, about half of prosecutors and judges said the training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over DWI cases (Robertson & Simpson, 2002a). TSRPs are current (or former) prosecutors who specialize in the prosecution of traffic crimes, and DWI cases in particular. They provide training, education, and technical support to other prosecutors and law enforcement agencies within their State.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-019	Maryland State's Attorneys' Association	Prosecutor Training

5.1.2.1 Planned Activity: Maryland State's Attorneys' Association

Planned activity name	Maryland State's Attorneys' Association
Planned activity number	GN 19-019
Primary countermeasure strategy	Prosecutor Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund the Traffic Safety Resource Prosecutor through the Maryland States Attorney's Association. The TSRP is responsible for outreach to prosecutors and judges, as well as providing ongoing support for legal and judicial aspects of the MHSO's impaired driving program.

Enter intended subrecipients.

Maryland States Attorney's Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Prosecutor Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$179,241.59		
2019	FAST Act 405d Impaired Driving Low	405d Low Court Support	$13,073.61		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.3 Countermeasure Strategy: Law Enforcement Training

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Law Enforcement Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Maryland coordinates an extensive law enforcement training program related to impaired driving. Elements of this program include SFST and ARIDE training, as well as a large-scale "DUI Institute." The Institute was developed jointly by the UMD School of Public Health's Department of Behavioral and Community Health, the MHSO, police officers, and national experts on alcohol-impaired driving. The 40-hour, in-service program exposes officers to information on the effectiveness of impaired driving countermeasures (ignition interlocks, DUI courts, sobriety checkpoints, etc.), police traffic management, and the physiology of alcohol and its abuse/addiction. The Institute provides an intensive training background for the officers that attend to improve both the the quality and number of DUI arrests.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Impaired driving prevention is an emphasis area for Maryland, reflected in both this HSP and the State's SHSP. This activity supports a wide range of impaired driving prevention activities.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle, etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This program encompasses training in impaired driving detection and enforcement, and specifically includes the training necessary to carry out enforcement operations that receive extremely high ratings in the 8th Edition of Countermeasures That Work. The training works to increase the effectiveness of HVE saturation patrols and checkpoints.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-220	DUI Institute - MCPA	Law Enforcement Training
GN 19-219	DUI Institute - MSA	Law Enforcement Training

5.1.3.1 Planned Activity: DUI Institute - MCPA

Planned activity name	DUI Institute - MCPA
Planned activity number	GN 19-220
Primary countermeasure strategy	Law Enforcement Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This grant will be used to provide training for law enforcement officers at the State's DUI Institute.

Enter intended subrecipients.

Maryland Chiefs of Police Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$43,010.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.3.2 Planned Activity: DUI Institute - MSA

Planned activity name	DUI Institute - MSA
Planned activity number	GN 19-219
Primary countermeasure strategy	Law Enforcement Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This grant will be used to provide training for law enforcement officers, who are based within Maryland's Sheriff's offices, at the State's DUI Institute.

Enter intended subrecipients.

Maryland Sheriffs' Association, Inc.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$17,710.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.4 Countermeasure Strategy: Impaired Driving Prevention Youth Programs

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Impaired Driving Prevention Youth Programs

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt

enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Maryland engages partners to provide outreach and education to high school-aged drivers. Education programs take place in the high schools and have been very effective at reaching thousands of students each year throughout the State. This age group is particularly susceptible to impaired driving due to a lack of experience and youth programs seek to motivate youth not to drink, not to drink and drive, and not to ride with a driver who has been drinking.

The MHSO funds presentations known as Alcohol Awareness for Students at Maryland high schools. Given by staff from WRAP, these presentations provide impaired driving education to students and raise their awareness of alcohol-related impairment issues. More than 4,000 Maryland students heard these presentations during the most recent grant year.

The MHSO has also funded two other major efforts in local high schools: a variety of "After Prom" projects to minimize the dangers of impaired driving and provide lasting education surrounding those potentially dangerous occasions; and the "Every 15 Minutes" program which includes simulations of crashes and other education activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Impaired driving prevention is an emphasis area for Maryland, reflected in both this HSP and the State's SHSP. Maryland's youth-based impaired driving prevention efforts conforms to an effective "Countermeasures That Work" in regard to impaired driving prevention.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle, etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Youth programs are supported in the 8th Edition of Countermeasures That Work, receiving two stars.

States and communities have conducted extensive youth drinking-and-driving-prevention programs over the past 25 years. Youth programs of some type are conducted in most, if not all, states. One study has examined the long-term effects of a social norms program on drinking and driving. Breath samples were taken from students at a large public university as

they returned home late at night. Following the social norms program, there was a marginally significant decrease in drivers who registered a positive BAC, from 15.3% to 10.8%. Among drivers who had been drinking, self-reported number of drinks consumed and measured BACs decreased, as did the number of drinking-drivers who reported having five or more drinks at one sitting on the night of the survey (Goodwin, 2004)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-229	After Prom Project	Impaired Driving Prevention Youth Programs
GN 19-027	Every 15 Minutes	Impaired Driving Prevention Youth Programs
GN 19-215	Youth Impaired Driving Outreach	Impaired Driving Prevention Youth Programs
GN 19-167	CAASA Impaired Driving Activities	Impaired Driving Prevention Youth Programs

5.1.4.1 Planned Activity: After Prom Project

Planned activity name	After Prom Project
Planned activity number	GN 19-229
Primary countermeasure strategy	Impaired Driving Prevention Youth Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Baltimore County Bureau of Behavioral Health works in conjunction with local high schools and encourages parents and school staff to host alcohol and drug free events after the prom on prom night. After prom funds will be offered to 24 Baltimore County High Schools to assist them in hosting alcohol and drug-free post prom events. These events provide a safe, secure alternative for high school students on prom night. Highway Safety funds will be distributed to those schools that accept the terms and conditions which may be less than 24. Expenditures will support food and refreshments for the students at these events.

All schools will be required to incorporate two approved highway safety activities into their event planning, e.g. Shock Trauma's video presentation, social media messages, AAA's Drinking, Driving, Disaster video or other pre-approved activities about the importance of making wise decisions regarding alcohol and other drug use on prom night as well as at other times. Typically, prom night is a time when youth participate in high-risk activities such as driving impaired or riding with an impaired driver.

Technical assistance will be provided through the application process and, as needed, throughout the planning and reporting process. Reporting forms will be collected within ten days after the alcohol and drug free events are completed, and data will be included in the final report. Agendas will be required of all schools hosting an assembly. After Prom Planning and Event Agendas will also be required.

Enter intended subrecipients.

Baltimore County Department of Health

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Prevention Youth Programs

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$6,750.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.4.2 Planned Activity: Every 15 Minutes

Planned activity name	Every 15 Minutes
Planned activity number	GN 19-027
Primary countermeasure strategy	Impaired Driving Prevention Youth Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will support the Sykesville Freedom District Fire Department to provide the Every 15 Minutes Program at Carroll County schools. The goal is to educate parents and high school juniors and seniors on the effects of driving while impaired by alcohol.

Enter intended subrecipients.

Sykesville Freedom District Fire Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Prevention Youth Programs

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$6,860.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.4.3 Planned Activity: Youth Impaired Driving Outreach

Planned activity name	Youth Impaired Driving Outreach
Planned activity number	GN 19-215
Primary countermeasure strategy	Impaired Driving Prevention Youth Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

During the time-frame of October 1, 2018 through September 30, 2019, WRAP, through public education and innovative health programs, fights drunk driving and underage drinking. The individual programs include youth, parental, and adult outreach as well as law enforcement recognition (Maryland Law Enforcement Awards and WRAP's Law Enforcement Awards), a statewide Maryland impaired driving enforcement and education campaign, five SoberRide campaigns, the "Maryland Remembers" memorial ceremony. WRAP has entered into a partnership with the rideshare service Lyft and this partnership is heavily promoted in all activities as an alternative to impaired driving. As a technical expert in regards to alternative transportation programs, WRAP's recognized SoberRide program has dispatched over 70,544 free cab rides home since 1991. Additionally, WRAP's President co-chairs the SHSP Impaired Driving Emphasis Area Team.

Enter intended subrecipients.

Washington Regional Alcohol Program

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Prevention Youth Programs

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$282,338.40		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.4.4 Planned Activity: CAASA Impaired Driving Activities

Planned activity name	CAASA Impaired Driving Activities
Planned activity number	GN 19-167
Primary countermeasure strategy	Impaired Driving Prevention Youth Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Calvert Alliance Against Substance Abuse, Inc. (CAASA) has participated in the work of the Calvert County Traffic Safety Council for approximately 18 years. In addition, CAASA has established many partnerships and contacts in the community that allows for the successful implementation of the program strategies. CAASA will conduct a local DUI public awareness effort during 3D month with State and County Law Enforcement Agencies. This effort includes a presentation before the Calvert County Board of County Commissioners with awards and information disseminated to the public about local and state impaired driving crashes and arrests. Media will be present and the event will be televised. A luncheon will be held to recognizes these offices and raise awareness to the issue of impaired driving both statewide and locally. Award plaques will be presented to the law enforcement awardees.

In addition, CAASA will partner with Calvert County Public Schools, Calvert County Sheriff's Office, Maryland State Police, Barrack "U", and local businesses to provide educational outreach to students regarding the dangers of underage drinking and impaired driving. Efforts include graduation messaging at the ceremony location, local media ads, awareness information to local businesses on not selling alcohol to minors, encouraging local hotels not to rent to those underage, underage drinking alerts to be distributed at sobriety checkpoints, and provide an underage drinking awareness brochure to parents at the high schools' end of year award programs. Grant funding is being requested to support Project Graduation events held on graduation night. These events provide alcohol-free and drug-free activities for the graduating seniors from the County's four public high schools.

Enter intended subrecipients.

Calvert Alliance Against Substance Abuse, Inc.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Prevention Youth Programs

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$5,100.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.5 Countermeasure Strategy: HVE - Impaired

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	HVE - Impaired

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Maryland's HVE - Impaired Driving program consists of publicized sobriety checkpoints and saturation patrols, along with an extensive internal media campaign which also supports NHTSA's national mobilization effort. This effort consists of 61 police agencies that have applied for MHSO overtime grants, as well as grant funding for a dedicated DUI team and the MHSO's internal media support for that team.

At a sobriety checkpoint, law enforcement officers stop vehicles at a predetermined location to check whether the driver is impaired. They either stop every vehicle or stop vehicles at some regular interval, such as every third or tenth vehicle. The purpose of checkpoints is to deter driving after drinking by increasing the perceived risk of arrest. In recent years, NHTSA has supported a number of efforts to reduce alcohol-impaired driving using publicized sobriety checkpoint programs. Evaluations of statewide campaigns in Connecticut and West Virginia involving sobriety checkpoints and extensive paid media found decreases in alcohol-related fatalities following the program, as well as fewer drivers with positive BACs at roadside surveys.

A saturation patrol (also called a blanket patrol or dedicated DWI patrol) consists of a large number of law enforcement officers patrolling a specific area to look for drivers who may be impaired. These patrols usually take place at times and locations where impaired driving crashes commonly occur. Like publicized sobriety checkpoint programs, the primary purpose of publicized saturation patrol programs is to deter driving after drinking by increasing the perceived risk of arrest.

The MHSO also funds a dedicated DUI Testing vehicle through the Maryland State Police that is used at checkpoints.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Impaired driving prevention is an emphasis area for Maryland, reflected in both this HSP and the State's SHSP. Maryland's HVE campaign conforms to one of the most effective "Countermeasures That Work" in regard to impaired driving prevention, and also supports NHTSA's national HVE campaign period.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle, etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

HVE efforts are widely supported in the 8th Edition of Countermeasures That Work.

CDC's systematic review of 15 high-quality studies found that checkpoints reduce alcohol-related fatal crashes by 9% (Guide to Community Preventive Services, 2012). Similarly, a meta-analysis found that checkpoints reduce alcohol-related crashes by 17%, and all crashes by 10 to 15% (Erke, Goldenbeld, & Vaa, 2009). Publicized sobriety checkpoint programs

are proven effective in reducing alcohol-related crashes among high risk populations including males and drivers 21 to 34 (Bergen et al., 2014).

A demonstration program in Michigan, where sobriety checkpoints are prohibited by State law, revealed that saturation patrols can be effective in reducing alcohol-related fatal crashes when accompanied by extensive publicity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
LE MHSO 2019 Impaired	HVE - Impaired	HVE - Impaired
GN 19-248	MHSO Internal-Impaired Driving	HVE - Impaired
LE 19-277	MSP - SPIDRE DUI Team	HVE - Impaired
GN 19-193	MHSO Internal-SPIDRE DUI Media	HVE - Impaired
LE 19-273	Mobile Alcohol Testing Truck	HVE - Impaired

5.1.5.1 Planned Activity: HVE - Impaired

Planned activity name	HVE - Impaired
Planned activity number	LE MHSO 2019 Impaired
Primary countermeasure strategy	HVE - Impaired

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The MHSO will coordinate High Visibility Enforcement targeting impaired driving throughout the year. Significant law enforcement involvement is expected.

Enter intended subrecipients.

Aberdeen Police Department	Impaired Driving	LE-Aberdeen PD-2019-182
Allegany County Sheriff's Office	Impaired Driving	LE-Allegany Co Sheriff-2019-263
Annapolis Police Department	Impaired Driving	LE-Annapolis PD-2019-125
Anne Arundel County Police Department	Impaired Driving	LE-Anne Arundel Co PD-2019-105
Baltimore City Police Department	Impaired Driving	LE-Baltimore City PD-2019-142
Baltimore County Police Department	Impaired Driving	LE-Baltimore Co PD-2019-062
Bel Air Police Department	Impaired Driving	LE-Bel Air PD-2019-047
Berlin Police Department	Impaired Driving	LE-Berlin PD-2019-199
Calvert County Sheriff's Office	Impaired Driving	LE-Calvert Co Sheriff-2019-147
Cambridge Police Department	Impaired Driving	LE-Cambridge PD-2019-209
Caroline County Sheriff's Office	Impaired Driving	LE-Caroline Co Sheriff-2019-012
Carroll County Sheriff's Office	Impaired Driving	LE-Carroll Co Sheriff-2019-075
Cecil County Sheriff's Office	Impaired Driving	LE-Cecil Co Sheriff-2019-170
Charles County Sheriff's Office	Impaired Driving	LE-Charles Co Sheriff-2019-244
Cheverly Police Department	Impaired Driving	LE-Cheverly PD-2019-192
City of Bowie	Impaired Driving	LE-City of Bowie-2019-022
City of Hyattsville Police Department	Impaired Driving	LE-City of Hyattsville PD-2019-223
Cumberland Police Department	Impaired Driving	LE-Cumberland PD-2019-256
Denton Police Department	Impaired Driving	LE-Dent PD-2019-071
Easton Police Department	Impaired Driving	LE-Easton PD-2019-003
Elkton Police Department	Impaired Driving	LE-Elkton PD-2019-095
Frederick County Sheriff's Office	Impaired Driving	LE-Frederick Co Sheriff-2019-045
Frederick Police Department	Impaired Driving	LE-Frederick PD-2019-121
Frostburg State University Police	Impaired Driving	LE-Frostburg State Univ PD-2019-066
Fruitland Police Department	Impaired Driving	LE-Fruitland PD-2019-034
Gaithersburg Police Department	Impaired Driving	LE-Gaithersburg PD-2019-110
Garrett County Commissioners	Impaired Driving	LE-Garrett Co Comms-2019-031
Greenbelt Police Department	Impaired Driving	LE-Greenbelt PD-2019-187
Hagerstown Police Department	Impaired Driving	LE-Hagerstown PD-2019-106
Hampstead Police Department	Impaired Driving	LE-Hampstead PD-2019-184
Harford County Sheriff's Office	Impaired Driving	LE-Harford Co Sheriff-2019-015
Havre de Grace Police Department	Impaired Driving	LE-Havre de Grace PD-2019-133
Howard County Department of Police	Impaired Driving	LE-Howard Co PD-2019-043
Kent County Sheriff''s Office	Impaired Driving	LE-Kent Co Sheriff-2019-006
Laurel Police Department	Impaired Driving	LE-Laurel PD-2019-206
Maryland State Police - Mobile Unit	Impaired Driving	LE-MSP-Mob Unit-2019-273
Maryland State Police - SPIDRE	Impaired Driving	LE-MSP-SPIDRE-2019-277
Maryland State Police - Statewide	Impaired Driving	LE-MSP-Statewide-2019-279
Maryland Transportation Authority Police	Impaired Driving	LE-MDTA-2019-153
Montgomery County Police Department	Impaired Driving	LE-Montgomery Co PD-2019-161
Montgomery County Sheriff's Office	Impaired Driving	LE-Montgomery Co Sheriff-2019-134
Morningside Police Dept	Impaired Driving	LE-Morningside PD-2019-250
Morningside Police Dept	Impaired Driving	LE-Morningside PD-2019-274
Mount Airy Police Department	Impaired Driving	LE-Mt. Airy PD-2019-135
Ocean City Police Department	Impaired Driving	LE-Ocean City PD-2019-085
Ocean Pines Police Department	Impaired Driving	LE-Ocean Pines PD-2019-138
Pocomoke City Police Department	Impaired Driving	LE-Pocomoke City PD-2019-217
Prince George's County Police Department	Impaired Driving	LE-Prince George's Co PD-2019-287
Prince George's County Police Department - BOP	Impaired Driving	LE-Prince George's Co PD - BOP-2019-083

Princess Anne Police Department	Impaired Driving	LE-Princess Anne PD-2019-152
Queen Anne's County Sheriff's Office	Impaired Driving	LE-Queen Anne Sheriff-2019-101
Riverdale Park Police Department	Impaired Driving	LE-Riverdale Park PD-2019-194
Rockville Police Department	Impaired Driving	LE-Rockville PD-2019-064
Salisbury Police Department	Impaired Driving	LE-Salisbury PD-2019-069
Somerset County Sheriff's Office	Impaired Driving	LE-Somerset Co Sheriff-2019-068
St. Mary's County Sheriff's Office	Impaired Driving	LE-St. Mary's Co Sheriff-2019-233
Sykesville Police Department	Impaired Driving	LE-Sykesville PD-2019-118
Talbot County Sheriff's Office	Impaired Driving	LE-Talbot Co Sheriff-2019-048
Taneytown Police Department	Impaired Driving	LE-Taneytown PD-2019-042
Town of La Plata Police Department	Impaired Driving	LE-La Plata PD-2019-259
University of Maryland Department of Public Safety	Impaired Driving	LE-UMCP PD-2019-299
Washington County Sheriff's Office	Impaired Driving	LE-Washington Co Sheriff-2019-026
Westminster Police Department	Impaired Driving	LE-Westminster PD-2019-094
Wicomico County Sheriff's Office	Impaired Driving	LE-Wicomico Co Sheriff-2019-092

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Impaired

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low HVE	$1,380,530.80		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.5.2 Planned Activity: MHSO Internal-Impaired Driving

Planned activity name	MHSO Internal-Impaired Driving
Planned activity number	GN 19-248
Primary countermeasure strategy	HVE - Impaired

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child

passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This activity will consist of media placement and HVE support for the MHSO's impaired driving prevention campaign.

Enter intended subrecipients.

Maryland Highway Safety Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Impaired

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$510,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.5.3 Planned Activity: MSP - SPIDRE DUI Team

Planned activity name	MSP - SPIDRE DUI Team

Planned activity number	LE 19-277
Primary countermeasure strategy	HVE - Impaired

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project is a selective enforcement initiative utilizing impaired driving HVE tactics year-round and in counties with the greatest incidence of impaired driving. The SPIDRE Team consists of seven troopers, however due to an MOU with MSP for FY 2019 only three troopers and one supervisor will be reimbursed.

Enter intended subrecipients.

Maryland State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Impaired

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$705,480.01	
2019	Other	Other	$76,970.27	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.5.4 Planned Activity: MHSO Internal-SPIDRE DUI Media

Planned activity name	MHSO Internal-SPIDRE DUI Media
Planned activity number	GN 19-193
Primary countermeasure strategy	HVE - Impaired

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This activity will consist of media placement and HVE support for the MHSO's impaired driving prevention campaign, specifically to support MSP's SPIDRE DUI team.

Enter intended subrecipients.

Maryland Highway Safety Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Impaired

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$70,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.5.5 Planned Activity: Mobile Alcohol Testing Truck

Planned activity name	Mobile Alcohol Testing Truck
Planned activity number	LE 19-273
Primary countermeasure strategy	HVE - Impaired

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Mobile Breath Alcohol Testing (MBAT) Truck is designed to serve as a support vehicle for any type of high visibility event related to impaired driving enforcement, some of which includes on scene breath testing at sobriety checkpoints, increased visibility of enforcement of activity with readily accessible breath testing when supporting DUI enforcement patrols. In addition to enforcement activities the MBAT will be used for public events and will serve as an educational tool when advising the public of the dangers of impaired driving.

The MBAT will enhance MSP's existing breath testing program in Maryland and will provide all law enforcement agencies with another resource to combat impaired driving in Maryland.

Enter intended subrecipients.

Maryland State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Impaired

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Alcohol	$36,600.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.1.6 Countermeasure Strategy: DUI Courts

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	DUI Courts

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

DWI Courts are specialized courts dedicated to changing the behavior of DWI offenders through intensive supervision and treatment. A dedicated DWI Court provides a systematic and coordinated approach to prosecuting, sentencing, monitoring, and treating DWI offenders. Prosecutors and judges in DWI Courts specialize in DWI cases. A DWI Court's underlying goal is to change offenders' behavior by identifying and treating their alcohol problems and by holding offenders accountable for their actions.

A DWI Court can reduce recidivism because judge, prosecutor, probation staff, and treatment staff work together as a team to assure that alcohol treatment and other sentencing requirements are satisfied for offenders on an individual basis. A key feature of a DWI Court is that the team meets regularly, giving all parties an opportunity to discuss the status of a case. Judges can then immediately revise restrictions, if appropriate. DWI Courts can be more efficient and effective than regular courts because judges and prosecutors closely supervise the offenders and are familiar with the complex DWI laws, evidentiary issues, sentencing options, and the offenders. NHTSA (2003a) describes the operation of a DWI Court in Albuquerque, New Mexico.

Recognized as "DUI Courts" in Maryland, the MHSO funds DWI Courts in Anne Arundel, Howard, and St. Mary's counties. In these DUI courts, persons with three or more DUI convictions are offered an opportunity to enter a judicially-supervised program to treat the actual substance abuse problem and help the individual live a life without alcohol.The Courts have a proven history of success in terms of reducing recidivism among previously convicted drunk drivers.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Impaired driving prevention is an emphasis area for Maryland, reflected in both this HSP and the State's SHSP. Maryland's DUI Court programs conform to one of the most effective "Countermeasures That Work" in regard to impaired driving prevention.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle,

etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

DUI Court efforts are supported in the 8th Edition of Countermeasures That Work. Past performance of the Courts are also a key reason these projects will be funded again.

Combined, these programs serve roughly 100 individuals throughout the year. In FFY 2017, 46 people graduated from the courts. Participants in support groups worked through a 12-step program and completed the MADD impact panels. Participants were monitored for alcohol use through transdermal testing (SCRAM) as they attended weekly case management meetings and received individual treatment for their addictions. Maryland's DUI courts have shown an extremely low level of recidivism among participants.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-275	St. Mary's County DUI Court	DUI Courts
GN 19-084	Howard County DUI Court	DUI Courts
GN 19-001	Anne Arundel County DUI Court	DUI Courts

5.1.6.1 Planned Activity: St. Mary's County DUI Court

Planned activity name	St. Mary's County DUI Court
Planned activity number	GN 19-275
Primary countermeasure strategy	DUI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The St. Mary's Adult Drug/DWI Court is designed to target repeat DWI/DUI offenders through a coordinated effort employing research based principles proven to have better outcomes than the traditional models used in the criminal justice system. The strategies used include continual judicial involvement, alcohol use monitoring, case management and therapeutic interventions developed for the alcohol abuser. In the calendar year of 2017, program participants were monitored for alcohol use by transdermal testing (SCRAM) over 59,000 times and by breath analysis over 500 times with less than 1% positive. They also averaged 123 drug tests and 16 court appearances. In this same period no participant received a "new" DWI charge.

The coordinated effort of the State's Attorney's Office and Public Defender's Office has a team of attorneys that put forth effort towards the project to identify appropriate candidates for the program and then navigate the case through the judicial process. With a program design that offers on average 12 to 18 months of service, the (repeat DWI offender) is provided the necessary skills to develop an ability to function normally. Once returned to a sobriety-based lifestyle, the operating of motor vehicles under the influence is reduced significantly when compared to repeat DWI/DUI offenders who are processed through the "traditional" models in the criminal justice system. The number of offenders for alcohol, drug and combined varies throughout the year. St. Mary's Circuit Court will provide the percentages of each offender in the quarterly report and will only charge the MSHO for the alcohol offenders.

Enter intended subrecipients.

St. Mary's County Circuit Court

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	DUI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$21,194.80		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.6.2 Planned Activity: Howard County DUI Court

Planned activity name	Howard County DUI Court
Planned activity number	GN 19-084
Primary countermeasure strategy	DUI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Howard County Adult Drug/DUI Court is located in Ellicott City and housed in District Court through Maryland Judiciary. The drug court program was implemented in June 2004; DUI court began in January 2005.

The mission of the Howard County Adult Drug/DUI Treatment Court is to serve our community and promote public safety, by reducing the criminal recidivism and drug use rates of those persons who commit crimes, as a result of their drug and/or alcohol addiction, by means of comprehensive community treatment resources and a program with intensive court-supervision and support services. The mission is achieved through a voluntary, non-adversarial judicial response to non-violent offenders who are held directly accountable for their actions and decisions with incentives and sanctions thereby, reducing the impact of drug/DUI related cases on criminal justice resources and improving the quality of life for all citizens of the county.

The Howard County DUI Court is focused on offering treatment, rather than punishment to repeat DUI/DWI offenders. This program uses a team approach. The team members include the Judge, Program Coordinator, Case Manager, State's Attorney, Panel Attorney provided by the Office of the Public Defender and a member from the Howard County Health Department. Each member brings expertise, and a perspective unique to their role on the team. Clients may be referred to the program from any source (Judge, attorney, treatment facility, etc.). All clients are screened to determine that they are at least eighteen years of age, the current charge is their 2nd up to 4th DUI/DWI offense, and there is no history of violent crimes. The offender is referred to either the Howard County Health Department or a private provider for an assessment to determine whether there is an addiction problem, and if so, the appropriate level of treatment.

The offender comes before the Court for an Eligibility Hearing to determine acceptance into the program. The program consists of 4 Phases, with Phases 1-4 lasting a minimum of twelve weeks each. There are reporting requirements associated with each Phase, which decrease as the participant progresses through the program. Violations of the program conditions will result in graduated sanctions, until compliance is achieved or termination from the program.

Participants are subject to alcohol and drug testing by means of Breathalyzer, urine specimen, and oral swabs. Participants will be fitted with the SCRAM Continuous Alcohol Monitoring system, for a minimum of thirty days maximum of 120 days, upon entering into the program. Participants are closely supervised by the Court. The DUI Court Team will convene to discuss each participant's progress prior to all scheduled court review appearances. Participants in Phases 1 and 2 are required to appear in court bi-monthly, while participants in Phases 3 and 4 appear monthly. Participants in Phase 1 are required to report to the Case Manager, at a minimum of once per week and may receive random drug testing 2-3 times per week. As the participant progresses, reporting can be decreased to monthly. Throughout the time in the program, the DUI Court team will identify needs and make recommendations for services that would benefit the client. These services may include, but are not limited to housing, educational, job training and placement, and mental health and family counseling, or other services as needed or appropriate.

In order to graduate, the participant is to complete a minimum of one year in the DUI Court Program, with ten months of negative drug and alcohol testing, continued aftercare, and payment of any court fees. DUI Court hosts two graduations per fiscal year, in November and May.

Additionally, our organization is requesting grant funding to pay for registration fees to attend the upcoming National Association of Drug Court Professionals (NADCP) Conference in July 14-17, 2019. The registration fees (sans meals) are for judicial members (the Judge, Case Coordinator, and Drug/DUI Court Coordinator) to attend the conference.

Enter intended subrecipients.

Maryland Judiciary - Howard County DUI Court

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	DUI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$21,984.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.6.3 Planned Activity: Anne Arundel County DUI Court

Planned activity name	Anne Arundel County DUI Court
Planned activity number	GN 19-001
Primary countermeasure strategy	DUI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Anne Arundel County Treatment Court has been in existence for approximately 20 years. It has the unique characteristics of having devoted and experienced staff that work one on one with the participants that are placed in the program. Several of the case managers that have been involved with the program have been helping participants since the beginning of the DUI Court. Several of the case managers have mental health certifications as well. It is common at graduation, for participants to tell the court that if it wasn't for this program and our dedication to changing their lives, they would not be alive today.

The treatment program is a post adjudication court in that participants plead guilty at their Diversion Inquiry (DI). The judge holds the majority of the sentence until the completion of the program. Typically, the participant serves 6-8 weekends in jail at the beginning of participation as well. If the participant successfully completes the program, the case is closed as recognition of a minimum of 18 months' worth of tremendous effort. Should the participant fail, the judge imposes the remainder of the original sentence that includes further incarceration. All DUI Court participants are hooked up to SCRAM units when they enter the program for a minimum of 90 days. If there are additional monitoring needs, the participant will be placed back on SCRAM. All interlock devices are monitored as well.

The process starts at the Commissioner level. If the defendant meets DUI Court criteria, as determined by the State's Attorney's office, the defendant is set for a DI review date, 2 weeks out from arrest. At the time of the DI, the defendant is interviewed and DUI Treatment Court is offered. If the defendant agrees, they are immediately assessed by the Health Department Assessors. Treatment is scheduled and they are assigned a DUI Court Case Manager. The SCRAM bracelet (paid for by grant funds) is ordered and a monitoring appointment set. After the assessment the defendant appears before the Judge, who welcomes him or her into the treatment court program and reviews the Court's expectations. The first review date is assigned.

The DUI Court consists of 4 phases. Phase 1, which is the most intense, is 16 weeks and includes weekly case management meetings. Treatment can range from inpatient to intensive outpatient to less intensive outpatient, depending on the original assessment. The participant is encouraged to attend support groups in the community. Phase 2 is also for 16 weeks, where case management meetings are dropped to every 2 weeks and treatment may be at a lower level. Phase 3 is for 20 weeks and includes random substance abuse tests, continued breathalyzers (paid for by grant funds), decreasing treatment and case management requirements. The encouragement in support group meetings continues in all phases. The final stage, Phase 4 includes random tests, monthly case management and treatment meetings. Once these phases are successfully completed and the participant has a solid 6 months of sobriety, graduation is scheduled. Participants are also ordered to attend MADD victim impact panels. Typically there are approximately 48 DUI Court participants enrolled at one time.

The DUI Treatment Court case manager participates in continuing education (paid for by grant funds) to further the goals of the DUI Court. Typically this includes the National Association for Drug Court Professionals conference and any local conferences that are appropriate.

Enter intended subrecipients.

Maryland Judiciary - Anne Arundel County DUI Court

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	DUI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$44,415.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.7 Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Drug Recognition Expert (DRE) Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Many law enforcement agencies employ drug recognition experts (DREs) to assist in investigating potential drug-impaired driving cases. (NHTSA recommends that DREs participate in HVE activities and checkpoints, and respond to serious and fatal crashes.) DREs use a standardized procedure to observe a suspect's appearance, behavior, vital signs, and

performance on psychophysical and physiological tests to determine whether and what type of drug or drug category may have been used. If drug intoxication is suspected, a blood or urine sample is collected and submitted to a laboratory for confirmation.

The Maryland DRE program is focused on training police officers to better identify drug impaired drivers. There are currently 38 DRE instructors in the State. Thirty-seven agencies have a total of 156 DREs in the Maryland program. Maryland DREs conducted a total of 676 evaluations during this fiscal year. During those evaluations, 302 blood samples were collected from suspected impaired drivers. A new Maryland DRE web site was created and launched. The new site features a modernized interface as well as a new system for data input from DREs in the field and data collection and reporting. The Maryland DRE program is jointly coordinated by the MHSO and MSP and includes a fully funded DRE coordinator who focuses on Advanced Roadside Impaired Driving Enforcement (ARIDE) training.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Impaired driving prevention is an emphasis area for Maryland, reflected in both this HSP and the State's SHSP. Maryland's DRE training program conforms to an effective "Countermeasures That Work" in regard to impaired driving prevention.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle, etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

DRE training programs are widely supported in the 8th Edition of Countermeasures That Work.

Several studies have shown DRE judgments of drug impairment are corroborated by toxicological analysis in 85% or more of cases (NHTSA, 1996). However, one experimental laboratory study found DREs' ability to distinguish between impaired and non-impaired individuals was moderate to poor for several types of drugs including marijuana, codeine, and amphetamines (Shinar, Schechtman, & Compton, 2000). This study showed DREs tended to rely on just one or two "pivotal" cues to identify specific drug impairment. To date, there have been no studies examining the effectiveness of enforcement in reducing drug-impaired driving or crashes.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-270	MSP - DRE	Drug Recognition Expert (DRE) Training

5.1.7.1 Planned Activity: MSP - DRE

Planned activity name	MSP - DRE
Planned activity number	GN 19-270
Primary countermeasure strategy	Drug Recognition Expert (DRE) Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds

on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Maryland has seen an increase in the number and percentage of cases where a DRE identifies a driver under the influence of marijuana. In 2011 there were 84 drivers, representing 14.4% of all DRE evaluations, identified as being impaired by marijuana. In 2015 that number had risen to 194 drivers representing 28.8% of all DRE evaluations. In 2011 drivers involved in crashes upon whom a DRE evaluation was conducted were identified as being impaired by marijuana 3.6% of the time. That percentage increased to 6.8% in 2015.

Total DRE evaluations conducted throughout Maryland have increased from 586 in 2012 to 844 in 2015 and the number of blood specimens obtained from suspected drug-impaired drivers increased from 270 to 406 during the same period of time.

Through this grant, the statewide DRE coordinator will:

> Train and certify Drug Recognition Experts and Drug Recognition Expert Instructors;
> Re-certify existing DRE and DRE instructors every two years;
> Coordinate Drug Impaired Driving Enforcement Training Classes;
> Coordinate with the Traffic Safety Resource Prosecutors to conduct prosecutor and judicial training events - Be responsible for capturing and reporting all Maryland DRE evaluation data;
> Improve Maryland DRE data collection and reporting; and
> Improve information sharing.

Breath test maintenance technicians will be provided with Intoximeter Maintenance and Borkenstein Alcohol Courses to continue education.

Enter intended subrecipients.

Maryland State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Drug Recognition Expert (DRE) Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$129,150.80		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.8 Countermeasure Strategy: Alcohol Vendor Compliance Checks

Program area   Impaired Driving (Drug and Alcohol)

Countermeasure strategy   Alcohol Vendor Compliance Checks

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

According to data provided by the National Study Center and the Maryland Highway Safety Office, in 2016 Worcester County had 188 total vehicle crashes in which the "Driver Involved Alcohol or Drugs in Use". In the 5-year period from 2012 thru 2016, this was the highest number of impaired driving crashes in a year's time. In 2016, the number of impaired "Injury Crashes" totaled 58. In addition, the number of impaired "Fatal Crashes" for 2016 was 7, the highest number of fatal crashes for Worcester County in 5 years. A table with these statistics can be found in "Documents".

The most recent survey results from the Youth Risk Behavior Survey for Worcester County are from 2014. They showed:

> 23.8% youth stated they had ridden with a driver who had been drinking alcohol one or more times during the 30 days before the survey.
> 10.4% youth stated they had driven when drinking alcohol one or more times during the 30 days before the survey.
> 58.7 youth admitted drinking alcohol on at least 1 day during their life.
> 34.2% youth currently drank alcohol.
> 20.0% youth drank 5 or more drinks of alcohol in a row within a couple hours or on at least 1 day during the 30 days before the survey.

Worcester County is home to the Atlantic Coast resort of Ocean City, MD, in which, the sale of alcohol is a major source of revenue for the 300+ alcohol licensees in the County, 200 +/- of those are physically located in the north end of the County, especially Ocean City, MD. Young people who have lived in the County for the major portion of their lives have witnessed a population that generally accepts the social norm that it is a "rite of passage" to drink. As stated by the youth, themselves, in the YRBS survey, 20% of Worcester County school-age youth, sixth grade to twelfth grade, drink 5 or more drinks of alcohol in a row within a couple hours on at least 1 day during the 30 days before the survey. At a Peer Leadership retreat in October 2017, attendees from the 3 public high school, were forthcoming with their desire to "get drunk every time they drank".

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Impaired driving prevention is an emphasis area for Maryland, reflected in both this HSP and the State's SHSP.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle, etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is featured in the 8th Edition of Countermeasures That Work.

Several studies document that well-publicized and vigorous compliance checks reduce alcohol sales to youth; for example, a review of 8 high quality studies found that compliance checks reduced sales to underage people by an average of 42%.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-288	Worcester County Health Department Recognition Breakfast	Alcohol Vendor Compliance Checks

5.1.8.1 Planned Activity: Worcester County Health Department Recognition Breakfast

Planned activity name	Worcester County Health Department Recognition Breakfast
Planned activity number	GN 19-288
Primary countermeasure strategy	Alcohol Vendor Compliance Checks

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child

passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Recognize alcohol licensees which pass compliance. The Annual Alcohol Licensee Recognition Breakfast has been an anticipated event in Worcester County for 17 years. It rewards licensees which have a server who does not sell to the underage law enforcement cadet on an attempted buy. It also provides an opportunity to showcase the community partnerships that have been fostered in the ongoing efforts to prevent underage drinking.

Provide a speaker who will address impaired driving for juniors and seniors in high school, those of driving age, and their parents in Worcester County. For the 2016/2017 school year this number totaled 999. Efforts will be made to have 10%, or 100, of that population attend, along with at least one parent. The presentation is proposed to be done at the largest high school in Worcester County, Stephen Decatur High School, which is positioned at the northern end of the County. A speaker and/or a demonstration would educate and heighten awareness of young, inexperienced drivers, and their parents to the need to be sober and safe. Many parents mistakenly believe it is enough to take away the car keys to assure their child and his/her friends don't drive if/when impaired. A survey will be conducted before and after the presentation to assess knowledge gained as a result of the presentation. Personnel with the Worcester County Health Department partner with local law enforcement, health care and even local alcohol licensees to make all of the residents and visitors in Worcester County aware of the need to restrict alcohol access to those who are of legal age to drink, and more importantly, have a more mature physical and mental capability to handle alcohol.

Enter intended subrecipients.

Worcester County Health Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Alcohol Vendor Compliance Checks

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$3,589.30		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2 Program Area: Distracted Driving

Program area type   Distracted Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Distracted driving has long been a significant traffic safety problem, ranging from distractions due to vehicle passengers, food and drink, smoking, and other causes. The problem of distracted driving has become increasingly prevalent during the past decade in Maryland and across the United States due in large part to the explosion in use of handheld communication devices, such as cell phones and other electronic devices.

Maryland law enforcement crash reports define and capture distraction violations as driver-contributing circumstances in crashes, and identify such factors as cell phone use or, more generally, the driver's "*failure to pay full time attention.*" Cell phone use is difficult to validate at the scene of a crash, but the latter code is commonly (and overly) used, so distracted driving crashes account for around half of all crashes. Officers reporting on crashes indicate other direct causes such as speed and impairment, but often infer about other contributors such as lack of attentiveness. With the advent of electronic crash data reporting in 2015, officers also capture information about the type of distraction which may include: looked but did not see; other electronic device (tablet, GPS, MP3 player, etc.); by other occupants; by moving object in vehicle; talking or listening on cellular phone; dialing cellular phone; adjusting audio and/or climate controls; using other device controls integral to vehicle; using device/object brought into vehicle (non-electronic); distracted by outside person, object, or event; eating or drinking; smoking related; other cellular phone related; lost in thought; or texting from a cellular phone. Nationally, driver decision errors (33 percent) and performance errors (11 percent) account for nearly half of all crashes, with another 41 percent attributed to recognition errors, with distraction considered a recognition error. Most drivers are doing something in the vehicle other than giving full attention to the complex activity of driving. Any moment away from the driving task at hand presents a risk to the driver, other occupants, and other road users.

In Maryland from 2012 through 2016, over 52,000 distracted driving crashes occur on Maryland roads each year. For this latest five-year period, distracted driving was a factor in an annual average of more than one-half of all traffic crashes (52 percent), nearly two-thirds of injury crashes (60 percent), and over a third of all fatal crashes (38 percent). Distracted driving was a factor in 61 percent of injuries and 39 percent of fatalities. Distracted driving is significantly over-represented statistically in all crashes, and even more so in injury crashes. The significant contribution of identified distracted driving combined with the difficulty in accurately capturing distracted driving as a cause on crash reports would indicate that distracted driving is, potentially, still under-reported and a larger problem than currently indicated. Hence, distracted driving is a major focus for traffic safety professionals in Maryland and across the nation.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of distracted driving related fatalities on all roads (State data)	5 Year	2019	135.9
2019	Number of distracted driving related serious injuries on all roads (State data)	5 Year	2019	1,101.8

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name

5.2.1 Countermeasure Strategy: HVE - Distracted Driving

Program area	Distracted Driving
Countermeasure strategy	HVE - Distracted Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Similar to sobriety checkpoints, the objective is to deter cell phone use and texting while driving by increasing the perceived risk of a ticket. The HVE model combines dedicated law enforcement with paid and earned media supporting the enforcement activity. Enforcement officers actively seek out cell phone users through special roving patrols, or through spotter techniques where a stationary officer will radio ahead to another officer when a driver using a cell phone is detected. Officers report that higher vantage points, SUVs, and unmarked vehicles can assist in identifying violators. Both earned and paid media are critical to ensure the general public is aware of the enforcement activity and overall problem, and to create the impression that violators will be caught.

In 2016, Maryland law enforcement officers issued 34,054 citations issued for cell phone use and 1,718 citations for texting while driving. These numbers are lower than previous years after an initial increase in focus by law enforcement on this issue, coupled with the cell phone violation law being a primary offense. This is compared to 40,489 handheld cell phone citations in 2015 and 39,167 in 2014; and 2,225 texting citations in 2015 and 2,110 in 2014.

Fifty-three police departments have applied for enforcement grants, and the MHSO will coordinate a statewide media campaign to support distracted driving enforcement.

This HVE project will also include a grant to a university which will produce media intended to show the dangers posed by driver distraction, specifically that posed by cell phone use and texting, based on research using eye tracking software and a driving simulator.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Distracted driving prevention is an emphasis area for Maryland, reflected in both this HSP and the State's SHSP. Maryland's HVE campaign conforms to one of the most effective "Countermeasures That Work" in regard to distracted driving prevention, and also supports NHTSA's national HVE campaign period.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle, etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is featured in the 8th Edition of Countermeasures That Work.

Distracted driving constitutes a variety of dangerous driving behaviors on Maryland's roads, as supported in the MHSO's data.

Results from the NHTSA HVE program suggest hand-held cell phone use among drivers dropped 57% in Hartford, CT and 32% in Syracuse, NY. The percentage of drivers observed manipulating a phone (e.g., texting or dialing) also declined. Public awareness of distracted driving was already high before the program, but surveys suggest awareness of the program and enforcement activity increased in both Hartford and Syracuse. Surveys also showed most motorists supported the enforcement activity. In California and Delaware, similar reductions in cell phone use were observed following the campaign, although decreases were also noted in comparison communities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-308	MHSO Internal-Distracted Driving Media Campaign	HVE - Distracted Driving
LE MHSO 2019 Distracted	HVE - Distracted Driving	HVE - Distracted Driving
GN 19-291	Morgan State Distracted Driving	HVE - Distracted Driving

5.2.1.1 Planned Activity: MHSO Internal-Distracted Driving Media Campaign

Planned activity name	MHSO Internal-Distracted Driving Media Campaign
Planned activity number	GN 19-308
Primary countermeasure strategy	HVE - Distracted Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This activity will consist of media placement and HVE support for the MHSO's distracted driving prevention campaign.

Enter intended subrecipients.

Maryland Highway Safety Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Distracted Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	$115,000.00		$115,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.1.2 Planned Activity: HVE - Distracted Driving

Planned activity name	HVE - Distracted Driving
Planned activity number	LE MHSO 2019 Distracted
Primary countermeasure strategy	HVE - Distracted Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Maryland has laws preventing cell phone use and texting while driving. Law enforcement agencies are tasked with coordinating specific periods of high visibility enforcement each year.

High visibility enforcement campaigns have been used to deter cell phone use and texting while driving through both specific and general deterrence. In the high visibility enforcement model, law enforcement targets selected high-crash or high-violation geographical areas using either expanded regular patrols or designated patrols. This model is based on the same principles as high visibility seat belt and alcohol-impaired-driving enforcement: to convince the public that using cell phones and texting while driving is likely to be detected and that offenders will be punished.

Enter intended subrecipients.

Aberdeen Police Department	Distracted Driving	LE-Aberdeen PD-2019-180
Allegany County Sheriff's Office	Distracted Driving	LE-Allegany Co Sheriff-2019-262
Annapolis Police Department	Distracted Driving	LE-Annapolis PD-2019-124
Anne Arundel County Police Department	Distracted Driving	LE-Anne Arundel Co PD-2019-103
Baltimore City Police Department	Distracted Driving	LE-Baltimore City PD-2019-139
Baltimore County Police Department	Distracted Driving	LE-Baltimore Co PD-2019-060
Bel Air Police Department	Distracted Driving	LE-Bel Air PD-2019-046
Berlin Police Department	Distracted Driving	LE-Berlin PD-2019-197
Calvert County Sheriff's Office	Distracted Driving	LE-Calvert Co Sheriff-2019-145
Cambridge Police Department	Distracted Driving	LE-Cambridge PD-2019-211

Caroline County Sheriff's Office	Distracted Driving	LE-Caroline Co Sheriff-2019-011
Carroll County Sheriff's Office	Distracted Driving	LE-Carroll Co Sheriff-2019-072
Cecil County Sheriff's Office	Distracted Driving	LE-Cecil Co Sheriff-2019-171
Charles County Sheriff's Office	Distracted Driving	LE-Charles Co Sheriff-2019-240
Cheverly Police Department	Distracted Driving	LE-Cheverly PD-2019-191
City of Bowie	Distracted Driving	LE-City of Bowie-2019-021
City of Hyattsville Police Department	Distracted Driving	LE-City of Hyattsville PD-2019-289
Cumberland Police Department	Distracted Driving	LE-Cumberland PD-2019-255
District Heights Police Department	Distracted Driving	LE-District Heights PD-2019-126
Easton Police Department	Distracted Driving	LE-Easton PD-2019-004
Elkton Police Department	Distracted Driving	LE-Elkton PD-2019-096
Frederick Police Department	Distracted Driving	LE-Frederick PD-2019-120
Frostburg State University Police	Distracted Driving	LE-Frostburg State Univ PD-2019-077
Fruitland Police Department	Distracted Driving	LE-Fruitland PD-2019-033
Gaithersburg Police Department	Distracted Driving	LE-Gaithersburg PD-2019-111
Garrett County Commissioners	Distracted Driving	LE-Garrett Co Comms-2019-029
Greenbelt Police Department	Distracted Driving	LE-Greenbelt PD-2019-185
Hagerstown Police Department	Distracted Driving	LE-Hagerstown PD-2019-109
Hampstead Police Department	Distracted Driving	LE-Hampstead PD-2019-183
Harford County Sheriff's Office	Distracted Driving	LE-Harford Co Sheriff-2019-014
Havre de Grace Police Department	Distracted Driving	LE-Havre de Grace PD-2019-132
Howard County Department of Police	Distracted Driving	LE-Howard Co PD-2019-050
Laurel Police Department	Distracted Driving	LE-Laurel PD-2019-204
Maryland State Police - Statewide	Distracted Driving	LE-MSP-Statewide-2019-278
Maryland Transportation Authority Police	Distracted Driving	LE-MDTA-2019-155
Montgomery County Police Department	Distracted Driving	LE-Montgomery Co PD-2019-159
Ocean Pines Police Department	Distracted Driving	LE-Ocean Pines PD-2019-188
Pocomoke City Police Department	Distracted Driving	LE-Pocomoke City PD-2019-224
Prince George's County Police Department	Distracted Driving	LE-Prince George's Co PD-2019-284
Princess Anne Police Department	Distracted Driving	LE-Princess Anne PD-2019-149
Queen Anne's County Sheriff's Office	Distracted Driving	LE-Queen Anne Sheriff-2019-100
Riverdale Park Police Department	Distracted Driving	LE-Riverdale Park PD-2019-202
Rockville Police Department	Distracted Driving	LE-Rockville PD-2019-063
Salisbury Police Department	Distracted Driving	LE-Salisbury PD-2019-088
St. Mary's County Sheriff's Office	Distracted Driving	LE-St. Mary's Co Sheriff-2019-232
Sykesville Police Department	Distracted Driving	LE-Sykesville PD-2019-117
Talbot County Sheriff's Office	Distracted Driving	LE-Talbot Co Sheriff-2019-053
Taneytown Police Department	Distracted Driving	LE-Taneytown PD-2019-041
Town of La Plata Police Department	Distracted Driving	LE-La Plata PD-2019-257
University of Maryland Department of Public Safety	Distracted Driving	LE-UMCP PD-2019-297
Washington County Sheriff's Office	Distracted Driving	LE-Washington Co Sheriff-2019-025
Westminster Police Department	Distracted Driving	LE-Westminster PD-2019-093
Wicomico County Sheriff's Office	Distracted Driving	LE-Wicomico Co Sheriff-2019-091

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Distracted Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	$311,099.90		$311,099.90
2019	NHTSA 402	Distracted Driving	$1,000.00		$1,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.2.1.3 Planned Activity: Morgan State Distracted Driving

Planned activity name	Morgan State Distracted Driving
Planned activity number	GN 19-291
Primary countermeasure strategy	HVE - Distracted Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Morgan State University (MSU) owns two advanced, computer-based driving simulators that will be utilized in this campaign. The simulator visualizes roads, bridges, ramps, roadside objects, three-dimensional trees and buildings, and so on and provides a fairly realistic environment for drivers. An eye-tracking system tracks and records the eye and head

movements of drivers, while driving the simulator. Utilizing an eye tracking system with the driving simulator would allow the PI to record eye movement along with speed, lane changing, crashes, and near-crashes.

Morgan State will use its advanced eye tracking software to measure the effects of distracted driving. An educational video clip of the effect of distraction on driving will be created and distributed through the Internet and social media.

MSU developed a fairly realistic road network in Maryland. Participants will be recruited to drive the simulator while using their cell phones. Recruitment will be performed via fliers distributed to schools and colleges and will be posted on social media. The participants' reaction, speed, lane changing, eye and head movement, and crashes will be recorded in various traffic regimes and environmental conditions, as well as different levels of cell phone usage and texting, both hand-held, and hands-free. Furthermore, two survey questionnaires will be given to the participants to complete. The first questionnaire will address their socioeconomic characteristics and their usage of and attitude toward distracting devices (cellphone, GPS, etc.) which will be sent to them prior to their driving experience. The second questionnaire, given to them immediately after completing their driving, is about their experience and what they learned from it.

In addition to educating the young participants through real experience of distracted driving in a safe controlled environment and observing their driving performance, MSU will educate many others by producing video clips.

MSU will produce an educational video using the data collected by the simulator and the eye-tracking device and the recorded videos of participants. The video targets younger drivers and is aimed to catch their attention. It will show what happens when they get distracted and the consequences of distraction. A video advertisement will be also produced.

Enter intended subrecipients.

Morgan State University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Distracted Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	$54,360.00		$54,360.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3 Program Area: Aggressive Driving

Program area type   Aggressive Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

During the latest five-year period, 2012 through 2016, aggressive drivers have been involved in nearly 5,000 crashes on Maryland roads each year. For the same five-year period, aggressive driving accounted for an average of five percent of all traffic crashes, six percent of all injury crashes, and eight percent of all fatal crashes in Maryland. Aggressive driving was a factor in seven percent of injuries and eight percent of fatalities.

Aggressive driving also accounted for one in every 14 crash injuries (seven percent) and one in every 12 fatalities (eight percent) across Maryland.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of aggressive driving related fatalities on all roads (State data)	5 Year	2019	31.3
2019	Number of aggressive driving related serious injuries (State data)	5 Year	2019	165.1

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Aggressive Driving

5.3.1 Countermeasure Strategy: HVE - Aggressive Driving

Program area	Aggressive Driving
Countermeasure strategy	HVE - Aggressive Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Maryland has an aggressive driving law and law enforcement agencies are tasked with coordinating numerous 10-day waves of enforcement each year. The campaign, known as ADAPT (Aggressive Drivers Are Public Threats), is an HVE campaign that receives law enforcement participation across the State.

High visibility enforcement campaigns have been used to deter speeding and aggressive driving through both specific and general deterrence. In the high visibility enforcement model, law enforcement targets high-crash or high-violation geographical areas using either expanded regular patrols or designated aggressive driving patrols. This model is based on the same principles as high visibility seat belt and alcohol-impaired-driving enforcement: to convince the public that speeding and aggressive driving actions are likely to be detected and that offenders will be arrested and punished.

In the high visibility enforcement model, officers focus on drivers who commit common aggressive driving actions such as speeding, following too closely, and running red lights. Enforcement is publicized widely. Because speeding and aggressive driving are moving violations, officers cannot use checkpoints. Rather, they must observe driving behavior on the road.

Fifty-nine law enforcement agencies have applied for ADAPT aggressive driving grants and the MHSO will coordinate a statewide ADAPT media campaign to support that enforcement.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Aggressive driving prevention is an emphasis area for Maryland, reflected in both this HSP and the State's SHSP. Maryland's HVE campaign conforms to one of the most effective "Countermeasures That Work" in regard to aggressive driving prevention and speeding enforcement.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle, etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is featured in the 8th Edition of Countermeasures That Work.

Aggressive driving and speeding constitute dangerous driving behaviors on Maryland's roads, as supported in the MHSO's data.

High visibility enforcement campaigns have been used to deter speeding and aggressive driving through both specific and general deterrence. In the high visibility enforcement model, law enforcement targets selected high-crash or high-violation geographical areas using either expanded regular patrols or designated aggressive driving patrols. This model is based on the same principles as high visibility seat belt and alcohol-impaired-driving enforcement: to convince the public that speeding and aggressive driving actions are likely to be detected and that offenders will be arrested and punished.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-266	MHSO Internal-Aggressive Driving	HVE - Aggressive Driving
LE MHSO 2019 Aggressive	HVE - Aggressive	HVE - Aggressive Driving

5.3.1.1 Planned Activity: MHSO Internal-Aggressive Driving

Planned activity name	MHSO Internal-Aggressive Driving
Planned activity number	GN 19-266
Primary countermeasure strategy	HVE - Aggressive Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This activity will consist of media placement and HVE support for the MHSO's aggressive driving prevention campaign.

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Aggressive Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	$220,000.00		$220,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.1.2 Planned Activity: HVE - Aggressive

Planned activity name	HVE - Aggressive
Planned activity number	LE MHSO 2019 Aggressive
Primary countermeasure strategy	HVE - Aggressive Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The MHSO will coordinate High Visibility Enforcement consisting of numerous 10-day enforcement waves throughout FFY 2019. Each enforcement wave will be preceded by paid media as directed by the MHSO's Aggressive Driving Prevention Program Manager.

Enter intended subrecipients.

Aberdeen Police Department	Aggressive Driving	LE-Aberdeen PD-2019-179
Allegany County Sheriff's Office	Aggressive Driving	LE-Allegany Co Sheriff-2019-261
Annapolis Police Department	Aggressive Driving	LE-Annapolis PD-2019-123
Anne Arundel County Police Department	Aggressive Driving	LE-Anne Arundel Co PD-2019-102
Baltimore City Police Department	Aggressive Driving	LE-Baltimore City PD-2019-140
Baltimore County Police Department	Aggressive Driving	LE-Baltimore Co PD-2019-057
Bel Air Police Department	Aggressive Driving	LE-Bel Air PD-2019-044
Berlin Police Department	Aggressive Driving	LE-Berlin PD-2019-198
Calvert County Sheriff's Office	Aggressive Driving	LE-Calvert Co Sheriff-2019-143
Cambridge Police Department	Aggressive Driving	LE-Cambridge PD-2019-210
Caroline County Sheriff's Office	Aggressive Driving	LE-Caroline Co Sheriff-2019-010
Carroll County Sheriff's Office	Aggressive Driving	LE-Carroll Co Sheriff-2019-074
Cecil County Sheriff's Office	Aggressive Driving	LE-Cecil Co Sheriff-2019-172
Charles County Sheriff's Office	Aggressive Driving	LE-Charles Co Sheriff-2019-238
Cheverly Police Department	Aggressive Driving	LE-Cheverly PD-2019-190
City of Bowie	Aggressive Driving	LE-City of Bowie-2019-020
City of Hyattsville Police Department	Aggressive Driving	LE-City of Hyattsville PD-2019-222
Denton Police Department	Aggressive Driving	LE-Dent PD-2019-070
District Heights Police Department	Aggressive Driving	LE-District Heights PD-2019-129
Easton Police Department	Aggressive Driving	LE-Easton PD-2019-005
Elkton Police Department	Aggressive Driving	LE-Elkton PD-2019-097
Frederick Police Department	Aggressive Driving	LE-Frederick PD-2019-119
Fruitland Police Department	Aggressive Driving	LE-Fruitland PD-2019-032
Gaithersburg Police Department	Aggressive Driving	LE-Gaithersburg PD-2019-113
Garrett County Commissioners	Aggressive Driving	LE-Garrett Co Comms-2019-028
Greenbelt Police Department	Aggressive Driving	LE-Greenbelt PD-2019-156
Hagerstown Police Department	Aggressive Driving	LE-Hagerstown PD-2019-108
Hampstead Police Department	Aggressive Driving	LE-Hampstead PD-2019-163
Hancock Police Department	Aggressive Driving	LE-Hancock PD-2019-079
Harford County Sheriff's Office	Aggressive Driving	LE-Harford Co Sheriff-2019-013
Havre de Grace Police Department	Aggressive Driving	LE-Havre de Grace PD-2019-131
Howard County Department of Police	Aggressive Driving	LE-Howard Co PD-2019-049
Kent County Sheriff"s Office	Aggressive Driving	LE-Kent Co Sheriff-2019-007
Laurel Police Department	Aggressive Driving	LE-Laurel PD-2019-203
Maryland State Police - Statewide	Aggressive Driving	LE-MSP-Statewide-2019-269
Maryland Transportation Authority Police	Aggressive Driving	LE-MDTA-2019-154
Montgomery County Police Department	Aggressive Driving	LE-Montgomery Co PD-2019-158
Mount Airy Police Department	Aggressive Driving	LE-Mt. Airy PD-2019-136
Ocean City Police Department	Aggressive Driving	LE-Ocean City PD-2019-086
Pocomoke City Police Department	Aggressive Driving	LE-Pocomoke City PD-2019-214
Prince George's County Police Department	Aggressive Driving	LE-Prince George's Co PD-2019-282

Princess Anne Police Department	Aggressive Driving	LE-Princess Anne PD-2019-148
Queen Anne's County Sheriff's Office	Aggressive Driving	LE-Queen Anne Sheriff-2019-099
Riverdale Park Police Department	Aggressive Driving	LE-Riverdale Park PD-2019-195
Rockville Police Department	Aggressive Driving	LE-Rockville PD-2019-058
Salisbury Police Department	Aggressive Driving	LE-Salisbury PD-2019-087
Somerset County Sheriff's Office	Aggressive Driving	LE-Somerset Co Sheriff-2019-067
St. Mary's County Sheriff's Office	Aggressive Driving	LE-St. Mary's Co Sheriff-2019-231
Sykesville Police Department	Aggressive Driving	LE-Sykesville PD-2019-115
Talbot County Sheriff's Office	Aggressive Driving	LE-Talbot Co Sheriff-2019-052
Taneytown Police Department	Aggressive Driving	LE-Taneytown PD-2019-040
Town of La Plata Police Department	Aggressive Driving	LE-La Plata PD-2019-253
University of Baltimore Police Department	Aggressive Driving	LE-Univ of Baltimore PD-2019-137
University of Maryland Department of Public Safety	Aggressive Driving	LE-UMCP PD-2019-296
Washington County Sheriff's Office	Aggressive Driving	LE-Washington Co Sheriff-2019-024
Westminster Police Department	Aggressive Driving	LE-Westminster PD-2019-038
Wicomico County Sheriff's Office	Aggressive Driving	LE-Wicomico Co Sheriff-2019-090
Worcester County Sheriff's Office	Aggressive Driving	LE-Worcester Co Sheriff-2019-226

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Aggressive Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Speed Enforcement (FAST)	$668,716.26		$668,716.26
2019	NHTSA 402	Speed Enforcement	$2,000.00		$2,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4 Program Area: Motorcycle Safety

Program area type	Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Motorcycle riders are unique in that they travel in conditions and at speeds with all other motorized traffic, but are extremely vulnerable road users without structural or other safety protection afforded by other types of motorized vehicles licensed for roadway use. Motorcycle riders also often have distinct subpopulations that exhibit high risk riding behaviors, so it is important to carefully study all aspects of motorcycling to develop effective outreach programs for awareness, education, training, and enforcement.

During the five-year period from 2012-2016, motorcycle-involved crashes in Maryland declined by 13 percent after experiencing increases in previous years. Currently, a little more than 1,575 motorcycle-involved crashes occur on Maryland roads each year.

From 2012 through 2016 in Maryland, motorcycles were involved in an average of nearly 2 percent of all traffic crashes, 4 percent of injury crashes, and 15 percent of fatal crashes. Motorcycle-involved crashes accounted for 3 percent of injuries and 14 percent of fatalities. Thus, motorcycles are significantly over-represented in fatal crashes.

While a relatively low 4 percent of motorcycle crashes result in a fatality, the fact that 14 percent of all statewide fatal crashes involve a motorcycle is cause for concern among traffic safety experts. This significant involvement of motorcycles in fatal crashes and their effects on overall traffic fatalities in Maryland indicate the need for greater motorcycle safety efforts such as awareness, education, training, and enforcement as a major focus for traffic safety professionals.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of motorcycle-involved fatalities on all roads (State data)	5 Year	2019	61.5
2019	Number of motorcycle-involved serious injuries on all roads (State data)	5 Year	2019	223.3
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	7.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Motorcyclist Safety and Awareness
2019	Motorcycle Rider Training

5.4.1 Countermeasure Strategy: Motorcyclist Safety and Awareness

Program area	Motorcycle Safety
Countermeasure strategy	Motorcyclist Safety and Awareness

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Funded projects will help address motorcycle safety issues through partnerships among government agencies and stakeholder groups such as motorcycle dealers and motorcycle clubs. These partnerships involve scheduled outreach activities geared toward reducing motorcycle-involved crashes in areas where crash rates are highest.

Media campaigns will be coordinated to increase awareness of motorcycle safety issues and will use a variety of communications techniques to reach targeted audiences. In addition to public information and education, adequate rider training and licensure are major components of Maryland's efforts to decrease motorcycle-involved crashes, in addition to improved enforcement of the State's traffic safety laws.

Numerous rider courses are offered through the Maryland Motorcycle Safety Program. The State's goals are to improve rider skill and to increase awareness levels and "share the road" among motorcyclists and other vehicle drivers.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Motorcyclist safety is a key program area for Maryland, reflected in this HSP as well as certain activities related to the State's SHSP. Motorcyclist safety spans impaired driving prevention, aggressive driving prevention, distracted driving prevention, and coordinates closely with numerous national HVE campaign periods.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle, etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This strategy is featured in the 8th Edition of Countermeasures That Work.

Many states have conducted communications and outreach campaigns directed at drinking and riding. Rider groups can play critical roles in planning and implementing activities to reduce drinking and riding. Impaired riding is also a key component of Maryland's impaired driving prevention outreach and support for HVE mobilizations. The MHSO funds numerous programs to increase motorcyclist safety through outreach about safe riding, proper riding gear, and skills training.

The other aspect of Maryland's Motorcycle Safety Program is motorist awareness of motorcyclists. This type of outreach effort is covered under Communications and Outreach: Other Driver Awareness of Motorcyclists in "Countermeasures." Although these programs need evaluation, studies show that when motorcycles crash with other vehicles, the other vehicle driver usually violates the motorcyclist's right-of-way (Clarke et al., 2007; Elliott et al., 2007; NCHRP, 2008, Strategy F3; NHTSA, 2000a). Several States have conducted communications and outreach campaigns to increase other drivers' awareness of motorcyclists. Thirty-six of 44 States that responded to a survey question reported that they communicate about ways for drivers to increase their awareness of motorcycles and motorcyclists.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-196	Motorcycle - Throttle Basics	Motorcyclist Safety and Awareness
GN 19-272	Motorcycle - Sport Bike Awareness	Motorcyclist Safety and Awareness
GN 19-271	Motorcycle - MHSO Impaired Riding	Motorcyclist Safety and Awareness
GN 19-267	Motorcycle - MHSO MC Awareness	Motorcyclist Safety and Awareness
GN 19-242	Motorcycle - MVA Rider Training & Outreach	Motorcyclist Safety and Awareness
LE 19-249	Motorcycle - BikeSafe Training	Motorcyclist Safety and Awareness

5.4.1.1 Planned Activity: Motorcycle - Throttle Basics

Planned activity name	Motorcycle - Throttle Basics
Planned activity number	GN 19-196
Primary countermeasure strategy	Motorcyclist Safety and Awareness

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Throttle Basics, Incorporated will provide outreach and education to motorcyclists, motorcycle clubs, new riders, new drivers, seasoned riders and seasoned drivers to bring awareness and attention to motorcycle highway safety. Throttle Basics, Incorporated will use Maryland's vehicle safety information to increase knowledge and awareness among motorcyclists as well as Maryland drivers. Throttle Basics, Incorporated will educate riders and drivers about rider safety and driver safety when riding among motorcycles to increase knowledge and awareness regarding motorcycles on Maryland highways. Drivers and riders will be given safety clinics that will measure their knowledge prior to the safety clinic and measure their knowledge after the safety they complete the clinic. During the clinic, drivers and riders will be exposed and given safety information from the Maryland Highway Safety Office (MHSO), they will be given the opportunity to ask and answer questions. Drivers who express interest in learning to ride motorcycles will be given information from the MHSO regarding the Motorcycle Safety Foundation course.

Enter intended subrecipients.

Throttle Basics, Inc.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcyclist Safety and Awareness
2019	Motorcycle Rider Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Training (FAST)	$56,199.13		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.1.2 Planned Activity: Motorcycle - Sport Bike Awareness

Planned activity name	Motorcycle - Sport Bike Awareness
Planned activity number	GN 19-272
Primary countermeasure strategy	Motorcyclist Safety and Awareness

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection

stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This program will produce educational materials and outreach to emphasize proper riding gear and approved motorcycle safety training.

Enter intended subrecipients.

Maryland Highway Safety Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcyclist Safety and Awareness

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$20,000.00		$20,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.4.1.3 Planned Activity: Motorcycle - MHSO Impaired Riding

Planned activity name	Motorcycle - MHSO Impaired Riding
Planned activity number	GN 19-271
Primary countermeasure strategy	Motorcyclist Safety and Awareness

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Statewide data on motorcycle crashes has identified impaired riding as a focus area for the State as well as an effective countermeasure from NHTSA. In FY 2019 the MVA's Motorcycle Safety Program will continue to integrate impaired riding messaging and media in the annual motorcycle safety campaign. These efforts will include mass media and other outreach and education efforts to increase public awareness. Collateral materials may be developed as needed to support these activities.

The motorcycle safety program manager will work with the MHSO's marketing contractor and the MVAs Motorcycle Safety Program to develop and implement an impaired riding public awareness campaign in FY 2019. The campaign will include the development of materials, media resources and other outreach strategies as necessary, as well as the placement of paid media.

The MHSO will also engage a storage company to deliver storage containers at selected bars with a known motorcyclist clientele. Riders will be encouraged to use the storage containers if they are impaired and to call a safe ride. The riders can return the next day to get their motorcycle at no charge.

Enter intended subrecipients.

Maryland Highway Safety Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcyclist Safety and Awareness

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$145,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.4.1.4 Planned Activity: Motorcycle - MHSO MC Awareness

Planned activity name	Motorcycle - MHSO MC Awareness
Planned activity number	GN 19-267
Primary countermeasure strategy	Motorcyclist Safety and Awareness

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In FY 2019 the MVA's Motorcycle Safety Program will continue the annual motorcycle campaign, incorporating messaging and media for both motorists awareness and rider training. These efforts will include mass media and other outreach and education efforts to increase both rider training and motorist awareness. Collateral materials may be developed as necessary to support these activities. The motorcycle safety program manger will work with the MVA Motorcycle Safety Program to develop and implement messaging and components for both rider training and motorist awareness for the motorcycle safety campaign for FY 2019. The campaign will include the development of materials, media resources and other outreach strategies as necessary, as well as placement of paid media.

Enter intended subrecipients.

Maryland Highway Safety Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcyclist Safety and Awareness

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	$75,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.1.5 Planned Activity: Motorcycle - MVA Rider Training & Outreach

Planned activity name	Motorcycle - MVA Rider Training & Outreach
Planned activity number	GN 19-242
Primary countermeasure strategy	Motorcyclist Safety and Awareness

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds

on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

NHTSA's "Countermeasures that Work" lists four strategies to improve motorcyclist safety: use of DOT compliant helmets; impairment prevention; rider training; and education and communications/outreach. This project will address the identified problem by conducting direct outreach to motorcycle riders to promote formal rider training and the core messages of the Maryland Motorcycle Safety (Training) Program (MCSP), which include the use of DOT compliant helmets incorporating the philosophy of the use of full riding gear on every ride, a.k.a. All The Gear All The Time (ATGATT), and promoting awareness of the risk of impaired riding with messages encouraging riders to "Ride Straight" and "Sober Riders Ride Longer".

The goal is to create "a culture of safety" regarding motorcycling. The Program will do this though outreach and rider training. For this project rider outreach will be conducted at a minimum of five events. As the riding season progresses the Program adds several single-day events to its calendar throughout the year. Motorist outreach will also be conducted at a minimum of two of these events. Outreach activities will be conducted by trained and experienced Motorcycle Safety Program Event Staff. The Program's Event Staff are primarily experienced Instructors with specialized training and who are licensed by the Motor Vehicle Administration to deliver rider training. These individuals use a variety of tools and techniques to engage event participants to promote formal rider training and to promote the core messages of the Program.

The MCSP utilizes a Mobile Classroom to conduct direct outreach at special motorcycle events. The Mobile Classroom is an enclosed 18-foot trailer with a drop-down ramp and a "concession" window on the outboard side. It is wrapped in vinyl promotional graphics featuring a map of the State identifying the Program's training center and other messages promoting the Program's core activities. It serves two primary purposes: it gives the Program a means to transport and secure its equipment and materials at an event; and it serves as a base from which the Program can conduct its outreach activities. It was remodeled early in 2018.

One of the Program's SMARTrainers (Safe Motorcyclist Awareness and Recognition Trainer) a scenario-based traffic situation simulator designed to attract attention and to help riders improve their road management skills, is permanently setup inside of the Mobile Classroom. Event participants take a virtual "ride" on the SMARTrainer through one of the 15 traffic scenarios, including city, suburban and touring situations. Each scenario presents the rider with unique and challenging hazards. As the rider navigates the scenario the computer assesses and scores the riders performance. A video feed from the SMARTrainer can be displayed on a large TV that can be seen from the outside of the trainer through the concession window. At the end of the ride the rider's performance is recapped and the rider receives a printout of their ride. The Program uses this experience to promote formal ride training and life-long learning.

The Program has one of its retired 500cc training bikes which has been wrapped in promotional graphics and accessorized with a windshield, saddlebags and additional lighting. The Program also has a mannequin, affectionately called "Manny" that it has outfitted in full and motorcycle specific riding gear to promote the philosophy of ATGATT to "ride" the Show Bike. Together they are a popular attention-getter to attract riders into conversations about riding gear and rider training.

The Mobile Classroom is also equipped with literature displays stocked with flyers about rider training and other promotional information. It also has a pair of Fatal Vision Goggles with some activities to draw attention to the risks of riding under the influence of alcohol, or OTC or Rx drugs.

The Program also has an indoor display which it uses at those events where it cannot use the Mobile Classroom. This is a curved display that fits in the typical 10-foot wide space. It features photo panels with a basic Program information and a monitor to show motorcycle safety PSA's and other training videos.

The unlicensed motorcyclist is still a problem. One thing we discovered during the Program's FAST TRACK Initiative was that many riders could not pass the skill test because they could not execute the maneuvers on their motorcycle. For this grant cycle the Program is going to try something a little different related to rider training by offering three Basic Rider Course 2 (updated) – License Waiver (BRC2u – LW) classes at three of its training centers in May, July, and September. The class will be free to participants and riders will use their own motorcycles. This will allow riders looking to get licensed the opportunity to practice riding and be coached prior to testing. Statics provided By Cape Fox, who had a contract to rider training courses for the military, show that a rider who takes a training course on their own motorcycle is 60% less likely to be involved in a fatal crash.

Enter intended subrecipients.

Maryland MVA

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

| 2019 | Motorcyclist Safety and Awareness |
| 2019 | Motorcycle Rider Training |

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcycle Safety (FAST)	$8,829.20		
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$8,123.50		$8,123.50

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.4.1.6 Planned Activity: Motorcycle - BikeSafe Training

Planned activity name	Motorcycle - BikeSafe Training
Planned activity number	LE 19-249
Primary countermeasure strategy	Motorcyclist Safety and Awareness

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Maryland State Police Motorcycle Unit, partnering with allied Maryland Law Enforcement Agency Motor Officers will pilot the "BikeSafe" Program in Maryland. "BikeSafe" is the partnering of civilian motorcyclists with sworn Law Enforcement Motorcycle Officers in Rider Skills Days that offer assessment on present driving skills and provide advice to help make their experience as a motorcyclist safer and more enjoyable. Motor Officers will cover professional riding techniques and topics to include the system of motorcycle control, collision causation factors and security. The Rider Skills Days are run during the week and at weekends, by highly qualified police motorcyclists passing on their wealth of knowledge and experience in a friendly and informal manner. Training locations will be held at various locations around the state, the training will include both classroom-based advice and on-road ride-outs. This program is designed for all types of motorcycles ranging from high powered performance machines or a smaller commuter bikes. For the initial pilot program, Motor Officers from allied Agencies will conduct training twice a month between the months of May to September. The goal is to have a minimum of seven students in each class, for a total of 70 to 80 students trained during the first year. Instructors will promote motorcycle safety through the display and use of advanced safety equipment throughout the training curriculum. As Motor Officers in uniform conducting this training, they are subject to law enforcement actions and will be able to effectively monitor police radio channels. Advanced rider to rider communication will allow seamless communication from instructor to student during the on-road ride-outs immediately correcting any rider behaviors that need immediate attention. Reflective ANSI vests will be provided for student use during the training to promote the training and enhance rider safety.

Enter intended subrecipients.

Maryland State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcyclist Safety and Awareness
2019	Motorcycle Rider Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$64,610.80		$64,610.80

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2 Countermeasure Strategy: Motorcycle Rider Training

Program area	Motorcycle Safety
Countermeasure strategy	Motorcycle Rider Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Rider training is essential to the safety of motorcyclists. The training teaches operators how to maneuver their vehicles and to navigate potential threats that are unique to motorcyclists. Maryland will utilize a new program consisting of "mentored rides" that will augment existing rider training.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Motorcyclist safety is a key program area for Maryland, reflected in this HSP as well as certain activities related to the State's SHSP. Motorcyclist safety spans impaired driving prevention, aggressive driving prevention, distracted driving prevention, and coordinates closely with numerous national HVE campaign periods.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle, etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The NAMS encourages training (NHTSA, 2000a). NHTSA's Motorcycle Safety Program Plan recommends that States conduct frequent and timely education and training at sites that are accessible throughout the State (NHTSA, 2006b). NCHRP (2008, Strategy C2) further recommends that States evaluate crash experience, compare data and crash scenarios with training and licensing practices, and make adjustments as needed to ensure practices are effectively targeting crash problems. This effort requires cooperation on the part of multiple agencies, including those responsible for collecting and analyzing crash data and those responsible for training and licensing.

Planned activities will closely align highly trained, experienced riders with those having less experience.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-196	Motorcycle - Throttle Basics	Motorcyclist Safety and Awareness
GN 19-242	Motorcycle - MVA Rider Training & Outreach	Motorcyclist Safety and Awareness
LE 19-249	Motorcycle - BikeSafe Training	Motorcyclist Safety and Awareness

5.5 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type   Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

In Maryland between 2012 through 2016, more than 2,300 people are killed or injured every year. Despite increases in observed belt use rates in Maryland and across the nation, 21 percent of all persons killed in motor vehicle crashes are not wearing seat belts. Research has shown that seat belts, when used properly, reduce the risk of fatal injury to front-seat passengers by 45 percent and reduce the risk of moderate to critical injury by 50 percent. This means that if all persons would use seat belts every time they ride or drive, there would be a more than one-fourth reduction in overall fatalities in Maryland and across the nation.

In Maryland for 2016, over 5,000 crashes occurred in which at least one occupant of an involved motor vehicle was reported as unrestrained. Overall, more than 6,500 persons involved in a motor vehicle crash in Maryland in 2016 were reported as having been unrestrained. Of those, more than 2,000 were reported to have sustained an injury and 105 were killed.

The upward trend in seat belt use has stabilized over the past two years while the number of unbelted fatalities has increased over that same time.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of unrestrained-occupant motor vehicle fatalities on all roads (State data)	5 Year	2019	89.6
2019	Number of unrestrained-occupant motor vehicle serious injuries on all roads (State data)	5 Year	2019	186.8
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	86.8
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	95.5

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Seat Belt
2019	Child Restraint System Inspection Station(s)

5.5.1 Countermeasure Strategy: HVE - Seat Belt

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	HVE - Seat Belt

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Short-term HVE efforts have proven effective at focusing law enforcement efforts and raising public awareness of seat belt use. Activities being funded in this project include overtime enforcement for 30 police agencies and the MHSO's statewide media campaign to support Click it or Ticket mobilizations.

In 2017, Maryland increased its seat belt use rate from 90.8 percent to 92.1 percent. The 2017 seat belt survey included data collected on drivers and front-seat passengers from 46,979 vehicles at 130 selected sites in 13 jurisdictions of the State. Even with this increase, there still is much work to do, especially with enforcement of seat belt laws declining in recent years. The MHSO will work specifically with its law enforcement partners to increase the enforcement of Maryland' seat belt laws.

Maryland participated in the Click It or Ticket campaigns for November 2016 and May 2017, providing media for cable television, radio, social/digital media, billboards, and gas pump toppers, producing more than 23 million impressions. The MHSO will use this funding to also distribute educational materials and posters, as well as digital tool kits, to key groups throughout the State.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Seat belt use is an emphasis area for Maryland, reflected in both this HSP and the State's SHSP. Maryland's HVE campaign conforms to one of the most effective "Countermeasures That Work" in regard to increasing seat belt use, and also supports NHTSA's national HVE campaign period.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle, etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

HVE efforts are widely supported in the 8th Edition of Countermeasures That Work and this effort supports the NHTSA's national Click it or Ticket campaign.

CDC's systematic review of 15 high-quality studies (Dinh-Zarr et al., 2001; Shults et al., 2004) found that short-term, high visibility enforcement programs increased belt use by about 16 percentage points, with greater gains when pre-program belt use was lower. Because many of the studies were conducted when belt use rates were considerably lower than at present, new programs likely will not have as large an effect. Following the enforcement program, belt use often dropped by about 6 percentage points demonstrating the ratchet effect typical of these programs (belt use increases during and immediately after the program and then decreases somewhat, but remains at a level higher than the pre-program belt use).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
LE MHSO 2019 Seat Belts	HVE - Seat Belts	HVE - Seat Belt
GN 19-310	MHSO Internal-OP	HVE - Seat Belt
GN 19-176	MCTSA-Seat Belt	HVE - Seat Belt

5.5.1.1 Planned Activity: HVE - Seat Belts

Planned activity name	HVE - Seat Belts
Planned activity number	LE MHSO 2019 Seat Belts

Primary countermeasure strategy	HVE - Seat Belt

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Maryland will coordinate a HVE campaign themed around the national Click it or Ticket campaign model for seat belt use.

High visibility enforcement campaigns have been used to promote seat belt use through both specific and general deterrence. In the high visibility enforcement model, law enforcement targets selected high-crash or high-violation geographical areas using either expanded regular patrols or designated seat belt patrols. This model is based on the same principles as high visibility distracted driving prevention and alcohol-impaired-driving enforcement: to convince the public that not using seat belts is likely to be detected and that offenders will be punished.

Enforcement is publicized widely.

Thirty law enforcement agencies have applied for seat belt enforcement grants. The MHSO will coordinate a statewide media campaign to support that enforcement.

Enter intended subrecipients.

Aberdeen Police Department	Occupant Protection	LE-Aberdeen PD-2019-181
Anne Arundel County Police Department	Occupant Protection	LE-Anne Arundel Co PD-2019-104
Baltimore City Police Department	Occupant Protection	LE-Baltimore City PD-2019-141
Baltimore County Police Department	Occupant Protection	LE-Baltimore Co PD-2019-059
Calvert County Sheriff's Office	Occupant Protection	LE-Calvert Co Sheriff-2019-146
Cambridge Police Department	Occupant Protection	LE-Cambridge PD-2019-212
Carroll County Sheriff's Office	Occupant Protection	LE-Carroll Co Sheriff-2019-073
Cecil County Sheriff's Office	Occupant Protection	LE-Cecil Co Sheriff-2019-173
Charles County Sheriff's Office	Occupant Protection	LE-Charles Co Sheriff-2019-245
City of Bowie	Occupant Protection	LE-City of Bowie-2019-023
District Heights Police Department	Occupant Protection	LE-District Heights PD-2019-127
Easton Police Department	Occupant Protection	LE-Easton PD-2019-009

Elkton Police Department	Occupant Protection	LE-Elkton PD-2019-098
Frederick Police Department	Occupant Protection	LE-Frederick PD-2019-116
Fruitland Police Department	Occupant Protection	LE-Fruitland PD-2019-035
Gaithersburg Police Department	Occupant Protection	LE-Gaithersburg PD-2019-112
Greenbelt Police Department	Occupant Protection	LE-Greenbelt PD-2019-186
Hagerstown Police Department	Occupant Protection	LE-Hagerstown PD-2019-107
Harford County Sheriff's Office	Occupant Protection	LE-Harford Co Sheriff-2019-016
Howard County Department of Police	Occupant Protection	LE-Howard Co PD-2019-051
Laurel Police Department	Occupant Protection	LE-Laurel PD-2019-205
Maryland State Police - Statewide	Occupant Protection	LE-MSP-Statewide-2019-281
Maryland Transportation Authority Police	Occupant Protection	LE-MDTA-2019-164
Montgomery County Police Department	Occupant Protection	LE-Montgomery Co PD-2019-160
Ocean Pines Police Department	Occupant Protection	LE-Ocean Pines PD-2019-311
Prince George's County Police Department	Occupant Protection	LE-Prince George's Co PD-2019-285
Princess Anne Police Department	Occupant Protection	LE-Princess Anne PD-2019-150
Rockville Police Department	Occupant Protection	LE-Rockville PD-2019-065
St. Mary's County Sheriff's Office	Occupant Protection	LE-St. Mary's Co Sheriff-2019-234
Town of La Plata Police Department	Occupant Protection	LE-La Plata PD-2019-258
University of Maryland Department of Public Safety	Occupant Protection	LE-UMCP PD-2019-298

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Seat Belt

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$140,000.00		$140,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.1.2 Planned Activity: MHSO Internal-OP

Planned activity name	MHSO Internal-OP
Planned activity number	GN 19-310
Primary countermeasure strategy	HVE - Seat Belt

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection

stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This activity will consist of media placement and HVE support for the MHSO's seat belt use (Click it or Ticket) campaign.

Enter intended subrecipients.

Maryland Highway Safety Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Seat Belt

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	NHTSA 402	Occupant Protection	$305,000.00		$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.5.1.3 Planned Activity: MCTSA-Seat Belt

Planned activity name   MCTSA-Seat Belt

Planned activity number   GN 19-176

Primary countermeasure strategy   HVE - Seat Belt

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The NSC will compile and analyze seat belt observational survey data to report seat belt use by drivers and front seat outboard passengers traveling in passenger vehicles. Maryland is composed of 23 counties and Baltimore City; 13 of these jurisdictions account for more than 85% of the passenger vehicle crash-related fatalities according to Fatality Analysis Reporting System (FARS) data averages for the period 2012-2014. Seat belt usage rates will be observed using a standard methodology across the 13 jurisdictions. New site locations were chosen in 2017 using the same methodological process outlined by NHTSA.

To evaluate restraint use by backseat occupants, the NSC will select 30 sites across the state using the same convenience sample selection criteria as outlined in the FY18 grant (events, days/times when the number of backseat occupants would be expected to be higher than everyday traffic). The big eight jurisdictions (Baltimore City, Baltimore, Montgomery, Prince George's, Howard, Anne Arundel, Charles, & Howard Counties) will each have two sites selected. The remaining 16 jurisdictions will fall into one of four categories (based on previous FY15 MADS self-reported backseat usage). Each category will have three sites selected. The remaining two sites will be events of convenience chosen by either MHSO or the NSC, where jurisdiction is not a factor. The statewide results will be compared to the statewide results of FY18. Jurisdictions will not be analyzed individually as the same jurisdictions may not be chosen each year.

These sites are to be used as the basis for the MHSO's HVE seat belt campaign and enforcement model.

Enter intended subrecipients.

University of Maryland Baltimore, NSC

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Seat Belt

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b OP High (FAST)	$73,627.68		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.2 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation,

partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Maryland will fund three agencies with respect to child passenger safety in FFY 2019 - Maryland Kids in Safety Seats (KISS), the Maryland Institute for Emergency Medical Services Systems (MIEMSS), and the Maryland State Police (MSP).

KISS provides consistently effective outreach , with more than 26,000 pieces of CPS educational materials distributed to caregivers this past year. KISS annually provides or assists with training 100 CPS technicians and distributes roughly 500 car seats via a low-cost purchase program and a short-term special needs loaner program to families statewide. One of the main functions of KISS is the recruitment and retention of CPS technicians of which Maryland has approximately 500 total. During CPS activities, KISS staff also promotes adult seat belt use and assists the MHSO in adult seat belt use efforts.

MIEMSS conducts activities to reduce injuries and deaths due to vehicle crashes by promoting proper use of car seats, seat belt use among older kids and adults, and other occupant protection measures among EMS and healthcare providers. MIEMSS staff provides trainings to hospitals and assists with neonatal re-certification site visits, meeting with key maternal and child health administrators to discuss CPS policies and services. Last year, nearly 24,000 CPS materials were distributed through the MIEMSS and the agency staff created the CPS Rapid Educational Response program which MIEMSS administers across the State.

MSP will fund the certification or recertification of 37 troopers as child passenger safety technicians.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Occupant protections, including child passenger safety, is an emphasis area for Maryland, reflected in both this HSP and the State's SHSP.

The misuse of child restraints has been a concern for many years. A number of programs have been implemented to provide parents and other caregivers with "hands-on" assistance with the installation and use of child restraints in an effort to combat widespread misuse. Child passenger safety (CPS) inspection stations, sometimes called "fitting stations" are places or events where parents and caregivers can receive this assistance from certified CPS technicians. Child restraint inspection stations have become common components of State and local child passenger safety programs.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle, etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Child restraint inspection stations are supported in the 8th Edition of Countermeasures That Work.

One study found that Safe Kids child restraint inspection events held at car dealerships, hospitals, retail outlets and other community locations positively changed parents' behavior and increased their knowledge over a 6-week follow-up period: children arriving at the second event were restrained more safely and more appropriately than they were at the first.

Research shows that use of child safety seats reduce the risk of death by 71% for infants and 54% for toddlers in passenger cars[1], and booster seats used with lap and shoulder belts reduce the risk of injury by 45% among children 4-8 years old when compared to seat belt usage alone. Unfortunately, according to the 2016 Maryland Crash Outcome Data Evaluation System (CODES) data provided by the National Study Center, 1,284 children Birth-4 were reported as injured in crashes, with 1,252 children having known restraint use or non-use of a restraint. Of those children, 978 (78%) were using a child restraint, 202 (16%) were reported as using a type of restraint but not in a child safety seat (car seat or booster seat), and 47 (3.7%) of them reported as unrestrained at the time of the crash. ("Unknown" numbers are not included). For the 5-9 year old range, 1,203 children were reported injured. In this age group, restraint use or non-use is known for 1,153 children. Of those children, 367 (31.8%) were in a child restraint, 716 (62%) were using a type of restraint other than a child restraint and 70 children (6%) were reported as not using a restraint. ("Unknown" numbers are not included). Among children ages 10-15 injured in a crash, 27 (2%) were

in a child restraint, 1,082 (87.1%) were in a type of restraint other than a child restraint, and 133 (10.7%) were injured while not using a restraint of any kind. Additionally in 2016, five children from Birth-9 years old were killed in a crash while restrained in a child restraint, and three additional children were killed when restrained but not by a child restraint and one child in the 10-15 age range was killed while restrained but not in a car seat and one child killed while unrestrained. ("Unknown" numbers are not included).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-144	Maryland Kids In Safety Seats	Child Restraint System Inspection Station(s)
GN 19-054	Maryland CPS & OP Health Care Project	Child Restraint System Inspection Station(s)

5.5.2.1 Planned Activity: Maryland Kids In Safety Seats

Planned activity name	Maryland Kids In Safety Seats
Planned activity number	GN 19-144
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

To address the plethora needs across the State, the program proposes a multi-prong approach to ensure the program works as effectively and efficiently as possible, including:

Providing current best practice CPS information to the public through a comprehensive educational program, including dedicated a Helpline, email and website, Skype video chat, and providing educational handouts through mailings, email, health or safety fairs, car seat checkup events and public education presentations;

Maintaining the number of Nationally Certified Technicians at a minimum of 450 Technicians throughout the State by working with volunteer CPS Instructors to implement training/or assisting with training throughout the State;

Supporting county-wide CPS Teams, upon request, in establishing standardized car seat checkup events, including the recruitment, development, and mentoring of Volunteer Quality Assurance Technicians (QAT) and CPS Instructors;

Supporting MD's CPS Technicians with their re-certification requirements/needs via email updates, supervision and providing mentoring at check-up events in the field, providing in-person CEU opportunities and instructor re-certification sign-offs to ensure Maryland maintains a state re-certification average in line with the National re-certification average;

Supporting and overseeing a current network of current Car Seat Assistance Programs (CSAP)/Special Needs Car Seat Loaner Programs with supplemental car seats, training and technical/educational supplies and materials;

Developing a training tool for a law enforcement audience pertaining to the explanation of Maryland's CPS law language and providing suggestions regarding how to determine a ticketable offense to increase their knowledge and confidence in upholding the child passenger safety law;

Promoting National CPS Awareness Week through the distribution of a press release and social media outlets, as well as responding to media inquiries in a timely fashion throughout the year;

Maintaining knowledge of current best practice and technical information by having staff attend the annual LifeSavers Highway Safety Conference, and sharing learned information with statewide instructors and technicians via emails and/or in-person training;

Co-developing and implementing a two-day Technical Training Event (Day 1 for Statewide CPS Technicians, Quality Assurance Technicians (QAT) and Instructors, Day 2 for Special Needs Trained individuals) in partnership with the Maryland Institute for Medical Services System (MIEMSS);

Maintaining a scholarship program for volunteer CPS Instructors, Quality Assurance Technicians and CPS Technicians who donate their time to the State Program;

Completing obligations related to participating in a Digital Car Seat Inspection Form Pilot Project conducted by the National Safety Council; and

Leading the CPS Advisory Board through statewide-related CPS issues, as they arise, through meetings and projects.

Enter intended subrecipients.

Maryland Department of Health

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Child Restraint (FAST)	$258,255.39		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.2.2 Planned Activity: Maryland CPS & OP Health Care Project

Planned activity name	Maryland CPS & OP Health Care Project
Planned activity number	GN 19-054
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project seeks to reduce the incidence of injuries and deaths in Maryland due to vehicle crashes through a variety of occupant protection (OP) interventions.   NHTSA reports correct restraint use significantly reduces the risk of fatal injuries: seat belt use results in a 45% reduction to front seat occupants, and safety seats have a 54-71% reduction of risk. A study of new parents at an Oregon hospital showed that those who worked with a CPS technician prior to the baby's discharge were significantly less likely to make errors. (Hoffman, J Peds, 2015).

This project will promote proper and consistent use of car safety seats among children, seatbelt use among youth and caregivers, and occupant protection measures taken by healthcare and EMS personnel to keep themselves and their patients as safe as possible. Data and research on OP will inform the planning of interventions, and evaluation will refines the process. The primary strategy will be dissemination of up-to-date and culturally-relevant OP and child passenger safety (CPS) information, but this project will also support enforcement of OP laws, the collection of relevant data on OP, and education on enhanced OP legislation or regulations.   Best practice recommendations in ambulance transport is evolving but current NHTSA and NASEMSO documents will inform our educational interventions for the Maryland EMS community on the ideal way to transport ill or injured children.

This project will use specific strategies such as hands-on training, website resources, interactive educational displays at EMS and emergency department conferences, the provision of CPS equipment (e.g. special needs & demonstration car seats), webinars to train safety advocates remotely, and continuing education units/scholarships offered to hospital/EMS providers as incentives to take the CPS certification class and then work on CPS in their community.   The project coordinator will work in close collaboration with Maryland Kids in Safety Seats and Safe Kids Maryland to efficiently use state and local resources and to target our interventions and materials. She also will continue to assist with MIEMSS' recertification visits to Maryland NICUs, which provides her the opportunity to meet with key hospital officials, and discuss their CPS policies and services.   Based upon information gathered during 2016-2017 NICU site visits, there is a clear need to continue to educate NICU staff on CPS best practice, but to also reach newborn nursery staff (regardless of whether they have a NICU). This project proposes to hold a one-day workshop to provide didactic training for nurses on CPS plus competency skills stations and a CPS competency tool for their hospital.

MIEMSS's EMS-C seeks to continue to host the CPS & OP Healthcare Project as we feel it is an effective way to provide OP education to EMS/fire as well as healthcare professionals across the state. MIEMSS is the lead agency for Safe Kids Maryland Coalition and we interact closely with the MD Academy of Pediatrics, MD Department of Health, MD Emergency Nurses Association and Safe Kids Worldwide/local chapters on policies, planning, interventions, promotions and evaluation. We also benefit from the technological assistance of MIEMSS' Educational Support, the resources of a project director with pediatric emergency department expertise, liaisons in all Maryland hospital emergency departments, the consultation of Dr. Carla Bailey who regulates hospital neonatal units, EMS professionals and medical directors in the state's 26 jurisdictions, base station coordinators in 50 hospitals in urban/suburban/ rural areas that reach into jurisdictions with no hospitals, and a partnership with the Maryland State Fireman's Association and their 350 member companies in more than 750 actual fire/EMS/rescue stations. The project coordinator is a certified health educator, a CPS instructor with Special Needs CPS training, and has more than 19 years of experience in injury prevention including work at MD KISS and the Johns Hopkins Center for Injury Research & Policy.

Enter intended subrecipients.

Maryland Institute for EMS Systems

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Child Restraint (FAST)	$76,269.50		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.5.2.3 Planned Activity: LE 19-281

Planned activity name	LE 19-281
Planned activity number	MSP - CPS Technicians
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

No records found.

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.5.2.4 Planned Activity: MSP - CPS Techs

Planned activity name	MSP - CPS Techs
Planned activity number	LE 19-281
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

MSP will certify or re-certify 37 troopers as CPS technicians. These technicians will augment private CPS techs funded through the Maryland Department of Health and will enable seat checks to occur at MSP barracks across Maryland.

Enter intended subrecipients.

Maryland State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Child Restraint (FAST)	$3,000.00		$3,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type   Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Traffic crashes involving pedestrians represent a critical challenge for the traffic safety community because the entire population can be vulnerable as pedestrians, not just drivers or riders. Pedestrian-involved crashes also tend to affect children disproportionately because many walk to and from school, friends' homes, and in or near shopping areas.

Pedestrians have none of the structural protection afforded by vehicles and are most vulnerable along roadways, especially where sidewalks are incomplete or non-existent, or where traffic control devices do not offer adequate protection. Pedestrian safety depends on adherence to traffic and safety laws by motor vehicle drivers as well as pedestrians themselves. Any failure to comply can greatly affect the number, types and severity of crashes and injuries involving pedestrians.

For the five-year period from 2012 through 2016, the incidence of pedestrian-involved crashes in Maryland has increased by 21 percent, with nearly 3,500 pedestrian-involved crashes occurring on Maryland roads each year.

For the same five-year period in Maryland, pedestrians were involved in an average of 3 percent of all traffic crashes, 8 percent of injury crashes, and more than one in five (23 percent) of fatal crashes. Pedestrians involved in crashes accounted for 6 percent of injuries and 21 percent of all fatalities.

The risk and correlation is evident: While only 3 percent of pedestrian-involved crashes result in a fatality, pedestrians are involved in 23 percent of fatal crashes and account for 21 percent of all statewide fatalities. These facts alone show cause for concern among safety professionals as pedestrians are significantly over-represented in fatal crashes. The significant and apparent risk to pedestrians involved in Maryland crashes calls for improved pedestrian safety as a major focus for traffic safety professionals across the State.

Bicycle crashes are a focus point for the traffic safety community because, overall, total and injury crashes (29 percent and 29 percent, respectively) involve children ages 17 and under. But those children account for somewhat fewer fatal crashes, about 16 percent.

By contrast, bicycle riders aged 20 to 24 accounted for 14 percent of all crashes, but 7 percent of all fatal crashes. And, riders aged 40 to 54 accounted for 17 percent of all crashes, but 29 percent of fatal crashes.

Bicycle riders, like pedestrians, do not have the structural protection afforded by vehicles, are not as visible as other vehicles, and are not motorized. These factors together put bicycles at a great disadvantage on roadways, especially where motorized vehicles are traveling at much higher rates of speed. For instance, a few more than half of all bicycle-involved crashes (55 percent) occur on state, county, and federal roadways, but more than 86 percent of all fatal crashes occur on the same roadways.

For the five-year period from 2012 through 2016, the incidence of bicycle-involved crashes increased by 1 percent in Maryland. Over 800 bicycle-involved crashes occur on Maryland roadways each year. From 2012 through 2016, bicycles were involved in an average of fewer than one in 100 (0.8 percent) of all statewide traffic crashes, 2 percent of statewide injury crashes, and 2 percent of statewide fatal crashes. Bicycle-involved crashes accounted for 1 percent of injuries and 2 percent of fatalities.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of pedestrian (on foot) fatalities on all roads (State data)	5 Year	2019	101.5
2019	Number of pedestrian (on foot) serious injuries on all roads (State data)	5 Year	2019	286.9
2019	Number of bicycle fatalities on all roads (State data)	5 Year	2019	7.1
2019	Number of bicycle serious injuries on all roads (State data)	5 Year	2019	57.0
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	99.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	6.7

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Pedestrian/Bicyclist
2019	Elementary-age Child Bicyclist Training

5.6.1 Countermeasure Strategy: HVE - Pedestrian/Bicyclist

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	HVE - Pedestrian/Bicyclist

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Maryland's HVE - Pedestrian/Bicyclist program consists of publicized enforcement waves throughout various parts of the State with demonstrated problems related to pedestrian and bicyclist safety. Educational efforts involve outreach to pedestrians and outreach to motorists. This effort consists of 19 police agencies that have applied for MHSO overtime grants, several statewide media campaigns, the MHSO's internal media communications programs, and a grant to coordinate pedestrian-related law enforcement training. In addition, the MHSO is funding a project to publicize and enforce Maryland's "3 Foot" bicycle law and an evaluation project pertaining to existing media and enforcement programs.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Pedestrian/Bicyclist safety is an emphasis area for Maryland, reflected in both this HSP and the State's SHSP. Maryland's Pedestrian/Bicyclist HVE campaign conforms to one of the most effective "Countermeasures That Work" and supports NHTSA's national data pertaining to the extent of injury and death experienced by pedestrians.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle, etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

HVE campaigns are a generally accepted, highly successful countermeasure. As it relates to pedestrian/bicyclist safety, Maryland focuses on a corridor approach which is a 4-star strategy in the 8th Edition of Countermeasures That Work. The idea is to strive for large decreases in pedestrian crashes and injuries by more effectively targeting resources to problem areas. Specifically, the objective of pedestrian safety zones is to increase cost-effectiveness of interventions by targeting education, enforcement, and engineering measures to geographic areas and audiences where significant portions of the pedestrian crash problem exist.

Maryland also emphasizes other elements in its campaigns which are featured prominently in "Countermeasures," including Conspicuity Enhancement and Targeted Enforcement.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
LE - MHSO 2019 Pedestrian	HVE - Ped/Bike	HVE - Pedestrian/Bicyclist
GN 19-312	Ped/Bike - Law enforcement training	HVE - Pedestrian/Bicyclist
GN 19-293	Ped/Bike - Street Smart Baltimore	HVE - Pedestrian/Bicyclist
GN 19-309	MHSO Internal-Ped/Bicycle Safety Program	HVE - Pedestrian/Bicyclist
GN 19-055	Ped/Bike - Street Smart DC	HVE - Pedestrian/Bicyclist

5.6.1.1 Planned Activity: HVE - Ped/Bike

Planned activity name	HVE - Ped/Bike
Planned activity number	LE - MHSO 2019 Pedestrian
Primary countermeasure strategy	HVE - Pedestrian/Bicyclist

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Maryland has numerous pedestrian and bicyclist safety enforcement actions each year. .

High visibility enforcement campaigns have been used to promote pedestrian and bicyclist safety through both specific and general deterrence. In the high visibility enforcement model, law enforcement targets selected high-crash or high-violation geographical areas using either expanded regular patrols or designated pedestrian safety patrols. This model is based on the same principles as high visibility seat belt and alcohol-impaired-driving enforcement: to convince the public that actions detrimental to the safety of pedestrians and bicyclists are likely to be detected and that offenders will be punished.

In the high visibility enforcement model, officers focus on drivers who commit common actions that endanger pedestrians and bicyclists. Enforcement is publicized widely.

Nineteen law enforcement agencies have applied for pedestrian/bicyclist safety grants and the MHSO will coordinate a media campaign to support that enforcement.

MHSO is expending State funds for HVE, therefore no Federal funding sources are listed.

Enter intended subrecipients.

Aberdeen Police Department	Pedestrian/Bicycle	LE-Aberdeen PD-2019-251
Anne Arundel County Police Department	Pedestrian/Bicycle	LE-Anne Arundel Co PD-2019-235
Baltimore City Police Department	Pedestrian/Bicycle	LE-Baltimore City PD-2019-228
Baltimore County Police Department	Pedestrian/Bicycle	LE-Baltimore Co PD-2019-225
Bel Air Police Department	Pedestrian/Bicycle	LE-Bel Air PD-2019-227
Cecil County Sheriff's Office	Pedestrian/Bicycle	LE-Cecil Co Sheriff-2019-276
Charles County Sheriff's Office	Pedestrian/Bicycle	LE-Charles Co Sheriff-2019-247
City of Bowie	Pedestrian/Bicycle	LE-City of Bowie-2019-039
District Heights Police Department	Pedestrian/Bicycle	LE-District Heights PD-2019-128
Greenbelt Police Department	Pedestrian/Bicycle	LE-Greenbelt PD-2019-265
Maryland State Police - Statewide	Pedestrian/Bicycle	LE-MSP-Statewide-2019-268
New Carrollton Police Department	Pedestrian/Bicycle	LE-New Carrollton PD-2019-081
Ocean City Police Department	Pedestrian/Bicycle	LE-Ocean City PD-2019-082
Prince George's County Police Department	Pedestrian/Bicycle	LE-Prince George's Co PD-2019-286
Princess Anne Police Department	Pedestrian/Bicycle	LE-Princess Anne PD-2019-151
Riverdale Park Police Department	Pedestrian/Bicycle	LE-Riverdale Park PD-2019-230
St. Mary's County Sheriff's Office	Pedestrian/Bicycle	LE-St. Mary's Co Sheriff-2019-292
University of Baltimore Police Department	Pedestrian/Bicycle	LE-Univ of Baltimore PD-2019-236

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Pedestrian/Bicyclist

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

No records found.

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.6.1.2 Planned Activity: Ped/Bike - Law enforcement training

Planned activity name	Ped/Bike - Law enforcement training
Planned activity number	GN 19-312
Primary countermeasure strategy	HVE - Pedestrian/Bicyclist

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

BMC will work with MHSO, State and local police agencies, and NHTSA to develop a Maryland one-day traffic enforcement training program for law enforcement agencies. The training program will be initiated first in the Baltimore region, followed by other locations in Maryland where interest is expressed. NHTSA has been conducting similar workshops in Region 2 which will be used as the starting point for the regional training. Staff will also use information and resources from MWCOG, DC DOT, and the Montgomery County Department of Police.

Training will be conducted with a series of modules on enforcement actions. Each one-day training will be customized for the sponsoring agency holding the training. At the conclusion of the training, a pilot demonstration will be conducted to increase the level-of-comfort with conducting enforcement actions.

There will be one full-day workshop held in the Baltimore region in early 2019 prior to the launch of the spring 2019 regional bicycle and pedestrian safety campaign.

Enter intended subrecipients.

Baltimore Metropolitan Council

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Pedestrian/Bicyclist

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$25,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.1.3 Planned Activity: Ped/Bike - Street Smart Baltimore

Planned activity name	Ped/Bike - Street Smart Baltimore
Planned activity number	GN 19-293
Primary countermeasure strategy	HVE - Pedestrian/Bicyclist

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Baltimore Regional Transportation Board (BRTB) and its safety subcommittee will work with the Maryland Highway Safety Office and other regional partners to develop and implement a regional pedestrian and bicycle safety campaign that meets the specific needs of the region and local jurisdictions.

The safety subcommittee will assist in the review of current and previous campaigns in the region and to develop a brand new creative to be implemented in 2019 and beyond.   The media campaign will include TV, radio, billboard and other types of traditional media along with online and social media.

BMC staff will coordinate with SHA and local jurisdictions to identify high priority locations and corridors to deploy street teams and educational outreach. This will be reinforced with stepped up enforcement along these corridors.

Enter intended subrecipients.

Baltimore Metropolitan Council

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Pedestrian/Bicyclist

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	$300,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.1.4 Planned Activity: MHSO Internal-Ped/Bicycle Safety Program

Planned activity name	MHSO Internal-Ped/Bicycle Safety Program
Planned activity number	GN 19-309
Primary countermeasure strategy	HVE - Pedestrian/Bicyclist

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This activity will consist of media placement and HVE support for the MHSO's pedestrian and bicycle campaign.

Enter intended subrecipients.

Maryland Highway Safety Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Pedestrian/Bicyclist

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	$100,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.6.1.5 Planned Activity: Ped/Bike - Street Smart DC

Planned activity name	Ped/Bike - Street Smart DC
Planned activity number	GN 19-055
Primary countermeasure strategy	HVE - Pedestrian/Bicyclist

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Street Smart is a mass media education campaign, that aims to raise awareness of safer behaviors, change pedestrian, motorist, and bicyclist behavior, and ultimately reduce pedestrian and bicyclist fatalities and injuries.   It consists of two one-moth waves of advertising and public relations, one in the Fall and one in the Spring, along with voluntary law enforcement by our partner agencies.   Street Smart does not fund any enforcement.

Street Smart engages law enforcement partners through "enforcement activations", whereby the press is encouraged to cover scheduled pedestrian enforcement at various locations throughout the region, and through a regional workshop on best practices in pedestrian enforcement.   We ask law enforcement agencies to report relevant citations and warnings issued during the campaign waves.

Street Smart is not a comprehensive pedestrian and bicyclist safety campaign. Rather, it provides advertising and public relations support and other tools to our member jurisdictions and agencies, who carry out the necessary engineering and enforcement elements. Where partner jurisdictions have been active, we've seen improvements in behavior, and reductions in fatalities and serious injuries. An advisory group consisting of representatives of the major funding agencies, including Maryland Highway Safety Office, DDOT, Virginia Highway Safety Office, and WMATA, guides the campaign, reviews and approves any materials developed, as well as the media plans. Transportation Planning Board member jurisdictions are invited to participate in the advisory group and a number of them, notably Montgomery County DOT, do so regularly. The advisory group approves the media plan and costs. Timing, content, and placement of the ads are data-driven. Our highest crash months are October-January, so we run the bulk of our advertising in the Fall campaign wave, and emphasize visibility issues. Our pedestrian ads are placed on buses, and the bus routes correlate well with pedestrian crash locations. Street team events and enforcement activations are targeted at pedestrian crash hot spots. Internet ads aimed at drivers target 18-34 aged males, who are more likely to strike pedestrians than other demographics. All materials are available in English and Spanish, and we place ads on Spanish-language media.

As with any advertising campaign, the primary measure of success is whether the audience is hearing and remembering the messages. We measure campaign success in two ways. First, by campaign awareness as measured by a pre and post-campaign survey of 300 demographically and geographically represented residents, to be held in Spring 2018. The survey is our principal evaluation tool. It tells us whether the target audience is hearing and remembering the messages, and also how they heard the messages. This guides the

media-buy, by showing which media are most cost-effective. It also lets us see which audiences we are not reaching, and adjust our media buy accordingly. Since we used the same creative and messaging for five years, we were able to track audience awareness over time.

Enter intended subrecipients.

Metropolitan Washington Council of Governments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	HVE - Pedestrian/Bicyclist

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	$250,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2 Countermeasure Strategy: Elementary-age Child Bicyclist Training

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Elementary-age Child Bicyclist Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Young children have little experience with which to anticipate and interpret potential traffic hazards, and limited abilities to reason and react. Their brains are still developing and they lack the maturity and judgment needed to negotiate traffic safely and limit risk-taking behaviors. They are also less skilled at riding than older children or adults. Young children should not ride without supervision until they are at least 10 years old and are able to ride in a straight line, swerve to avoid hazards in the roadway, comfortably start and stop their bicycles, and maintain balance at slow speeds. Maryland will distribute bicycle helmets to elementary-aged school children and provide education to that target audience about proper helmet use.

This project will include a demonstration and handout on how to properly fit a bicycle helmet and an emphasis on wearing a helmet every ride.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2016, 16 bicyclists lost their lives and 65 bicyclists were seriously injured in crashes on Maryland roadways. Bicycle safety training and education may be incorporated into life-long, comprehensive traffic safety education, with components assembled from NHTSA or comparable programs.

Bicycle crashes are a focus point for the traffic safety community because, overall, total and injury crashes (29 percent and 29 percent, respectively) involve children ages 17 and under. But those children account for somewhat fewer fatal crashes, about 16 percent.

Pedestrian/Bicycle safety is an emphasis area for Maryland, reflected in both this HSP and the State's SHSP. Maryland's Pedestrian/Bicyclist HVE campaign confirms to one of the most effective "Countermeasures That Work" and supports NHTSA's national data.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle, etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Both short lecture-based programs and more extensive programs with on-bicycle training can increase children's knowledge of laws and safe behaviors. Self-reports from students and parents also suggested that safe riding behaviors and enjoyment of riding improved, more so in the courses taught on road than those taught in a closed course. MIEMSS has been an extremely solid grantee in the past and the expectation is that the agency will be immensely successful in distributing the helmets and educating the target rider audience.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-301	Bike Safety - Helmet and Education	Elementary-age Child Bicyclist Training

5.6.2.1 Planned Activity: Bike Safety - Helmet and Education

Planned activity name	Bike Safety - Helmet and Education
Planned activity number	GN 19-301
Primary countermeasure strategy	Elementary-age Child Bicyclist Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project seeks to reduce the incidence of significant head injury and death in Maryland due to bicycle crashes through coordination of the production of new educational materials, quarterly social media communications, development of new partnership and reaffirming existing ones, and distribution of bike helmets in 15 locations in Maryland. Helmets are the single most effective safety device known to reduce head injury and death from bicycle crashes. Maryland Highway Safety Office has a long history of working closely with local communities to ensure that low cost helmets that meet national standards are accessible as children grow and families expand. MIEMSS EMS for Children's department is the lead for the Safe Kids Maryland state coalition and has promoted bike safety for over 25 years in partnership with the Maryland Highway Safety Office, Maryland Trauma Network, Maryland State Fireman's Association Risk Watch program and local Safe Kids coalitions and community partners.

This FFY2018 project proposes to take the bicycle safety education messaging and helmet distribution to high risk areas of the state and to develop local "experts" through education, resource utilization and helmet distribution. Messaging will include: "Use your head, wear a helmet" and "Right Fit" information from Safe Kids Worldwide. The newly released video from Safe Kids Worldwide features three easy steps for helmet fitting but only focuses on the young child. This project will utilize the succinct message and expand the target audience to a family message.

The "Helmet Fit Test" message is:

EYES check: Position the helmet on your head. Look up and you should see the bottom rim of the helmet. The rim should be one to two finger-widths above the eyebrows.

EARS check: Make sure the straps of the helmet form a "V" under your ears when buckled. The strap should be snug but comfortable.

MOUTH check: Open your mouth as wide as you can. Do you feel the helmet hug your head? If not, tighten those straps and make sure the buckle is flat against your skin

Recognizing that Maryland law only requires those under 16 years of age to wear a helmet, this project will strongly encourage all riders use the right sized helmet, fit the right way, on every ride. It has been documented that a child who rides with companions wearing helmets or adults wearing a helmet is more likely to wear a helmet himself. Role modeling helmet "Right Fit" will be included in the education train the trainer DVD and messaging in poster and PSA development.

Specifically, the second year of this project will continue work with an intern in health education or injury prevention advocacy to coordinate ongoing activities from FFY2018 and focus on the PSA and social media work in FFY2019:

First to follow up with Safe Kids coalitions and former bike helmet recipients in Maryland to determine the types of helmets needed and the storage capacity for the second half of the bike helmet purchase.

Second to design, plan and produce a "Right Fit" PSA based upon the "Helmet Fit Test" and include all ages in a family. PSA will be formatted for multiple platforms by MIEMSS Educational Support team to include: YouTube movie, PSA for hospital internal networks and format for Maryland MVA offices. It will also be made available on DVD for locations in Maryland without easy access to WiFi (Fire Houses and Health Fairs in the community).

Third to provide onsite training at four locations in Maryland for "Right Fit" events during which Posters, PSA and helmets will be available for local/ regional Safe Kids and community partner members to share best practices on bike safety event planning, conducting and evaluation.

Enter intended subrecipients.

Maryland Institute for EMS Systems

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Elementary-age Child Bicyclist Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.					

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7 Program Area: Traffic Records

Program area type   Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Problem Identification

Hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic safety data are critical components to Maryland's traffic records system. The datasets managed by this system include crash, driver licensing and history, vehicle registration and titling, commercial motor vehicle, roadway, injury control, citation/adjudication, and EMS/trauma registry data.

Maryland employs a two-tiered Traffic Records Coordinating Committee (TRCC), with both General (or technical) and Executive Councils, comprised of data owners, data managers, and data users with oversight and interest in the datasets listed above. MHSO staff serves on the TRCC General Council and subcommittees, and advises the TRCC Executive Council, which oversees and approves the Maryland Traffic Records Strategic Plan (TRSP).

The TRSP is a five-year plan that runs concurrent with the Maryland SHSP. Both the TRSP and SHSP went into effect January 2016 and will cover the years 2016 through 2020. The TRCC worked with the NHTSA on its most recent Traffic Records Assessment. Maryland accepted the final report in early December 2014, and the TRCC formed a Traffic Records Strategic Plan Steering Committee to oversee development of the next five-year plan for traffic records. After a year of development, the TRCC Executive Council accepted the plan in January 2016.

Recommendations from the 2014 assessment include Maryland's need to improve:

· TRCC's strategic planning abilities;

· Procedures, process flows, and interfaces for the crash data system;

· Data quality control programs for the crash, vehicle, driver, roadway, and injury surveillance data systems;

· Procedures and process flows for the roadway data system;

· Interfaces with the citation and adjudication systems; and

· Interfaces with the injury surveillance systems.

Objectives in the TRSP are based on the 2010 and 2014 assessments, along with the Crash Data Improvement Program findings, and other needs determined by members of the TRCC, including the various partners in the process. The prioritization and selection process for projects requesting funds includes an evaluation of each project's ability to meet the priority objectives in the TRSP, considering the strategies in the SHSP and the five-year needs of the SHSP Emphasis Areas. Priority objectives are reviewed and determined annually by the TRCC Executive Council.

Solution

The accurate collection and timely dissemination of traffic records information are crucial to ensuring positive results from projects and strategies within the five-year plan. Data elements form the informational backbone for all the MHSO's programs and the SHSP itself. All activities, from enforcement to education, rely on good data, and the MHSO's focus is to provide effective data support and analysis for programs that can help the State meet traffic safety goals in reducing crashes and resulting injuries and fatalities.

Maryland's Traffic Records Executive Council's leadership goal is to develop a comprehensive statewide traffic records system that provides traffic safety professionals with reliable, accurate, and timely data to inform decisions and actions for implementing proven countermeasures and managing and evaluating safety activities to resolve traffic safety problems. The traffic records system encompasses the hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic safety data. This system is used to manage basic crash data from all law enforcement agencies, along with information on driver licensing and history, vehicle registration and titling, commercial motor vehicles, roadways, injury control efforts, citation and adjudication activities, and the EMS/trauma registry.

Maryland's Traffic Records Executive Council provides policy leadership to the TRCC and its efforts to continually review and assess the status of Maryland's traffic safety information system and its components. The TRCC oversees the development and update of the Traffic Records Strategic Plan to serve public- and private-sector needs for traffic safety information, to identify technologies and other advancements necessary to improve the system, and to support the coordination and implementation of system improvements.

The MHSO participates on all levels of the TRCC through its own staff and through a grant-funded project at the NSC called the MCTSA, a more comprehensive, expert staff-based approach to provide services based on the CODES and other traffic records data and to meet the wide and varied needs of the MHSO and its partners.

The MHSO is a member of the Crash Data Tri-Agency Council—consisting of the MSP, the SHA, and the MVA—which oversees policies and projects related to the crash data system. The MHSO is also represented on the ACRS Task Force, working with technical and policy experts named by the Tri-Agency Council to oversee continuing improvements of Maryland's newest electronic data system. The Tri-Agency Council and the ACRS Task Force act as subcommittees of the TRCC and share goals to meet the priority objectives set forth in the TRSP.

MHSO staff members work with subject matter experts from the MCTSA project to help manage the TRSP, and the MHSO continues the CODES program. These are some of the ways in which the MHSO relies on its many partner agencies to make data accessible for highway safety planning, as it employs various systems and programs, with the help of State agencies and grantees, to collect, maintain and analyze internal data information.

The mission to provide data and analytical support to traffic safety professionals at the local, State, regional, and national levels drives the direction of the Traffic Records Program. Projects to be considered for funding by the Traffic Safety Information System Improvement Program must adhere to goals and objectives within the TRSP and provide support for the data needs of the traffic records community.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle, etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	435.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	3,211.1

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Improves accessibility of a core highway safety database

5.7.1 Countermeasure Strategy: Improves accessibility of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves accessibility of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The accurate collection and timely dissemination of traffic records information are crucial to ensuring positive results from projects and strategies within the five-year plan. Data elements form the informational backbone for all the MHSO's programs and the SHSP itself. All activities, from enforcement to education, rely on good data, and the MHSO's focus is to provide effective data support and analysis for programs that can help the State meet traffic safety goals in reducing crashes and resulting injuries and fatalities.

Maryland's Traffic Records Executive Council's leadership goal is to develop a comprehensive statewide traffic records system that provides traffic safety professionals with reliable, accurate, and timely data to inform decisions and actions for implementing proven countermeasures and managing and evaluating safety activities to resolve traffic safety problems. The traffic records system encompasses the hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic safety data. This system is used to manage basic crash data from all law enforcement agencies, along with information on driver licensing and history, vehicle registration and titling, commercial motor vehicles, roadways, injury control efforts, citation and adjudication activities, and the EMS/trauma registry.

Maryland's Traffic Records Executive Council provides policy leadership to the TRCC and its efforts to continually review and assess the status of Maryland's traffic safety information system and its components. The TRCC oversees the development and update of the Traffic Records Strategic Plan to serve public- and private-sector needs for traffic safety information, to identify technologies and other advancements necessary to improve the system, and to support the coordination and implementation of system improvements.

The MHSO participates on all levels of the TRCC through its own staff and through a grant-funded project at the NSC called the MCTSA, a more comprehensive, expert staff-based approach to provide services based on the CODES and other traffic records data and to meet the wide and varied needs of the MHSO and its partners.

The MHSO is a member of the Crash Data Tri-Agency Council—consisting of the MSP, the SHA, and the MVA—which oversees policies and projects related to the crash data system. The MHSO is also represented on the ACRS Task Force, working with technical and policy experts named by the Tri-Agency Council to oversee continuing improvements of Maryland's newest electronic data system. The Tri-Agency Council and the ACRS Task Force act as subcommittees of the TRCC and share goals to meet the priority objectives set forth in the TRSP.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Goals are prioritized for appropriate components of the traffic records information system, with objectives developed based on the periodic assessments, ongoing TRCC evaluation and input, and other state agency-identified needs. The TRCC sets performance measures for priority objectives identified in the TRSP, which are reviewed regularly throughout each year. Systems are evaluated for quantitative progress, such as improved timeliness and completeness, with reports submitted to NHTSA at least annually. Additionally, MHSO grants are evaluated during and after implementation through grantee reporting using proven process evaluation measures.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. To further this effort, the MHSO was provided the frequencies and proportions of each sub-category by law enforcement agency within each jurisdiction so that once total funding for each jurisdiction is determined, further stratification may be completed by agency. Thus, the funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Quality data is the cornerstone to any effective traffic safety program. The MHSO funds numerous projects, as outlined in the selection criteria above, to improve traffic records systems throughout the State and to effectively deliver quality data products to partners.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-174	Traffic Records - MCTSA	Improves accessibility of a core highway safety database
GN 19-207	Traffic Records - Washington College	Improves accessibility of a core highway safety database

5.7.1.1 Planned Activity: Traffic Records - MCTSA

Planned activity name	Traffic Records - MCTSA
Planned activity number	GN 19-174
Primary countermeasure strategy	Improves accessibility of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

As a grantee for the Highway Safety Office, the NSC functions as an epidemiological resource and data warehouse that makes use of datasets related to highway safety that are provided by several different state agencies. The NSC provides the state with a data sharing network and integrated system that avoids unnecessary duplication of costs and personnel administration. The Federal Highway Administration's (FHWA) preliminary guidelines published in October 2005, 'Strategic Highway Safety Plans: A Champions' Guide to Saving Lives (Interim Guidance to Supplement SAFETEA-LU Requirements)', clearly states that data are critical in the development of an effective Strategic Highway Safety Plan (SHSP). The strength of the SHSP is in the State's ability to identify, analyze, prioritize, and evaluate reliable data. The CODES data warehouse is positioned as the premiere program able to support this function for Maryland.

Nationally the CODES program has generated over 100 years of integrated data using the CODES2000 software to link data collected during the period 1995-2015. Some topics of interest identified as priority areas at both the state and federal levels that have been generated because of CODES include: description of and total pre-hospital, emergency department, inpatient, rehabilitation and other health care charges by payer source (private, workers' compensation, Medicare, Medicaid, etc.); crash injury patterns by type and severity; and hospital charges by such variables as safety equipment use, vehicle type, geographical location, and others. In fact, CODES findings help agencies appropriately implement a public health approach to address both state and national traffic safety concerns and in the development of comprehensive evaluation measures.

Enter intended subrecipients.

University of Maryland, NSC

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$281,245.80		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.1.2 Planned Activity: Traffic Records - Washington College

Planned activity name	Traffic Records - Washington College
Planned activity number	GN 19-207
Primary countermeasure strategy	Improves accessibility of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will focus on specific strategies that will improve the ability to use data driven analysis to reduce crashes and deaths on Maryland roads as follows:

1. Collect traffic safety related datasets, and perform data correction, analysis, quality control and assurance checks, management, mining, storage, and visualization

• Data Collection, Correction, Management, Mining & Storage: The data to be collected includes crashes, citations, transportation data such as road centerlines and AADT, census data, liquor license locations, and crime data as needed. Crashes will encompass SHA statewide crash dataset, MSP ACRS open portal crash data, and crash data from Baltimore City DOT. Citations include Databak ETIX, and JPortal ETIX. We will continue to collect and update statewide liquor license data; and will confirm and verify contacts, establish consistent updates and relationships, establish a plan for how to use this data in RAVEN and other products, how to display and analyze this data, and determine our attribution. We will also obtain specific datasets collected from various agencies to be included in RAVEN and other products as requested. Once this data is collected, it will be processed and reviewed for accuracy. If data needs correction, we will follow our established procedures to correct the data, and store it properly for use in RAVEN and mapping and analysis projects. Our goal is to always increase the accuracy threshold, return corrected data to collection agencies if the mechanism exists, and use improved data for our RAVEN application. Once we correct this data, we plan to consider ways to share this updated data back to individual agencies through a secure FTP or other methods if possible.

• Data Quality Control & Assurance Checks: After data is collected, the first step is to perform an in-depth data quality control and assurance check on the dataset. This would include a spatial check of location accuracy and mapped vs. un-mapped locations, and a check on accuracy and consistency of attribution. One example is to create a data comparison and accuracy report for 2016 vs. 2017 Baltimore City crash data. We will also provide accuracy reports for SHA vs. MSP open portal crash data, which will be sent to both agencies upon completion. In addition to the quarterly ETIX maps, we will provide accuracy and geocoding reports to all agencies receiving map products with feedback on specific areas of improvement for data collection, particularly with locations.

• Data Analysis: Once the data is collected and checked for quality and accuracy, the team will use a wide range of statistical software and spatial analysis tools in ArcGIS to create reports and analyses. Any findings will be communicated to our customers in an effective way, and analysis processes will be documented. The datasets will be compared to identify trends or problems that could affect the quality of our products. In past products, we have provided summary statistics in the form of charts and graphs, and will continue to provide these, but will also apply operational research and statistical techniques to improve the overall use in identifying trends, areas of statistical interest, correlation between datasets, etc.

• Data Visualization: Once the data is analyzed, the next step is to display it in a visually appealing and easy to understand format. This would include continual updates to map formats to make them easy to understand and gather the most important data quickly. New tools for displaying the data in a spatially appealing format to be researched and tested for future analysis. In addition to the evolving map component of our products, other data visualization products will be implemented to provide a quality analysis. Linear infographics will continue to provide to show a non-spatial way to display a linear route with a breakdown of crashes and ETIX citations along that roadway. Intersection infographics have been created to display and breakdown intersections of major routes that can provide information on the direction of crashes and the liquor establishments near that intersection. Temporal topologies incorporate a high-level data visualization technique that can easily display important information about the day and time that crashes/citations are occurring. Alongside these physical data visualization products, an online component has been created in the form of an interactive web mapping application, RAVEN, to display a variety of datasets to law enforcement for a quick analysis. The testing and implementation of the linear risk terrain model will be under way, and will be adapted to additional focus areas beyond impaired driving. The efforts will continue to allow products to be easily understood, displaying the most important data and analysis firsthand, while remaining visually appealing.

2. Utilize GIS Spatial Analysis and Mapping techniques to develop products for MHSO and LEA's

Washington College will support DUI teams and other LEA's that partner with MHSO with dedicated GIS analysts, supported by student interns, to provide timely analysis of data needed to determine appropriate areas for patrols, DUI interdiction, and checkpoints. Monthly reports and analysis with GIS mapping products will be provided, in addition to specific products created for LEA's by request. The mapping and analysis provided can be generally broken down into these three main areas:

• Crash Data Mapping & Analysis – Crash data provides a wealth of information, including but not limited to, severity, driver behaviors, roadway characteristics, and temporal data. Crash data is used for a variety of products and focus areas, and can be as simple as statewide or county overviews of crash points/hotspots, or more complex like DDACTS (Data Driven Approaches to Crime & Traffic Safety). As access to crash data becomes timelier, we can update our maps and analysis to see if trends are shifting or confirm that problem areas remain consistent over time.

• ETIX Citation Mapping & Analysis – ETIX citations are downloaded from the Maryland Judiciary and District Courts Web Portal on a regular basis. ETIX data can be queried by fields such as date, county, or type of citation, depending on the analysis being performed. The ETIX citation data includes the geographic coordinates, at which a given citation was issued, allowing these citations to be displayed on a map in ArcGIS. ETIX data is used in multiple MHSO products to accomplish a variety of goals; the Quarterly Analysis Reports provide information regarding alcohol-related stops occurring within a given county over a certain time-period, while the Holiday Analysis Reports utilize ETIX data to predict where future DUI incidents are most likely to occur. ETIX citations are also used in our general traffic related analyses such as Aggressive Driving Reports and Infographics.

• SHSP Focus Area Mapping & Analysis – Washington College will provide support to all six of the Emphasis Area (EA) teams focused on the each of the first strategies. The first strategy in each of the EA teams focuses efforts on clean and accurate data to analyze. For example, products were developed for the Aggressive Driving EA team to be used in conjunction with the Aggressive Driving Are a Public Threat (ADAPT) HVE waves. Producing a standardized product will allow the program to be analyzed to determine if the data and the enforcement are decreasing aggressive driving in those pre-determined areas. Another example is the educational research that was completed for the DUI EA team. This

analysis cross tabulated multiple datasets to analyze and find a target audience to educate those living in Langley Park. Most of our existing assistance was focused on statewide analyses, however, we have most recently analyzed data for the SHSP on a county level for Howard, Washington, Frederick, and Prince George's counties.

3. Attend conferences, and provide training sessions, presentations, webinars, and technical support to MHSO staff, LEA partners, EA teams, etc. on all products/services provided by Washington College, in addition to GIS techniques and processes for traffic safety related datasets.

For our partners and users to take advantage of improved accessibility to all traffic safety related datasets, they will require training to understand how to utilize the data they will be receiving. Staff will attend conferences as approved by MHSO to highlight the work done by Washington College that is related to traffic safety. Washington College will also host training sessions, webinars, and presentations on how GIS can be used in the traffic safety/impaired community. We will also provide training on how to use the RAVEN web mapping application. In addition to a data dictionary and user's manual, a video tutorial and series of webinars will be created to reach the widest audience. Technical support for MHSO staff and LEA partners on the use of RAVEN and other GIS processes will be given. We can also provide online introductory, intermediate, and advanced ArcGIS courses, as well as provide training for other tools and statistical software packages used by LEA's. Webinars and trainings can be expanded to how to use ArcGIS Spatial Analyst and Network Analyst extensions specifically for traffic safety related datasets. Training can also be given to partners that have the need to complete a specific process. For example, we can provide training to Baltimore City DOT on the process of increasing accuracy for spatial location of crashes, and even work with them to develop a SOP or presentation that details the process. Other resources can be created such as how-to guide's and hands-on training for how to bring Excel spread sheets into ArcGIS, how to create temporal topologies, how to download and use Open Portal crash data, how to transform spatial data into infographics, and how to write custom scripts for automated processing. Analysts from other agencies can utilize our resources by working in our lab, or through site visits to show analysts how to use GIS and other tools for mapping traffic related data. We plan to host three training events throughout the year at our facilities on topics related to mapping and analysis for traffic safety professionals. Each training session can host 16 attendees, for a total of 48 attendees.

4. Maintain, update, expand, and promote RAVEN web mapping application

We will continue to maintain and update RAVEN with current data, and add requested layers to the application. All data will be stored on an ArcGIS web service capable of providing a secure password protected web application accessible online by users. Access is intended for TRCC members, MHSO partners, and SHSP partners as needed. We plan to promote RAVEN by attending conferences, meetings, webinars, online & in-person training, and providing technical support and resources, in addition to producing marketing materials and advertisements. The banner and calendar features of RAVEN will be a place to highlight application updates, and any future training information. A newsletter will also be utilized to feature updates and coming features to the RAVEN application.

5. Engage in analysis and development related to traffic safety

Washington College will engage in analysis and development to improve our processes, and to gain a better understanding of traffic safety data. Some tasks include normalizing citations and crashes by AADT, etc. to be used for analysis purposes, developing a plan for collecting additional datasets such as non-ETIX citations, additional crash data not reported in ACRS/SHA (Federal crash data, and crash data from surrounding states), and analyzing MSP/ACRS open portal crash data at a more in-depth level. The grantee will also evaluate models and methods for predicting crashes, which will be used in the development and testing of risk terrain models.

6. Administrative support

Washington College will continue to utilize resources to document all project related tasks, time spent on grant activities, and to prepare quarterly reports for MHSO. In addition to general administrative grant support, Washington College will also administer a customer satisfaction survey, general satisfaction with products and services and specific product feedback from customers to help us tailor products to needs. The team will also provide data, images, maps, etc. for MHSO reports and presentations by request.

Enter intended subrecipients.

Washington College

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$503,321.49		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8 Program Area: Police Traffic Services

Program area type   Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

To develop successful and effective solutions that address traffic issues on the roadways themselves, law enforcement agencies need staff personnel that are highly motivated, educated, and trained to enforce traffic safety laws. They must be adept at identifying, analyzing, and solving problems that help preserve local resources or tend to benefit public or private agencies in their solution.

Traffic safety in Maryland remains a primary public safety issue given the demands that confront law enforcement agencies, but, too often, traffic safety programs are not given a high priority by all public safety executives. Many local jurisdictions experience traffic safety problems that would benefit from local analysis and data-driven solutions. Likewise, as the need for more complete and accurate data continues to grow, there is a comparable need for training officers in the highly technical field of crash reconstruction.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle, etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	435.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	3,211.1

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Services

5.8.1 Countermeasure Strategy: Police Traffic Services

Program area   Police Traffic Services

Countermeasure strategy   Police Traffic Services

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

New techniques and tools are emerging every day, and law enforcement needs State support for a more effective way to embrace these resources. The economies of scale make this kind of training invaluable to Maryland law enforcement professionals. Partner organizations such as the MSA and the MCPA recognize the training needs for law enforcement members that are not adequately met by State and local governments. Traffic safety is often neglected or diminished in importance, compared to what may seem more pressing law enforcement training issues experienced by individual agencies. Additionally, as noted in the Congressional Conference Report accompanying the FAST Act legislation, there is a growing concern for the dangers posed by unsecured loads on non-commercial vehicles. By developing projects combining a comprehensive public education campaign coupled with an HVE component, the MHSO hopes to address this concern.

Consistent support for law enforcement efforts by the MHSO, in addition to training, will enable Maryland to ensure adequate enforcement of existing traffic safety laws.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Maryland is required by the FAST ACT to report on several key enforcement-based measures. Over the past several years, there has been a decline in overall enforcement output regarding certain categories such as seat belt citations and impaired driving arrests. The MHSO utilizes its Police Traffic Services Section and LELs to continue to educate enforcement partners on the impact of enforcement to overall traffic safety efforts.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. To further this effort, the MHSO was provided the frequencies and proportions of each sub-category by law enforcement agency within each jurisdiction so that once total funding for each jurisdiction is determined, further stratification may be completed by agency. Thus, the funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Throughout FFY 2018, the MHSO will support law enforcement training to emphasize the importance of highway safety, crash investigations, and accurate crash reporting through grants and will collaborate with the MCPA, MSA, and the Maryland Police and Correctional Training Commission on training and officer recognition. The MHSO coordinates a TSS certification for law enforcement officers, and the program will continue to be expanded throughout the coming year.

By implementing its Leading Effective Traffic Enforcement Program (LETEP), the MHSO helps to systematically address many traffic safety and other public safety issues through a recognized training curriculum that makes traffic management a priority.

The MSP, MDTA Police, and many local law enforcement agencies will receive funds for overtime enforcement to address the most pressing traffic safety challenges, using a data-driven approach.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-208	Police Traffic Services - Statewide Crash Recon Training	Police Traffic Services
GN 19-213	Police Traffic Services - Local Crash Recon Training	Police Traffic Services
GN 19-221	Police Traffic Services - Chiefs Conference	Police Traffic Services
LE 19-165	Police Traffic Services - Unsecured loads	Police Traffic Services
LE 19-162	Police Traffic Services - MCPD Traffic Symposium	Police Traffic Services
GN 19-201	Police Traffic Services - MML PEA Annual Conference Training	Police Traffic Services
GN 19-237	Police Traffic Services - IACP HSC, Commanders Summit	Police Traffic Services
GN 19-157	Police Traffic Services - LEL	Police Traffic Services

5.8.1.1 Planned Activity: Police Traffic Services - Statewide Crash Recon Training

Planned activity name	Police Traffic Services - Statewide Crash Recon Training
Planned activity number	GN 19-208
Primary countermeasure strategy	Police Traffic Services

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project supports training to Maryland's Crash Reconstructionist personnel throughout the State by Maryland's Crash Reconstruction Committee.

Enter intended subrecipients.

Baltimore County Police Dept. - Crash Recon

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Services

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$33,751.00		$33,751.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.1.2 Planned Activity: Police Traffic Services - Local Crash Recon Training

Planned activity name	Police Traffic Services - Local Crash Recon Training
Planned activity number	GN 19-213
Primary countermeasure strategy	Police Traffic Services

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides crash reconstruction training for law enforcement officials on the Eastern Shore who are unable to travel to trainings offered elsewhere.

Enter intended subrecipients.

Wor-Wic Community College

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Services

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$9,612.00		$9,612.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.8.1.3 Planned Activity: Police Traffic Services - Chiefs Conference

Planned activity name	Police Traffic Services - Chiefs Conference
Planned activity number	GN 19-221
Primary countermeasure strategy	Police Traffic Services

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project supports the MCPA in developing and implementing training and highway safety award recognition for law enforcement throughout the grant year, with a heavy emphasis on the annual Chiefs/Sheriff's conference.

Enter intended subrecipients.

Maryland Chiefs of Police Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	$89,750.00		$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.1.4 Planned Activity: Police Traffic Services - Unsecured loads

Planned activity name	Police Traffic Services - Unsecured loads
Planned activity number	LE 19-165
Primary countermeasure strategy	Police Traffic Services

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will assist Maryland law enforcement in their vigilance of unsecured-load violations while also educating the public of the hazards associated with improperly secured loads and trailers. MDTA Police will identify and target unsecured-load safety issues, populations, and locations of concern through the collection, analysis and evaluation of data and information. In addition this project will serve to promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.

Enter intended subrecipients.

Maryland Transportation Authority Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Services

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$20,000.00		$20,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.8.1.5 Planned Activity: Police Traffic Services - MCPD Traffic Symposium

Planned activity name	Police Traffic Services - MCPD Traffic Symposium
Planned activity number	LE 19-162
Primary countermeasure strategy	Police Traffic Services

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project is to cover the cost of law enforcement traffic symposium.

Enter intended subrecipients.

Montgomery County Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Services

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$3,500.00		$3,500.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.1.6 Planned Activity: Police Traffic Services - MML PEA Annual Conference Training

Planned activity name	Police Traffic Services - MML PEA Annual Conference Training
Planned activity number	GN 19-201
Primary countermeasure strategy	Police Traffic Services

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Maryland Municipal League Police Executive Association Training Conference held in April offers top level executives a variety of educational sessions. One 90-minute plenary training session, along with a lunch speaker, is planned to help educate executives on new and emerging traffic safety issues, countermeasures, and the goals of the TZD campaign.

Enter intended subrecipients.

Maryland Municipal League

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Services

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$4,500.00		$4,500.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.1.7 Planned Activity: Police Traffic Services - IACP HSC, Commanders Summit

Planned activity name	Police Traffic Services - IACP HSC, Commanders Summit
Planned activity number	GN 19-237
Primary countermeasure strategy	Police Traffic Services

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding will cover the cost to send the Maryland State Police Field Operations Bureau Chief to attend an IACP Highway Safety Council meeting. This wll return nationwide best practices in the field of law enforcement traffic operations. Funding will also be used for conference center fees for the FOB annual Command Summit. All 23 barrack commanders from throughout the State will attend and receive training on highway safety topics. This grant also provides funding for a trooper, recognized by the FOB Lt. Colonel, to attend the national Lifesavers Conference or the IACP DRE Conference.

Enter intended subrecipients.

Maryland State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Services

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$8,500.00		$8,500.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.8.1.8 Planned Activity: Police Traffic Services - LEL

Planned activity name	Police Traffic Services - LEL
Planned activity number	GN 19-157
Primary countermeasure strategy	Police Traffic Services

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will support the MHSO's Law Enforcement Services Section. The section coordinates directly with MHSO's largest group of grantees-law enforcement.

Enter intended subrecipients.

Chesapeake Region Safety Council

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Services

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$217,712.00		$217,712.00
2019	FAST Act 405d Impaired Driving Low	405d Low Police Traffic Services	$83,127.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9 Program Area: Older Drivers

Program area type Older Drivers

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

As the statewide population ages, older drivers (ages 65–110) will become more prevalent on roadways and can present unique challenges that must be considered in safety planning and education. Older drivers may have slower reaction times and shorter sight distances, which factor into awareness, education, and enforcement efforts.

For the five-year period from 2012 through 2016, the incidence of older-driver involved crashes increased by 37 percent. More than 14,000 crashes involving older drivers occur on Maryland roads each year.

From 2012 through 2016, older drivers were involved in an average of more than one in eight (12 percent) of all traffic crashes, 16 percent of injury crashes, and 18 percent of fatal crashes annually. Older drivers were involved in crashes that accounted for nearly one in six injuries (16 percent) and 18 percent of fatalities.

Drivers 65 and older represent 6.9 percent of all drivers involved in crashes and are over-represented in crashes that account for significantly higher proportions of injuries and fatalities to people of all ages. Thus, older driver safety has become a focus for traffic safety professionals, but between the younger and older groups, crash data clearly indicate a higher risk factor with young drivers involved in crashes, along with higher severity on average among young drivers involved in crashes.

Older driver involved crashes occur consistently throughout the year, with slightly higher proportions during late fall and early winter (October through December), possibly due to inclement weather and earlier onset of darkness. More than half of all fatal crashes in this age group (54 percent) occur in the last six months of the year.

About one-third of crashes involving older drivers, including fatal crashes, occur on Thursday and Friday. Crashes involving older drivers are most common from 11 a.m. to 6 p.m., when nearly 60 percent of all crashes in the age group occur, along with 61 percent of fatal crashes.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of older driver (65-110) involved fatalities on all roads (State data)	5 Year	2019	77.8
2019	Number of older driver (65-110) involved serious injuries on all roads (State data)	5 Year	2019	380.1

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign - Older

5.9.1 Countermeasure Strategy: Communication Campaign - Older

Program area	Older Drivers
Countermeasure strategy	Communication Campaign - Older

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation,

partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The MHSO will fund two separate projects to address older driver safety. The overall projected impact will be to increase awareness of older driver safety issues for both the older drivers themselves as well as caregivers.

Partners in Care proposes to continue to promote driver safety education in partnership with the MHSO, and will do so through education, and outreach to older drivers. The goals are to reduce the risks of unsafe driving through education and guidance, resources for remediation, and support throughout the process. Desired outcomes include general awareness and their role in the following:

Assessment of own skill level and gaps
How to fill the gaps
When retiring from driving is appropriate
Support throughout the process
How to connect with community resources, such as Partners In Care
General awareness of concerns
Educational resources
Remedial knowledge, skill, and physical interventions

Americans For Older Driver Safety will host two hour classes that provide participants with educational booklets to assist with planning for driving retirement. The local resource handouts are prepared by the educator for the specific location of the class. They include where to find a program that does driver evaluations by occupational therapists, the closest AARP Smart Driver classes, and local transportation and ride services suitable for older adults. All participants will also receive the the MVA Resource Guide for Aging Drivers and complete the MVA survey that accompanies the Guide. The AFODS program provides research based information to older drivers and through them, to their families, on how age-related changes affect driving, on the many ways to respond to the changes in a driver's function, including addressing physical mobility problems and making changes in driving habits, practices and patterns to reduce driving exposure and thereby, to reduce crash risk. A minimum of 10 classes will be held throughout the grant year.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2013, more than 17% of licensed drivers in the United States were 65 or older. By 2030 this proportion is expected to rise to at least 20%. As drivers age, their physical and mental abilities, driving behaviors, and crash risks all change, though age itself does not determine driving performance. Many features of the current system of roads, traffic signals and controls, laws, licensing practices, and vehicles were not designed to accommodate older drivers. Older Americans are increasingly dependent on driving to maintain their mobility, independence, and health. The challenge is to balance mobility for older drivers with safety for all road users.

The MHSO's implemented allocation methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the MHSO's allocation formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. Once total funding for each jurisdiction is determined, the MHSO reviews the frequencies and proportions of crash sub-categories (i.e. impaired, distracted, motorcycle, etc.) and compares these frequencies and proportions by law enforcement agency within each jurisdiction. Funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Communications and classroom sessions are proven countermeasures in the 8th Edition of Countermeasures That Work.

Graduates of both the AARP classroom and online courses report that they changed some driving behaviors as a result of the course. Researchers reported that there is moderate evidence that educational interventions improve driving awareness, but may not necessarily directly reduce crash risk. However, according to "Countermeasures That Work", the evidence "regarding the effectiveness of retraining aimed at older drivers is encouraging enough to warrant further research."

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-283	Older Drivers - Older Driver Education Pilot Program	
GN 19-294	Older Drivers - Partners In Care	

5.9.1.1 Planned Activity: Older Drivers - Older Driver Education Pilot Program

Planned activity name   Older Drivers - Older Driver Education Pilot Program

Planned activity number   GN 19-283

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

AFODS is proposing to provide a research-based pilot educational program for older drivers on the impact of aging and health on driving. AFODS will provide a total of ten 2-hour programs, called "Driving Safety For Older Adults," in two to four rural Maryland counties in accordance with preferences of the MHSO staff. Classes will be held when there is a minimum of 10 participants and classes are anticipated to include 15 or more participants, on average. Whenever possible, participants will include the staff of the facility serving older adults.

The Program developed by Americans For Older Driver Safety, "Driving Safety For Older Adults" was created in 2014. The two hour class provides participants with four educational booklets developed by Americans For Older Driver Safety and described below. A PowerPoint presentation covers state older driver demographic and crash data and key information from the four booklets. Each participant also receives several handouts that provide local transportation resources and information to assist with planning for driving retirement. The local resource handouts are prepared by the educator for the specific location of the class. They include where to find a program that does driver evaluations by occupational therapists, the closest AARP Smart Driver classes, and local

transcription and ride services suitable for older adults. The local resource handouts from a Baltimore County class taught a few years ago is as follows: (1) Baltimore County Alternative Transportation Resources,(2) Greater Baltimore Area Resources (driver license renewal information, local driver rehabilitation programs, Area Agencies on Aging, Maryland Access Point, Rides in Sight website); (3) Baltimore County Area AARP "Smart Driver" Classes. All participants will also receive the the MVA Resource Guide for Aging Drivers and complete the MVA survey that accompanies the Guide.

Americans For Older Driver Safety (AFODS) was funded to educate Missouri older drivers in two consecutive years by the Missouri Coalition For Highway Safety. Presentations were held in Western Missouri. In addition to the Missouri classes, "Driving Safety For Older Adults" has been taught in Kansas and Maryland. Between 2014 and 2017, "Driving Safety For Older Adults" has been given in more than thirty venues to more than 450 participants, ranging in age 52 to 95. The participants generally give the program positive and often enthusiastic reviews according to the completed surveys.

The four educational booklets for the program are briefly described below:

Driving For the Experienced Driver--explains the complex task of driving, how driving is habitual, describes good driving habits and driving practices for older drivers that will avoid situations where older drivers are most at risk of crashing, explains how aging will gradually change brain functions essential for driving.

Equipping Your Car For Comfort And Safety--This information is unique to driver education classes. It provides several tables that include a photograph and description of numerous products and technological devices available to add to an older model car. Comfort items include ones that enable the older driver or passenger to access the seat belt, remove the gas cap or get into or out of the car. Advanced technology devices include blind spot detection systems, back up cameras and Mobileye, a forward-looking detection device. The booklet explains the Occupational Therapy specialist who evaluates driving ability and rehabilitates and trains drivers who have had, for example, a medical event or loss of a limb. (AFODS does not sell any items and does not endorse any particular products.)

How Aging and Disease Affect Driving--describes how functions vital for safe driving can change in healthy aging and suggests adjustments to driving to respond to those changes. Includes several diseases and medical conditions, describes how the disease typically affects driving ability and suggests ways to address the changes.

Lifelong Driver Education and Transitioning to Driving Retirement--Explains the role of driver education for older drivers to reduce crash risk, provides proactive life style measures for extending years of safe driving and warning signs that indicate driving difficulties and how to address them. Explains the need for planning for driving retirement because research shows that most drivers today will outlive the ability to drive safely at some point that is years before death. Describes transitioning from driver to passenger and planning for alternative ways to travel. A driver retirement planning handout created by AFODS is provided with this booklet.

In addition to the four booklets described above, the many handouts and the powerpoint, the class also includes a table full of items on display from the "Equipping Your Car For Comfort and Safety" booklet. These items are shown to the participants and explained at every class. They include a larger rear view mirror, two devices that are handles to help a passenger or driver get up out of the seat, a swivel seat and a wedge cushion, and technology devices from Mobileye, Angel Guard and a back up sensor. All of these items can be installed into the driver's existing car. Participants are very interested in the items on this table. In addition, several publications are displayed and available to participants to take such as the AAA Foundation For Traffic Safety booklet called "Drivers 65 Plus: Check Your Performance'" the National Safety Council pamphlet promoting the website that has videos explaining the automated features of new model vehicles. The website is MyCarDoesWhat.org. Also displayed is the Medicare booklet called "Your Guide to Medicare's Preventive Services". Each participant will receive the MVA booklet, "Maryland's Resource Guide for Aging Drivers".

Maryland's stated goal is to reduce the five-year average of older-driver involved fatal crashes to 62 by December 31, 2020. Despite this goal, Maryland has no educational programs specifically focused on the unique needs of older drivers except for the AARP Smart Driver Program that is not available everywhere and lacks practical information that is readily usable. The newly created MVA Resource Guide for Aging Drivers covers many valuable topics such as the driver review process in Maryland and detailed information on licensing requirements. The transportation options topic is included but only provides Maryland Access Point website information and phone number and the physical locations and phone numbers in each county for MAP. These drivers do not get the specific transportation options in their local community identified and explained. Many of these drivers need to be "spoon fed" in order to move away from the familiar way of getting around, their personal car.

The AARP class lacks information about local resources, including information on transportation alternatives and driver evaluation. More importantly, the information provided cannot be used by the drivers. For example, the Smart Driver book devotes 2.5 pages describing technologies like blind spot detection, reverse monitoring systems and assistive parking systems but has no illustrations or photos and does not even once mention that some of these technologies can be installed into your existing car. The great website developed by the NSC is not mentioned that shows videos explaining how these technologies work. The AARP class lacks depth and direct messaging. For example, the page on Assessing Your Own Driving does not directly state that people have been shown in the research to be very inaccurate in assessing their own driving functional ability. The book states: "In some cases, it may help to have a relative or friend ride with you and help you complete the checklist." The AFODS class covers this topic and recommends that every driver find a person they can trust who can be their passenger on a regular basis such as every two or three months. It is explained that they need the passenger to provide feedback and the driver needs to listen to their observations and respond to them.

The person teaching the class needs expertise in the subject of older drivers and crashes. There are three decades of research and many research studies are completed every year. The AARP volunteer is not an expert in older driver safety. The AFODS Educator, Susan Cohen, is a subject matter expert. She has read much of the research and meets with researchers every year by attending about four major conferences each year. She has developed working relationships with national policy experts and researchers from:

AAA National & AAA Foundation for Traffic Safety
National Highway Traffic Safety Administration (NHTSA)
American Association of Motor Vehicles Administrators
Bloomberg School of Public Health at Johns Hopkins
American Occupational Therapy Association (AOTA)
The Association for Driver Rehabilitation Specialists (ADED)
Several Universities including University of Michigan, University of Massachusetts, Massachusetts Institute of Technology, Washington University, St. Louis University, University of Pittsburgh
Transportation Research Board, Standing Committee:Safe Mobility of Older People and its three subcommittees
AARP Public Policy Institute

In addition to these contacts in the national research community, the Educator also attends state and local transportation safety and older dri er conferences. The Educator is a member of several state and local committees, including: Maryland Older Driver Forum since 2015, Subcommittee on Elder Mobility & Safety of the Missouri Coalition for Roadway Safety since 2013, Kansas Department of Transportation, Older Driver Emphasis Area Team, since 2013, Destination Safe Coalition of the Mid America Regional Council since 2013.

What Maryland needs is education and dissemination of information because of the increasing numbers of fatal crashes in this demographic of drivers. Driving involves a coordinated and complex response to multiple stimuli and it demands instant decision-making. All healthy adults experience some age-related declines in vision, physical mobility, reaction time, and cognitive decline that will affect their driving abilities. Often older drivers are unaware of functional changes that affect driving and as a result they do not make sufficient and appropriate changes in their driving patterns or habits. Educational programs specifically for older drivers in Maryland, particularly those living in rural areas, are needed to raise awareness of functional changes, how to monitor changes and alter driving practices to reduce risk, and to provide information on local transportation resources, driving retirement planning and where to find assistance in evaluating driving ability.

The AFODS program provides research based information to older drivers and through them, to their families, on how age-related changes affect driving, on the many ways to respond to the changes in a driver's function, including addressing physical mobility problems and making changes in driving habits, practices and patterns to reduce driving exposure and thereby, to reduce crash risk. This program will inform drivers of the need for advance planning for reduced driving and provide information to make an informed decision about when is the right time to limit or stop driving. The AFODS program provides specific, research-based safety information and local resources that are taught by an expert educator. There is nothing in Maryland like this program for the older driver demographic.

Enter intended subrecipients.

Americans for Older Driver Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign - Older

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$6,220.00		$6,220.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.1.2 Planned Activity: Older Drivers - Partners In Care

Planned activity name	Older Drivers - Partners In Care
Planned activity number	GN 19-294
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Partners in Care proposes to continue to promote driver safety education in partnership with the Maryland Department of Transportation Motor Vehicle Administration's Highway Safety Office.

Partners In Care (PIC) conducts informal focus groups and gathers input from many conversations with older adults, including current recipients of PIC services and others who contact PIC to request services. PIC's transportation service is the service most in demand in support of older adults who no longer drive. PIC's community-based research has confirmed the critical need to support older adults when they are faced with the fact that their driving performance may jeopardize their own safety and the safety of others. For many, it may be time for them to stop driving. PIC's focus groups have also indicated the needs of caregivers and family members to support these older adults so that they either make the necessary adjustments to ensure their driving is safe, or discontinue driving when it remains unsafe. With the overarching goal of keeping our communities, roads, and people safe, PIC supports older adults and their families during times of aging or transition, through a variety of resources and partnerships, including AAA, AARP, and MVA. We will provide the following education and outreach activities:

1. **Education:** Partners In Care (PIC) currently incorporates driving safety into our quarterly education sessions for older adults, caregivers, family members, and influencers in the counties in the state in which PIC provides services: Anne Arundel County, Frederick County, Talbot County, and Caroline County. While we currently offer safe driving classes in partnership with AARP, we will plan on continuing to enhance our current program and involving all of our sites in the implementation. PIC site coordinators will engage in community education sessions, events, meetings, and other gatherings. Safe driving education sessions will include discussions appropriate for each audience group (older adults, caregivers, influencers, etc.) Discussions will include issues/topics such as opportunities, threats, guidance, resources, and community support.

The underlying tone of these sessions will be sensitive and respectful of the older adults, especially as the aging process affects their independence. Many of the activities these older adults were accustomed to easily performing can become increasingly arduous. This is very difficult on the older adult and family members. These sessions will incorporate an interactive component that promotes understanding, empathy and respect for all involved. Sessions will consider common safe driving risk factors for older adults, including topics, such as: vision, hearing, cognitive and perceptual changes, attention, speed of processing disease processes, accommodating age-related physical changes (especially head and neck), working memory, and/or rehabilitation resources (driving again). Sessions will explore typical driving challenges, such as: turning across opposing traffic, nighttime driving, road-hazard detection, and sign perception.

Content review and activities for attendees will include topics such as the following: Assessments (AAA Older Adult Attendees only); CarFit and AARP Safe Driving; Correcting Habits (remedial Sessions, tips and tools); Retiring From Driving (conversations and support); Helpful Resources (including AARP, AAA, National Safety Council, referral centers, and driving rehabilitation clinics); Tips and Checklists; and Commitments/Agreements (older adult attendees only).

Outreach and Communications-PIC will also involve and educate the community, especially older adults, caregivers, family members and influencers about driving safety through frequent and regular outreach and communications. This will include speaking opportunities in support of older driver safety to groups within the community, such as civic groups, Rotary clubs and churches. These engagements will highlight safe driving topics outlined in the current and proposed education sessions from Goal 1. The purpose is to increase awareness, sensitivity and information about resources and support within the community. We will also communicate and educate about these topics via social media, enhancing our current online and print materials. We will use these media to promote our education sessions and implement them in all of our PIC sites in Anne Arundel, Frederick, Calvert, and the Upper Shore. Communication vehicles will include information and announcements via PIC's website and electronic newsletters, press releases to publicize safe driver events, promoting our classes and providing educational materials at local senior events and other meetings in the community, and distributing information via postal mailings, flyers, and posters.

Enter intended subrecipients.

Partners in Care

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign - Older

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$26,019.93		$26,019.93

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.10 Program Area: Planning & Administration

Program area type   Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Planning and Administration grants fall within the general highway safety data analysis and span a variety of the MHSO's programs. The problem statement is as follows:

In 2016, 522 people were killed—the highest number since 2009—in 120,120 police-reported traffic crashes in Maryland, while 50,865 people were injured and 84,955 crashes involved property damage only. In total, 315 drivers (250 vehicle drivers and 65 motorcycle operators), 127 non-motorists, and 80 passengers were killed on Maryland roads. On average, one person was killed every 17 hours, 139 people were injured each day (6 injuries every hour), and 329 police-reported traffic crashes occurred every day.

In addition, the MHSO has one internal communications grant that spans multiple program areas. As such, it is listed here but is used to support a variety of outreach and communications efforts.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-302	MHSO Communications	
GN 19-303	MHSO Planning and Administration	
GN 19-306	MHSO Staffing Grant 2	
GN 19-307	MHSO Staffing Grant 3	
GN 19-304	MHSO GPS Grant System	
GN 19-216	MHSO Special Projects Support	
GN 19-178	MHSO Predictive Modeling	

5.10.1 Planned Activity: MHSO Communications

Planned activity name   MHSO Communications

Planned activity number   GN 19-302

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection

stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Maryland Highway Safety Office requires media contract services to develop, implement, and support ongoing and new campaigns and materials. Program areas include Distracted and Aggressive driving, Occupant Protection, Pedestrian and Bicycle safety, and Motorcycle safety. This grant will support and facilitate projects within the Maryland Highway Safety Office's Communications Section to support new and on-going campaigns, new media development, and press conferences. Support also extends to the PRO (Partnerships, Resources, and Outreach) section and other administrative tasks completed by the contractor.

Enter intended subrecipients.

Maryland Highway Safety Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	$290,000.00		$290,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.10.2 Planned Activity: MHSO Planning and Administration

Planned activity name	MHSO Planning and Administration
Planned activity number	GN 19-303
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This grant provides a mechanism to track payments for everyday P&A costs such as travel, printing, and supplies. These funds are captured for MHSO reporting purposes with other federal funds.

Enter intended subrecipients.

Maryland Highway Safety Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$64,430.00		$64,430.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.10.3 Planned Activity: MHSO Staffing Grant 2

Planned activity name   MHSO Staffing Grant 2

Planned activity number   GN 19-306

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This grant provides the mechanism needed to allow MVA to pay the salaries and benefits of the MHSO staff and be reimbursed by the NHTSA for federal expenditures.

Enter intended subrecipients.

Maryland Highway Safety Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$862,717.08		$862,717.08
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$120,970.60		
2019	FAST Act 405b OP High	405b High Occupant Protection (FAST)	$66,437.24		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.10.4 Planned Activity: MHSO Staffing Grant 3

Planned activity name	MHSO Staffing Grant 3
Planned activity number	GN 19-307

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This grant provides the mechanism needed to allow the MVA to pay the salaries and benefits of the MHSO staff and be reimbursed by the NHTSA for federal expenditures.

Enter intended subrecipients.

Maryland Highway Safety Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$214,953.78		
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	$122,399.62		
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$145,055.42		$145,055.42

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.10.5 Planned Activity: MHSO GPS Grant System

Planned activity name	MHSO GPS Grant System
Planned activity number	GN 19-304
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will allow the MHSO to continue work on the contract with United Solutions to implement the new online grants management system.

Enter intended subrecipients.

Maryland Highway Safety Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$200,000.00		$200,000.00
2019	FAST Act 405d Impaired Driving Low	405d Low Other Based on Problem ID (FAST)	$200,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.10.6 Planned Activity: MHSO Special Projects Support

Planned activity name	MHSO Special Projects Support
Planned activity number	GN 19-216
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project supports task force and training components of projects by providing meeting logistics and other program support as needed.

Enter intended subrecipients.

Washington Regional Alcohol Program

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$100,580.00		$100,580.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.10.7 Planned Activity: MHSO Predictive Modeling

Planned activity name	MHSO Predictive Modeling
Planned activity number	GN 19-178
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The products of the proposed project will directly inform interventions presented in the Maryland Strategic Highway Safety Plan to reduce highway-related serious and fatal injuries. The project will develop and implement a modeling instrument that can be used for forecasting Maryland traffic-related serious and fatal injuries given projected changes in key factors. These key safety drivers include exposure, environmental, demographic, economic, vehicle, behavioral and policy factors. The project will generate separate models for occupant, pedestrian, and motorcycle injuries and injuries to young and older drivers. The final products of this work will allow policymakers, behavioral and highway safety personnel to prioritize safety interventions to most effectively save lives and reduce casualties in Maryland.

With support from the University of Maryland National Study Center for Trauma and EMS (NSC), the Impact Research team proposes to compile annual jurisdiction-level data for the study period (2005-2016) that describe safety-related behavioral, demographic, environmental, and infrastructure characteristics. These key factors will be identified in a literature review and from consultation with the MD HSO and other safety partners. We will rely on data currently available at the NSC or available to NSC partners; this may include crash, citation, adjudication, hospital, EMS, and driver records. These data will be tested in forecasting models that examine the relationship of changes in a factor (independent variables) with changes in serious and fatal traffic-related injuries (outcome variable).

To compile the outcome variable we will combine fatality counts by year and Maryland jurisdiction using 2005 through 2016 crash report data (ACRS and/or FARS) and MAIS 3+ nonfatal injuries using Maryland hospital discharge data.

Prior to building the models, we will describe historical trends in serious and fatal traffic-related injuries by year for Maryland overall and by jurisdiction. We will also describe historical data for key independent variables to examine any periodic trends including seasonality, any collinear factors, and possible interactive effects important to this study. These historical data will be selected based on hypotheses formed during the literature review and based on guidance from our MD HSO partners. For example, if safety belt usage by county or degree of distracted driving are suspected drivers of the increases in MV deaths, we will prioritize those attributes for evaluation and potential inclusion in the model if they prove significant. In exploratory analyses to inform model building, we will assemble cross-tabulations and univariate correlations of each factor with the outcome, controlling for different exposure variables (e.g. VMT, registered vehicles).

Regression modeling will test and validate theories about the relationship between changes in traffic-related serious and fatal injuries with the compiled factors described above. We will apply Generalized Linear Mixed Modeling techniques to accommodate repeated measures on jurisdictions over time and measured factors at two levels (jurisdiction and time). We will build five separate models: occupant, pedestrian, motorcycle, older and younger driver. The models will be used to develop forecasts of future roadway traffic casualty trends in Maryland possible given changes in key factors.

The project will develop a user interface to explore interventions and their estimated impact on serious and fatal injury counts in Maryland. This tool applies the modeling results in an interactive platform that allows the user to enter changes in modeled factors in order to predict serious and fatal injury counts. The tool can help to prioritize future interventions, e.g. enforcement, policy, technology, and roadway.

Priorities for intervention will be further informed by estimating the potential safety benefits that might accrue from changes in factors that drive safety trends. We will develop and implement a cost/savings calculator that will compute the cost of injuries forecasted and the savings from prevention. The costs per injury (medical, work life, and quality of life) will be adapted from Miller et. al. (The Economic and Societal Impact of Motor Vehicle Crashes, 2010, NHTSA, Washington, DC) and adjusted to current year and Maryland state costs. This will allow MHSO staff to explore benefits and costs of interventions that may be enacted by the MHSO and its highway safety partners in the State.

Once complete, we will create a technical report documenting data sources, methods, findings, and instructions for use of the online interface. We will provide an in-person briefing to review study methods, findings, and use of the user interface application. The 'application' itself will be a web-based product that can be used on any remote computer. Minimal maintenance will be required for its functionality and no additional funds are expected to be necessary.

Enter intended subrecipients.

University of Maryland Baltimore, NSC

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	$91,727.44		$91,727.44

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
LE MHSO 2019 Impaired	HVE - Impaired	HVE - Impaired
GN 19-248	MHSO Internal-Impaired Driving	HVE - Impaired
LE 19-277	MSP - SPIDRE DUI Team	HVE - Impaired
LE MHSO 2019 Seat Belts	HVE - Seat Belts	HVE - Seat Belt
GN 19-308	MHSO Internal-Distracted Driving Media Campaign	HVE - Distracted Driving
LE MHSO 2019 Distracted	HVE - Distracted Driving	HVE - Distracted Driving
LE MHSO 2019 Aggressive	HVE - Aggressive	HVE - Aggressive Driving

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

The statewide problem identification process used in the development of the HSP was described in the previous section entitled "Problem Identification." Data analyses are designed to identify driver characteristics of those over-involved or over-represented in crashes, along with information revealing when, where, and why crashes are occurring. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP. These results are analyzed to determine typical driver demographics, along with the most frequent locations, day/month of most frequent crashes, and most frequent times of day for each problem area. Thus, the most effective program outlines for any problem area will provide current information for typical driver behavior, along with the time of day, day of week and month of year of greatest frequency, along with most frequent locations of total, serious injury, and fatal crashes in each category. These causal factors provide quantitative evidence to shape awareness, education, and enforcement strategies, and to make overtime enforcement efforts and communications efforts as effective as possible in subsequent years.

As an example, for impaired driving crash prevention and enforcement efforts combined with occupant protection efforts, Maryland crash statistics indicate that awareness, education, and prevention efforts are most effectively targeted to those who drive between 9 p.m. and 4 a.m. from Thursday through Sunday, in the months of April through October. The typical driver involved in impaired crashes, and least likely to be using seat belts, is male, and aged 21 to 49. The most typical locations are noted for impaired and occupant protection efforts in at least nine of Maryland's 24 county/city jurisdictions. These types of information help State traffic safety and law enforcement officials target effective enforcement and education efforts.

The same targeted analytical approach is used to address and qualify all serious traffic safety problems in Maryland. Enforcement agencies receiving MHSO grant funding are required to outline and use a localized, data-driven approach to identify the enforcement issues and locations in their jurisdictions. Data documenting the identified highway safety issues must be included along with proposed strategies in the funding applications submitted to the MHSO for consideration. All law enforcement agencies are required to utilize HVE concepts when utilizing highway safety overtime funds, and various training opportunities at all levels of enforcement are provided to learn and implement these HVE techniques. Additionally, the MHSO provides a variety of statistical maps for law enforcement agencies statewide as a valuable resource in targeting and focusing on high-risk enforcement and education/awareness locations.

Enter explanation of the deployment of resources based on the analysis performed.

Maryland's evidence-based traffic safety enforcement methodology uses an integrated enforcement approach utilizing checkpoint inspections and saturation patrols, each as outlined in NHTSA's Countermeasures that Work guiding document. The data-driven, HVE methodology includes enforcement of traffic laws pertaining to impairment, speeding, occupant restraint usage, and other safety issues, coupled with enforcement patrols that saturate specific areas, which are well-documented in local media and describe the effort as an impaired-driving or other appropriate campaign. Such an effort typically includes uniformed law enforcement officers saturating a high-risk crash or incidence area and engaging the driving public by stopping as many violators as possible to serve as a deterrent to improper and dangerous driving. This highly visible approach provides a public perception of risk that driving without following the law can and will result in a traffic stop, resulting in a citation, or an arrest in the case of impaired driving. This occurs often in concurrence with associated national crackdowns or campaigns and mobilizations, helps Maryland provide continuous Specific and General Deterrence of improper and unsafe driving from the causal factors outlined above.

In-depth, comprehensive enforcement efforts, combined with background and evidence provided on grant applications, guide Maryland's efforts to allocate funds to law enforcement agencies to conduct priority area-specific overtime enforcement services based on specific problem identification and recent statistical results.

The MHSO uses several sources of data to determine funding allocations. The State's 24 jurisdictions are divided into three groups based on average population over the most recent three-year period for which data is available. The most populous jurisdictions make up the top group and the least populated make up the third group. Within each group, crashes (serious injury and fatal) and citations (DUI, speed and unbelted) per vehicle miles traveled are calculated by jurisdiction.

Average ranks per jurisdiction are computed across crash and citation fields and applied to the previous year's funding allocations to determine revised funding proportions. Crash and enforcement data are used initially to determine the proper percentage of funding to be disbursed to jurisdictions within the groups. Subjective measures such as demographics, enforcement and outreach capacity, geographical considerations, seasonal fluctuations in traffic, and past performance are then used to refine the figures. From that process, each jurisdiction receives a total allocation of funding to be used in the next fiscal year. The MHSO continues to work with its data consultants to ensure that funding allocations are based on the most recent data available and that formulas are accurate, reasonable, and achievable. (A more detailed description of the allocations formula is found on pages 8–9). This methodology ensures that enforcement funding is allocated to the areas in greatest need and to the agencies that are most capable of implementing the appropriate countermeasures.

The MHSO uses both quantitative and qualitative criteria to measure the desired outcomes of the MHSO's law enforcement grant programs that utilize overtime enforcement funds, including those in the aggressive driving, distracted driving, impaired driving, occupant protection, and pedestrian safety program areas. The MHSO employs a monitoring system for law enforcement reporting data that engages law enforcement partners, grant managers and MHSO team members. In addition to the productivity of officers working overtime enforcement grants, an analysis of crashes, crash fatalities, and serious injuries is utilized by MHSO staff throughout the grant monitoring process. The MHSO's four LELs provide more direct contact with individual agencies across the State. By developing relationships with law enforcement managers and traffic supervisors, the LELs closely monitor project success and efficiently provide information, training, and outreach materials.

Through this comprehensive approach, the MHSO and its law enforcement partners continually follow up, evaluate, and adjust enforcement plans accordingly. This approach improves effectiveness, enhances understanding and support of programs, and utilizes highway safety resources as efficiently as possible.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

To ensure law enforcement projects remain adaptable to any situation, various tracking mechanisms are utilized to enable MHSO program managers and law enforcement managers throughout Maryland to gain quick insights into the progress of each project. Monthly progress reports are required from each agency receiving grant funding to ensure an understanding of the goals and outcomes measuring outputs of each project. These reports must include data on the activities conducted, such as the times worked, the numbers of vehicle contacts, and the numbers of citations issued. This type of continuous monitoring allows for small or large adjustments as needed within each jurisdiction in sufficient time to provide for the most efficient use of resources.

Constant critique and feedback is maintained throughout the enforcement program between the MHSO and each law enforcement agency. This ensures continuous communication during the planning, implementation, monitoring and evaluation phases of the project. The MHSO achieves this continuity by assigning an LEL to each law enforcement agency as their project manager. The Law Enforcement Services Section Chief, working in conjunction with the MHSO Chief, develops, maintains, and cultivates professional relationships with top law enforcement executives across the State to build the required top-down support for traffic enforcement efforts.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name
HVE - Seat Belt
HVE - Impaired
HVE - Distracted Driving

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
LE MHSO 2019 Impaired	HVE - Impaired	HVE - Impaired
LE MHSO 2019 Seat Belts	HVE - Seat Belts	HVE - Seat Belt

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: High seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency

Maryland Highway Safety Office

30 Statewide Law Enforcement Agencies

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

The national CIOT mobilization serves as a cornerstone for NHTSA's seat belt awareness and education program and coordinated enforcement efforts across Maryland. The primary target market for the CIOT campaign – men aged 18 to 44 – results from research that shows this gender/age demographic is least likely to wear seat belts, among all demographics. Each year during the months of May and November, Maryland law enforcement agencies conduct coordinated HVE efforts at various times, delivering the CIOT, Day and Night message. The mobilization is supported by national and local paid and earned media campaigns.

Maryland does not typically pay for daytime seat belt enforcement, given the higher observational survey usage rates reported during daylight hours, but continued enforcement by law enforcement partners is strongly encouraged. Daytime seatbelt demonstration projects are funded in jurisdictions (and on roadways) where survey data indicates a significant number of drivers/occupants are unbelted. Maryland's plan to support CIOT for FFY 2019 is as follows:

Wave Dates	Activity
November 12-25, 2018	Media: Fall CIOT: Paid and Earned
November 21-25, 2018	Enforcement Period: CIOT night-time enforcement around Thanksgiving travel
Nov–December 2018	Campaign Pre-planning: May 2019 efforts
May 6-June 13, 2019	Media: CIOT; Paid and Earned
May 20-June 2, 2019	Enforcement Period: includes Memorial Day holiday
May 21-24, 2019	Media: CIOT press event; date and speakers TBD
June 4–15 2019	Survey: Seat Belt Observation Survey
June 2019	Media: Seat belt message included with media for ADAPT
July 2019	Campaign Pre-planning: Fall CIOT campaign
August–September 2019	Media: Press release to announce the State use rate and enforcement data (citations and warnings issued); goal is to achieve broadcast through the Governor's Office and to report data to NHTSA.
August–September 2019	Media: Seat belt messaging included as a component of paid DUI prevention campaigns

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-144	Maryland Kids In Safety Seats	Child Restraint System Inspection Station(s)

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 23

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban   9

Populations served - rural   14

Populations served - at risk   9

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-144	Maryland Kids In Safety Seats	Child Restraint System Inspection Station(s)

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes	15
Estimated total number of technicians	100

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
5/30/2018
5/2/2018
1/31/2018
11/16/2017
11/8/2017
8/16/2017

Enter the name and title of the State's Traffic Records Coordinator

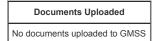|	
Name of State's Traffic Records Coordinator:	Douglas Mowbray
Title of State's Traffic Records Coordinator:	Traffic Records Program Manager

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

First Name	Last Name	Title	Agency Name	Core Safety Database
TRCC Executive Council Full Members				
Richard	Alcorta	Acting Co-Executive Director	MIEMSS	Injury Surveillance System
Oscar	Ibarra	Chief, Information Management and Program Administration	HSCRC	Injury Surveillance System
Michael	Leahy	Secretary	DoIT	IT-General
John	Morrissey	Chief Judge, District Court of Maryland	Maryland Judiciary	Citation/Adjudication
Chrissy	Nizer	Administrator	MDOT MVA	Driver;Vehicle
William	Pallozzi	Colonel; Secretary of State Police (Superintendent)	MSP	Crash; Citation
James F.	Ports, Jr.	Deputy Secretary for Operations	MDOT	Crash; Roadway; Driver; Vehicle
Dennis R.	Schrader	Secretary	Maryland Department of Health	Injury Surveillance System
Gregory	Slater	Administrator	MDOT SHA	Roadway; Crash
TBD		Executive Director	MIEMSS	Injury Surveillance System
Proxy Members				
Steve	Colby	Deputy CIO	DoIT	IT-General
Tawn	Gregory	Captain; Technology and Information Management	Maryland State Police	Crash; Citation

Howard	Haft	Deputy Secretary, Public Health Services	Maryland Department of Health	Injury Surveillance System
W. Lance	Schine	Deputy Secretary	DoIT	IT-General

Cc... List for Executive Council Members				
Administrative	Assistant	N/A	MSP	N/A
Tom	Gianni	Chief; Executive Council Coordinator	MHSO	General
Barbara	Goff	Executive Assistant	MIEMSS	Injury Surveillance System
Shenice	Harris	Executive Assistant	DHMH	Injury Surveillance System
Frank	Lioi	Lt. Colonel; Chief, Field Operations Bureau	MSP	Crash; Citation
Cedric	Ward	Director, Office of Traffic and Safety	SHA	Crash; Roadway
Breck	Jeffers	Transportation Management Engineer	FHWA	General

Ex-Officio Members				
Beth	Baker	Region Administrator	NHTSA Region 3	General
Gregory	Murrill	Division Administrator	FHWA	General
Bill	Wade	Assistant Division Administrator	FHWA	General
TBD		Division Administrator	MCSA	General

Project Manager				
Doug	Mowbray	Traffic Records Program Manager	TRCC Coordinator, MHSO	General

Project Facilitator(s)				
Cindy	Burch	Senior Epidemiologist	NSC	General
Tim	Kerns	Program Director	NSC	General

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2) (ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded
No documents uploaded to GMSS

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

Appendix 4: Update to Traffic Records Assessment Recommendations

MARYLAND TRAFFIC RECORDS ASSESSMENT RECOMMENDATIONS DECEMBER 2014								
REC LABEL	RECOMMENDATION	Not Addressed	No Progress	Pending Action	Some Progress	Significant Progress	Complete	Notes

REC LABEL	RECOMMENDATION	Not Addressed	No Progress	Pending Action	Some Progress	Significant Progress	Complete	Notes
SP1	Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		Incorporated TRA recommendations into TRSP. Performance Measures are incorporated into TRSP. TRCC meets quarterly at technical level and biannually at executive level. The TRSP is linked to state's SHSP, providing support for all emphasis area teams, and ensuring local data needs are met. Areas of improvement to be considered for the update of the 2021–2025 plan include: project-level information with funding sources; improved prioritization process; additional metrics (baseline and targets) for performance measures; improved plan to address training and technical assistance needs; leveraging of federal funds; and establishing timelines and responsibilities for projects.
Crash1	Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.			✓				Procedures and process flows have been discussed and plans are being made to document those processes. Currently, the TRCC is supporting the Maryland State Police with enhancing ACRS to meet criteria established in MMUCC 5. Updated documentation will be needed to reflect all changes to ACRS (slated for 2019).
Crash2	Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.			✓				Informal discussions have happened to link crash and EMS, but coordination protocols have not been finalized. The state roadway file is being planned for incorporation into the crash data system. Delays have occurred in additional interfaces between MSP and MVA and MSP and SHA as all three agencies are involved in major system upgrades.
Crash3	Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.			✓				Central Records Staff continue quality control efforts (off-road crashes, BAC, fatal crashes, etc.). An enhanced supervisor QC screen has been updated in ACRS. Outreach and training are still lacking and dedicated staff for QC are part of ongoing discussions between MDOT and MSP to better define roles and responsibilities and technical needs to accomplish improved QC procedures.

REC LABEL	RECOMMENDATION	Not Addressed	No Progress	Pending Action	Some Progress	Significant Progress	Complete	Notes
Vehicle1	Improve the applicable guidelines for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.			✓				The MVA is preparing to restructure the data systems and its associated documentation, so this recommendation is on hold pending those developments. (System modernization project, Customer Connect has been launched.)
Vehicle2	Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.			✓				The MVA is preparing to restructure the data systems and its associated documentation, so this recommendation is on hold pending those developments. (System modernization project, Customer Connect has been launched.)
Driver1	Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.			✓				The MVA is preparing to restructure the data systems and its associated documentation, so this recommendation is on hold pending those developments. (System modernization project, Customer Connect has been launched.)
Driver2	Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.			✓				The MVA is preparing to restructure the data systems and its associated documentation, so this recommendation is on hold pending those developments. (System modernization project, Customer Connect has been launched.)
Roadway1	Improve the procedures/process flows for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.					✓		As the Maryland Centerline project is finalized, documentation of the procedures and processes are being developed. Documentation is being submitted to FHWA as required and requested as this project progresses.
Roadway2	Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic					✓		MDOT SHA is implementing Esri's Roads and Highways (R&H) software to manage the GIS roadway and LRS data for HPMS submission. An initial Intersection Manager tool is ready to

REC LABEL	RECOMMENDATION	Not Addressed	No Progress	Pending Action	Some Progress	Significant Progress	Complete	Notes
	Records Program Assessment Advisory.							run to QA/QC and remove false positives, add polygon boundaries for complex interchanges, and perform final review of data. 100 percent compliance by 2026, or sooner is expected. In conjunction with the Esri R&H implementation, SHA also began the One Maryland, One Centerline (OMOC) program where MDOT SHA has met with all 23 counties, and Baltimore City, to discuss the sharing of data between jurisdictions via one common geometry, maintained by the appropriate authority. This geometry will be the base of the R&H data model. This data share and cooperation between levels of jurisdictions will also allow SHA to identify and fill data gaps, with the appropriate, authoritative information. A pilot of two counties for conflation is planned for 2018.
Citation1	Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.			✓				The court system is currently undergoing a comprehensive upgrade (Maryland Electronic Courts – MDEC) to bring all levels of court onto the same data platform. During this process, other efforts are on hold.

REC LABEL	RECOMMENDATION	Not Addressed	No Progress	Pending Action	Some Progress	Significant Progress	Complete	Notes
Citation2	Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.			✓				The court system is currently undergoing a comprehensive upgrade (Maryland Electronic Courts – MDEC) to bring all levels of court onto the same data platform. During this process, other efforts are on hold.
ISS1	Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.				✓			The EMS and Trauma Registry systems are in the process of being interfaced using the ImageTrend Field Bridge.
ISS2	Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.					✓		All 24 jurisdictions in Maryland are on the eMEDS platform so all EMS data undergo the same quality control program within that software. MIEMSS is currently in the process of upgrading eMEDS to meet the latest NEMSIS compliance.

May 10, 2018 status	Number	%
Not addressed	0	0%
No progress	0	0%
Pending Action	9	64%
Some Progress	1	7%
Significant Progress	4	29%
Complete	0	0%
Total	14	100%

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

Appendix 7: Maryland's Traffic Safety Information System Improvement Program (FFY2019)

Problem Identification

Hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic safety data are critical components to Maryland's traffic records system. The datasets managed by this system include crash, driver licensing and history, vehicle registration and titling, commercial motor vehicle, roadway, injury control, citation/adjudication, and EMS/trauma registry data.

Maryland employs a two-tiered Traffic Records Coordinating Committee (TRCC), with both General (or technical) and Executive Councils, comprised of data owners, data managers, and data users with oversight and interest in the datasets listed above. MHSO staff serves on the TRCC General Council and subcommittees, and advises the TRCC Executive Council, which oversees and approves the Maryland Traffic Records Strategic Plan (TRSP).

The TRSP is a five-year plan that runs concurrent with the Maryland SHSP. Both the TRSP and SHSP went into effect January 2016 and will cover the years 2016 through 2020. The TRCC worked with the NHTSA on its most recent Traffic Records Assessment. Maryland accepted the final report in early December 2014, and the TRCC formed a Traffic Records Strategic Plan Steering Committee to oversee development of the next five-year plan for traffic records. After a year of development, the TRCC Executive Council accepted the plan in January 2016.

Recommendations from the 2014 assessment include Maryland's need to improve:

- TRCC's strategic planning abilities;
- Procedures, process flows, and interfaces for the crash data system;
- Data quality control programs for the crash, vehicle, driver, roadway, and injury surveillance data systems;
- Procedures and process flows for the roadway data system;
- Interfaces with the citation and adjudication systems; and

Interfaces with the injury surveillance systems.

Objectives in the TRSP are based on the 2010 and 2014 assessments, along with the Crash Data Improvement Program findings, and other needs determined by members of the TRCC, including the various partners in the process. The prioritization and selection process for projects requesting funds includes an evaluation of each project's ability to meet the priority objectives in the TRSP, considering the strategies in the SHSP and the five-year needs of the SHSP Emphasis Areas. Priority objectives are reviewed and determined annually by the TRCC Executive Council.

Solution

The accurate collection and timely dissemination of traffic records information are crucial to ensuring positive results from projects and strategies within the five-year plan. Data elements form the informational backbone for all the MHSO's programs and the SHSP itself. All activities, from enforcement to education, rely on good data, and the MHSO's focus is to provide effective data support and analysis for programs that can help the State meet traffic safety goals in reducing crashes and resulting injuries and fatalities.

Maryland's Traffic Records Executive Council's leadership goal is to develop a comprehensive statewide traffic records system that provides traffic safety professionals with reliable, accurate, and timely data to inform decisions and actions for implementing proven countermeasures and managing and evaluate safety activities to resolve traffic safety problems. The traffic records system encompasses the hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic safety data. This system is used to manage basic crash data from all law enforcement agencies, along with information on driver licensing and history, vehicle registration and titling, commercial motor vehicles, roadways, injury control efforts, citation and adjudication activities, and the EMS/trauma registry.

Maryland's Traffic Records Executive Council provides policy leadership to the TRCC and its efforts to continually review and assess the status of Maryland's traffic safety information system and its components. The TRCC oversees the development and update of the Traffic Records Strategic Plan to serve public- and private-sector needs for traffic safety information, to identify technologies and other advancements necessary to improve the system, and to support the coordination and implementation of system improvements.

The MHSO participates on all levels of the TRCC through its own staff and through a grant-funded project at the NSC called the MCTSA, a more comprehensive, expert staff-based approach to provide services based on the CODES and other traffic records data and to meet the wide and varied needs of the MHSO and its partners.

The MHSO is a member of the Crash Data Tri-Agency Council—consisting of the MSP, the SHA, and the MVA—which oversees policies and projects related to the crash data system. The MHSO is also represented on the ACRS Task Force, working with technical and policy experts named by the Tri-Agency Council to oversee continuing improvements of Maryland's newest electronic data system. The Tri-Agency Council and the ACRS Task Force act as subcommittees of the TRCC and share goals to meet the priority objectives set forth in the TRSP.

MHSO staff members work with subject matter experts from the MCTSA project to help manage the TRSP, and the MHSO continues the CODES program. These are some of the ways in which the MHSO relies on its many partner agencies to make data accessible for highway safety planning, as it employs various systems and programs, with the help of State agencies and grantees, to collect, maintain and analyze internal data information.

The mission to provide data and analytical support to traffic safety professionals at the local, State, regional, and national levels drives the direction of the Traffic Records Program. Projects to be considered for funding by the Traffic Safety Information System Improvement Program must adhere to goals and objectives within the TRSP and provide support for the data needs of the traffic records community.

Action Plan

Traffic safety information system projects funded for FFY 2019 are listed below, each referencing the TRSP strategy and the NHTSA Traffic Records Assessment recommendation addressed:

Project Agency: University of Maryland Baltimore, NSC

Program Area: Traffic Records

Project Funds / Type: 405C

Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)

SHSP Strategy:

- Identify and target highway safety issues, populations, and locations of concern through the collection, analysis and evaluation of data and information.

TRSP Strategies:

- Conduct and publish a complete traffic records system inventory to include data definitions and flow diagrams for each component system.

- Prioritize strategic plan responsibilities using annual timelines.

- Catalog and publish data release policies and/or data sharing agreements from all partners with traffic record data, specifically identifying rules that allow intra and interagency access, and public access.

- Review and prioritize federal data element requirements (e.g., Model Minimum Uniform Crash Criteria Guidelines (MMUCC), National Emergency Medical Services (EMS) Information System (NEMSIS), and Model Inventory of Roadway Elements (MIRE) needed to enhance State traffic records data improvement systems.

- Critically appraise the TRCC's direction, strategy, and business approaches as outlined in the approved Charter.

- Institutionalize the evaluation of TRCC responsibilities.

- Provide ongoing access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation with analytical partner support.

- Integrate data from traffic records component systems to satisfy specific analytical inquires.

- Provide timely access to data analyses and interpretation upon request.

- Make outputs from State data linkage systems available to State and local decision-makers to influence data-driven policy and reform.

- Provide a narrative description of the process by which MMUCC was used to identify what crash data elements and attributes are included in the crash database and police crash report.

Assessment Recommendations:

- Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the data quality control program for the crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Project Description: This project supports data analysis to the MHSO and statewide and partners, and administrative support for MHSO's Traffic Records Program.

Performance Measure: Accessibility: Increase the number of users that report successfully accessing crash report data from RAVEN/Washington College/National Study Center.

Project Agency: Washington College GIS Program

Program Area: Traffic Records

Project Funds / Type: 405C

Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)

SHSP Strategy:

- Identify and target highway safety issues, populations, and locations of concern through the collection, analysis and evaluation of data and information.

TRSP Strategies:

- Provide ongoing access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation with analytical partner support.

- Integrate data from traffic records component systems to satisfy specific analytical inquires.

- Provide timely access to data analyses and interpretation upon request.

- Make outputs from State data linkage systems available to State and local decision-makers to influence data-driven policy and reform.

- Make outputs from State data linkage systems available to the general public.

Assessment Recommendations:

1. Improve the data quality control program for the crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

2. Improve the data quality control program for the roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Project Description: This project will focus on strategies that will improve the ability to use data-driven analysis to reduce crashes and deaths on Maryland roads.

Performance Measure: Accessibility: Increase the number of users that report successfully accessing crash report data from RAVEN/Washington College/National Study Center.

Evaluation

Goals are prioritized for appropriate components of the traffic records information system, with objectives developed based on the periodic assessments, ongoing TRCC evaluation and input, and other state agency-identified needs. The TRCC sets performance measures for priority objectives identified in the TRSP, which are reviewed regularly throughout each year. Systems are evaluated for quantitative progress, such as improved timeliness and completeness, with reports submitted to NHTSA at least annually. Additionally, MHSO grants are evaluated during and after implementation through grantee reporting using proven process evaluation measures.

Performance Measures

1. Crash Data: Accuracy: 0.87 percent improvement

Measure of the quality control (QC) process at the MSP. ACRS "off-road" crashes are meant to be a selection for officers to indicate a crash occurring on a non-trafficway (e.g., parking lots, private road) but officers have been selecting "off-road" for vehicles that run off the roadway (crash starting on a trafficway). Through QC processes at MSP, to include an automated selection of reports marked off-road, to a manual review of crash reports, and also a communications procedure from the training unit, Maryland has been able to improve the accuracy of its crash data by reducing the percentage of crashes erroneously marked as off-road.

```
SELECT round(count(A.ReportNumber)/tot_crashes * 100 ,2) PERCENTAGE_2015

FROM ACRS_QUEUE A,  (SELECT count(ReportNumber) tot_crashes FROM acrs_QUEUE d WHERE

type_id=2 and CRASH_DATE between '01-APR-15' and '01-APR-16' )

where type_id=2 and CRASH_DATE between '01-APR-15' and '01-APR-16'

and STATUS_ID in ('03','04')

GROUP BY tot_crashes;

---------------------------------------

        43.28


SELECT round(count(A.ReportNumber)/tot_crashes * 100 ,2) PERCENTAGE_2016

FROM ACRS_QUEUE A,  (SELECT count(ReportNumber) tot_crashes FROM acrs_QUEUE d WHERE

type_id=2 and CRASH_DATE between '01-APR-16' and '01-APR-17' )

where type_id=2 and CRASH_DATE between '01-APR-16' and '01-APR-17'

and STATUS_ID in ('03','04')

GROUP BY tot_crashes;

---------------------------------------
```

29.91

SELECT round(count(A.ReportNumber)/tot_crashes * 100 ,2) PERCENTAGE_2017

FROM acrs.ACRS_QUEUE A, (SELECT count(ReportNumber) tot_crashes FROM acrs.acrs_QUEUE d WHERE

type_id=2 and CRASH_DATE between '01-APR-17' and '01-APR-18')

where type_id=2 and CRASH_DATE between '01-APR-17' and '01-APR-18'

and STATUS_ID in ('03','04')

GROUP BY tot_crashes;

                29.04

2. Citation Data: Completeness: 0.67 percent improvement

   Percentage of e-citations with no longitude and latitude coordinates (i.e., x/y). We assess the traffic citations issued by law enforcement to ensure there is a location for each. In the period assessed just prior to this FFY 2019 submission, a 0.67 percent decrease in the number of citations *without* an x/y was found, which is calculated by looking at the total number of citations with no x/y divided by the total number of citations, and then comparing the same a year later, and there were fewer citations with no x/y coordinates as a percent of all citations written.

ETIX Citations Location Analysis April 1st 2016 to March 31st 2017				
Citation Data	Location In Maryland	Outside of Maryland's Boundary's	No XYS	Total ETIX Citations
Raw Data	37,962	465,754	485,868	989,584
Raw Data with Updated XYs	503,307	409	485,868	989,584
Raw Data with Updated XYs and No Identical Citations	282,632	214	230,298	513,144
			23.27%	

ETIX Citations Location Analysis April 1st 2017 to March 31st 2018				
Citation Data	Location In Maryland	Outside of Maryland's Boundary's	No XYS	Total ETIX Citations
Raw Data	0	480,449	454,902	935,351
Raw Data with Updated XYs	480,070	379	454,902	935,351
Raw Data with Updated XYs and No Identical Citations	260,463	164	211,449	472,076
			22.61%	
			-0.67%	

3. Crash Data: Accuracy: 0.1 percent improvement

Percentage of crashes with longitude and latitude coordinates (i.e., x/y) with values inside the State of Maryland (where the crashes would have had to occur).

For April 1, 2016 – March 31, 2017:

0 Missing Lat/Long values.

117,161/117,425 were inside Maryland (99.8 percent) (264 outside the State).

For April 1, 2017 – March 31, 2018:

0 Missing Lat/Long values.

114,077/114,390 were inside Maryland (99.7 percent) (313 outside the State).

###

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
GN 19-306	MHSO Staffing Grant 2	
GN 19-174	Traffic Records - MCTSA	Improves accessibility of a core highway safety database
GN 19-207	Traffic Records - Washington College	Improves accessibility of a core highway safety database

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

See 'Pending Actions'

Appendix 4: Update to Traffic Records Assessment Recommendations

MARYLAND TRAFFIC RECORDS ASSESSMENT RECOMMENDATIONS DECEMBER 2014

REC LABEL	RECOMMENDATION	Not Addressed	No Progress	Pending Action	Some Progress	Significant Progress	Complete	Notes
SP1	Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		Incorporated TRA recommendations into TRSP. Performance Measures are incorporated into TRSP. TRCC meets quarterly at technical level and biannually at executive level. The TRSP is linked to state's SHSP, providing support for all emphasis area teams, and ensuring local data needs are met. Areas of improvement to be considered for the update of the 2021–2025 plan include: project-level information with funding sources; improved prioritization process; additional metrics (baseline and targets) for performance measures; improved plan to address training and technical assistance needs; leveraging of federal funds; and establishing

timelines and responsibilities for projects.

REC LABEL	RECOMMENDATION	Not Addressed	No Progress	Pending Action	Some Progress	Significant Progress	Complete	Notes
Crash1	Improve the procedures/ process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.			✓				Procedures and process flows have been discussed and plans are being made to document those processes. Currently, the TRCC is supporting the Maryland State Police with enhancing ACRS to meet criteria established in MMUCC 5. Updated documentation will be needed to reflect all changes to ACRS (slated for 2019).
Crash2	Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.			✓				Informal discussions have happened to link crash and EMS, but coordination protocols have not been finalized. The state roadway file is being planned for incorporation into the crash data system. Delays have occurred in additional interfaces between MSP and MVA and MSP and SHA as all three agencies are involved in major system upgrades.
Crash3	Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.			✓				Central Records Staff continue quality control efforts (off-road crashes, BAC, fatal crashes, etc.). An enhanced supervisor QC screen has been updated in ACRS. Outreach and training are still lacking and dedicated staff for QC are part of ongoing discussions between MDOT and MSP to better define roles and responsibilities and technical needs to accomplish improved QC procedures.
Vehicle1	Improve the applicable guidelines for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.			✓				The MVA is preparing to restructure the data systems and its associated documentation, so this recommendation is on hold pending those developments. (System modernization project, Customer Connect has been launched.)
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REC LABEL	RECOMMENDATION	Not Addressed	No Progress	Pending Action	Some Progress	Significant Progress	Complete	Notes
Driver1	Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.			✓				The MVA is preparing to restructure the data systems and its associated documentation, so this recommendation is on hold pending those developments. (System modernization project, Customer Connect has been launched.)
Driver2	Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.			✓				The MVA is preparing to restructure the data systems and its associated documentation, so this recommendation is on hold pending those developments. (System modernization project, Customer Connect has been launched.)
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Total	14	100%

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

Appendix 5: Performance Measures

EMS		
Accessibility	Increase the number of users that report successfully accessing EMS data for research purposes.	
Accuracy	Increase the percentage of correct/accurate values in data elements that do not have a state-level validation rule.	
Completeness	Reduce the percentage of missing/unknown values in data elements that do not have a state-level validation rule.	
Integration	Increase the percentage of Medevac flight records that match to trauma registry records.	
Timeliness	Reduce the amount of time from submission of the patient care report to approval and inclusion in state file.	
Uniformity	Increase the compliance with the NEMSIS standard as the state implements the Elite platform.	
Trauma Registry		
Accessibility	Increase the number of users that report successfully accessing trauma registry data for research purposes.	
Accuracy	Increase the percentage of correct/accurate values in data elements (e.g., compare time of patient arrival to EMS arrival time).	
Completeness	Reduce the percentage of missing/unknown values in data elements that do not have a state-level validation rule.	
Integration	Increase the percentage of trauma registry records that match to EMS patient care reports.	

Timeliness	Reduce the time from discharge/final disposition to inclusion in state file.	
Uniformity	Increase compliance with the National Trauma Data Standard (TQIP for the participating centers).	
ED/Inpatient records		
Accessibility	Increase the number of users that report successfully accessing emergency department or inpatient discharge data for research purposes.	
Accuracy	Minimize the number of resubmissions for error corrections each quarter.	
Completeness	Reduce the percentage of missing/unknown values in data elements that do not have a state-level validation rule.	
Integration	Increase the percentage of records with a traffic crash E-code and MAIS>1 that link to crash reports. Increase the percentage of records with an EMS transport that link to the EMS file.	
Timeliness	Reduce the number of days from the end of the quarter to when the file is ready for research/dissemination.	
Uniformity	Increase compliance with the most recent Uniform Billing Standard.	
Roadway		
Accessibility	Increase the number of local engineering users that report successfully accessing state roadway data for research purposes.	Increase the number of local engineering users that report successfully accessing state roadway data for research purposes from 33% to 100% by December 31, 2021
Accuracy	Increase the percentage of correct/accurate values in data elements that do not have a state-level validation rule.	Increase the percentage of correct/accurate values in data elements that do not have a state-level validation rule from 70% to 100% by December 31, 2021.
Completeness	Increase the percentage of Baltimore City streets and/or alleys captured in the state file.	Increase the percentage of Baltimore City streets and/or alleys captured in the state

		file from 60% to 100% by December 31, 2020.
Integration	Increase the percentage of crash reports with location information that matches the state roadway file.	Increase the percentage of crash reports with location information that matches the state roadway file from X to 90% by December 31, 2021
Timeliness	Reduce the number of days needed to incorporate roadway changes/additions to the state file.	Reduce the number of days needed to incorporate roadway changes/additions to the state file from 365 to less than 90 days by December 31, 2020.
Uniformity	Increase compliance with the Model Inventory for Roadway Elements guidelines and Fundamental Data Elements. • Number of MIRE Fundamental Data Elements for Non-Local (based on functional classification) Paved Roads. • Number of MIRE Fundamental Data Elements for Local (based on functional classification) Paved Roads • Number of MIRE Fundamental Data Elements for Unpaved Roads.	Increase the percentage of MIRE Compliant FDEs in the state file from 65% to 100% by December 31, 2022.

Crash

Accessibility	Increase the number of users that report successfully accessing crash report data from the Open Data Portal.	
Accuracy	Increase the percentage of crash reports with a citation number that matches the corresponding record numbers in the citation file (indicate an association with a crash (PD, PI, fatal)). *Decrease the number of crash reports marked as "off road." **Increase the Percentage of crashes with longitude and latitude coordinates (i.e., x/y) with values inside the state of Maryland (where the crashes would have had to occur).	
Completeness	Reduce the percentage of missing/unknown values on crash reports that should have a citation number (as identified in the citation file).	

Integration	Increase the percentage of injury (KABCO 2-5) crash records that link to an EMS record.		
Timeliness	Reduce the number of days from the end of the quarter to when the data is posted on the Open Data Portal.		
Uniformity	Increase compliance with the Model Minimum Uniform Crash Criteria and ANSI D.16.		
Citation/Adjudication			
Accessibility	UNKNOWN		
Accuracy	Increase the percentage of citations that indicate an association with a crash (PD, PI, fatal) that will match a corresponding crash record (citation number listed on crash report).		
Completeness	Reduce the percentage of missing/unknown values on crash reports that should have a citation number (as identified in the citation file). ***Reduce the number of missing x/y coordinates on citations issued to motorists.		
Integration	Increase the percentage of citations given to Maryland drivers that may be linked to the correct driver record.		
Timeliness	Reduce the amount of time between the violation being issued and inclusion in the court file (and available to judges).		
Uniformity	UNKNOWN		
Driver			
Accessibility	Increase the number of law enforcement users that report successfully accessing driver history data at the roadside.		
Accuracy	Increase the number of data elements that can be matched between the impaired driving forms for administrative adjudication (DR15, DR15a, and (order of suspension)).		
Completeness	Reduce the percentage of missing/unknown values in Driver Improvement Program (DIP) records that are added to the driver file.		

Integration	Increase the percentage of driver education records that successfully link to a driver record.	
Timeliness	Increase the percentage of error records that are corrected and resubmitted within 24 hours.	
Uniformity	Increase consistency among impaired driving-related fields in the multitude of Ignition Interlock Program files.	
Vehicle		
Accessibility	Increase the number of law enforcement users that report successfully accessing vehicle registration data at the roadside.	
Accuracy	Increase the percentage of records with correct associated values among critical elements in the vehicle file (e.g., vehicle body type and fuel type).	
Completeness	Reduce the percentage of missing/unknown/mismatched values in the vehicle file (e.g., vehicle body type and fuel type).	
Integration	Increase the percentage of vehicle owner records that successfully link to a driver record.	
Timeliness	Increase the percentage of vehicle records posting to the state file within 30 days of the sale of vehicle.	
Uniformity	Increase consistency among vehicle-related fields in the multitude of Ignition Interlock Program files.	

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded
No documents uploaded to GMSS

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 12/3/2014

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

11 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	Yes
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	No

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:	Marylnd motor Vehicle Administration
State authority name/title:	Christine Nizer; Administrator

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula:	(i) Motorcycle Safety Foundation Basic Rider Course

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Frederick County	8176
Harford County	7586
Howard County	5067
Montgomery County	11988
Prince George's County	10972
Washington County	5207
Anne Arundel County	14050
Baltimore City	4060

Baltimore County	14589
Cecil County	3938
Charles County	4722

Enter the total number of registered motorcycles in State.

118143

Motorcyclist awareness program

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:	Maryland Motor Vehicle Administration
State authority name/title:	Christine Nizer; Administrator

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of motorcycle-involved fatalities on all roads (State data)	5 Year	2019	61.5
2019	Number of motorcycle-involved serious injuries on all roads (State data)	5 Year	2019	223.3
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	65.3

Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

County or Political Subdivision	# of MCC involving another motor vehicle
Frederick County	39
Harford County	33
Howard County	27
Montgomery County	89
Prince George's County	162
Washington County	44
Anne Arundel County	82
Baltimore City	161
Baltimore County	123
Cecil County	28
Charles County	32

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle: 943

Submit countermeasure strategies that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select countermeasure strategies to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name

Motorcyclist Safety and Awareness

Motorcycle Rider Training

Submit planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select planned activities to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GN 19-196	Motorcycle - Throttle Basics	Motorcyclist Safety and Awareness
GN 19-272	Motorcycle - Sport Bike Awareness	Motorcyclist Safety and Awareness
GN 19-271	Motorcycle - MHSO Impaired Riding	Motorcyclist Safety and Awareness
GN 19-267	Motorcycle - MHSO MC Awareness	Motorcyclist Safety and Awareness
GN 19-242	Motorcycle - MVA Rider Training & Outreach	Motorcyclist Safety and Awareness
LE 19-249	Motorcycle - BikeSafe Training	Motorcyclist Safety and Awareness

12 405(h) Nonmotorized

Nonmotorized information

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

13 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

No documents uploaded to GMSS