

FFY2013

# FFY 2013 Maryland Highway Safety Plan



Maryland Highway Safety Office

1 Orchard Road

Glen Burnie, MD 21060

410-787-4050

**Contents**

**EXECUTIVE SUMMARY** ..... 1

**PERFORMANCE PLAN** ..... 3

    General Information..... 3

    Problem Identification Process..... 11

    Citations/Court ..... 18

    Performance Measures ..... 19

    Goal Setting Process ..... 20

    The HSP Planning Process ..... 23

**HIGHWAY SAFETY PLAN**..... 28

    Planning and Administration ..... 28

    Grant Management and Program Teams ..... 29

    Strategic Emphasis Areas..... 31

        Impaired Driving Prevention ..... 31

        Aggressive Driving ..... 38

        Occupant Protection ..... 41

        Pedestrian Safety ..... 46

        Distracted Driving ..... 49

    Comprehensive Program Areas..... 51

        Traffic Records Improvements ..... 51

        Police Traffic Services ..... 56

        Young Drivers..... 59

        Older Drivers ..... 62

        Bicyclist Safety..... 64

        Motorcyclist Safety ..... 66

    Statewide Media Summary ..... 69

**SECTION IV: CERTIFICATIONS AND ASSURANCES** ..... 71

**APPENDIX A – PROGRAM COST SUMMARIES** ..... 83

**APPENDIX B – MHSO PARTNERS**..... 95

## EXECUTIVE SUMMARY

As Chief of the Maryland Highway Safety Office (MHSO), a division of the Maryland Department of Transportation's Motor Vehicle Administration (MVA), I am pleased to present Maryland's Federal Fiscal Year (FFY) 2013 Highway Safety Plan (HSP). To a person, the entire staff of the MHSO is committed to one long-term goal – zero fatalities on Maryland's roadways. It is an ambitious goal, but even one death on our roads is unacceptable.

This document outlines the strategic approach Maryland is taking to address its critical traffic safety challenges in the next year, namely reducing crashes and the injuries and fatalities that result from those crashes. This planning document outlines our efforts to constantly improve and increase the efficiency of our operations through a data-driven approach to traffic crash countermeasures and effective utilization of resources to impact the highest priority traffic safety programs.

Over the past several years, Maryland has achieved a number of milestones including:

- the fewest number of traffic fatalities (487) recorded in more than 30 years, a mark set in 2011;
- achieving a seat belt use rate of more than 94 percent in 2010 and maintaining that use rate in 2011;
- comprehensively updating Maryland's Strategic Highway Safety Plan to include new strategies and partners;
- in 2011, Maryland achieved the lowest level of motorcycle crash-related fatalities since 2003;
- the expansion of the Data Driven Approaches to Crime and Traffic Safety (DDACTS) program to numerous law enforcement agencies;
- having the highest per-capita participation in ignition interlock on the East Coast with numbers that have nearly doubled in the past few years; and
- consistently achieving tens of millions of media impressions each year in support of *Click it or Ticket*, *Drive Sober or Get Pulled Over*, and *Smooth Operator Programs*.

Consistent with the requirements for the application for these funds, the FFY 2013 HSP consists of four major sections: a Performance Plan, a Highway Safety Plan, Certifications and Assurances, and a Cost Summary. As components of each of these major sections, we also provide:

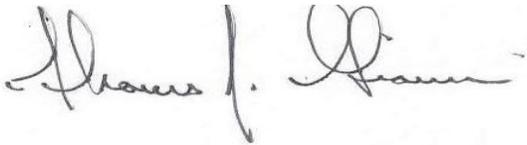
- an overview of the MHSO and its organization;
- major strategies and initiatives;
- a complete outline of Maryland's Problem Identification process;

- a list of Maryland's Performance Measures;
- an outline of the state's Goal Setting and Planning Processes;
- Program Area Overviews with specific grant information; and
- a Media Plan summary.

This HSP is updated annually as a part of a constant commitment to evaluating data and allocating funding to Maryland's major highway safety initiatives, as well as its grantees and enforcement partners. The implementation of this plan is the focal point that allows every MHSO staff member and partner to know whether their activities meet the goals of the MHSO and its highway safety partners.

I want to thank all of our partners for their continued support and their dedication to improving highway safety throughout Maryland. Along with its partners, the MHSO remains committed to maintaining the highest level of integrity in its programs and its people. We are all fully committed to moving Maryland *Toward Zero Deaths*.

Sincerely,

A handwritten signature in cursive script, appearing to read "Thomas J. Gianni".

Thomas J. Gianni  
Chief, Maryland Highway Safety Office

## PERFORMANCE PLAN

### General Information

#### Overview of Maryland's Highway Safety Program

The State and Community Highway Safety Grant Program, commonly referred to as Section 402, was initially authorized by the Highway Safety Act of 1966 and has been reauthorized and amended a number of times since then, including most recently under MAP-21. The program is jointly administered by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) at the federal level and by the State Highway Safety Offices (SHSO) at the state level. This program provides grants to assist states and communities in the development and implementation of highway safety programs designed to reduce traffic crashes, deaths, injuries and property damage.

To receive Section 402 grant funds, Maryland must assure that it will implement activities in support of national goals that also reflect the primary data-related factors within the state, as identified by the state highway safety planning process, including: national law enforcement mobilizations; sustained enforcement of impaired driving, occupant protection, and speeding-related laws; an annual seat belt use survey conducted in accordance with DOT criteria; and development of statewide data systems. In addition, Maryland must actively encourage all relevant law enforcement officials to follow the IACP police pursuit guidelines.

402 funds granted to the State of Maryland can be spent in nine national priority areas:

- Alcohol countermeasures
- Occupant protection
- Police traffic services (e.g. enforcement)
- Emergency medical services
- Traffic records
- Motorcycle safety
- Pedestrian and bicycle safety (jointly administered by NHTSA and FHWA)
- Non-construction aspects of roadway safety (administered by FHWA)
- Speed control (jointly administered by NHTSA and FHWA)

#### Maryland's Highway Safety Leadership

In October 2011 Maryland MVA Administrator John T. Kuo was appointed by Governor Martin O'Malley to serve as the State of Maryland's Governor's Highway Safety Representative (GR) and assumed direct oversight of the MHSO. The MHSO provides leadership and coordination for, as well as administration of, the state's overall highway safety program. Maryland's

highway safety program is facilitated by the staff of the MHSO in coordination with state, regional and local stakeholders and is supported by federal highway safety grant funds, provided by the NHTSA, as well as state and local funds. The major functions of the MHSO are:

- Problem Identification
- Planning and Coordination
- Grants Administration (implementation of programs to reduce vehicle crashes and fatalities)
- Public Information and Education
- Program Monitoring and Evaluation

With the appointment of Administrator Kuo as the GR, discussions began regarding the relocation of the MHSO from the State Highway Administration (SHA) to the MVA. Move committees were developed that included representatives from both agencies and members of the MHSO staff. Numerous challenges to this move were present from the start of the concept, including a physical move of more than 30 internal and field staff members and associated equipment, the integration of new federal highway safety dollars into MVA's budgeting, a realignment of agency policies and procedures to mirror those at MVA, support for the MHSO's extensive online grant reporting system (SHARP), and a myriad of details that made the transition extremely difficult.

In December 2011, a move date was set for April 13, 2012 and representative of both the MVA and the MHSO worked non-stop to meet the monumental demands of the move, while also maintaining programmatic duties for their respective organizations. In the months following the transition, a permanent Chief and Deputy Chief were hired to lead the MHSO, giving the division its first full management staff in more than six months. While lessons continue to be learned from the move, the MHSO has fully acclimated to MVA procedures and accounting, and the traffic safety emphasis of the MHSO is a compliment to the existing departments and structure offered by the MVA. In the end, both organizations are highly customer-service driven and share a common goal in serving Maryland's motoring public.

Complimenting his previous duties in overseeing driver licensing and license sanctions and driver education and improvement programs, Administrator Kuo has embraced his new role as leader of a division that delivers a wide range of services and programs to support Maryland's highway safety goals. The MVA also administers the State's ignition interlock program, the largest such program in the eastern United States, and this was just another area in which the MHSO and the MVA have proven to be extremely compatible partners.

As the lead spokesperson for Maryland's *Toward Zero Deaths* campaign and head of one of the largest transportation agencies in the State of Maryland, Administrator Kuo, along with

the management team and staff of the MHSO, has forged partnerships with a wide range of people and organizations that are committed to eliminating fatalities on Maryland's roadways. As the MVA/MHSO look to the future, the full melding of the capabilities of these two entities greatly enhances highway safety and driver services throughout Maryland.

### **Organizational Structure**

The MHSO's top-most leadership is comprised of a Chief and Deputy Chief, with supporting managers in charge of specific sections of the organization. The MHSO is comprised of three main sections and an administrative unit:

1. The Safety Programs Section is comprised of Program Managers that are specifically in charge of such areas as Occupant Protection, Impaired Driving Prevention, Aggressive Driving Prevention, Younger/Older Driver Safety, and Motorcycle Safety. It is the responsibility of the Program Managers to oversee the programs and grants within their specific area. Communications programs, such as paid media campaigns, are also initiated by this section.
2. The function of the MHSO's Finance Section is to manage and coordinate the financial operations of the MHSO and its various programs. In addition, the FISS supports personnel that may not fall within the guidelines of a program, such as the MHSO's data analysis personnel.
3. The Regional Traffic Safety Program (RTSP) Section is a collaboration of nine field offices, with one or two RTSP Managers in each office. These RTSP Managers coordinate statewide objectives and goals through more regionalized partnerships and each Manager serves as a grants manager for the region. The RTSP Program is a more efficient, condensed version of the MHSO's former Community Traffic Safety Program, and offers a greater ability to meet the needs of partners, as well as program implementation, on a local level.
4. The MHSO has a comprehensive Business Services Section that is under the purview of the MHSO's Office Manager. In addition, the MHSO employs a Law Enforcement Program Manager and a law enforcement liaison to help handle special projects and outreach to law enforcement.

Through FFY 2013, the MHSO is planning to hire both a Traffic Safety Resource Prosecutor and an Online Community Manager to give the MHSO a diverse ability to meet its schedule of extremely demanding projects. A full organization chart is provided on the following page:

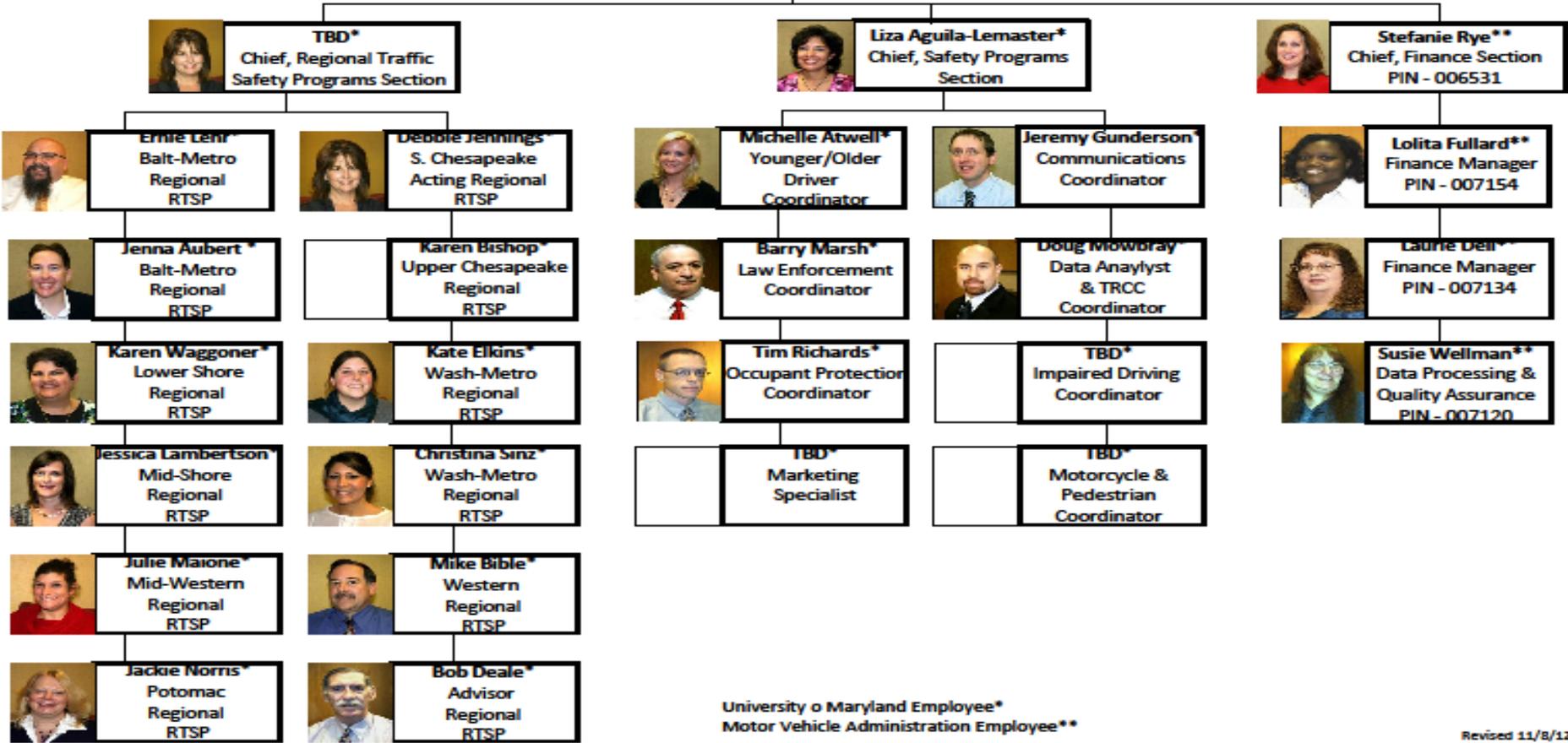


**Thomas J. Gianni\*\***  
 Chief  
 Maryland Highway Safety Office  
 Administrative VII, PIN 010031

**Dana Gigliotti\*\***  
 Deputy Chief  
 Maryland Highway Safety Office  
 Administrative VI, PIN 009804

**Joyce Kregelka\***  
 Office Manager

**Natisha Galloway\***  
 Business Services  
 Specialist



University of Maryland Employee\*  
 Motor Vehicle Administration Employee\*\*

Revised 11/8/12

## Key Partnerships

The MHSO works with law enforcement, judicial personnel, engineers, private sector organizations and community advocates to coordinate activities and initiatives relating to behavioral issues in highway safety. Enforcement, education, engineering and emergency medical services form the “4–Es” of highway safety and the MHSO staff members seek to partner with agencies from across all these disciplines to continue to drive down highway crashes, injuries and fatalities.

Maryland’s traffic safety goals are expressly stated in its Strategic Highway Safety Plan (SHSP), as detailed more explicitly in the next section; however, it is important to understand the nature of the partnerships sought out by the MHSO. In every partnership, the MHSO’s staff seeks input and buy–in from a top–down approach with special emphasis placed on meeting the needs of its customers at all levels. The following is a brief list of major partnerships in place and the types of contributions given by each partner type:

1. **Federal government** – agencies such as NHTSA and FHWA play key roles in goal–setting, grants management, the development of education and media campaigns, and assisting the MHSO with oversight of Maryland’s entire traffic safety grants program;
2. **State government** – all modes of Maryland’s Department of Transportation feature roles in the MHSO’s programs, from contributing to SHSP emphasis areas to coordinating media messaging. In addition, other agencies participate in media campaigns or function as leads in grants for child passenger safety activities and other public health initiatives;
3. **Law enforcement** – law enforcement agencies at all levels, from state law enforcement down to the smallest local department, are critical to driving Maryland toward its goal of zero traffic fatalities. In addition to participating in SHSP emphasis areas and enforcing Maryland’s traffic laws, these agencies participate in localized media efforts and contribute manpower to grassroots–level education campaigns;
4. **Colleges, Universities and schools** – Maryland employs educational campaigns at all levels, from bicycle rodeos in elementary schools, to prom activities in high schools, to educational campaigns for young drivers in high schools and colleges. Representatives from educational institutions are also key contributors to Maryland’s SHSP teams;
5. **Employers** – employer groups hold captive audiences and have a vested interest in the safety of employees. These employers give input into programs that contribute to the safety of all Maryland workers and once again form a core group for grassroots–level traffic safety activities;

6. **Religious institutions** – very similar to employers, outreach efforts are conducted with churches and other places of worship to spread traffic safety messaging and ensure the safety of the congregations.

Working together to achieve Maryland’s vision of Toward Zero Deaths is critical to MHSO’s success. A full listing of partners can be found in the Appendix. Building and continuing to develop partnerships is vital to the long-term reduction in crashes and the MHSO, as always, remains committed to finding proactive partners in traffic safety throughout FFY 2013.

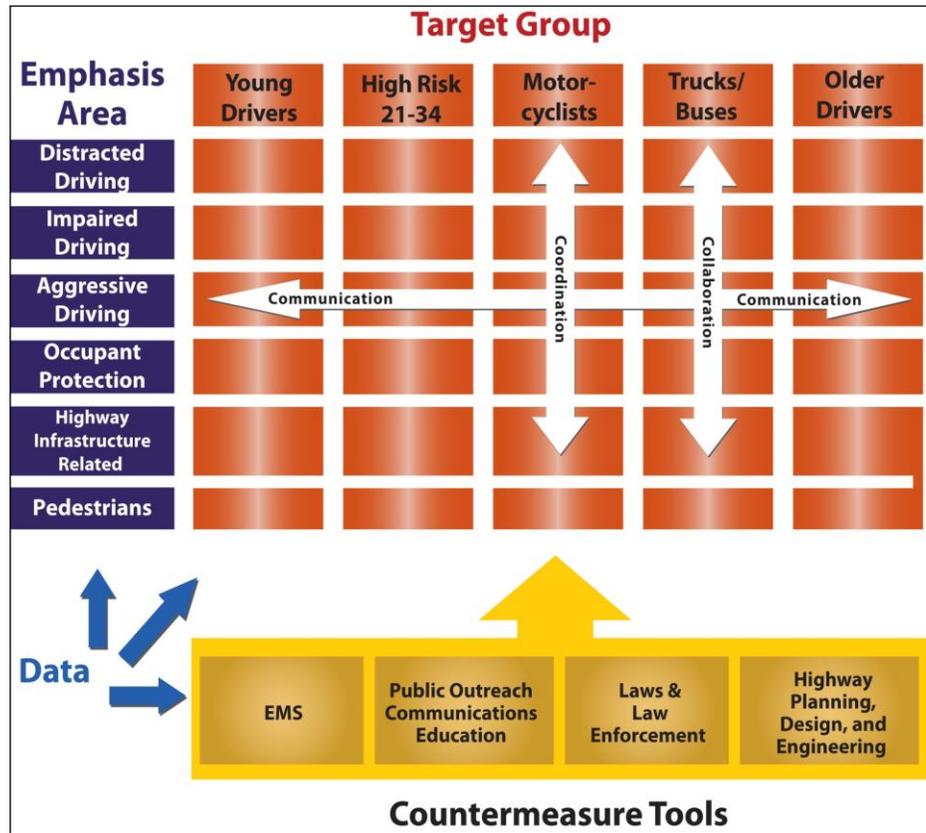
### **The Maryland SHSP – Developing Strategic Priorities**

In the past twenty years, Maryland has developed four SHSPs, all with the goal of developing and maintaining focus on the state’s top highway safety priorities. The 2003 Maryland SHSP, modeled after the American Association of State Transportation Officials (AASHTO) national plan, focused on the state’s problems in 23 areas and included strategies to reduce fatalities and serious injuries on Maryland’s roadways.

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

In 2011, Maryland adopted a new five-year SHSP to focus attention on the State’s greatest highway safety problems and to set specific and measurable goals for reducing traffic-related injuries and fatalities. In so doing, the 2011–2015 Maryland SHSP contains six Emphasis Areas, 23 Strategies, and 88 Action Steps (the 2006 SHSP had 14 Emphasis Areas, 87 Strategies, and 281 Action Steps). As a part of the plan, Maryland joined other states and organizations in adopting the goal of the national initiative *Toward Zero Deaths: A National Strategy on Highway Safety*, to reduce traffic fatalities by half by 2030.

Maryland supports the long-term goal of zero deaths and is committed to adopting strategies to achieve that purpose. To establish a benchmark for progress for the SHSP, Maryland approved annual and interim goals to reduce motor vehicle-related fatalities and injuries by half by 2030. This translates into an average annual decrease of 3.1 percent and 2.6 percent, respectively. Each Emphasis Area Team also adopted measurable fatality and injury objectives to reflect the interim goal.



2011-2015 Maryland Strategic Highway Safety Plan Priorities and Process

Implementation of the 2011–2015 SHSP takes a new approach by focusing not only on the issues that cause the greatest number of traffic safety problems, but on geographic areas where traffic crashes are most prevalent. Each Emphasis Area Team will focus on areas where their challenges are most concentrated; in addition, the Teams will work together to focus on high priority corridors to combat the combination of issues present in those locations. To ensure that MHSO is fully represented within the SHSP, at least one MHSO staff member is on each Emphasis Area Team and/or Target Group. This FFY13 HSP supports the SHSP by adopting its goals for injury and fatality reduction and by incorporating the key strategies and countermeasures into the HSP development process.

### MHSO Legislative Priorities

The MHSO targets several key legislative issues which are viewed as key to improving overall highway safety throughout the state. In FFY 2013, these priorities include:

1. proposals to require seat belt use by passengers in all positions and all ages;
2. supporting legislative proposals to prohibit handheld use of a cell phone as a primary offense;

3. legislation to expand the use of ignition interlock in vehicles of alcohol-related offenses; and
4. decreasing the number of concurrent offenses (speed, tailgating, etc.) needed to issue an aggressive driving citation from three to two and expanding the number of offenses eligible to constitute an aggressive driving citation.

The MHSO is also actively engaged in evaluating legislation aimed at increasing motorcyclist safety and pedestrian safety, as well as making modifications to strengthen the state’s child passenger safety laws.

### Statewide Demographics

As previously mentioned, in addition to crash data resources, the MHSO also pulls data from census-based information and the use of this data provides an important insight into the age, gender, and socio-economic background throughout the state. Gathering information such as media coverage and demographic data concerning the population enables the MHSO and partners to accurately place educational and media programs.

With more than 5.8 million people, Maryland is the 19<sup>th</sup> most populous state in the nation and has a population per square mile of 596. The State’s 12,407 square miles, 42<sup>nd</sup> in size, are divided into 23 counties and Baltimore City. Maryland’s population is largely clustered around the suburbs of Washington, DC, and in or near Maryland’s largest city, Baltimore. Seventeen percent of the State’s 30,765 miles of roadways are state-owned and the remaining 25,524 miles are local roads.

MOTOR VEHICLE DATA - MARYLAND			
	LICENSED DRIVERS	REGISTERED VEHICLES	VMT
	(MILLIONS)	(MILLIONS)	(MILLIONS)
2002	3,662	4,333	53,702
2003	3,745	4,421	54,701
2004	3,789	4,538	55,284
2005	3,846	4,604	56,319
2006	3,895	4,690	56,302
2007	3,937	4,752	56,503
2008	3,995	4,774	55,023
2009	4,049	4,736	55,293
2010	4,070	4,740	56,126
2011	4,084	4,783	56,000*
Source: MVA, FHWA			

Approximately 58.2 percent of the population is Caucasian, 29.4 percent is African-American, 5.5 percent is Asian, and Hispanics and Latinos of any race make up 8.2 percent of the population. From 2000 to 2011, Maryland’s population has increased 10 percent. Maryland’s population is predicted to grow to exceed 6.3 million by 2020.

The demographics of Maryland show females slightly outnumber males, 51.6 percent to 48.4 percent. People age 65 and older comprise 12.5 percent of the 2011 population. In addition, people of legal driving age encompass 80.7 percent of the total population. The MHSO utilizes these types of demographics to tailor outreach and communications programs to specific segments of the population.

## Problem Identification Process

The development of the annual Maryland Highway Safety Plan is typically a nine month process, starting with Problem Identification in October of each year, an activity that succinctly demonstrates the greatest areas of need throughout the state. Problem identification is vital to the development and implementation of effective traffic safety grants programs, and is the most critical step in creating a truly effective highway safety program.

Constant monitoring and evaluation of available data must be thoroughly completed and a clear statement of goals must be made to ensure that the proper information is collected prior to program development. The MHSO conducts an extensive problem identification process, and as a result, directs resources to the most appropriate projects that will help Maryland reach its highway safety goals.

The Problem Identification Process for FFY 2013 in Maryland will include:

- **A collection and analysis of traffic safety data.** The collection of at least the preceding three to five years of crash data will take place. This data will then be analyzed to determine traffic fatality and injury trends, as well as Maryland's overall highway safety status;
- **A comprehensive review of available data sources.** Maryland routinely looks to improve the availability of data, and will continue to examine both new sources of usable data, as well as the viability of existing data sources. Currently, the MHSO utilizes numerous sources of statewide data, including:
  - **the Maryland Automated Accident Reporting System (MAARS)**, a system that compiles data from crash reports submitted by Maryland's 144 law enforcement agencies. The Maryland State Police (MSP) is responsible for maintaining the data contained within this system and shares information with the MHSO;
  - **NHTSA's Fatality Analysis Reporting System (FARS)**;
  - **the Maryland District Court**, which provides citation and adjudication data;
  - **Census data**;
  - **Driver licensing data from the MVA**;
  - **VMT data**; and
  - **Statewide observational seat belt use surveys.**

- **An evaluation of the MHSO's programs and grants**, which typically occurs by way of multiple manners, including grants monitoring, the achievement of state goals and objectives, and formalized surveys that measure knowledge attitudes and behaviors.

In addition to these resources, the MHSO continues to work with the University Of Maryland's Center for Traffic Safety Analysis (MCTSA, formerly known as the National Study Center for Trauma and EMS) to improve the problem identification process used by the MHSO and its grantees. A major data source provided by the MCTSA is the Comprehensive Crash Outcome Data Evaluation System (CODES). CODES data is utilized to provide a much broader range of information than MAARS, including injury severity data and hospitalization data. Through its partnership with the MCTSA, the MHSO provides data used to create Statewide Accident Profiles, Maryland Fatal Crash Trends Reports, and other products used to focus problem identification on both a state and local level.

Specific outputs of the data collected by the MHSO and its partners are as follows:

- the number of police-reported crashes (fatal crashes, injury crashes & property-damage only crashes);
- the number of people affected (fatalities & injuries);
- the number of vehicles involved;
- statewide and county fatality rates; and
- the number injured rate.

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

- age;
- gender;
- illumination;
- time of day;
- day of week;
- location;
- weather;
- vehicle body type;
- crash type;
- route type; and
- contributing circumstances.

All of this data provides a critical point of view for crashes in Maryland and allows for an effective and accurate Problem Identification Process. The data allows state officials and enforcement partners to know where the crashes are happening, when the crashes are happening, and who is involved in the crashes themselves. The Problem Identification Process is the most important aspect of the MHSO's year-long grants cycle.

## **Action Measure Tools and the Maryland Annual Driving Survey**

The MHSO implements a statewide behavioral survey program. Receiving public feedback and understanding general knowledge, attitudes, and behaviors of drivers is a critical piece of information that can help to explain changes (or lack thereof) in crashes and injuries. Action Measure Tools (AMT) were designed to learn more about what motivates survey respondents, what is important to them, and if they understand some of Maryland's traffic safety laws. The AMT cycle consists of year-round paper-and-pencil and internet-based AMT methodology in addition to a once-annual survey administered in July known as the Maryland Annual Driving Survey (MADS). The majority of these surveys are distributed by the RTSP Managers that conduct programs in each of the 24 jurisdictions in the State. Data is maintained and analyzed by research staff at the National Study Center for Trauma & EMS (NSC) at the University of Maryland, Baltimore.

A total of 6,432 AMT surveys were collected in FFY 2011 across all 24 jurisdictions during all months of the year except July, when MADS was distributed. Those surveys were distributed across nine program areas: Aggressive Driving, Bicycles, Distracted Driving, Impaired Driving, Mature Drivers, Motorcycles, Occupant Protection, Pedestrians and Younger Drivers. The majority of AMT surveys were collected for Younger Drivers and Occupant Protection, allowing numerous jurisdiction-level analyses. Unfortunately, smaller numbers of Motorcycle AMTs were submitted, restricting analyses to the State level. Each jurisdiction contributed surveys for all nine program areas, with higher frequencies coming from the more populous areas of the state such as Montgomery and Prince George's Counties.

During the month of July, a total of 2,900 MADS surveys were collected and analyzed to fulfill national requirements from NHTSA. Initial findings were presented at an annual training and strategic planning workshop in the fall of 2011. The 87-page AMT and MADS Annual Report can be provided upon request.

## **Profile Data Reports and Crash Data Trend Analysis**

In 2011, 487 people were killed in the 89,947 police-reported traffic crashes in Maryland, while 44,491 people were injured and 59,091 crashes involved property damage only. In total, 307 drivers (240 vehicle drivers and 67 motorcycle operators), 110 pedestrians and bicyclists, and 70 passengers were killed on Maryland highways. On average, one person was killed every 18 hours, 122 people were injured each day (5 injuries every hour), and 246 police-reported traffic crashes occurred every day.

Table 5 – VMT, Fatality and Injury Information, 2007-2011

Year	VMT (billion miles)	Fatalities*	Fatality Rate*	Number Injured*	Alcohol-related Fatalities**	Safety Belt Use Rate
2007	56.8	615	1.083	51,729	178	93.1%
2008	56.1	592	1.055	48,148	145	93.4%
2009	55.6	550	0.989	47,370	162	94.3%
2010	56.2	496	0.882	44,474	154	94.7%
2011	56.0	487	0.870	44,491		94.17%

\* Source: Maryland State Highway Administration, MHSO/F&ISS \*\* Source: NHTSA, Fatality Analysis Reporting (FARS) (BAC 0.08+)

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

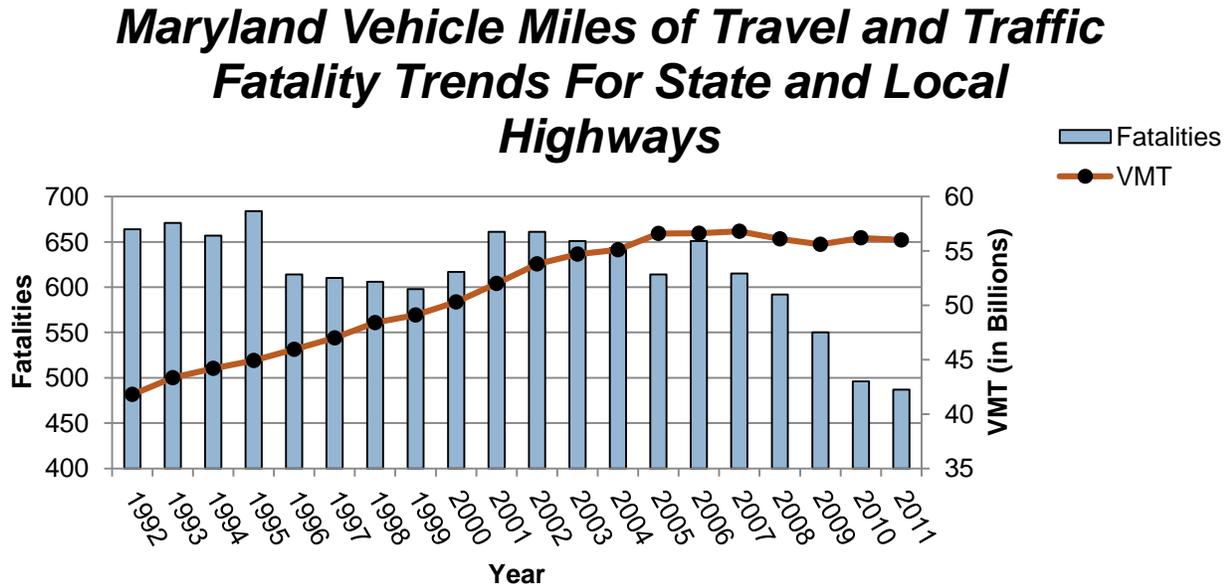
Statewide Crashes	2007	2008	2009	2010	2011	% Change	2013 Goal
Fatal Crashes	558	539	516	463	<b>457</b>	-18.1	460
Injury Crashes	34,867	32,775	32,377	30,505	30,399	-12.8	28,730
Property Damage Only	65,518	62,040	63,543	59,606	59,091	-9.8	53,002
Total Crashes	100,943	95,354	96,436	90,574	89,947	-10.9	81,884
Total of All Fatalities	615	592	550	496	<b>487</b>	-20.8	506
Total Number Injured	51,729	48,148	47,370	44,474	44,491	-14.0	42,206

Source: Maryland State Highway Administration, FISS; Bold italics indicate goals met by 2011

While 2011 fatalities are lower than 2013 projected goals, the MHSO will utilize incremental decreases set forth in the SHSP toward 2015 goals. Due to fluctuations in fatalities, this method avoids moving targets.

There were decreases in every sub-category of crashes. Over the past year, total crashes decreased by 627 and injury crashes decreased by 106 while total injuries increased by 17. The largest decrease was seen in total fatalities, which decreased by 1.8 percent. The five-year fatality rate trend for Maryland decreased from a high of over 1.08 in 2007 to a low of 0.87 in 2011. The overall fatality rate has also consistently been lower than the national fatality rate for every year since 1992, and 2011 was no exception. Total VMT decreased by slightly more than 1 percent to 56 billion in 2011. The overall marked improvement in crash trends is clear, as noted in the following graphs, which illustrate the downward trend in fatalities, the fatality rate and the upward trend of VMT.

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



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

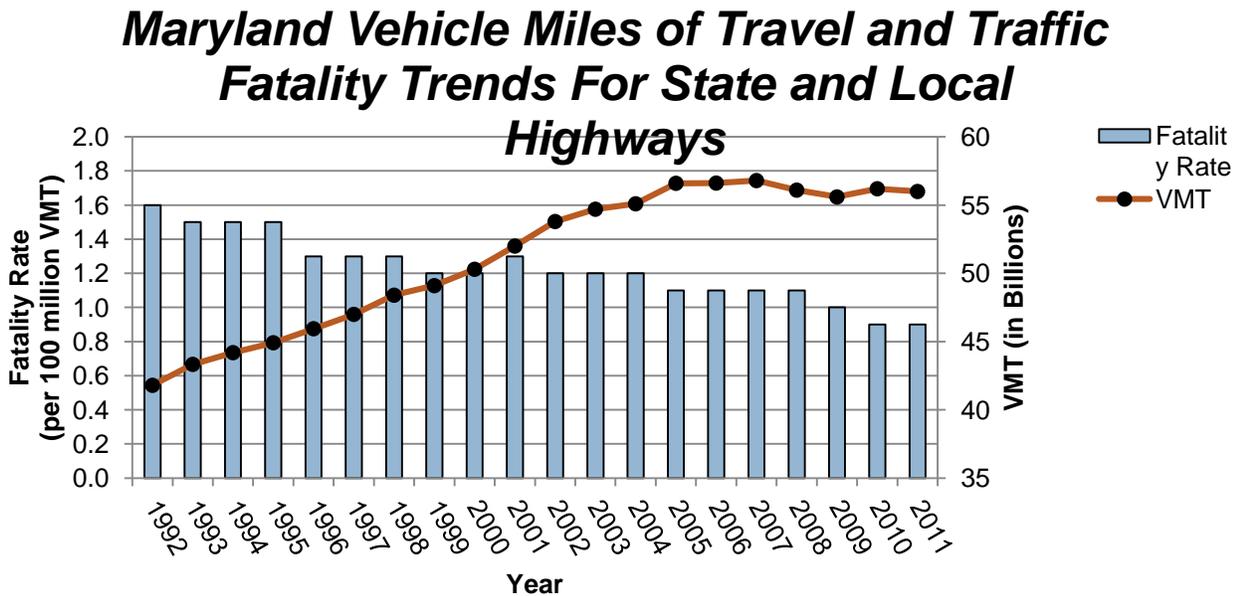


Table 7, below, illustrates Maryland’s highway safety crash trends over the past 5 years, as well as Maryland’s 2013 goals. Individual program areas are ranked by the five-year average of crashes, injuries and fatalities. The rankings are computed using 5-year averages – 2007 through 2011. The chart reveals that on average, the highest number of total crashes and injuries involve inattentive, young, older and alcohol/drug impaired drivers; however, a different pattern emerges among fatalities. The majority of fatalities resulted from inattentive, alcohol/drug impaired and pedestrian crashes.

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

	2007	2008	2009	2010	2011	5 Yr Avg	2013 Goal
<b>TOTAL CRASHES*</b>							
<b>Inattentive Driving</b>	61,002	56,937	55,172	52,285	52,769	55,633	48,894
<b>Young Driver (age 16-20)</b>	18,993	17,345	16,389	13,777	<b>12,502</b>	15,801	14,895
<b>Older Driver (65 &amp; above)</b>	10,166	9,885	10,125	10,052	10,207	10,087	8,489
<b>Alcohol/Drug Impaired Driving</b>	8,610	8,145	8,805	7,885	7,625	8,214	6,994
<b>Aggressive Driving</b>	6,205	6,112	6,149	5,708	5,770	5,989	5,249
<b>Pedestrian</b>	2,928	2,822	2,715	2,724	2,541	2,746	2,423
<b>Motorcycle Involved</b>	1,841	1,803	1,886	1,927	1,880	1,867	1,548
<b>Pedalcycle</b>	809	799	686	734	700	746	686
<b>INJURIES*</b>							
<b>Inattentive Driving</b>	34,224	31,325	30,182	28,871	29,050	30,730	27,459
<b>Young Driver (age 16-20)</b>	11,666	10,311	9,800	8,309	<b>7,644</b>	9,546	9,038
<b>Older Driver (65 &amp; above)</b>	6,822	6,546	6,645	6,464	6,480	6,591	5,738
<b>Alcohol/Drug Impaired Driving</b>	4,820	4,291	4,531	4,088	4,028	4,352	3,761
<b>Aggressive Driving</b>	4,242	4,184	4,053	3,791	3,888	4,032	3,668
<b>Pedestrian</b>	2,667	2,618	2,505	2,488	<b>2,293</b>	2,514	2,295
<b>Motorcycle Involved</b>	1,661	1,568	1,596	1,558	1,512	1,579	1,374
<b>Pedalcycle</b>	662	652	578	610	588	618	572
<b>FATALITIES*</b>							
<b>Inattentive Driving</b>	284	270	252	249	<b>231</b>	257	231
<b>Alcohol/Drug Impaired Driving</b>	221	171	173	177	181	185	146
<b>Pedestrian</b>	112	118	112	103	103	110	101
<b>Young Driver (age 16-20)</b>	112	106	88	64	<b>66</b>	87	91
<b>Older Driver (65 &amp; above)</b>	79	85	101	80	79	85	73
<b>Motorcycle Involved</b>	96	83	67	73	<b>70</b>	78	71
<b>Aggressive Driving</b>	76	62	54	47	<b>44</b>	57	53
<b>Pedalcycle</b>	7	7	10	8	<b>5</b>	7	6

Source: Maryland SHA; Bold italics indicate goals met by 2011

Note: Figures do not take into account exposure data such as VMT, population, registered vehicles and licensed drivers.

Categories may also overlap (i.e. 16 year old alcohol/drug impaired driver). For this table, alcohol/drug impaired refers to crashes in which the operator of the motor vehicle was reported to be under the influence of alcohol or drugs.

The breakdown on the next page summarizes where over-representation occurs in the various categories listed on crash reports for all of Maryland’s traffic crashes. In FFY 2013, the MHSO will use this data to target educational and media efforts by age and gender, while focusing enforcement efforts by month, day of week, time of day, road type, and county.

<b>Over-Represented Crash Factors – General</b>		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (drivers)	16-29	29.8% of involved; 35.6% of injured; 33.0% of killed
Gender (drivers)	Men	50.5% of involved; 50.0% of injured; 79.3% of killed
Month	October -December – total crashes; May-June – injury crashes; May-July – fatal crashes	Total – 26.9%; injury – 18.0%; fatal – 27.9%
Day Of Week	Friday– total and injury crashes; Saturday– fatal crashes	Total – 16.5%; injury – 16.3%; fatal – 19.2%
Time Of Day	2pm-6pm – total and injury crashes; 6pm-10pm – fatal crashes	Total – 26.8%; injury – 29.2%; fatal – 21.9%
Road Type	State and county roads	Total – 53.8%; injury – 59.9%; fatal – 67.5%
County	Baltimore City and Baltimore and Prince George’s Counties	Total – 49.5%; injury – 43.7%; fatal – 40.7%
Vehicle Type		

Programmatic and fiscal proposals for FFY 2013 were developed utilizing the aforementioned information. The MHSO used all available data to determine levels of funding for the various program areas and jurisdiction allocations at the local level, a process which remains especially vital in times of limited financial resources.

## Citations/Court

Table 11 contains data on the most commonly issued citations in Maryland in 2011. Each citation identifies a violation of the state transportation article. More than 1.1 million citations had been issued throughout the state. Close to one-quarter were issued to motorists as speeding violations, and another seven % were issued for improper seatbelt use.

TABLE 11 – Top Types of Traffic Citations, 2011

Rank	Type	Number
1	Speeding	248,880
2	Improper belt use	83,668
3	Suspended registration	58,350
4	Suspended license	55,176
5	Failure to carry registration card	46,352
6	Driving without a license	39,802
7	Failure to display license on demand	39,443
8	Failure to obey traffic control device	31,973
9	Failure to stop at stop sign	24,130
10	Expired license tags	23,544
11	Driving while license suspended	22,753
12	Driving under the influence of alcohol	22,645
13	Driving while impaired	22,629
14	Negligent driving	21,302
Total		740,647

Source: NSC

Judiciary outcomes for three of the top four cited traffic violations are listed in the table below. The pattern of outcomes for DWI/DUI cases was slightly different than that for speeding and improper belt use violations. Since multiple citations may be issued for a single DWI/DUI arrest, frequently only the most relevant citation is prosecuted while others are Nolle Prossed or otherwise disposed.

TABLE 12 – Citation Type by Court Disposition, 2011

Type	Guilty	Not Guilty	Probation Before Judgment	Dismissed	Nolle Pross	Jury Trial	Merge with Other Citation	Fail to Appear	Inactive Docket
Speeding	167,408	10,319	43,065	4,337	8,854	547	438	3,156	2,344
Belt Use	79,027	749	566	273	2,510	147	88	761	321
DWI/DUI	4,355	255	7,841	35	2,882	1,080	29	628	363

Source: NSC

## Performance Measures

To establish fatality goals for the SHSP in-line with the long-range goal to reduce fatalities by 50 percent (592 in 2008 to 296 in 2030), the NSC at the University of Maryland School of Medicine applied a reduction of 3.1 percent to each calendar year for subsequent estimates. The NSC calculated this percentage as the geometric mean reduction over the entire 22-year period. This methodology set fatality goals for each emphasis area and assist Maryland with milestone benchmarks or interim goals.

To set goals for reducing total injuries, the NSC used the most recent eight years of Maryland traffic crash data to calculate the annual ratio of fatalities to total injuries (0.011), and applied the ratio to the 2030 fatality goal to determine the expected number of injuries. The resulting injury total indicated a 44 percent decrease from the 2008 number, which corresponds to an annual reduction of 2.6 percent. The NSC used the same methodology used for fatality calculations to determine a 2015 goal.

NHTSA utilizes certain information for a State Performance Measures Chart, and Maryland uses the following Standardized Performance and Survey Measures as a piece of its overall goal-setting process:

### Standardized Performance and Survey Measures

- To decrease the annual number of traffic-related fatalities on all roads in Maryland from the 2008 calendar base year average of 592 to fewer than 475 by December 31, 2015.
- To decrease fatalities/VMT from the 2008 calendar base year average of 1.07 to 0.86 by December 31, 2015.
- To decrease rural fatalities/VMT from the 2008 calendar base year average of 1.59 to 1.28 by December 31, 2015.
- To decrease urban fatalities/VMT from the 2008 calendar base year average of 0.90 to 0.73 by December 31, 2015.
- To decrease serious traffic injuries from the 2008 calendar base year average of 4,544 to 3,671 by December 31, 2015.
- To decrease the annual number of alcohol-related (BAC 0.08+) on all roads on all roads in Maryland from 145 in 2008 to fewer than 116 by December 31, 2015.  
Note: this goal includes both vehicle occupants and motorcycle operators and passengers.
- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from 165 in 2008 to fewer than 132 by December 31, 2015.

<ul style="list-style-type: none"> <li>To reduce the annual number of fatalities in speed-related crashes on all roads in Maryland from 163 in 2008 to fewer than 131 by December 31, 2015.</li> </ul>
<ul style="list-style-type: none"> <li>To decrease motorcyclist fatalities from the 2008 calendar base year average of 83 to 67 by December 31, 2015.</li> </ul>
<ul style="list-style-type: none"> <li>To decrease un-helmeted motorcyclist fatalities from the 2008 calendar base year average of 10 to 8 by December 31, 2015.</li> </ul>
<ul style="list-style-type: none"> <li>To decrease drivers age 20 or younger involved in fatal crashes from the 2008 calendar base year average of 106 to 85 by December 31, 2015.</li> </ul>
<ul style="list-style-type: none"> <li>To reduce the annual number of pedestrian fatalities on all roads in Maryland from 115 in 2008 to fewer than 92 by December 31, 2015.</li> </ul>
<ul style="list-style-type: none"> <li>To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2.0 percent from the 2010 calendar base year average usage rate of 94.7 percent to 96.7 percent by December 31, 2015.</li> </ul>
<ul style="list-style-type: none"> <li>NHTSA typically requires that a state set a performance goal for seat belt citations issued during grant-funded enforcement activities based on state numbers but Maryland does not expend highway safety funds on seat belt enforcement overtime.</li> </ul>

## Goal Setting Process

To establish a goal for the SHSP in-line with the long-range goal to reduce fatalities by 50 percent (592 in 2008 to 296 in 2030), the MCTSA at the University of Maryland School of Medicine applied a reduction of 3.1 percent to each calendar year for subsequent estimates. The MCTSA calculated this percentage as the geometric mean reduction over the entire 22-year period. This methodology set fatality goals for each emphasis area and assist Maryland with milestone benchmarks or interim goals.

To set goals for reducing total injuries, the MCTSA used the most recent eight years of Maryland traffic crash data to calculate the annual ratio of fatalities to total injuries (0.011), and applied the ratio to the 2030 fatality goal to determine the expected number of injuries. The resulting injury total indicated a 44 percent decrease from the 2008 number, which corresponds to an annual reduction of 2.6 percent. The MCTSA used the same methodology used for fatality calculations to determine a 2015 goal.

The following is a brief list of additional goals and performance measures as stated in Maryland’s Strategic Highway Safety Plan:

### Aggressive Driving

Reduce the annual number of aggressive driving–related fatalities on all roads in Maryland from 63 in 2008 to fewer than 51 (19.8 percent reduction) by December 31, 2015.

Reduce the annual number of serious aggressive driving–related injuries on all roads in Maryland from 454 in 2008 to fewer than 394 (13.2 percent reduction) by December 31, 2015.

Reduce the annual number of aggressive driving–related injuries on all roads in Maryland from 4,203 in 2008 to fewer than 3,495 (16.8 percent reduction) by December 31, 2015.

**TARGETS:**

	2011	2012	2013	2014	2015
Fatalities	57	56	54	52	51
Total Injuries	3,884	3,783	3,684	3,589	3,495

### Distracted Driving

Reduce the annual number of distracted driving–related fatalities on all roads in Maryland from 290 in 2008 to fewer than 233 by December 31, 2015, (19.8 percent reduction)

Reduce the annual number of serious distracted driving–related injuries on all roads in Maryland from 2,941 in 2008 to fewer than 2,553 (13.2 percent reduction) by December 31, 2015.

Reduce the annual number of distracted driving–related injuries on all roads in Maryland from 31,778 in 2008 to fewer than 26,426 (16.8 percent reduction) by December 31, 2015.

**TARGETS:**

	2011	2012	2013	2014	2015
Fatalities	264	256	248	240	233
Serious Injuries	2,768	2,713	2,658	2,605	2,553
Total Injuries	29,363	28,600	27,856	27,132	26,426

### Impaired Driving

Reduce the annual number of alcohol–related fatalities (BAC 0.01+) on all roads in Maryland from 182 in 2008 to fewer than 146 by December 31, 2015, (19.8 percent reduction)  
(Source: FARS)

Reduce the annual number of serious impaired driving–related injuries on all roads in Maryland from 629 in 2008 to fewer than 546 (13.2 percent reduction) by December 31, 2015.

Reduce the annual number of impaired driving–related injuries on all roads in Maryland from 4,291 in 2008 to fewer than 3,568 (16.8 percent reduction) by December 31, 2015.

TARGETS:

	2011	2012	2013	2014	2015
Fatalities (BAC 0.01+)	166	160	155	151	146
Fatalities (BAC 0.08+)	132	128	124	120	116
Serious Injuries	592	580	569	557	546
Total Injuries	3,965	3,862	3,761	3,664	3,568

### Occupant Protection

Reduce the annual number of serious unbelted occupant injuries on all roads in Maryland from 552 in 2008 to fewer than 479 (13.2 percent reduction) by December 31, 2015.

Reduce the annual number of unbelted occupant injuries on all roads in Maryland from 3,155 in 2008 to fewer than 2,624 (13.2 percent reduction) by December 31, 2015.

TARGETS:

	2011	2012	2013	2014	2015
Fatalities	150	145	141	137	132
Serious Injuries	520	509	499	489	479
Total Injuries	2,915	2,839	2,766	2,694	2,624

### Pedestrians

Reduce the annual number of serious pedestrian injuries on all roads in Maryland from 445 in 2008 to fewer than 386 (13.2 percent reduction) by December 31, 2015.

Reduce the annual number of pedestrian injuries on all roads in Maryland from 2,469 in 2008 to fewer than 2,053 (16.8 percent reduction) by December 31, 2015.

TARGETS:

	2011	2012	2013	2014	2015
Fatalities	105	101	98	95	92
Serious Injuries	419	410	402	394	386
Total Injuries	2,281	2,222	2,164	2,108	2,053

## Speed

Reduce the annual number of serious injuries in speed-related crashes on all roads in Maryland from 1,002 in 2008 to fewer than 870 (13.2 percent reduction) by December 31, 2015.

Reduce the annual number injuries in speed-related crashes on all roads in Maryland from 10,031 in 2008 to fewer than 8,342 (16.8 percent reduction) by December 31, 2015.

TARGETS:

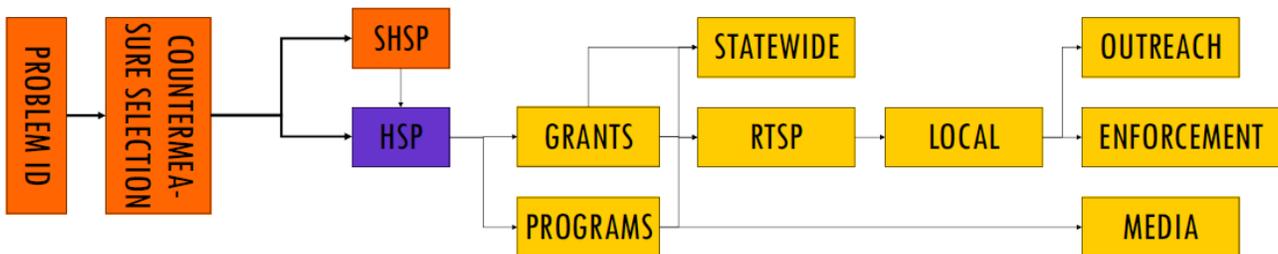
	2011	2012	2013	2014	2015
Fatalities	148	144	139	135	131
Serious Injuries	943	924	906	888	870
Total Injuries	9,269	9,028	8,793	8,564	8,342

## The HSP Planning Process

After the Problem Identification, the MHSO addresses suitable countermeasures and weighs their value in addressing the problems identified, as well as the overall fit of those countermeasures to the SHSP and the HSP. From that point, grant proposals are received and evaluated based upon the ability of the project to meet the qualifications in addressing the highway safety problem.

The most appropriate grant proposals are executed by the MHSO, and program managers, along with grantee agencies, carry out these grants throughout the Fiscal Year. Performance is constantly evaluated and countermeasures are continually developed to meet the stated needs in the Problem Identification process.

The following diagram is a brief explanation of the overall steps:



The table listed below provides a detailed description of the steps in the process:

<b>Quarter</b>	<b>Highway Safety Performance Plan Development Activity</b>
Quarter 1 (Oct. - Dec.)	<ul style="list-style-type: none"> <li>• Implement HSP, grants and contracts</li> <li>• Begin preparation of annual evaluation report for previous fiscal year</li> <li>• Submit annual evaluation report to NHTSA Region 3 Office</li> </ul>
Quarter 2 (Jan. – Mar.)	<ul style="list-style-type: none"> <li>• Debrief the previous year’s program results with staff and review the NHTSA Regional Office Priority Letter to help set State goals</li> <li>• Conduct problem identification process including review of State highway crash data and other related data sources</li> <li>• Host an annual internal planning session to guide funding distribution and overall direction of the highway safety program</li> <li>• Post potential MHSO grantee announcement on MHSO web site</li> <li>• Convene program area sessions to assist with creating specific goals, strategies and performance measures within each program area</li> <li>• Request input from partner agencies and stakeholders on program area direction and potential strategies</li> </ul>
Quarter 3 (Apr. – Jun.)	<ul style="list-style-type: none"> <li>• Determine revenue estimates and draft an initial HSP budget</li> <li>• Draft the HSP components- Performance Plan and Highway Safety Plan for internal review</li> <li>• Review draft HSP with Department officials and other appropriate local, State and Federal officials</li> <li>• Develop MHSO in-house grants</li> <li>• Invite MHSO Grant Advisory Review Team to review selected project proposals</li> </ul>
Quarter 4 (Jul. – Sept.)	<ul style="list-style-type: none"> <li>• Conduct MHSO final internal review of HSP for compliance with Federal requirements, completeness and accuracy</li> <li>• Submit HSP for approval by Governors Highway Safety Representative</li> <li>• Review project proposals and make selections</li> <li>• Finalize HSP budget</li> <li>• Submit the final HSP to NHTSA Regional 3 Office for review</li> <li>• Notify successful applicants and develop final grant agreements</li> <li>• Obtain approval for grants and contracts from the appropriate Department officials</li> <li>• Submit MHSO in-house grants for Department approval</li> <li>• Issue Notice To Proceed to selected grantees</li> </ul>

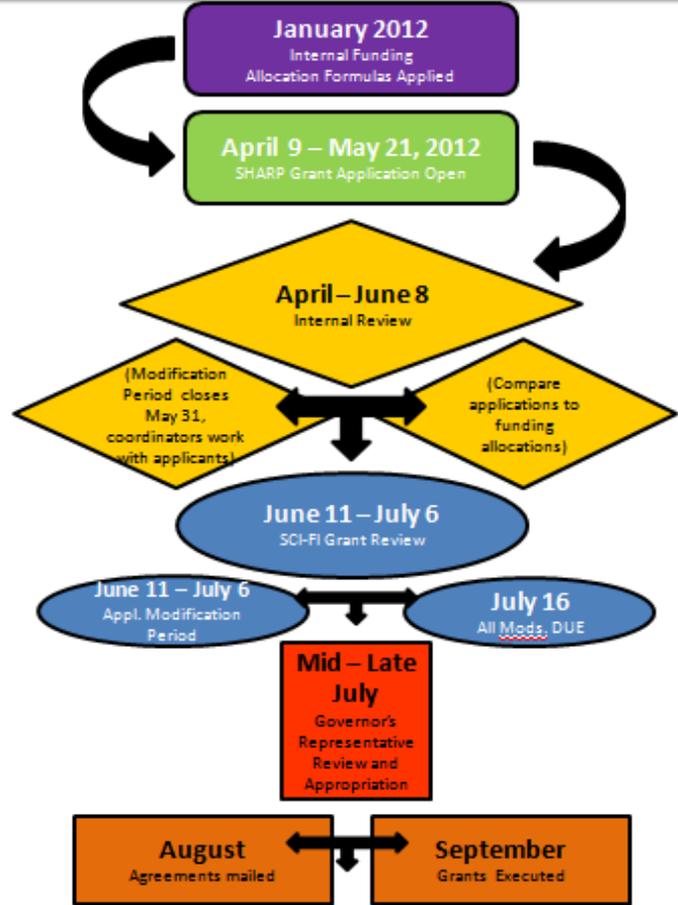
### Highway Safety Grant Management and Coordination

Each year, the MHSO awards grants to state and local governmental units, non-profit organizations and institutions of higher education to help solve Maryland’s most critical behavioral traffic safety problems. Applications for highway safety project funding are solicited during the second quarter of each calendar year through a combination of email communication, electronic publishing and a statewide press release. Current highway safety grantees are automatically notified for each subsequent federal fiscal year.

The MHSO also solicits applications from eligible agencies in areas of the state that have been deemed high priority through the problem identification process. Projects that are considered for funding must address the emphasis areas identified in Maryland’s Strategic Highway Safety Plan or other identified traffic safety issue. Projects are funded on a federal fiscal year basis (October 1 – September 30). The grants can provide start up or “seed” money for new programs, provide new direction to existing safety programs, or support state planning to identify and evaluate highway safety problems.

23 CFR Part 1250 requires that at least 40 percent of all federal funds apportioned to Maryland under Section 402 be expended by political subdivisions within the state. To meet this requirement, and to focus attention to the State’s critical highway safety issues, funding to localities is guided by the problem identification process and by the program goals of the Maryland SHSP. To determine funding amounts for the RTSP Program, the State’s jurisdictions are grouped into three categories based on mean population figures (most populated, midsize, least populated) for the most recent three year period. Jurisdictions within each population category are ranked by mean jurisdiction specific data (injury crashes, fatality crashes, DUI citations, seat belt citations and speed citations) per 100,000 VMT using three years of the most recent information available. Higher numbers of crashes and/or citations are objective indicators to support proportionality higher funding allocations. The MHSO’s RTSP Program Managers are responsible for developing county–level strategic plans and work with their task force partners in applying for local funds through MHSO’s electronic grants system (SHARP) to develop grant applications that address critical issues identified in those plans.

**FFY 2013 MHSO Grant Application Timeline**



A statewide Grant Applicant Seminar is held typically in March to review the grant application requirements, the MHSO's priority areas, and the formal application process with current and prospective grantees. As applications are created by potential grantees in the online grants management system, Safe Highways Application and Reporting Program (SHARP), the MHSO Program Managers are assigned to the applications by program area. The MHSO's Program Managers review applications for eligibility, determine how the project will impact highway safety, and determine if the application meets the criteria as they are being developed.

Program Managers work with potential grantees, including private and public sector agencies, EMS, law enforcement agencies, engineering groups, and education representatives to develop worthwhile applications and ensure that all requirements have been met prior to submission. The MHSO's Program Managers and partners also provide technical assistance to submitting agencies and organizations. The applications have a firm due date, typically in May. After that date, applicants are no longer able to submit an application. (NOTE: Mid-Year grants proposals are accepted by the MHSO. These require special permission for entry into the SHARP system and follow a similar path for review as described below. Typically these projects do not run for an entire year depending on the date of their submission.)

Submitted applications are assigned to specific Program Managers based on expertise (Safety Program Managers) or geographic area (RTSP Managers). Each Program Manager individually evaluates their assigned applications by filling out a review form with their comments and recommendations, which will later be shared with the rest of the review committee.

A Grant Review Team (GRT) meets traditionally in June and July to collectively review all proposals to determine which projects will be funded and at what level. This team is comprised of the Deputy Chief of the MVA's Central Operations and Safety Programs (COSP), the MHSO's Chief, Deputy Chief, Finance Chief, financial team, a member of the MHSO's admin staff (record keeping purposes only), the MHSO Program Manager assigned to the application, and an invited NHTSA Region III representative. Each grant is reviewed by this team using a variety of criteria:

- Eligibility of applicant (political subdivisions and non-profit organizations)
- Eligibility of the program area and conformity to program strategy
- Extent of need for the project/program
- Measurable goals and objectives
- Suitable strategies and activities
- Demographics and ability of the proposal to reach necessary targets
- Support for national mobilizations and crackdowns (i.e. Click it or Ticket)
- Support for sustained enforcement in impaired driving, belts and speed
- Past performance (if applicable)
- Participation/attendance in state highway safety campaigns/events/meetings

- Allowability in accordance with federal funding guidelines and Maryland's statutes and regulations
- Budget and cost effectiveness
- Size of community served

Following the meeting of the GRT, suggested amendments to the applications (if any), including the budget, are communicated to the applicant by the MHSO Program Manager. If a grantee still remains interested in the project, in lieu of the proposed changes, an amended application is filed. Upon final review of the submitted applications, the MHSO shall recommend one of the following actions:

- Approval of the application
- Approval of the application with special conditions or modifications
- Denial of the application

A planning document is created by the finance team to summarize all of the projects recommended for funding, including the name of the agency, project title, and dollar amounts. This document is reviewed with the MHSO's Chief, Finance Chief and the Governor's Highway Safety Representative (GHSR).

After the approval of the GHSR, project agreements are created, along with an extensive list of conditions, and sent to the approved applicants. The agreements are first signed by the applicant agency and then signed by the MHSO Chief. Denial letters are mailed to the agencies whose applications were not selected for funding along with general reasons as to the nature of the denial.

Once all signatures have been acquired, the project is then executed and the agency may incur costs beginning October 1 of the new Fiscal Year.

---

## HIGHWAY SAFETY PLAN

### Planning and Administration

#### Office Structure

As previously mentioned, the MHSO is divided into four sections: Safety Programs; Regional Traffic Safety Programs, Finance, and Administration.

The Safety Programs section consists of five program managers and one Safety Programs Section Chief. Program Managers focus on one or more highway safety program areas and the primary functions of Safety Program Managers are to manage grants within their program areas and coordinate the development and implementation of statewide programs such as *Click It or Ticket*, *Smooth Operator*, and *Checkpoint Strikeforce*. Additionally, these managers develop and implement data collection and analysis, marketing, media, and public relations activities.

The RTSP consists of eleven Program Managers in Maryland's nine highway safety regions and a statewide RTSP Section Chief. These local program managers assist in grant administration, local outreach, and provide support to statewide programs and other MHSO projects.

The Finance section consists of two finance managers and one Finance Section Chief. This section supports the budgeting, payment, reimbursement processing, and accounting functions of the MHSO.

The Administrative Support section consists of one office manager and one business service specialist and both provide programmatic and administrative support for all the sections within the office.

#### Regional Traffic Safety Programs

Federal Fiscal Year 2013 represents the first full year of the RTSP program. The RTSP Program Managers serve as the MHSO's field operations staff that is committed to ensuring coordination, collaboration and cooperation with both traditional and nontraditional highway safety partners. The RTSP Program Managers are traffic safety coordinators in the nine regions that represent Maryland's 23 counties and Baltimore City. They are responsible for educating the public and promoting safe driving behaviors using a data driven approach. The team works with a variety of partners to help solve local traffic safety problems related to the driver, pedestrian, the vehicle and the roadway. The Regional Traffic Safety Team is responsible for developing and maintaining a multi-disciplinary task force that serves as the driving force in identifying, studying and bringing into focus traffic safety challenges and opportunities at the local level.

Targeting grant funding toward traffic safety problems identified by data, developing local grantee partners and monitoring those grants are major tasks of the coordinators. The Program Managers act as a catalyst to market programs, messages and media campaigns within communities and the MHSO's partners at all levels.

## Grant Management and Program Teams

### Grant Management Team

The Grants Management Team is responsible for guiding the grants management process for the MHSO. Some of the main tasks include determining the timeline for the annual application process, identifying changes to pre-award and/or post-award grantee documents, scheduling trainings for applicants, providing input on timelines for quarterly reports, and helping streamline any procedures that need to be created or modified.

This team is composed of various statewide program managers, Finance Chief, both Finance & Grants Managers, Section Chiefs for both Safety Programs and for the RTSP, and several RTSP Program Managers. Monthly meetings are held at the MVA for this group.

### SHARP Team

The Safe Highways Application & Reporting Program (SHARP) Team is a sub committee of the Grants Management Team. This group is responsible for the creation of new forms in SHARP, changes to existing forms, testing new forms/changes on the demo site, conducting training for applicants, grantees, and internal staff on new forms and changes to the workflow/process of how documents move along the approval path.

This team, which meets monthly, is composed of various statewide program managers, the MHSO's Finance Chief, both Finance & Grants Managers, Section Chiefs for both Safety Programs and for the Regional Traffic Safety Program (RTSP), several RTSP program managers, and two project managers from the COSP Section of the MVA.

### Management and Section Meetings

The MHSO has adopted a management team model that embraces collaborative decision making methods. This team is comprised of all section managers: the Chief, Deputy Chief, Finance, Safety Programs, Regional Traffic Safety Programs and Administration Chief's. Their role is to establish a process management system, setting standards and guidelines for certain actions, tasks and processes within the office. The management team meets bi-weekly to discuss, design, implement and oversee office processes, policies, directives, and deliverables, as well as to monitor possible ways to make processes better. The management team works to ensure internal and external customer needs are met.

The MHSO business model ensures that everyone within the organization is operating on the same page, which prevents variations that can slow or alter the goals and objectives set by the MHSO management team. The same prototype is used among all program sections, where section chiefs meet regularly with employees to discuss outcomes of the management team meetings. This is also an opportunity to share policy and programmatic expectations relative to daily operations, while allowing for a problem-solving team process where opinions, ideas and planning elements are shared and designed during these meetings.

## Strategic Emphasis Areas

### Impaired Driving Prevention

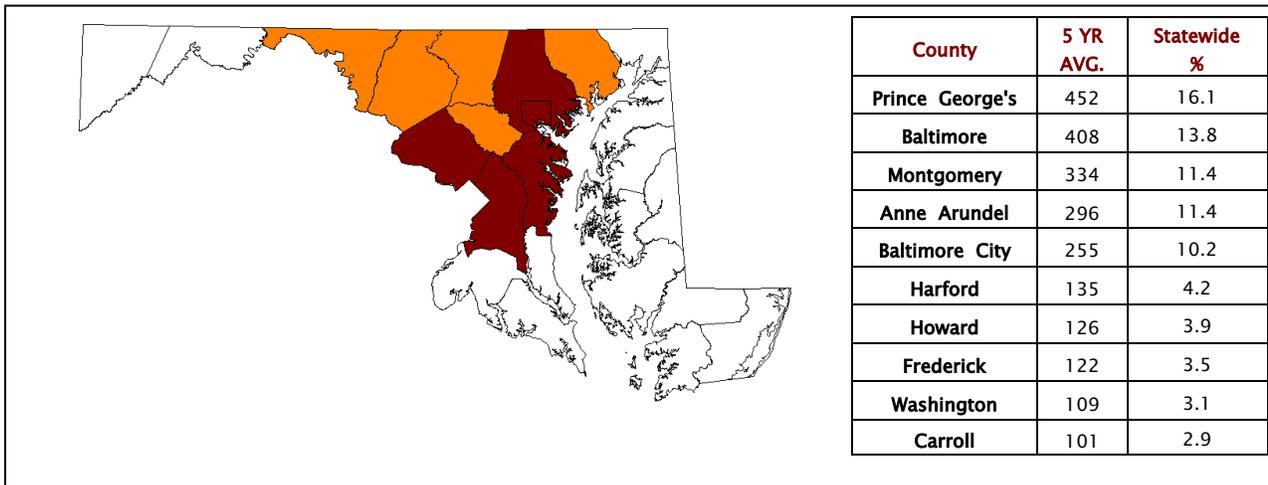
	2007	2008	2009	2010	2011	5-Year Average	5-year % Change	2013 Goal
<b>Fatal Crashes</b>	192	155	161	163	164	167	-14.6	132
<b>Injury Crashes</b>	3,151	2,834	3,019	2,729	2,675	2,882	-15.1	2,484
<b>Property Damage Only</b>	5,267	5,156	5,625	4,993	4,786	5,165	-9.1	4,405
<b>Total Crashes</b>	8,610	8,145	8,805	7,885	7,625	8,214	-11.4	6,994
<b>Total of All Fatalities</b>	221	171	173	177	181	185	-18.1	146

#### Problem Identification

Over the past five years, an average of 8,214 impaired driving crashes has occurred annually on Maryland's roadways. Maryland's 2015 goal is fewer than 6,994 impaired driving crashes, as noted in the above table. On average, 185 people have lost their lives each year. This loss of life represents approximately one-third of all of Maryland's traffic fatalities.

The following information represents the most common demographics and crash characteristics among all impaired driving crashes in MD for the past five years (2007–2011):

- Younger drivers ages 21–29 are affected more heavily by impaired driving crashes, with approximately 30 percent of all drivers involved, injured and killed being within that age range;
- More than 70 percent of all drivers involved and injured, and over 85 percent of all drivers killed in impaired driving crashes are male;
- The Summer months (May–August) and the weekend nights are over-represented for impaired driving crashes;
- A disproportionately high number of impaired driving crashes happen during the nighttime hours of 12am–4am;
- The highest concentration of impaired driving crashes occurs in the metropolitan areas of Baltimore, central Maryland, and Washington, D.C.; and
- Five jurisdictions (Prince George's, Baltimore, Montgomery and Anne Arundel Counties and Baltimore City) account for more than 60 percent of all impaired driving crashes statewide.



**MHSO Impaired Driving Program Initiatives and Coordination**

Impaired Driving Coalition

State government agencies, legislative and judicial leaders, regional authorities, local government agencies and nongovernmental organizations have joined forces to form Maryland’s Impaired Driving Coalition (IDC). The IDC has 6 sub-committees that address Data; Law Enforcement; Legislation; Public Information and Education; Restaurant & Hospitality Industry; Treatment and Rehabilitation.

This coalition, made up of nearly 100 private and public members, addresses the complex issue of impaired driving via public information, education, enforcement, and judicial issues. Lt. Governor Anthony G. Brown serves as the honorary chair of this committed group of leaders and advocates.

Throughout FFY 2013, the IDC will continue to pursue legislative initiatives such as the expansion of the state’s interlock programs, and steeper sanctions for DUI offenders. In addition, the IDC will focus on educational and media campaigns, as well as enforcement initiatives throughout Maryland.

Ignition Interlock

The 2011 Drunk Driving Reduction Act, implemented on October 1, 2011 expanded Maryland’s ignition interlock program by requiring more drivers to participate. Currently, Maryland has the highest per-capita participation in ignition interlock on the East Coast with numbers that have nearly doubled in the past few years. Over the last 3 years, Maryland’s ignition interlock program has increased 66 percent.

Currently, Maryland estimates that there are almost 9,600 participants in the MVA’s ignition interlock program, and in FFY 2013, this number is expected to grow even larger.

### Checkpoint Strikeforce

Sobriety checkpoints have been shown to be an important component of a comprehensive program to reduce drunk driving. Research has shown that sobriety checkpoints can reduce alcohol-related crashes anywhere from 18 to 26 percent. Maryland coordinates High Visibility Enforcement (HVE) through a program called Checkpoint Strikeforce (CPSF).

CPSF is a research-based, multi-state enforcement and public outreach initiative designed to get impaired drivers off our roads using sobriety checkpoints and saturation patrols when and where drunk driving is most likely to occur. The campaign is a six-month, sustained and highly visible enforcement and public information campaign coordinated by NHTSA Region III Office and the Washington Regional Alcohol Program (WRAP).

The targeted Maryland areas are based on impaired driving crash, fatality, injury, arrest and judicial outcome data and include the Central Maryland/Baltimore area, the Washington DC metropolitan area, the Southern market and Maryland's Eastern Shore. Continued coordination of the Campaign message and materials will carry on throughout FFY 2013 in order to maintain a decrease in impaired driving crashes and their associated injuries and fatalities. *CPSF* is part of the national *Drive Sober or Get Pulled Over* impaired driving mobilizations promoted by the NHTSA.

As a subsidiary of Checkpoint Strikeforce, the MHSO will coordinate a project called Save Our Loved Ones (SOLO). Project SOLO is a focused enforcement effort in particularly high-crash counties that are over-represented in alcohol-related crash fatalities. While *CPSF* focuses on several waves over a longer period of time, Project SOLO focuses on HVE on particular corridors and particular dates throughout FFY 2013.

### DUI Is For Losers

DUI Is For Losers is a social marketing, education and media campaign targeting young males (age 21–34) and uses dynamic and engaging messages and message delivery mechanisms to highlight the social scorn of acquiring a DUI conviction. In addition, the program focuses on alternatives to driving after drinking as a way to avoid making a bad choice. Recognizing that not all high risk drivers respond exclusively to enforcement-based messaging, this campaign relies on messaging that addresses social scorn, financial loss, loss of freedoms, and the numerous alternatives available in Maryland to driving drunk, including public transportation.

In FFY 2013, two waves of media and direct outreach are planned for May and July.

### Impaired Driving Prevention AMT Survey Data

The 2011 MADS results found that more respondents in Maryland reported driving within 2 hours of drinking an alcoholic beverage as compared to the 2008 national (NHTSA, 2010)

survey (23 percent vs. 13 percent). Also, fewer males reported 'Never' and close to one-quarter reported driving after drinking 1–2 times in the past month.

The majority (80 percent) of all respondents felt they were 'Very Likely' or 'Somewhat Likely' to be arrested if they drove after drinking. However, when analyzing this question among those respondents who also reported drinking and driving three or more times in the past 30 days, the figures shift slightly. While 67 percent still believe they are 'Very Likely' or 'Somewhat Likely' to be arrested, only 27 percent felt it was a 'Very Likely' occurrence as compared to 36 percent of the total respondents. This information illustrates a lower perceived risk of penalty potentially influencing the decision to drive after drinking.

### **Impaired Driving Proposed Grants**

#### *Mother's Against Drunk Driving (MADD), Chesapeake Region – The Power of Parents Program*

In response to scientific evidence that parental influence can reduce underage drinking, MADD began a parent initiative called Power of Parents, It's Your Influence®. The parent initiative includes two components: an interactive Parent Website ([madd.org/Power of Parents](http://madd.org/PowerofParents)), which contains information on underage drinking prevention that is based on peer-reviewed research. Parents can also find tips to help keep their teens and community safe and have the opportunity to submit questions to research experts in the alcohol prevention field. The second component, a parent handbook, is designed to reach parents of high school students. The parent handbook will be available free to communities through the website and through 30-minute Parent Workshops facilitated by trained MADD staff and volunteers.

In FFY 2013, the goals of MADD's Maryland parent initiative are to influence parenting behavior to prevent underage drinking and to engage new supporters to carry on MADD's life-saving work, and implement this program statewide. Through joint efforts with community partners, such as school officials, law enforcement, PTA, and coalitions, this community-based program provides ongoing opportunity to fulfill MADD's mission and prevent underage drinking by educating and equipping parents to talk with their teens about alcohol with the research-based parent handbook.

#### *Washington Regional Alcohol Program (WRAP)*

In FFY 2013 the MHSO will utilize WRAP to coordinate and plan the purchase \$400,000 of paid media for the statewide CPSF Campaign. Additional funds will be used to implement impaired driving prevention and awareness advertising using web-based programs, television and high profile events. These campaigns will be designed to support the objectives of NHTSA's Regional impaired driving prevention campaign and will target Maryland-specific issues such as Court monitoring, DUI Courts, server training and alternative transportation services for impaired drivers. Media spots will be placed during the high visibility

enforcement periods, as identified by the NHTSA Region III Office. The types of media used in conjunction with enforcements periods include TV, radio, outdoor advertising and sporting events. WRAP will also coordinate and plan for the DUI Law Enforcement awards, Maryland Remembers, high school outreach, impaired driving business outreach.

*Calvert Alliance Against Substance Abuse (CAASA)*

On average, Calvert County has over 150 alcohol-related motor vehicle crashes, and 87 injuries. Thirty percent of those crashes involve drivers under the age of 25. To help combat this problem, the Calvert Alliance Against Substance Abuse, Inc. will conduct education programs directed at these at-risk populations. In FFY 2013, CAASA will be coordinating the Project Graduation events as described under the activity and DUI simulator for 16 to 25 year olds and a DUI recognition event for local law enforcement officers.

*Maryland State Police – DUI Detachment Team*

From January 1st through September 30th of 2012, 38 percent of statewide traffic fatalities have been a result of alcohol use, drug use or both. Trend data also indicates speed and non restraint use are a contributing factor in these fatal crash incidents. Based on these problems, the Maryland State Police is proposing the formation of a an elite DUI Enforcement Detachment with the purpose of locating and apprehending impaired drivers reducing the number of alcohol related collisions. The Detachment would be solely dedicated to seek out impaired drivers and remove them from the roadways. This detachment would consist of following elements:

- 1) 7 officers (1 Sergeant, 1 corporal and 5 troopers); and
- 2) a second tier of troopers to provide relief and support to the dedicated team.

*Multiple Agencies – Overtime Enforcement Grant Funding*

Using federal traffic safety funds from the NHTSA, Maryland provides grants to state and local law enforcement agencies to help combat impaired driving. The main goal of this program is to increase traffic patrols and sobriety checkpoints in specific corridors and zones identified using impaired driving crash and citation data. Specific roadways, times, and days are targeted where impaired driving has been documented as a problem and increased enforcement is conducted during heavily publicized enforcement waves, building the public perception of coordinated enforcement across the State. Seventy-six law enforcement agencies across the State of Maryland have applied for overtime enforcement funding in FFY 2013 to support the NHTSA's *Drive Sober or Get Pulled Over* national Impaired Driving Enforcement Crackdown. These agencies will utilize funding to support sobriety checkpoints and saturation patrols.

*Maryland States Attorney's Association – Traffic Safety Resource Prosecutor*

The MSAA will hire and support a Traffic Safety Resource Prosecutor (TSRP) for the state of Maryland. The TSRP will provide support, training and technical assistance to prosecutors and law enforcement serving Maryland in an effort to enhance their capability to effectively prosecute traffic safety violations.

*County-level Health Department and Liquor Control Board Grants – Compliance Checks*

In FFY 2013, county health departments in five counties (Baltimore County, Carroll, Garrett, Worcester, and Calvert) and four county liquor control boards (Montgomery, St. Mary's, Harford, and Cecil) have requested grant funding to support numerous activities, including but not limited to liquor server training, after prom and graduation activities (as a sober environment for typically heavy drinking events), underage drinking enforcement projects, Cops In Shops initiatives, and liquor store compliance checks. All strategies are geared towards reducing youth access to alcohol, and underage impaired driving crash fatalities. Additional after-prom and after-graduation grant funded activities will be administered by the Montgomery County Project Prom, and the Howard County PTA. Underage impaired driving related crashes, on average, account for nine percent of all impaired driving crashes in Maryland, and these programs aim to reduce their prevalence.

*County-level DUI Court Grant Funding*

The *DUI/Drug Court* is designed to address individuals over the age of 18 who have been charged with a DUI/DWI or a violation of probation on those charges, offering them a highly intensive monitoring and rehabilitative treatment program. The program will divert offenders from long periods of incarceration. However, they must serve any minimum mandatory sentence prior to entering the treatment program. This program is intended as a post-conviction, voluntary program that utilizes a multi-faceted approach to rehabilitation. The program proposes to reduce recidivism for the repeat offenders participating in each county court program, and increase abstinence from alcohol by 50 percent. Offenders will be monitored by frequent alcohol and drug tests, and will meet frequently with their team, consisting of a judge, probation monitor, treatment personnel, and their supervising officer. Participants will be tracked for one year following discharge to assess recidivism, drug use, and social functioning.

For FFY 2013, four counties will be administering the DUI/Drug Court (Anne Arundel, Harford, Howard, and St. Mary's). The DUI Courts in Maryland have shown tremendous success, averaging 25 active participants each year, graduating on average 12 participants and through monitoring, have demonstrated over the years a low range of recidivism between 9 – 13 percent among graduates tracked for 12 – 18 months after graduation. A recent independent study of the Anne Arundel County Court indicated a cost benefit to the County,

saving the County Judicial System thousands per offender as a result of the comprehensive approach administered by the DUI Court.

The St. Mary's County Circuit Court is a new MHSO grantee in FFY 2013. St. Mary's is unique in that the Circuit Court will be administering the DUI Court, as opposed to the District Court. As DUI cases have become more complex, more Circuit Courts are also trying drunk driving cases. This pilot project is intended to spur interest in other county Circuit Courts.

## Aggressive Driving

	2007	2008	2009	2010	2011	5-Year Average	5-year % Change	2013 Goal
<b>Fatal Crashes</b>	65	56	48	42	<b>39</b>	50	-40	<b>48</b>
<b>Injury Crashes</b>	2,582	2,580	2,546	2,376	2,389	2,495	-7.5	<b>2,262</b>
<b>Property Damage Only</b>	3,558	3,476	3,555	3,290	3,342	3,444	-6.1	<b>2,970</b>
<b>Total Crashes</b>	6,205	6,112	6,149	5,708	5,770	5,989	-7	<b>5,249</b>
<b>Total of All Fatalities</b>	76	62	54	47	<b>44</b>	57	-42.1	<b>53</b>
<b>Total Number Injured</b>	4,242	4,184	4,053	3,791	3,888	4,032	-8.3	<b>3,668</b>

### Problem Identification

Over the past five years, on average, 5,989 aggressive driving crashes have occurred each year on Maryland’s roadways. Maryland’s 2015 goal is fewer than 5,249 aggressive driving crashes, as noted in the above table. In addition, 57 people have lost their lives each year due to aggressive driving and 4,032 people have been injured annually.

The following information represents the most common demographics and crash characteristics among aggressive driving crashes in MD for the past five years (2007–2011):

<b>Over-Represented Crash Factors: Aggressive Driving Crashes</b>		
<b>Factor</b>	<b>Variable</b>	<b>Percentage</b>
Age (drivers)	16-24	30.5 percent of involved; 34.6 percent of Injured; 35.7 percent of killed
Gender (drivers)	Men	60.0 percent of involved; 56.4 percent of Injured; 87.0% of killed
Month	October- December	Total –27.7 percent; injury – 26.4 percent; fatal –30.4 percent
Day Of Week	Thursday-Friday – total and injury crashes; Sunday – fatal crashes	Total – 30.7 percent; injury – 29.8 percent; fatal – 20.8 percent
Time Of Day	2pm-6pm	Total – 31.6 percent; injury – 31.7 percent; fatal – 24.0 percent
Road Type	State and county roads	Total – 58.1 percent; injury – 59.8 percent; fatal – 63.2 percent
County	Baltimore County – total and injury crashes; Prince George’s County – fatal crashes	Total – 17.4 percent; injury – 16.1 percent; fatal – 15.6 percent

## MHSO Aggressive Driving Initiatives and Coordination

The MHSO's Aggressive Driving Program is a major component in the State's SHSP and one of only six Emphasis Areas. Maryland continues to utilize an Aggressive Driving program as its primary vehicle for addressing speeding motorists. As opposed to a high profile campaign that exclusively targets speed, public opinion polls continue to favor campaigns that address the multiple additional risky driving behaviors that often accompany speeding. This strategic approach allows Maryland law enforcement agencies the best opportunity to combine limited financial resources and maximize the political feasibility of addressing high-risk driving behaviors.

### *Smooth Operator*

The focus of this program is to conduct a massive education and awareness campaign through a collaborated effort between Maryland, and the District of Columbia highway safety offices and law enforcement, as well as Maryland's Motor Carrier Safety Division. Aimed at combating aggressive driving behaviors with the concentration on excessive speed violators, this public education campaign focuses on four enforcement waves during the summer months intended to raise awareness not only of the aggressive driving problem, but also of the stepped-up enforcement activity targeting these unsafe behaviors.

New media has been developed that addresses the beliefs describing speed as a major component of the overall problem of aggressive driving. Included in the media portion of the program are cable TV and radio spots, as well as web-based media. Additional media includes distributed brochures and outdoor advertising such as Maryland Transit Authority bus backs and billboard placement. Electronic media outlets for the program include the heavily populated Baltimore and DC-metro markets, and provide air coverage for the vast majority of the State's driving population, especially those statistically over-represented counties.

The public awareness campaign for which these funds will be used begins in May 2013 and continues through the summer months culminating with a Law Enforcement recognition program in September. Likewise, this program attempts to keep law enforcement heavily engaged in the campaigns by having semi-annual meetings, on-air police interviews as part of added value media, and the publishing of quarterly news letters in blast e-mail fashion exclusively to law enforcement. These methods of outreach to law enforcement are intended to maintain the momentum of the enforcement waves. As in 2012, the MHSO hopes to partner again with the Grand Prix of Baltimore to help deliver the aggressive driving enforcement message.



## Aggressive Driving Proposed Grants

### Multiple Agencies – Overtime Enforcement Grant Funding

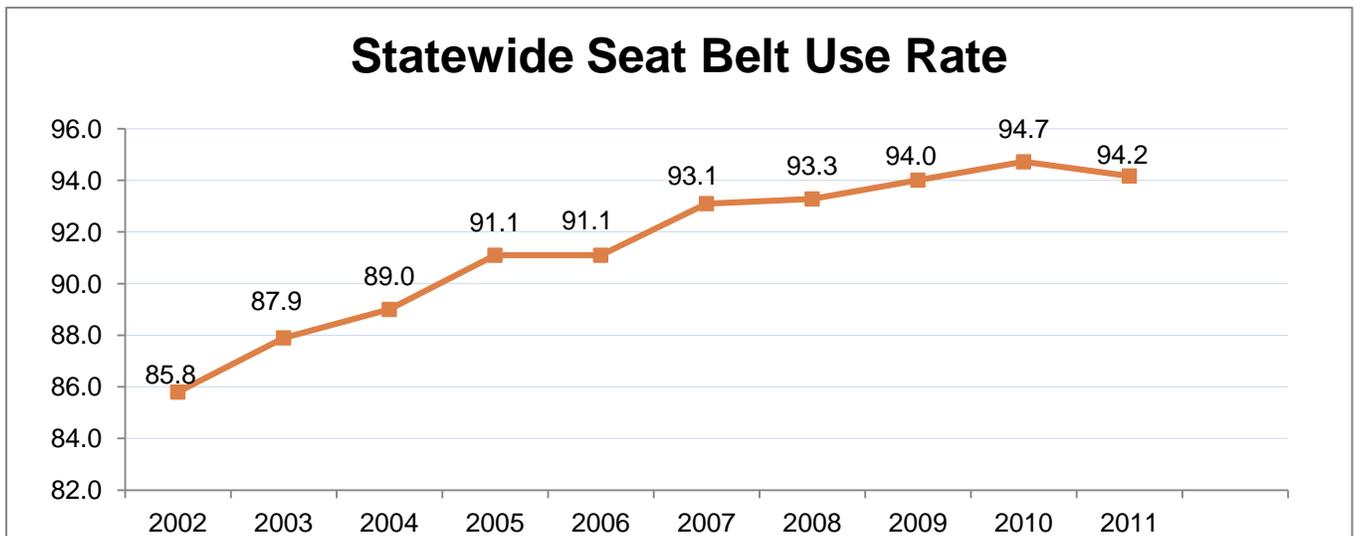
Maryland’s law enforcement community is a critical partner for the MHSO’s Aggressive Driving Program. Unlike other MHSO programs, the issue of speeding is ubiquitous and firmly rooted in the culture of driving, which makes non-enforcement based messaging and countermeasures ineffective. NHTSA-funded research also indicates that the High Visibility Enforcement model is effective at reducing speeding-related crashes and associated injuries and fatalities. Seventy-six law enforcement agencies across the state of Maryland have applied for overtime enforcement funding in FFY13 to support MHSO’s Smooth Operator Aggressive Driving Enforcement Campaign. These agencies will utilize funding to support targeted speed and aggressive enforcement along high-crash corridors during specific identified time frames.

### Maryland State Police – Operation Centipede

Operation Centipede is a traffic enforcement initiative designed to support the Prince George’s County I-495 Fatality Reduction Traffic Plan. A minimum of 20 State Troopers from the Washington Metro Troop will be positioned throughout a specific area on I-495 in Prince George’s County one to two miles apart. Unmarked and marked police vehicles will be utilized to target aggressive drivers and educate the public through traffic enforcement efforts. Troopers will strictly enforce the posted speed limits and identify traffic infractions. As the motoring public passes the first trooper they may feel there will not be any other troopers for several miles, although troopers will be deployed along the entire stretch of Interstate 495 in Prince George’s County.

## Occupant Protection

Maryland's Occupant Protection Program has been a highlight of traffic safety efforts throughout the State for many years. Boasting an overall safety belt use rate of 94.2 percent in 2011, Maryland continues its climb toward the ultimate goal of a 100 percent safety belt use. Emphasis is placed through media on drivers in the 18 to 34 year old demographic, and pick-up truck drivers. Maryland's statewide partners from throughout all facets of the "Four E's" (Engineering, Enforcement, Education, and EMS) are committed to educating the public on the benefits of properly using a safety belt and aggressively enforcing Maryland's primary safety belt law when necessary.



## Problem Identification

Over the past five years, 548 fatalities have occurred annually on average on Maryland's roadways. Despite the significant increase in seat belt use since the inception of the State's primary seat belt use law, Maryland has a relatively high percentage of traffic fatalities that were not properly restrained.

In 2011, the observed statewide seat belt use in Maryland was 94.17%, a slight decrease from 94.72% as observed in 2010, yet roughly 40 percent of driver and passenger fatalities were known to be unrestrained at the time of the crash. It is estimated that on average, proper use of a seat belt with airbags increases the chances of surviving a serious motor vehicle crash by as much as 50 percent in automobiles, and as much as 80 percent in crashes that result in the rollover of pickup trucks or SUVs.

The following information represents the most common crash characteristics among all crashes involving unrestrained vehicle occupants in MD for the past five years (2007–2011):

Over-Represented Crash Factors: Unrestrained Motor Vehicle Occupants (drivers and passengers)		
Factor	Variable	Percentage
Age	9-15 involved; 16-20 injured; 21-24 killed	23.5% of involved; 8.6% of injured; 14.1% of killed
Gender	Men	59.0% of involved; 60.6% of Injured; 81.6% of killed
Time Of Day	2pm – 6pm total and injury crashes; 12am – 4am fatal crashes	27.5% total; 26.2% injury; 24.0% fatal
County	Baltimore City and Prince George's and Baltimore Counties	55.5% total; 47.2% injury; 45.5% fatal

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

**New NHSTA Observational Survey**

In 2011, NHTSA issued new Uniform Criteria for State Observational Surveys of Seat Belt Use to aid states in estimating passenger vehicle occupant restraint use. Maryland responded and in FFY 2012 implemented new protocols and utilized a much more comprehensive list of survey sites across the state.

Fourteen of Maryland twenty-three jurisdictions account for about 86% of the passenger vehicle crash-related fatalities according to FARS data averages for the period 2007 to 2009. Therefore, the MHSO will survey 140 sites within those 14 counties. In addition, the MHSO will survey 30 sites in the remaining 9 counties. Previously, the MHSO surveyed 78 sites statewide, with an average sampling size of 70,000 vehicles.

With the delays in approving the MHSO’s survey methodology, the ability to secure a contractor to conduct the surveys was pushed back until roughly September 2012. The MHSO will have the final, fully tabulated results at the end of November 2012. It should be noted that the new survey methodology is far more dependent upon secondary and local roads, and while likely more accurate in the actual use rate calculation, will produce results lower than historically seen in Maryland. In FFY 2013, the surveys will be conducted immediately following the CIOT wave, thereby giving a more consistent result with past seat belt surveys that have taken place in Maryland.

## MHSO Occupant Protection Initiatives and Coordination

### Occupant Protection Task Force

The Task Force addresses occupant protection in terms of seat belts, child safety seats and motorcycles – making sure that Maryland’s highway safety programs address the problem through education, enforcement and engineering measures. It has 4 sub-committees that address Child Passenger Safety; Older Driver Occupant Protection; Pick-Up Trucks; Young Driver Occupant Protection; The Task Force has nearly 150 members, consisting of representatives from federal, state and county agencies; non-profits, not-for profits and associations; law enforcement agencies; hospitals and institutions for higher education; advocate agencies; employers; and related agencies with an involvement in highway safety.

### Click It Or Ticket

Maryland participates in or sponsors numerous campaigns related to seat belt safety throughout the year. The national NHTSA-sponsored *Click it or Ticket* campaign is the primary program in which the State participates and there are numerous activities throughout the year to augment participation in these programs, including *Buckle Up Tough Guy* (focus on truck drivers and rural counties), *National Child Passenger Safety Week*, and *Buckle Up for a Buck* (partnerships with financial institutions to incentivize the use of seatbelts).

In early FFY 2012, the MHSO was also awarded a special night time demonstration grant project through NHTSA. In combination with usual *CLOT* media, in FFY 2013, the MHSO will allocate roughly \$600,000 in media, and will coordinate that expenditure with aggressive night time enforcement of Maryland’s OP laws. This dollar amount allows for significant airtime to be purchased in the DC and Baltimore television and radio markets, with additional expenditures through internet sites and unconventional sources such as gas pump tops.

In FFY 2013, the MHSO will seek to achieve 30 million impressions through media advertising. Consistent with national trends, the MHSO targets its main bulk of media buying to the 18–44 year old male demographic, but also adapts its messaging for outlets that predominantly serve black and Hispanic audiences. Messaging in all aspects of *Click it or Ticket* is consistent with common elements being “Seat belts save lives,” “Buckle up every trip, every time,” and a consistent emphasis on both the main “Click it or Ticket” enforcement-based campaign theme as well as messaging to buckle up at night.

## Occupant Protection Proposed Grants

### Multiple Agencies – Nighttime Enforcement Grant Funding (403 Funding)

Maryland had the distinct honor of being awarded a multi-year demonstration project targeted toward identifying characteristics of unbelted drivers at night. The NHTSA–

sponsored *Click It Or Ticket* Program is focused during the month of May, to capitalize on the national crackdown and media investments. While most Maryland law enforcement agencies do not request overtime enforcement funding for seatbelts, as it is usually an activity that is conducted without grant assistance from the MHSO, eight specific agencies have been identified to participate in the Nighttime Enforcement Pilot Project, to conduct and report on enforcement activities in 5 counties.

*Maryland Department of Health and Mental Hygiene – Kids in Safety Seats*

Awarded to the Maryland Department of Health and Mental Hygiene's *Kids in Safety Seats* program, this grant project is primarily intended to allow for the successful execution of Maryland network of CPS technicians, as well as a child safety seat loaner program. For Federal Fiscal Year 2013 (October 1, 2012–September 30, 2013), Kids In Safety Seats (KISS) will:

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

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

CPS technician trainings will be conducted throughout the State in FFY 2013 in order to maintain or increase the number of technicians available for car seat checks. In addition, *KISS* operates an 800-number and an email response system to answer CPS questions from the general public and has a targeted goal of 2,500 public contacts through these resources. The organization will also be tasked with making more than 35 public presentations and/or appearing at child safety-related events.

*Maryland Institute for Emergency Medical Services Systems (MIEMSS) – Child Passenger Safety & Occupant Protection Healthcare Project*

This project focuses on occupant protection across the lifespan in Maryland by improving car seat use among children, seatbelt use among youth and adults, and OP measures taken by healthcare and EMS personnel. The primary strategy is dissemination of up-to-date OP & CPS information through: 1) interactive educational displays at state & local EMS and emergency

dept conferences, 2) education of primary & acute care providers via conference calls, outreach & workshops, 3) providing special needs restraint car seats to hospitals to loan to parents in exchange for staff getting trained in CPS and following best practice guidelines, 4) updating/creating public & patient education materials that reflect best practice and MD law, 5) creating, implementing & evaluating OP educational programs for nurses to teach to youth (pre-drivers) to be safer in vehicles.

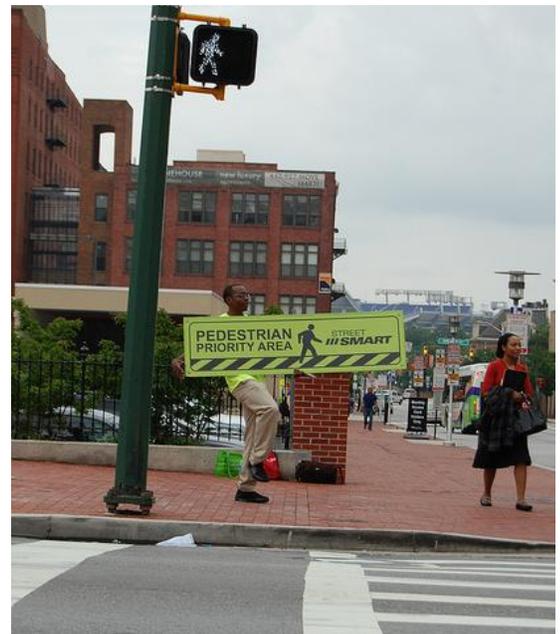
## Pedestrian Safety

	2007	2008	2009	2010	2011	5-Year Average	5-year % Change	2013 Goal
Fatal Crashes	108	106	110	97	101	104	-6.5	91
Injury Crashes	2,436	2,385	2,251	2,256	2,100	2,286	-13.8	2,091
Property Damage Only	384	331	354	371	340	356	-11.4	283
Total Crashes	2,928	2,822	2,715	2,724	2,541	2,746	-13.2	2,423
Total of All Fatalities	112	118	112	103	103	110	-8	101
Total Number Injured	2,667	2,618	2,505	2,488	<b>2,293</b>	2,514	-14	2,295

### Problem Identification

Total pedestrian crashes and pedestrian injuries have trended slightly downward over the last ten years. However pedestrian fatalities have remained on a flat trend line

- Pedestrian fatalities represent 19 percent of all traffic fatalities statewide, on average.
- A crash involving a pedestrian is nearly six times as likely to produce a fatality as all traffic crashes statewide. On average, there are 2,800 pedestrian involved crashes in Maryland, resulting in 2,600 injuries and 100 fatalities each year.
- Pedestrian crashes, injuries and fatalities are clustered in the urban areas of the State in the Washington metropolitan and Baltimore metropolitan areas.
- Nearly 84 percent of all pedestrian crashes and 74 percent of all pedestrian fatalities occur in these areas.
- Pedestrian crashes are similar in distribution across the months of the year, compared to all crashes statewide. Slight increases in pedestrian crashes occur in the Spring and late Fall months. However, there is an increase in pedestrian fatalities in the months of October through December, compared to all crashes statewide. This is a time when there is less daylight, but weather is still moderate enough to accommodate most pedestrians.



- Friday is the peak day for total pedestrian crashes, and Saturday is the peak day for crashes that result in a pedestrian fatality. Early evening hours of 3pm to 8pm are the peak hours for total pedestrian crashes, and early morning hours are overrepresented in fatal pedestrian crashes.
- Pedestrians aged 10 to 15 are overrepresented in total pedestrian crashes and pedestrian injury crashes; older pedestrians aged 45–54 years are overrepresented in fatal pedestrian crashes.
- Male pedestrians are much more likely to be killed as a pedestrian. More than 70% of all pedestrians killed are male.

## **MHSO Pedestrian Safety Initiatives and Coordination**

### *Statewide Bicycle and Pedestrian Safety Education Program*

The Washington Area Bicyclists Association (WABA) continues to promote the Maryland Pedestrian and Bicycle Safety Education Program in collaboration with the Maryland Safe Routes to School program. Bicycle and pedestrian safety training trailers are used to educate children on basic pedestrian safety issues and bicycle operation skills.

### *Maryland Highway Safety Office and its Regional Traffic Safety Programs*

RTSP partners plan to distribute more than 200,000 pieces of educational material in 2013, including Street Smart branded materials, school system electronic pedestrian safety alerts, pedestrian safety law cards, and booklets for school aged children.

## **Proposed Pedestrian Safety Grants**

### *Washington Council of Government/Baltimore Metropolitan Council – Street Smart Pedestrian & Bicycle Safety Campaign*

Established in 2002 in the Washington DC metropolitan area, the Street Smart Campaign continues to address pedestrian safety issues through coordinated education and enforcement activities. The StreetSmart DC campaign is managed by the Metropolitan Washington Council of Governments and its Transportation Planning Board.

In 2009 the Street Smart program was expanded to include the Baltimore metropolitan region. Managed through a grant with the Baltimore Metropolitan Council, the Baltimore Street Smart campaign has successfully administered media and public outreach efforts and coordinated regional enforcement efforts targeting specific corridors.

In FFY 2013, components of the Street Smart campaign will include:

- Media campaign with television and radio public service announcements, outdoor advertising and outreach materials;

- Editorials in numerous newspapers describing the pedestrian and bicycle crash problems;
- Street Teams and door-to-door outreach in High Crash Corridors;
- Literature distribution utilizing geographic-specific information; and
- Law Enforcement operations targeting priority corridors and neighborhoods

*Multiple Agencies – Pedestrian Enforcement Grant Funding*

Maryland’s law enforcement community is active in MHSO’s Pedestrian Safety Program, especially those agencies that are located in urban areas. While most of Maryland’s law enforcement conducts some forms of pedestrian safety enforcement initiatives throughout the year, 18 agencies have applied for specific targeted pedestrian and motorist enforcement along high crash corridors. Many of these agencies are in urban areas and efforts will be targeted towards Maryland’s 8 identified Pedestrian Priority Areas, as identified by the State Highway Administration (SHA). The MVA and the SHA, as well as numerous local stakeholders, including law enforcement, are dedicating resources to assess, analyze, and improve certain high-crash pedestrian corridors throughout the state. Engineering, signalization, signage, outreach, and enforcement are all components of this statewide initiative, and follow the State’s SHSP guidelines.



## Distracted Driving

	2007	2008	2009	2010	2011	5-Year Average	5-year % Change	2013 Goal
<b>Fatal Crashes</b>	257	246	238	230	215	237	-16.3	210
<b>Injury Crashes</b>	22,580	20,879	20,140	19,236	19,483	20,464	-13.7	18,302
<b>Property Damage Only</b>	38,165	35,812	34,794	32,819	33,071	34,932	-13.3	30,595
<b>Total Crashes</b>	61,002	56,937	55,172	52,285	52,769	55,633	-13.5	48,894
<b>Total of All Fatalities</b>	284	270	252	249	<b>231</b>	257	-18.7	231
<b>Total Number Injured</b>	34,224	31,325	30,182	28,871	29,050	30,730	-15.1	27,459

### Problem Identification

Over the past five years, an average of 55,633 inattentive or distracted driving crashes has occurred on Maryland roadways. On average, 257 people lost their lives each year, representing 47% of all of Maryland’s traffic fatalities. In addition, an average of 30,730 people have been injured annually, representing 65% of all of Maryland’s traffic injuries.

The following information represents the most common crash characteristics among all distracted driving crashes in MD for the past five years (2007–2011):

Over-Represented Crash Factors: Distracted Motor Vehicle Occupants (drivers and passengers)		
Factor	Variable	Percentage
Age (drivers)	16-24	26.7 percent of involved; 30.6 percent of Injured; 23.4 percent of killed
Gender (drivers)	Men	57.0 percent of involved; 52.6 percent of Injured; 77.9 percent of killed
Month	May-July	Total – 25.7 percent; injury – 27.0 percent; fatal – 28.7 percent
Day Of Week	Friday and Saturday	Total – 31.4 percent; injury – 31.0 percent; fatal – 36.0 percent
Time Of Day	2pm-6pm – total and injury crashes; midnight-4am – fatal crashes	Total – 28.3 percent; injury – 29.7 percent; fatal – 20.4 percent
Road Type	State and county roads	Total – 58.9 percent; injury – 62.6 percent; fatal – 64.8 percent
County	Baltimore and Prince George’s Counties	Total – 33.7 percent; injury – 31.1 percent; fatal – 32.0 percent

## **MHSO Distracted Driving Initiatives and Coordination**

For FFY 2013, the MHSO will enlist the assistance of the NSC to develop two surveys to be administered to a targeted sample of law enforcement agencies to improve existing data regarding distracted driving infractions and crashes. While there are numerous traffic stops and crash scenes where distraction is a certain contributing cause, there are even more where distraction is merely suspected. The MHSO will also seek to classify and gauge volume of suspected distracted driving. This data collection effort will aid in the assessment and programmatic strategy for the Distracted Driving program in future years.

The Maryland Highway Safety Office will design, print and distribute informational banners, law cards and signs for use during Distracted Driver Awareness events and Law Enforcement efforts, especially throughout the counties that are overrepresented in Distracted Driving Crashes. Web banner messages will be developed for statewide placement to support initiatives during April (Distracted Driving month). In addition, outreach to employers through Chamber of Commerce events will occur during the Spring, with anticipated use of simulators directed to texting and impaired driving violations, to gain employer buy-in of the need for attentive driving behind the wheel.

## **Proposed Distracted Driving Prevention Grants**

### ***Multiple Agencies - Distracted Driving Enforcement Grant Funding***

Several law enforcement agencies in the Southern Chesapeake region will be conducting texting enforcement efforts throughout the year. The efforts focus on the enforcement of the primary offense of texting while driving, will also place an emphasis on other forms of distracted driving. Strategies include use of both marked and unmarked vehicles for enforcement. In addition to the issuance of warnings or citations, handouts will be provided to educate the public on the inherent dangers of distracted driving.

---

## Comprehensive Program Areas

### Traffic Records Improvements

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

The MHSO relies on many partner agencies to make data accessible for highway safety planning and employs a number of systems and programs with the help of State agencies and grantees, to collect, maintain, and analyze its internal datasets, including the Safe Highways Application and Reporting System (SHARP) performance measures, and driver knowledge, attitude, and behavior data collected on the AMTs and MADS.

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

The general goal of any Traffic Records Improvement Program is to ensure that all state data collectors, owners, and users are working out of the same toolbox. This is accomplished through establishing data standards, regulating the use of uniform software and hardware products, enacting legislation to both require and fund standardization, and a general cultural acceptance of data-driven practices across all state agencies. Each project in a Traffic Records Improvement Program (TRIPRS), though it may have specific objectives and performance measures (in this case, outlined by the Traffic Records Strategic Plan (TRSP)), has the overarching goal of improving the State's ability to share and analyze traffic safety data.

Each of the projects in Federal Fiscal Year 2013 is directed at making improvements to one or more of the components of a traffic records system (crash, EMS, driver, vehicle, court/citation, roadway), and making improvements, in a measurable way, to one or more of

the quality measures for these systems (timeliness, accuracy, completeness, uniformity, accessibility, and integration). The grantees and their projects were chosen based on their experience and ability to meet these goals and to support the State in the continued development of supporting tools to aid decision-makers in highway safety improvement plans. The Traffic Records Improvement Program is reliant on the expertise of many different agencies and this program would only be successful with their continued support.

### **Problem Identification**

On April 19, 2010, Maryland participated in a Traffic Records Assessment and a draft report was completed on April 23, 2010. On November, 17, 2010, the TRCC Executive Council voted to implement the TRSP, which went into effect immediately thereafter. All recommendations from the Traffic Records Assessment and the Federal Highway Administration Crash Data Improvement Program (CDIP) Report were implemented into the TRSP and entered into NHTSA's TRIPRS. TRIPRS is updated monthly or quarterly, and progress on objectives/assessment recommendations and performance measures are tracked in TRIPRS and reported to the TRCC.

The MHSO Traffic Records Improvement Program is chiefly guided by the TRSP, built on objectives that are based on the Assessment, CDIP, and other needs determined by members who comprise the TRCC Executive and Technical Councils. The prioritization and selection process for projects in need of funding includes an evaluation of the project's ability to meet the priority objectives listed below. Priority objectives are reviewed and approved annually by the TRCC Executive Council.

### **MHSO Traffic Records Improvement Initiatives and Coordination**

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

The TRCC addresses traffic records and is currently piloting a new, multi-faceted data/technology system in the State of Maryland. It is anticipated that this system will provide real-time data collection and analysis, encompass crash reports from all enforcement agencies, and have mobile reporting capabilities, completely automating the process. The Task Force has nearly 100 members, consisting of representatives from federal, state and county agencies; non-profits, not-for profits and associations; law enforcement agencies; hospitals and institutions for higher education; advocate agencies; and related agencies with an involvement in highway safety.

Grants awarded by the Maryland Highway Safety Office are required to meet, or work toward meeting, one or more of the priority objectives contained within the TSRP. Performance measures are developed in conjunction with the grant project manager and are entered into

TRIPRS. Projects that show progress in performance measures are submitted to NHTSA in the annual Section 408 Interim Progress Report, included as an addendum to the 408 application. For more detail, please refer to the Maryland FFY2013 Traffic Records Strategic Plan, which is available upon request.

## Proposed Traffic Records Improvement Grants

### *CODES – Maryland Center For Traffic Safety Analysis*

Maryland's Crash Outcome Data Evaluation System (CODES) was established in 1996 with funding from the National Highway Traffic Safety Administration (NHTSA) in an effort to improve highway safety through the use of linked motor vehicle crash data collected from police, EMS, hospitals, and other sources. Through the CODES project, the NSC staff has used data integration to conduct analyses and discover insights that would be impossible to reach based on the contents of any single data system. Establishing these connections has greatly expanded the information available to decision-makers while avoiding the expense, delay, and redundancy associated with collecting the same information separately. The CODES project has provided the NSC with close to two decades of experience in the use of the specific datasets that will be used for this project. This experience has allowed NSC staff to become extremely familiar with the strengths, limitations, and capabilities of each data system. The NSC has used the available datasets extensively to support efforts of the Maryland Highway Safety Office in problem identification and the evaluation of new and ongoing safety programs since the early 1990's.

As a grantee for the MHSO, the MCTSA functions as a 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. CODES data are able to provide outputs on all levels of the public health problem solving paradigm to:

- identify, define and measure the traffic safety problem;
- identify risk, protective and other key factors that can help define the "community" profile;
- develop and implement appropriate traffic safety countermeasures; and
- evaluate population-based changes/interventions meant to improve the health of the population at-large.

Maryland Institute for Emergency Medical Services Systems – CAD–RMS Phase III

MIEMSS recognizes the importance of data completeness, reliability and accuracy. A key component of the eMEDS application is its ability to link emergency medical dispatch information collected in the EMSOP's Computer Aided Dispatch (CAD) system during call-taking and dispatch to the corresponding ePCR(s). This capability has been identified as a crucial feature by all stakeholders to: eliminate data entry redundancy; increase accountability of all EMS dispatches, permit viewing data spatiality; and to assure accuracy of EMS pre-arrival information. This linkage is also important to the MHSO for the ability to query any EMS associated information with the location of motor vehicle crashes. Both the 2010 Traffic Records Assessment major recommendations under SWISS (continue efforts to become NEMSIS compliant and ensure that the new eMAIS allows CAD connectivity) and the 5 of 8 current Traffic Records Strategic Plan objectives under EMS (capture X–Y coordinates, maximize uniform data entry, decrease the record submission time, seek at least 1 funding opportunity, increase the number of NEMSIS compliant data elements) center around information gathered during the call-taking and dispatch of an EMS event.

MIEMSS will seek 100% CAD linkage of CAD records to associated ePCR records for all eMEDS users. This objective will be accomplished through the same sub-grant process established through FFY2011 and 2012 MHSO funding. The end result will be a more accurate assessment of EMS utilization, response, and outcome for crash related injuries; provide better information for preventive and safety planning; afford a greater accountability of all crash incidents; and ultimately increase the linkage rates of EMS record information to other associated data as coordinated through the NSC CODES and Maryland State Police FARS projects.

Washington College – Identifying Alcohol Risk Factors to Reduce Traffic Fatalities in Maryland

This project will focus on seven objectives related to improving the ability to use data driven analysis to reduce crashes and deaths caused by impaired drivers on Maryland highways as follows:

1. Support the MSP DUI Detachment with analysis and mapping
2. Prepare weekly analysis reports of MSP DUI Detachment activities
3. DPP/DJS Addresses of Violators Under Current Supervision
4. ETIX data for all agencies in the greater Baltimore/DC metro area
5. Mapping and analysis of Saturation Patrols & DUI Checkpoints
6. SHA Traffic Crashes
7. Place all data on ArcGIS web service.

The primary mission will be to support the MSP DUI Detachment with timely data and analysis to improve the effectiveness of this MHSO funded effort to reduce impaired driving in

Maryland. The data collected will be also used to develop a risk terrain model to determine optimal locations for placement of DUI checkpoints and saturation patrols. Risk terrain modeling is an approach to spatial analysis that uses GIS to attribute qualities of the real world environment to places on digitized maps. When combined with routing analysis, it will be an effective data driven tool for law enforcement.

## Police Traffic Services

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

### Problem Identification

Needs assessments conducted across Maryland have identified gaps in both general training and in the coordination and intensity of targeted enforcement on the state level. To resolve these issues in FFY 2013, continued interaction with the MSP Command Staff will be made and regional meetings for law enforcement across the State will be conducted to provide project guidance and coordination of enforcement efforts as well as identify and assess the various needs at the street enforcement level.

### Police Traffic Services Proposed Grants

#### Baltimore County Police – Police Crash Reconstruction Training

The main goal of this program is to increase the number of highly trained traffic crash reconstruction investigators across the State. Due to attrition, promotion and change of assignment, the MSP and other allied police departments continue to experience a drastic reduction of officers trained in traffic crash reconstruction methods. This program will provide training in the most advanced techniques of crash investigation and reconstruction to officers from across the State. Likewise, through partnership and participation in the Maryland Crash Reconstruction Committee (MCRC), the Baltimore County PD will facilitate training for troopers and allied police officers in advanced collision investigation and various levels of crash reconstruction.

#### Maryland Chiefs of Police Association (MCPA) – Law Enforcement Executive Training

In FFY 2013, this project provides the opportunity for highway safety initiatives to be elevated to a high priority status in law enforcement agencies across the state. Liaison with the MHSO and MCPA Executives will provide further opportunities to identify projects to further each

organizations mission as it relates to traffic safety. It is ever important for MCPA to work in concert with the MHSO as LE Executives continue to be pressured to make decisions based on economics. MHSO can assist LE Executives in continuing to support statewide campaigns which include enforcement and educational initiatives. MCPA will continue to develop enforcement and training initiatives for LE executives, work in conjunction with MHSO to develop and promote highway safety messages and to provide recognition to other groups that strive to make highway safety a top priority in their organizations.

*Johns Hopkins University – Law Enforcement Liaison*

The Law Enforcement Liaison (LEL) provides support to the MHSO Law Enforcement Program Coordinator in enhancing critical law enforcement and highway safety priorities. These include but are not limited to, assessing traffic-related training needs, developing and providing training programs, and developing and sustaining relationships with community organizations and profession associations. The LEL motivates and supports participation in initiatives such as *Click It Or Ticket*, *Checkpoint Strikeforce*, and *Smooth Operator*. The LEL serves as a primary liaison with the Maryland Chiefs of Police and Sheriffs' Associations. The LEL supports significant training initiatives and the development of law enforcement highway safety leaders within the State.

*Johns Hopkins University – Public Safety Leadership Project*

A review of existing literature, training programs, and marketing messages that focus on reducing officer injury and death in traffic-related incidents will be conducted. Several work group sessions will be conducted to gain input to the messages to be sent, appropriateness to various types of agencies, methods for delivering them, and approaches to determining success. Input to this effort will be sought from the MCPA and Maryland Sheriffs Association (MSA) and both professional associations will be asked to play a major role in this project. All information collected in the prior tasks will be used to craft messages to police officers on ways to minimize risk in traffic-related situations. In conjunction with a professional marketing firm, messages to be sent to police officers, and methods for delivering these messages, will be refined. A professional marketing firm will be ultimately selected and will guide the project team in branding and distributing the message. The initial objectives are to keep law enforcement officers safe by addressing known problems of lack of seat belt use, excessive speed and multiple distractions within their police car. The overall goal of the project will be to elevate law enforcement's awareness of highway safety issues in general.

*Maryland Police & Correctional Training Commission (MPCTC) – POLEX Training*

The main goal of this program is to provide mid-level law enforcement supervisors exposure to a nationally recognized training curriculum that will help them to systematically address many of the state's traffic issues in addition to, and in conjunction with, other public safety

issues facing their communities. In order to develop successful and effective solutions that address local traffic issues, local law enforcement agencies need to have personnel on staff that is adept at identifying and analyzing problems that affect their locale and who have developed contacts within their community who can generate public support for their response to the problem.

This two week, high-intensity, university level course of instruction will expose individuals to some of the most current philosophy and thinking in the law enforcement profession. The MPCTC'S role in this project is to provide the training facility and host the event. With the implementation of this program it is anticipated that officers will be motivated to attend traffic safety training and apply their skills in highway safety matters.

*Maryland Police & Correctional Training Commission – Traffic Safety Specialist*

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

*Maryland Sheriff's Association – Crash Reconstruction Conference*

The MSA along with the MCRC will hold a 3 day regional conference in the Baltimore/Washington Metropolitan area to teach Law Enforcement officers from the State of Maryland. This conference will increase the investigation techniques of 150 Crash Reconstructionists, enabling them to collect, analyze and disseminate accurate crash data that can be used to help identify the causation factors of crashes. Having the top experts present in this type of format allows MSA to reach the most investigators for the funds expended rather than just a small group in the usual classroom setting.

*Maryland Sheriff's Association – Executive Training*

The MSA will provide technical expertise, training materials and personnel to support the DUI College, Polex, and the Annual Training Seminar with the MCPA.

## Young Drivers

	2007	2008	2009	2010	2011	5-Year Average	5-year % Change	2013 Goal
Fatal Crashes	98	90	83	59	<b>61</b>	78	-37.8	<b>77</b>
Injury Crashes	7,357	6,581	6,266	5,346	<b>4,917</b>	6,093	-33.2	<b>5,769</b>
Property Damage Only	11,538	10,674	10,040	8,372	<b>7,524</b>	9,630	-34.8	<b>9,119</b>
Total Crashes	18,993	17,345	16,389	13,777	<b>12,502</b>	15,801	-34.2	<b>14,895</b>
Total of All Fatalities	112	106	88	64	<b>66</b>	87	-41.1	<b>91</b>
Total Number Injured	11,666	10,311	9,800	8,309	<b>7,644</b>	9,546	-34.5	<b>9,038</b>

\*Goals in bold have been met; the MHSO will continue to strive for numbers lower than 2011.

### Problem Identification

Over the past five years, an average of 15,801 crashes involving young drivers has occurred on Maryland’s roadways. On average, 87 people have lost their lives each year. This loss of life represents close to 16 percent of all of Maryland’s traffic fatalities. In addition, an average of 9,546 people has been injured annually, accounting for 20 percent of all of Maryland’s traffic injuries. Sixteen and 17-year-old drivers represent only 1.6 percent of all licensed Maryland drivers, and 1.3 percent of all miles driven, but these drivers represent 11 percent of all driver fatalities, on average.

The following information represents the most common demographics and crash characteristics among young driver-involved crashes for the past five years (2007–2011):

Over-Represented Crash Factors: Young Driver Motor Vehicle Occupants (drivers and passengers)		
Factor	Variable	Percentage
Gender (drivers)	Men	56.3 percent of involved; 49.4 percent of Injured; 78.1 percent of killed
Month	May -July	Total – 26.9 percent; injury – 28.8 percent; fatal – 30.2 percent
Day Of Week	Friday - Saturday	Total – 32.3 percent; injury – 32.1 percent; fatal – 35.8 percent
Time Of Day	2pm-6pm – total and injury crashes; 8pm-midnight – fatal crashes	Total – 30.9 percent; injury – 31.9 percent; fatal – 26.6 percent
Road Type	State and county roads	Total – 66.7 percent; injury – 68.6 percent; fatal – 78.0 percent

County	Baltimore and Prince George's Counties	Total – 27.9 percent; injury – 26.2 percent; fatal – 26.3 percent
County	Baltimore County – total and injury crashes; Prince George's County – fatal crashes	Total – 17.4 percent; injury – 16.1 percent; fatal – 15.6 percent

**MHSO Young Driver Initiatives and Coordination**

Young Driver Task Force

The Task Force addresses young driver safety in terms of seat belt use, as well as impaired driving and inattentive driving prevention – making sure that Maryland’s highway safety programs address the problem through education, enforcement and engineering measures. The Task Force has nearly 100 members, consisting of representatives from federal, state and county agencies; non–profits, not–for profits and associations; law enforcement agencies; hospitals and institutions for higher education; advocate agencies; employers; and related agencies with an involvement in highway safety.

Parent Involvement Programs

Parent involvement during the learner’s permit and provisional licensing periods is a critical component of a comprehensive approach to young driver safety. MHSO continues to explore innovative approaches to increasing parental involvement and peer engagement. In FFY2013, the MHSO will work with grantees to achieve this vision.

**Young Driver Proposed Grants**

Maryland Motor Vehicle Administration – Driver Instructional Services Division (DISD)

In FFY 2013, the DISD will approach increasing parental involvement in four ways. The first will be to create a video for use in the Driver Education Curriculum and to be placed in various social networking outlets. The MVA has a Facebook page and a web page, both of which will be used to display the video. There are also numerous driving school web pages, school web pages visited by parents, and parenting blogs, any and all of which could be a potential site for the video. The second will be to create in service training for the driving schools so they can stress to parents the need to be involved in drivers' education. This in–service training will be conducted by the DISD curriculum specialist throughout the state and will be done in coordination with the launch of the new Unit One curriculum. The third will be to create opportunities for outreach to stress the need for parents to be more involved with their child's driver's education. These outreaches may be conducted at high school PTA meetings, at local places of worship, and at team meetings, anywhere that parents of teens are likely to go. The video DISD will create will be an integral part of this outreach

opportunity. Finally, the DISD will also work to develop partnerships with other stakeholders to deliver community outreach and the message regarding parental involvement.

*Sykesville Fire Department – Every 15 Minutes Program*

The *Every 15 Minutes* program will educate parents and high school juniors and seniors on the effects of driving while impaired by alcohol. *Every 15 Minutes* gives the unique chance to experience the effects driving under the influence has from a motor vehicle collision. The program accomplishes this using a mock car crash, hospital, and courtroom setting. The program will be held at North Carroll High School, for the first time, in late Fall 2013. *Every 15 minutes* is requesting funding for two programs to be conducted in Carroll County. The funding will be used for two conference rooms (one for parent, one for student), video, bus service to the courthouse, hotel and school, and t-shirts for the participants and polo shirts for the managers of the program.

*Camp Fire USA – Camp Fire USA*

Camp Fire USA is proposing to implement a student led project utilizing a service learning model which includes: Investigation; Preparation and Planning; Action; Reflection; Demonstration/Celebration. Service-Learning is a teaching and learning strategy that integrates meaningful community service with instruction and reflection to enrich the learning experience, teach civic responsibility, and strengthen communities. The goal is to recruit students to create a teen driving safety summit of teens and adults to discuss issues, seek solutions, and learn methods that they can replicate after the summit. The summit will include workshops, demonstrations, and informational session. Student leaders will engage national, regional, and local partners in their process. These individuals will be invited to lead hands on workshops, interactive presentations, and skills building activities alongside the youth leaders that engage youth and adults. The anticipated outcomes include giving students the tools necessary to launch a project, learn how to gather data to report outcomes, and identification of local resources, and identification of behaviors related to distracted and unsafe driving. Camp Fire USA will create and coordinate a regional/state Youth advisory Committee, including workshops that will include parents and teachers. Materials will be provided for youth and advisors to use as guides as they create their own local programs including handbooks, driving safety best practices, and video tools.

## Older Drivers

	2007	2008	2009	2010	2011	5-Year Average	5-year % Change	2013 Goal
Fatal Crashes	71	78	94	78	72	79	1.4	67
Injury Crashes	4,448	4,279	4,294	4,196	4,254	4,294	-4.4	3,751
Property Damage Only	5,647	5,528	5,737	5,778	5,881	5,714	4.1	4,723
Total Crashes	10,166	9,885	10,125	10,052	10,207	10,087	0.4	8,489
Total of All Fatalities	79	85	101	80	79	85	0	73
Total Number Injured	6,822	6,546	6,645	6,464	6,480	6,591	-5	5,738

### Problem Identification

Older drivers are defined as being 65 years of age or older. Over the past five years, an average of 10,087 older driver crashes has occurred on Maryland’s roadways. On average, 85 people have lost their lives each year in older driver crashes, representing 16% of all Maryland traffic fatalities. In addition, an average of 6,591 persons has been injured annually, representing 14 percent of all of Maryland’s traffic injuries.

The following information represents the most common demographics and crash characteristics among all older driver-involved crashes in MD for the past five years (2007–2011):

Over-Represented Crash Factors: Older Driver Safety (drivers and passengers)		
Factor	Variable	Percentage
Gender (drivers)	Men	59.1 percent of involved; 50.4 percent of Injured; 68.4 percent of killed
Month	October-December	Total – 27.9 percent; injury – 27.1 percent; fatal – 25.4 percent
Day Of Week	Thursday-Friday	Total – 33.1 percent; injury – 32.4 percent; fatal – 34.3 percent
Time Of Day	Noon-4pm	Total – 35.5 percent; injury – 36.4 percent; fatal – 34.9 percent
Road Type	State and county roads	Total – 59.2 percent; injury – 62.7 percent; fatal – 68.4 percent
County	Baltimore and Prince Georges Counties	Total – 29.4 percent; injury – 28.7 percent; fatal – 26.2 percent

## MHSO Older Driver Safety Initiatives and Coordination

The MHSO's Older Driver Safety efforts have focused largely on education and coordination with MVA's DISD. The MHSO strives to balance mobility, safety, and personal responsibility for this particular age group, and activities undertaken by the MHSO reflect those priorities.

### Proposed Older Driver Safety Grants

#### Maryland Motor Vehicle Administration – Older Driver Symposium

With the number of older Maryland licensed drivers, it is imperative to educate Maryland leaders involved in policies and programs for aging people that will provide for safe mobility for life. The MVA plans to hold a two-day educational and interactive symposium on older driver safety with the purpose of engaging and educating policy makers, highway safety professionals and organizations as well as service providers. This symposium will serve as a follow-up to an extremely successful event held in FFY 2012 in which over 100 stakeholders came to hear more about the complexity of issues facing older drivers. The goal of the symposium is to provide a stage to hear the latest research and best practices, facilitate knowledgeable discussion on older driver safety issues and their relevance to Maryland, networking opportunities and produce practical approaches to help benefit policies and programs. The attendees will be provided with the tools and information necessary to promote older driver safety in their arenas. Professional development credit will be offered to specific professions, including law enforcement, clinicians, engineers & attorneys.

This will build on the long-established and highly regarded Maryland Research Consortium which has offered a venue for worldwide research on older driver safety, and build on the 2012 symposium. The outcome of the symposium will be practical objectives of necessary policies and programs for Maryland's older driver safety program that can be embraced and built upon by the organizations represented in the development and execution of this symposium.

#### Carroll County Bureau of Aging & Disabilities – Older Driver Safety Program

The Carroll County Bureau of Aging would like to offer the Older Driver Safety Program taught by trained AARP instructors. The course is 6 hours long, with a 1 hour working lunch. The course will be offered throughout Carroll County at the 5 senior and community centers. The targeted goal of attendance is 75 total older adults. The FFY2012 class had 58 participants at four of the five senior centers.

## Bicyclist Safety

	2007	2008	2009	2010	2011	5-Year Average	5-year % Change	2013 Goal
<b>Fatal Crashes</b>	7	7	10	8	<b>5</b>	7	-28.6	<b>6</b>
<b>Injury Crashes</b>	640	629	555	592	564	596	-11.9	<b>551</b>
<b>Property Damage Only</b>	162	163	121	134	<b>131</b>	142	-19.1	<b>139</b>
<b>Total Crashes</b>	809	799	686	734	700	746	-13.5	<b>686</b>
<b>Total of All Fatalities</b>	7	7	10	8	<b>5</b>	7	-28.6	<b>6</b>
<b>Total Number Injured</b>	662	652	578	610	588	618	-11.2	<b>572</b>

\*Goals in bold have been met; the MHSO will continue to strive for numbers lower than 2011.

### Problem Identification

Over the past five years, an average of 746 police-reported bicycle crashes has occurred on Maryland’s roadways. On average, seven people in bicycle-related crashes have lost their lives each year. In addition, those crashes involved an average of 618 (bicyclist crashes) injured persons annually.

The following information represents the most common demographics and crash characteristics among all bicyclist-involved crashes in MD for the past five years (2007–2011):

Over-Represented Crash Factors: Bicyclists		
Factor	Variable	Percentage
Age (bicyclists)	<16	28.7 percent of involved; 28.8 percent of Injured; 13.5 percent of killed
Gender (bicyclists)	Men	83.0 percent of involved; 83.5 percent of Injured; 81.1 percent of killed
Month	June-August	Total – 40.5 percent; injury – 41.1 percent; fatal – 40.5 percent
Day Of Week	Tuesday	Total – 15.8 percent; injury – 15.8 percent; fatal – 27.0 percent
Time Of Day	4pm-8pm	Total – 39.2 percent; injury – 38.4 percent; fatal – 32.4 percent
Road Type	State and County roads	Total – 53.6 percent; injury – 56.0 percent; fatal – 78.4 percent
County	Baltimore City – total and injury crashes	Total – 23.3 percent; injury – 21.2 percent

## MHSO Bicycle Safety Initiatives and Coordination

Past bicycle safety efforts have focused largely on the youngest riders, under the age of 14 and mature riders. However, crash data shows that youth riders comprise a significant proportion of riders involved in crashes. In FFY 2013 and beyond, the MHSO will focus increased attention toward this age group, and underscores the importance of using crash data to guide local safety program development.

### Bicycle Safety AMT Survey Data

In FFY 2011, a total of 223 Bicycle AMT Surveys were collected to determine public knowledge, attitudes and behaviors specific to interactions with bicyclists or riding a bicycle. The vast majority of all submissions were by citizens of ages 18 and under (92 percent); slightly more females than males completed the surveys (56 percent vs. 44 percent). While this is not ideal, it does provide some useful insight into the knowledge, attitudes and behaviors of this age group related to bicycle safety. When asked how often they wear a helmet while riding a bicycle, more than half responded that they never or rarely wore a helmet and more than half responded that they were not very likely or not very likely at all to be cited for not wearing a helmet. Thirty percent of respondents were not aware that Maryland has a law requiring riders under the age of 16 to wear a helmet.

## Proposed Bicycle Safety Grants

### Bike Maryland – Bicycle MINDED Safety Program

The goal of the Bicycle MINDED Safety Program (BMSP) is to reduce bicycle crashes, injuries and fatalities in the Baltimore Metropolitan region by conducting direct outreach to at-risk youth and adult bicycle riders and by training bicycle safety ambassadors to conduct outreach activities and safety training. Three part-time program coordinators will organize and conduct bicycle skills workshops, based on curriculum developed for Maryland by the WABA and using a bicycle safety program trailer equipped with bicycles and related teaching supplies. The coordinators will be certified using the curriculum of the League of American Bicyclists. The coordinators will also conduct adult bicycle safety workshops focusing on high risk bicyclist behaviors, as indicated by crash data.

## Motorcyclist Safety

	2007	2008	2009	2010	2011	5-Year Average	5-year % Change	2013 Goal
<b>Fatal Crashes</b>	91	78	67	72	68	75	-25.3	67
<b>Injury Crashes</b>	1,428	1,367	1,332	1,322	1,307	1,351	-8.5	1,198
<b>Property Damage Only</b>	322	358	487	533	505	441	56.8	306
<b>Total Crashes</b>	1,841	1,803	1,886	1,927	1,880	1,867	2.1	1,548
<b>Total of All Fatalities</b>	96	83	67	73	<b>70</b>	78	-27.1	71
<b>Total Number Injured</b>	1,661	1,568	1,596	1,558	1,512	1,579	-9	1,374

### Problem Identification

Over the past five years, an average of 1,867 motorcycle crashes has occurred on Maryland’s roadways. On average, 78 people have lost their lives each year, representing 14 percent of all of Maryland’s traffic fatalities. In addition, an average of 1,579 people has been injured annually, representing 3 percent of all of Maryland’s traffic injuries.

The following information represents the most common demographics and crash characteristics among all motorcycle-involved crashes in MD for the past five years (2007–2011):

<b>Over-Represented Crash Factors: Motorcycles</b>		
<b>Factor</b>	<b>Variable</b>	<b>Percentage</b>
Age (operators)	21-29 and 40-49 – total and injured; 25-39 fatalities	23.1, 21.8 percent of involved; 24.5, 24.1 percent of injured; 37.7 percent of killed
Gender (operators)	Men	84.2 percent of involved; 90.9 percent of injured; 97.5 percent of killed
Month	May-August	Total – 53.2 percent; injury – 54.8 percent; fatal – 55.1 percent
Day Of Week	Saturday-Sunday	Total – 40.0 percent; injury – 41.5 percent; fatal – 47.6 percent
Time Of Day	4pm-8pm	Total – 32.5 percent; injury – 32.8 percent; fatal – 35.4 percent
Road Type	State and county roads	Total – 62.0 percent; injury – 66.0 percent; fatal – 64.4 percent
County	Baltimore and Prince Georges Counties	Total – 26.9 percent; injury – 27.0 percent; fatal – 29.8 percent

## MHSO Motorcycle Safety Initiatives and Coordination

### Motorcycle Safety Task Force

The Task Force addresses motorcycle safety – making sure that Maryland’s highway safety programs address the problem through education, enforcement and engineering measures. The Task Force has nearly 25 members, consisting of representatives from federal, state and county agencies; non–profits and not–for profits; law enforcement agencies; hospitals and institutions for higher education; advocate agencies; and related agencies with an involvement in highway safety.

### Ridership Programs & Licensing

High risk motorcycle riding by a few riders continues to be a visible and persistent issue across the State, and is involved in many of the fatal motorcycle crashes in Maryland. In FFY13, a continued emphasis will be placed on rider–to–rider communication and mentoring of new riders to encourage high risk riders to consider the impact of their behavior on the motorcycle community and their own families.

A law enforcement emphasis on proper vehicle equipment, particularly the proper display of registration tags, and on proper licensure will be maintained throughout all FFY 2013 Motorcycle Safety efforts.

## Proposed Motorcycle Safety Grants

### Maryland Motor Vehicle Administration –Motorcycle Safety Program

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

In FFY 2013 the new BRC information will be incorporated into MVA's rider outreach. MVA will continue its outreach program using SMART trainers and outreach trailer, providing a diverse curriculum catalog covering a wide range of topic areas related to motorcycle safety tailored to the target audience. This training is intended to be mobile and would include simulations, demonstrations and exercises presented to riders and citizens throughout the State of Maryland.

For Federal Fiscal Year 2013, the MVA will:

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

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

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

*Red Knights Motorcycle Club – Motorcycle Safety Program*

As partners with other advocates, riders, educators, organizations, and RTSPs, the Red Knights Motorcycle Club will conduct a motorcycle safety rally, raise motorcycle and motorist awareness, and provide public outreach and education to riders and other motorists in an effort to reduce motorcycle crashes, increase licensed riders, and encourage motorists to watch for motorcycles, as well as increasing personal responsibility of riders.

## Statewide Media Summary

In FFY 2013, the MHSO will allocate funding to support a wide variety of national and statewide media campaigns, including but not limited to *Click it or Ticket, Drive Sober or Get Pulled Over, Checkpoint Strikeforce, and Smooth Operator*. The MHSO maintains a full slate of communications programs in every program area that includes some combination of media, education, and local and statewide outreach efforts with traffic safety partners.

In every instance of media being purchased, the MHSO expects and receives a full evaluation of media purchases and outreach efforts. The types of evaluative components include:

- Paid airings;
- total impressions;
- TRP/GRP;
- Reach;
- Frequency;
- Electronic and social media hits;
- Press releases/articles distributed/aired; and
- Number of materials handed out.

The MHSO and its RTSP Managers work very closely with several media relations companies to ensure placement of media on multiple outlets and to ensure an impartial and effective evaluation of all campaigns. The MHSO's Communications Manager is responsible for coordinating elements of all media relations and acting as a liaison between the MHSO's Program Managers and media outlets. The Program Managers themselves often function as creative consultants and subject matter experts throughout the media-buying and creation process, thereby ensuring consistent and effective messaging in every program area.

More than 80 percent of Maryland's population is covered by the Baltimore Metropolitan and Washington Metropolitan media markets. Many of the MHSO's campaigns utilize a mix of television (broadcast and cable), radio and electronic media and the mix depends upon the target demographic and the budget for a program. In addition to paid media, the MHSO capitalizes on earned media messaging as a part of every campaign. The MHSO is focused on using media as a compliment to high visibility enforcement campaigns that occur in Maryland as media is enhanced by effective enforcement and vice versa.

Throughout FFY 2013, the MHSO will continue to build upon its past experience with buying and placing paid media, as well as focusing on efforts that have been successful at gaining earned media as well. Press events, sports marketing partnerships, and efforts with local partners are all critical to achieving even broader reach than achieved with Maryland's already considerable media power. The following table represents media expenditures for FFY 2013:

Program Area	Campaign Name	Campaign Timeframe	Media Outlets Utilized	Additional Outreach Efforts	Funding Source	Dollar Amount
Aggressive Driving Prevention	Smooth Operator	June 2013 July 2013 August 2013 September 2013	Television, radio, electronic media, billboards	Press releases, newspaper articles, social networking	402	\$300,000
Distracted Driving	Distracted Driving	Spring 2013	Radio, Electronic Media	Press releases, newspaper articles, social networking	402	\$16,500
Impaired Driving Prevention	Drive Sober or Get Pulled Over / Checkpoint Strikeforce	August 2013 - December 2013	Television, radio, electronic media, billboards	Press releases, newspaper articles, social networking	410/164	\$525,000
Impaired Driving Prevention	DUI is For Losers	March 2013	Television, radio, electronic media, billboards	Press releases, newspaper articles, social networking	410/164	\$538,000
Impaired Driving Prevention	Project SOLO	Various periods throughout FFY 2013	Television, radio, electronic media, billboards	Press releases, newspaper articles, social networking	164	\$125,000
Motorcycle Safety	Motorcycle Safety	April/May 2013	Radio, electronic media, billboards	Press releases, newspaper articles, social networking	2010/402	\$100,000
Occupant Protection	Click it or Ticket	November 2012 May 2013	Television, radio, electronic media, gas pump top advertising	Press releases, newspaper articles, social networking	405	\$420,000
Occupant Protection	Night Time Seat Belt	November 2012 May 2013	Television, radio, electronic media	Local press releases, social networking	403	\$30,000
Pedestrian/Bicycle Safety	StreetSmart	Fall 2012 Spring 2013	Television, radio, electronic media	Press releases, newspaper articles, social networking	402	\$335,000
					<b>Total Media</b>	<b>\$2,389,500</b>

## CERTIFICATIONS AND ASSURANCES

### STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- 49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II – (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462–6C – Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field–Administered Grants

### Certifications and Assurances

#### Section 402 Requirements (as amended by Pub. L. 112–141)

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations and high-visibility law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources,
- Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).

(23 USC 402 (b)(1)(F));

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(j)).

#### Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20.

### **Federal Funding Accountability and Transparency Act (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic

reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702;):**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace.

2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling, rehabilitation, and employee assistance programs.
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
  - d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
    1. Abide by the terms of the statement.
    2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
  - e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
  - f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted --
    1. Taking appropriate personnel action against such an employee, up to and including termination.
    2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
  - g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

**POLITICAL ACTIVITY (HATCH ACT).**

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form–LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

#### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective

---

primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition

to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters – Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other

remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

**Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion  
-- Lower Tier Covered Transactions:**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**POLICY TO BAN TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or -rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
  - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this

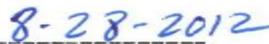
office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

  
-----  
**Governor's Representative for Highway Safety**

  
-----  
**State or Commonwealth**

-----2013-----

**For Fiscal Year**

  
-----

**Date**

# APPENDIX A – PROGRAM COST SUMMARIES

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2013-15-01-00		\$ .00	\$187,837.00	\$ .00	\$187,837.00	\$187,837.00	\$ .00
	<b>Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$187,837.00</b>	<b>\$ .00</b>	<b>\$187,837.00</b>	<b>\$187,837.00</b>	<b>\$ .00</b>
<b>Motorcycle Safety</b>								
	MC-2013-04-02-10		\$ .00	\$59,118.00	\$ .00	\$26,500.00	\$26,500.00	\$26,500.00
	MC-2013-04-03-00		\$ .00	\$ .00	\$ .00	\$31,240.00	\$31,240.00	\$ .00
	<b>Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$59,118.00</b>	<b>\$ .00</b>	<b>\$57,740.00</b>	<b>\$57,740.00</b>	<b>\$26,500.00</b>
<b>Occupant Protection</b>								
	OP-2013-05-03-00		\$ .00	\$ .00	\$ .00	\$50,000.00	\$50,000.00	\$ .00
	<b>Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$50,000.00</b>	<b>\$50,000.00</b>	<b>\$ .00</b>
<b>Pedestrian/Bicycle Safety</b>								
	PS-2013-06-01-00		\$ .00	\$43,500.00	\$ .00	\$56,830.00	\$56,830.00	\$ .00
	PS-2013-06-02-00		\$ .00	\$190,000.00	\$ .00	\$260,000.00	\$260,000.00	\$260,000.00
	PS-2013-06-02-10		\$ .00	\$542,923.00	\$ .00	\$140,000.00	\$140,000.00	\$140,000.00
	PS-2013-06-03-00		\$ .00	\$ .00	\$ .00	\$33,200.00	\$33,200.00	\$ .00
	<b>Pedestrian/Bicycle Safety Total</b>		<b>\$ .00</b>	<b>\$776,423.00</b>	<b>\$ .00</b>	<b>\$490,030.00</b>	<b>\$490,030.00</b>	<b>\$400,000.00</b>
<b>Police Traffic Services</b>								
	PT-2013-12-01-00		\$ .00	\$2,763,602.00	\$ .00	\$375,501.00	\$375,501.00	\$ .00
	PT-2013-12-03-00		\$ .00	\$24,523.00	\$ .00	\$103,500.00	\$103,500.00	\$ .00
	<b>Police Traffic Services Total</b>		<b>\$ .00</b>	<b>\$2,788,125.00</b>	<b>\$ .00</b>	<b>\$479,001.00</b>	<b>\$479,001.00</b>	<b>\$ .00</b>
<b>Traffic Records</b>								
	TR-2013-09-01-00		\$ .00	\$39,861.00	\$ .00	\$33,312.00	\$33,312.00	\$ .00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	TR-2013-09-03-00		\$ .00	\$24,523.00	\$ .00	\$103,500.00	\$103,500.00	\$ .00
		<b>Traffic Records Total</b>	<b>\$ .00</b>	<b>\$64,384.00</b>	<b>\$ .00</b>	<b>\$136,812.00</b>	<b>\$136,812.00</b>	<b>\$ .00</b>
		<b>Community Traffic Safety Project</b>						
	CP-2013-07-03-00		\$ .00	\$49,046.00	\$ .00	\$342,000.00	\$342,000.00	\$ .00
	CP-2013-10-02-00		\$ .00	\$491,860.00	\$ .00	\$1,022,425.00	\$1,022,425.00	\$ .00
	CP-2013-10-03-00		\$ .00	\$338,958.00	\$ .00	\$805,145.00	\$805,145.00	\$ .00
		<b>Community Traffic Safety Project Total</b>	<b>\$ .00</b>	<b>\$879,864.00</b>	<b>\$ .00</b>	<b>\$2,169,570.00</b>	<b>\$2,169,570.00</b>	<b>\$1,022,425.00</b>
		<b>Codes and Laws</b>						
	CL-2013-07-01-00		\$ .00	\$ .00	\$ .00	\$50,174.00	\$50,174.00	\$ .00
		<b>Codes and Laws Total</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$50,174.00</b>	<b>\$50,174.00</b>	<b>\$ .00</b>
		<b>Driver Education</b>						
	DE-2013-02-03-00		\$ .00	\$24,523.00	\$ .00	\$167,900.00	\$167,900.00	\$ .00
	DE-2013-07-01-00		\$ .00	\$61,905.00	\$ .00	\$56,650.00	\$56,650.00	\$ .00
	DE-2013-07-02-00		\$ .00	\$21,806.00	\$ .00	\$23,575.00	\$23,575.00	\$23,575.00
	DE-2013-07-03-00		\$ .00	\$24,523.00	\$ .00	\$133,500.00	\$133,500.00	\$ .00
		<b>Driver Education Total</b>	<b>\$ .00</b>	<b>\$132,757.00</b>	<b>\$ .00</b>	<b>\$381,625.00</b>	<b>\$381,625.00</b>	<b>\$23,575.00</b>
		<b>Speed Enforcement</b>						
	SE-2013-01-01-00		\$ .00	\$145,130.00	\$ .00	\$32,057.00	\$32,057.00	\$ .00
	SE-2013-01-02-10		\$ .00	\$252,307.00	\$ .00	\$179,570.00	\$179,570.00	\$179,570.00
		<b>Speed Enforcement Total</b>	<b>\$ .00</b>	<b>\$397,437.00</b>	<b>\$ .00</b>	<b>\$211,627.00</b>	<b>\$211,627.00</b>	<b>\$179,570.00</b>
		<b>NHTSA 402 Total</b>	<b>\$ .00</b>	<b>\$5,285,945.00</b>	<b>\$ .00</b>	<b>\$4,214,416.00</b>	<b>\$4,214,416.00</b>	<b>\$1,652,070.00</b>
		<b>405 OP SAFTEA-LU</b>						
	K2-2013-05-03-00		\$ .00	\$75,732.00	\$ .00	\$573,500.00	\$573,500.00	\$ .00
		<b>405 Occupant Protection Total</b>	<b>\$ .00</b>	<b>\$75,732.00</b>	<b>\$ .00</b>	<b>\$573,500.00</b>	<b>\$573,500.00</b>	<b>\$ .00</b>

State: Maryland

**U.S. Department of Transportation National Highway Traffic Safety Administration  
Highway Safety Plan Cost Summary  
2013-HSP-1  
For Approval**

Page: 3  
Report Date: 08/23/2012

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<b>405 OP SAFETEA-LU Total</b>			<b>\$ .00</b>	<b>\$75,732.00</b>	<b>\$ .00</b>	<b>\$573,500.00</b>	<b>\$573,500.00</b>	<b>\$ .00</b>
<b>NHTSA 406</b>								
	K4-2013-07-01-00		\$ .00	\$ .00	\$ .00	\$83,000.00	\$83,000.00	\$ .00
		<b>406 Safety Belts Incentive Total</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$83,000.00</b>	<b>\$83,000.00</b>	<b>\$ .00</b>
		<b>NHTSA 406 Total</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$83,000.00</b>	<b>\$83,000.00</b>	<b>\$ .00</b>
<b>408 Data Program SAFETEA-LU</b>								
	K9-2013-09-01-00		\$ .00	\$142,304.00	\$ .00	\$492,857.00	\$492,857.00	\$ .00
		<b>408 Data Program Incentive Total</b>	<b>\$ .00</b>	<b>\$142,304.00</b>	<b>\$ .00</b>	<b>\$492,857.00</b>	<b>\$492,857.00</b>	<b>\$ .00</b>
		<b>408 Data Program SAFETEA-LU Total</b>	<b>\$ .00</b>	<b>\$142,304.00</b>	<b>\$ .00</b>	<b>\$492,857.00</b>	<b>\$492,857.00</b>	<b>\$ .00</b>
<b>410 Alcohol SAFETEA-LU</b>								
	K8-2013-03-01-00		\$ .00	\$181,226.00	\$ .00	\$80,739.00	\$80,739.00	\$ .00
	K8-2013-03-02-00		\$ .00	\$353,883.00	\$ .00	\$516,934.00	\$516,934.00	\$ .00
	K8-2013-03-02-10		\$ .00	\$741,715.00	\$ .00	\$642,600.00	\$642,600.00	\$ .00
	K8-2013-03-03-00		\$ .00	\$24,523.00	\$ .00	\$888,500.00	\$888,500.00	\$ .00
		<b>410 Alcohol SAFETEA-LU Total</b>	<b>\$ .00</b>	<b>\$1,301,347.00</b>	<b>\$ .00</b>	<b>\$2,128,773.00</b>	<b>\$2,128,773.00</b>	<b>\$1,159,534.00</b>
<b>2010 Motorcycle Safety</b>								
	K6-2013-04-01-00		\$ .00	\$ .00	\$ .00	\$68,141.00	\$68,141.00	\$ .00
	K6-2013-04-03-00		\$ .00	\$ .00	\$ .00	\$119,400.00	\$119,400.00	\$ .00
		<b>2010 Motorcycle Safety Incentive Total</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$187,541.00</b>	<b>\$187,541.00</b>	<b>\$ .00</b>
		<b>2010 Motorcycle Safety Total</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$187,541.00</b>	<b>\$187,541.00</b>	<b>\$ .00</b>
<b>2011 Child Seats</b>								
	K3-2013-05-01-00		\$ .00	\$271,324.00	\$ .00	\$261,394.00	\$261,394.00	\$ .00
	K3-2013-05-03-00		\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$ .00

State: Maryland

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

**2013-HSP-1**  
 For Approval

Page: 4  
 Report Date: 08/23/2012

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
2011 Child Seat Incentive Total			\$ .00	\$271,324.00	\$ .00	\$281,394.00	\$281,394.00	\$ .00
2011 Child Seats Total			\$ .00	\$271,324.00	\$ .00	\$281,394.00	\$281,394.00	\$ .00
<b>164 Transfer Funds</b>								
164AL-2013-00-00-00			\$ .00	\$ .00	\$ .00	\$1,069,362.00	\$1,069,362.00	\$ .00
164 Alcohol Total			\$ .00	\$ .00	\$ .00	\$1,069,362.00	\$1,069,362.00	\$ .00
164 Transfer Funds Total			\$ .00	\$ .00	\$ .00	\$1,069,362.00	\$1,069,362.00	\$ .00
NHTSA Total			\$ .00	\$7,076,652.00	\$ .00	\$9,030,843.00	\$9,030,843.00	\$2,811,604.00
Total			\$ .00	\$7,076,652.00	\$ .00	\$9,030,843.00	\$9,030,843.00	\$2,811,604.00







Program Area Project Totals	402 Federal HS211B21	403 Federal HS230B21	405 Federal HS212B21	406 Federal HS213B21	408 Federal HS214B21	410 Federal HS215B21	2010 Federal HS216B21	2011 Federal HS217B21	Total NHTSA Federal	FHWA HPR HS207B21	164 Federal	State Funds	Totals	State/ Local Match	Grand Totals
Aggressive Driving	\$ 211,627	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 211,627	\$ 663,490	\$ -	\$ -	\$ 875,117	\$ 468,676	\$ 1,343,793
Distracted Driving	\$ 167,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 167,900	\$ -	\$ -	\$ -	\$ 167,900	\$ 24,523	\$ 192,423
Impaired Driving	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,108,773	\$ -	\$ -	\$ 2,108,773	\$ -	\$ 917,873	\$ -	\$ 3,026,646	\$ 1,586,304	\$ 4,612,950
Motorcycle Safety	\$ 57,740	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,541	\$ -	\$ 245,281	\$ 8,000	\$ -	\$ -	\$ 253,281	\$ 181,566	\$ 434,847
Occupant Protection	\$ 50,000	\$ 209,880	\$ 573,500	\$ -	\$ -	\$ -	\$ -	\$ 281,394	\$ 1,114,774	\$ 3,510	\$ -	\$ -	\$ 1,118,284	\$ 367,086	\$ 1,485,370
Pedestrian & Bicycle	\$ 490,030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 490,030	\$ 125,000	\$ -	\$ -	\$ 615,030	\$ 507,663	\$ 1,122,693
Traffic Safety	\$ 605,899	\$ -	\$ -	\$ 83,000	\$ -	\$ 20,000	\$ -	\$ -	\$ 708,899	\$ 200,000	\$ -	\$ -	\$ 908,899	\$ 157,280	\$ 1,066,179
Data Enhancement	\$ 136,812	\$ 43,004	\$ -	\$ -	\$ 492,857	\$ -	\$ -	\$ -	\$ 672,673	\$ -	\$ 207,289	\$ -	\$ 879,962	\$ 306,276	\$ 1,186,238
Regional Traffic Safety	\$ 1,827,571	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,827,571	\$ -	\$ -	\$ 500,000	\$ 2,327,571	\$ 945,086	\$ 3,272,657
Police Traffic Safety	\$ 479,001	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 479,001	\$ -	\$ -	\$ -	\$ 479,001	\$ 1,661,622	\$ 2,140,623
Administration	\$ 187,837	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,837	\$ -	\$ -	\$ -	\$ 187,837	\$ 73,569	\$ 261,406
<b>Total Program</b>	<b>\$ 4,214,417</b>	<b>\$ 252,884</b>	<b>\$ 573,500</b>	<b>\$ 83,000</b>	<b>\$ 492,857</b>	<b>\$ 2,128,773</b>	<b>\$ 187,541</b>	<b>\$ 281,394</b>	<b>\$ 8,214,366</b>	<b>\$ 1,000,000</b>	<b>\$ 1,125,162</b>	<b>\$ 500,000</b>	<b>\$ 10,839,528</b>	<b>\$ 6,279,651</b>	<b>\$ 17,119,179</b>

<b>Maryland Highway Safety Office - Motor Vehicle Administration</b>		
<b>Proposed Federal Highway Safety Fund Expenditures</b>		
<b>FFY 2012 - 2013</b>		
<b>COUNTIES</b>		
<b>County</b>	<b>FFY 2013</b>	<b>FFY 2012</b>
Anne Arundel	\$ 282,500	\$ 144,900
Allegany	\$ 25,200	\$ 13,000
Baltimore County	\$ 584,784	\$ 260,960
Baltimore City	\$ 193,900	\$ 208,900
Caroline	\$ 15,600	\$ 16,000
Cecil	\$ 29,400	\$ 29,000
Charles	\$ 78,300	\$ 83,500
Carroll	\$ 75,250	\$ 61,000
Calvert	\$ 57,150	\$ 58,500
Dorchester	\$ 19,000	\$ 20,500
Frederick	\$ 74,200	\$ 56,600
Garrett	\$ 11,500	\$ 5,900
Harford	\$ 163,500	\$ 100,000
Howard	\$ 223,728	\$ 109,050
Kent	\$ 10,200	\$ 8,500
Montgomery	\$ 263,385	\$ 230,540
Prince George's	\$ 346,400	\$ 353,400
Queen Anne's	\$ 16,950	\$ 16,000
Somerset	\$ 14,400	\$ 12,000
St. Mary's	\$ 100,058	\$ 57,800
Talbot	\$ 23,500	\$ 16,900
Washington	\$ 34,500	\$ 27,000
Wicomico	\$ 46,800	\$ 39,400
Worcester	\$ 51,500	\$ 57,500
	\$ 2,741,705	\$ 1,986,850
<b>Statewide</b>	<b>\$ 8,097,823</b>	<b>\$ 6,007,562</b>
	<b>\$ 10,839,528</b>	<b>\$ 7,994,412</b>

<b>Maryland Highway Safety Office - Motor Vehicle Administration</b>			
<b>Proposed Federal Highway Safety Fund Expenditures</b>			
<b>FFY 2011 - 2013</b>			
<b>OVERALL</b>			
	<b>FFY 2013</b>	<b>FFY 2012</b>	<b>FFY 2011</b>
Education/Other	\$ 7,075,242	\$ 4,720,241	\$ 5,739,840
EMS	\$ -		
Enforcement	\$ 2,696,487	\$ 2,327,162	\$ 2,551,575
Engineering	\$ -		
Administration	\$ 187,837	\$ 189,900	\$ 189,900
Data	\$ 879,962	\$ 757,109	\$ 888,143
<b>Total</b>	<b>\$ 10,839,528</b>	<b>\$ 7,994,412</b>	<b>\$ 9,369,458</b>

<b>Maryland Highway Safety Office - Motor Vehicle Administration</b>			
<b>Proposed Highway Safety Fund Expenditures</b>			
<b>FFY 2011 - 2013</b>			
<b>PROGRAM AREAS</b>	<b>FFY 2013</b>	<b>FFY 2012</b>	<b>FFY 2011</b>
Impaired Driving Prevention	3,026,646	2,062,676	2,070,522
Occupant Protection	1,118,284	1,046,540	927,262
Data Enhancement	879,962	757,109	1,175,319
Regional Traffic Safety Program	2,327,571	2,038,800	1,750,795
Aggressive Driving Prevention	875,117	610,160	792,930
Pedestrian & Bicycle Safety	615,030	543,880	495,535
Motorcycle Safety	253,281	224,340	246,423
Distracted Driving Prevention	167,900	132,800	132,800
General Traffic Safety	908,899	949,380	1,124,780
Police Traffic Services	479,001	655,803	463,192
Administration	187,837	189,900	189,900
<b>TOTAL</b>	<b>10,839,528</b>	<b>9,211,388</b>	<b>9,369,458</b>

Maryland Highway Safety Office - Motor Vehicle Administration			
Proposed Federal Highway Safety Fund Expenditures			
FFY 2011 - 2013			
STATE AGENCIES			
STATE AGENCIES	FFY 2013	FFY 2012	FFY 2011
MD Dept of Health & Mental Hygiene	190,201	184,493	184,640
MD Dept of Natural Resources	7,600	6,600	~~~~
MD Institute for EMS Systems	143,193	268,480	368,022
MD Judiciary	180,878	137,112	138,848
MD Motor Vehicle Administration	124,791	428,536	578,083
Maryland State Police	598,457	671,810	667,200
Maryland Transportation Authority	59,670	65,602	65,600
University of Baltimore	2,576,049	2,559,433	1,743,987
Towson University	~~~~	117,043	353,243
<b>TOTAL</b>	<b>3,880,839</b>	<b>4,439,109</b>	<b>4,099,623</b>

## APPENDIX B – MHSO PARTNERS

Aberdeen Police Department  
 Alcohol inspectors (DLC)  
 Allegany County Sheriff's Department  
 Allstate Insurance  
 American Association of Retired People (AARP)  
 American Automobile Association (AAA)  
 American Bikers Aimed Towards Education (ABATE) of MD  
 American Recreational Promotions  
 Annapolis Police Department  
 Anne Arundel County Council of Parent Teacher Associations (PTA)  
 Anne Arundel County Health Department  
 Anne Arundel County Police Department  
 Arlington (or other Virginia) Police  
 Artscape Organizers  
 Association of Transportation Safety Information Professionals (ATSIP)  
 AT&T  
 ATX / BMW  
 Autism Association of Calvert County  
 Baltimore City Department of Transportation  
 Baltimore City Department of Transportation  
 Baltimore City Health Department  
 Baltimore City Healthy Start Programs  
 Baltimore City Police  
 Baltimore City Recreational Centers  
 Baltimore City Schools  
 Baltimore City Traffic Safety Coalition  
 Baltimore City Waterfront Partnership  
 Baltimore County Alcohol Retailers Association  
 Baltimore County Licensed Beverage Association  
 Baltimore County Liquor Board  
 Baltimore County Police Department  
 Baltimore County Public School  
 Baltimore County Public Schools Parent Teacher Associations  
 Baltimore County Traffic Safety Coalition  
 Baltimore Grand Prix  
 Baltimore Metropolitan Council  
 Baltimore Police Department  
 Baltimore Waterfront Partnership  
 Barwood Taxi  
 Bel Air Police Department  
 Berlin Police Department  
 Bike Jam Organizing Committee  
 Bike Maryland  
 Bike Maryland Tour du Port  
 Bob Hall, Inc.  
 Boy Scouts of America  
 Boys and Girls Clubs of Calvert County  
 Brethren Mutual Insurance  
 Bridgestone  
 Brunswick Police Department  
 Calvert Alliance Against Substance Abuse (CAASA)  
 Calvert County Board of Education  
 Calvert County Bus Drivers  
 Calvert County Finance and Budget  
 Calvert County Health Department  
 Calvert County Public Works  
 Calvert County Public/Private Schools  
 Calvert County Traffic Safety Council  
 Calvert Memorial Hospital  
 Cambridge Police Department  
 Capitol Heights Police Department  
 Carroll County Cable Channel  
 Carroll County Court System  
 Carroll County Department of Tourism  
 Carroll County Health Department  
 Carroll County Health Dept. Addictions  
 Carroll County Landfill  
 Carroll County Municipal Law Enforcement  
 Carroll County Prevention Office

Carroll County Safe Kids Coalition	Early Head Start - Prince George's
Carroll County Sheriff's Office	County Public Schools
Carroll County Times	Elkton Police Department
Carroll County Traffic Safety Coalition	Emergency Medical System Operational
Carroll Hospital Center	Program (EMSOP) CAD Interface
Cattails Country Florist	Manager
Cecil County Sheriff's Office	Emergency Medical System Operational
Centro Hispano	Program (EMSOP) Quality Assurance
Chaplaincy Programs	Officers
Charles County Licensed Beverage	Emergency Nurses Association (ENA)
Association	Family Partnership of Frederick County
Charles County Sheriff's Office	Family Support Centers
Charles County Teen Court	Federal Agencies
Chesapeake Safety Council	Fitzgerald Auto Mall
Chestertown Police Department	Frederick City Police
Child Care Choices	Frederick CO. Central Alarm (PSAPr)
Children's Village of Washington County	Frederick County Department of Fire &
Chosen Responsible Service Vendor	Rescue Services
City of Annapolis Office of the Mayor	Frederick County Public Schools
City of Laurel	Frederick County Safe Kids Coalition
College of Southern Maryland, Base	Frederick County Sheriff's Office
Rider Educators	Frederick County YMCA
Combating Underage Drinking Coalition	Frederick Police Academy
Comcast	Frederick Police Department
County Department of Human Services	Frederick Police Department Uniformed
County Department of Public Works	Auxiliary
County Department of Recreation and	Frederick Police Uniform Auxiliary
Parks	Frostburg Police Department
County Department of Social Services	Frostburg State University Police
County Department of Juvenile Services	Fruitland Police
Crisfield Police Department	Ft. Detrick
Department of Liquor Control Alcohol	Gaithersburg Police Department
Inspectors (volunteer)	GEICO
Department of Natural Resources (DNR)	George Bahouth
Department of Public Works	Giant Food
District Attorney's office	Gold Wing Road Riders Association
District Court Judge	(GWRRA)
District of Columbia Municipal Police	Greenbelt Police
Department (DCMPD)	Hagerstown Community College
Dominion Power	Hagerstown Suns, minor league baseball
Downtown Alliance	Hancock Police Department
Drinking Driving Program	
Driver Improvement Providers	Hard Rock Cafe
	Harford Community College

Harford County Law Enforcement	Maryland Department of Health and Mental Hygiene (DHMH)
Harford County Sheriff's Office	
Havre de Grace Police Department	Maryland Department of Health and Mental Hygiene (DHMH), Office of Information Technology
HCSO	Maryland Department of Health and Mental Hygiene (DHMH), Public Relations
Health Services Cost Review Commission (HSCRC)	Maryland Driving Schools
Healthy Hospital Initiative	Maryland Drug Courts
Holloway Funeral Home	Maryland Hospitals
Howard Community College	Maryland Impaired Driving Coalition
Howard County (HC) Drug Free	Maryland Institute for Emergency Medical Services System (MIEMSS)
Howard County Board of Education	Maryland Institute for Emergency Medical Services System (MIEMSS) Educational Support Division
Howard County Police Department	Maryland Institute for Emergency Medical Services System (MIEMSS) Finance Office
Hurlock Police Department	Maryland Institute for Emergency Medical Services System (MIEMSS) Public Information Office
Ignition Interlock	Maryland Institute for Emergency Medical Services System (MIEMSS)/ Electronic Maryland EMS Data System Applications Coordinator
ImageTrend Contracts Manager	Maryland Kids In Safety Seats (KISS)
Interagency Early Childhood Committee	Maryland Local Management Boards
International Association Chiefs of Police (IACP)	Maryland Parent Teachers Association
Joe Bozick, Inc.	Maryland Poison Control
Johns Hopkins Hospital Trauma Center	Maryland Police and Correctional Training Center
Johns Hopkins University	Maryland Prosecutors Association
Kent County Sheriff's Office	Maryland Safe and Drug Free Schools
Larry's Ride	Maryland School Resource Officer
Licensed Beverage Association of St. Mary's County	
Life & Discovery	
Linganore High School	
M&T Bank Stadium	
Mainline Broadcasting Radio	
Manchester Police Department	
Maryland Academy of Pediatrics	
Maryland After Prom Committees	
Maryland Certified Child Passenger Safety Instructors	
Maryland Chapter of American College of Emergency Physicians	
Maryland Chapter, American Academy of Pediatrics	
Maryland Chiefs of Police Association	Maryland Sheriffs
Maryland Chiefs of Police Association/Maryland Sheriff's Association Training Commission	Maryland State Alcohol and Drug Abuse Administration
Maryland Crash Reconstruction Committee	Maryland State Department of Education
	Maryland State Emergency Medical Services Medical Director

---

Maryland State Fire Association & Office of the State Fire Martial	Princess Anne Police Department
Maryland State Firemen's Association (MSFA)	Probation & Parole
Maryland State Licensed Beverage Association	RecRide
Maryland State Police	Regional Safety Subcommittee
Maryland State Police Aviation Division	Restaurant Association of Maryland Foundation
Maryland State's Attorney's Office	Ride Like a Pro Maryland
Maryland Transportation Authority	Ripkin Stadium
Police Department	S.A.F.E.
Mary's Center	Safe Kids Baltimore City
McAndrew Company	Safe Kids Lower Shore
Meritus Health	Safe Kids Montgomery County Coalition members
Metro Fire Chief	Safe Routes to School Coordinator/Baltimore
Moms of Pre-Schoolers (MOPS)	Safe Start
Montgomery County Alcohol Inspector	Salisbury Fire Dept
Montgomery County Department of Public Works and Transportation	Salisbury Police Department
Montgomery County Police	Shockley Honda
Mothers Against Drunk Driving (MADD)	Shorebirds
Motor Vehicle Administration -Branch Offices	Somerset County Sheriff's Office
National Highway Traffic Safety Administration	Southern Maryland Newspapers Online
Naval Air Station Pax River	Sprint
North East Police Department	St. Michaels Police Department
Northern News	Star Democrat
NW University	State Farm Insurance
Oakland Police Department	State Highway Administration
Ocean City Police Department	State Highway Administration, Traffic Safety Analysis Division
Office of Drug Control Policy	Stratacomm
Office of Problem Solving Court	Street Smart Advisory Group
Optimist Club of Calvert County	Students Against Destructive Decisions (SADD)
Optimist Club of Solomon's	Students Helping Other People (SHOP)
Peninsula Regional Medical Center	Students
Perryville Police Department	Sykesville Fire Department
Port Discovery	Talbot County Sheriff's Office
Prince George's Community College	Taneytown Police Department
Prince George's County Highway Safety Office	The Advocate of Hampstead & Manchester
Prince George's Department of Public Works and Transportation	The Learning Center
	The Mark Agency
	Total Rehab

---

Town of Landover Hills  
Toys R Us  
Traffic Records Coordinating Committee  
Technical Council  
Trauma NET  
TRW and Associates  
U.S. Capital Police  
Unite International, LLC  
University of Maryland Baltimore County  
University of Maryland Baltimore,  
National Study Center for Trauma and  
Emergency Medical Services  
University of Maryland Department of  
Public Safety  
University of Maryland, DUI College  
University of MD Police - College Park  
University Park Police Department  
Walden Sierra  
Walnut Street Community Health  
Washington Area Bicycle Association  
(WABA)  
Washington Area New Automobile  
Dealers Association

Washington College  
Washington County Public Schools  
Washington County Sheriff's Office  
Washington Metropolitan Area Transit  
Authority  
Washington Metropolitan Region Safety  
Task Force  
Westminster City Police Department  
Westminster City Recreation  
Westminster Police Department  
Whites bike shop  
Wicomico County Sheriff's Office  
Wicomico County Tourism  
Women, Infant and Child Program (WIC)  
Worcester County Alcohol Licensees  
Worcester County Board of Education  
Worcester County Cooperative Ext.  
Wor-Wic Community College  
WTTR Radio Station  
Yellow Cab Company  
Young Driver Statewide Task Force



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

Region III  
Delaware, District of Columbia,  
Kentucky, Maryland,  
North Carolina,  
Virginia, West Virginia

**FILE COPY**

10 S. Howard Street,  
Suite 6700  
Baltimore, MD 21201  
Phone (410) 962-0090  
Fax (410) 962-2770

September 28, 2012

John T. Kuo, Administrator  
Maryland Motor Vehicle Administration  
6601 Ritchie Highway, NE, Suite 200  
Glen Burnie, MD 21062

Dear Mr. Kuo:

We have reviewed Maryland's fiscal year 2013 Performance Plan, Highway Safety Plan (HSP), Certification Statement, and Cost Summary (HS Form 217), recently submitted to this office. Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 Program.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the National Highway Traffic Safety Administration (NHTSA) Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) are available for immediate use by the State on October 1. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

Maryland's plan outlines numerous proven strategies that will aid in your ongoing efforts to save lives on Maryland's roadways. Focusing on grant administration, law enforcement coordination, marketing and media, and support of NHTSA's national mobilizations make a strong foundation for a comprehensive and effective highway safety plan (HSP). The HSP also provided a thorough and well-written description of your state's highway safety planning process. As discussed with your staff on September 17, 2012, we would like you to revise your HSP to include more details in regard to the State's problem identification process. In addition, we request inclusion of all incentive grant funding your state receives, as the strategies and activities funded are significant contributions to your overall highway safety plan. Finally, we suggest your HSP include a section on paid media instead of mentioning paid media efforts under each individual program area. This way it will be easier to ensure all media efforts and all required elements are included.

We commend the Maryland Highway Safety Office for qualifying as a Section 410 low fatality rate state for a sixth year in a row. Also, the continued efforts with the nighttime seat belt enforcement project are commendable. We recognize the hard work that goes into Maryland's safety belt, impaired driving and aggressive driving program efforts throughout last year and especially during the *Click It Or Ticket (CIOT)*, *Checkpoint Strikeforce* and *Smooth Operator* campaigns.

As always, our staff will work closely with you to implement your plan and achieve your impaired driving, occupant protection and other highway safety goals.

Sincerely,

A handwritten signature in cursive script that reads "Elizabeth A. Baker".

Elizabeth A. Baker, Ph.D.  
Regional Administrator

cc: Tom Gianni