FFY2016

THE MARYLAND MOTOR VEHICLE ADMINISTRATION'S

MARYLAND HIGHWAY SAFETY OFFICE

HIGHWAY SAFETY PLAN

Maryland Highway Safety Office MVA

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Contents

EXECUTIVE SUMMARY

On behalf of Maryland's Governor's Highway Safety Representative and Administrator of the Maryland Department of Transportation's Motor Vehicle Administration (MVA), Mr. Milton Chaffee, I am pleased to present Maryland's Federal Fiscal Year (FFY) 2016 Highway Safety Plan (HSP).

As Chief of the Maryland Highway Safety Office (MHSO), a division of the MVA, I am proud to report that in 2014 the State of Maryland once again experienced a historic low number of traffic fatalities; the lowest ever since 1948. Although we cannot celebrate a fatality number until it squarely rests on ZERO, the downward trends in both fatalities and serious injuries are very encouraging.

As we plan for FFY 2016, we do so by incorporating even more sophisticated countermeasures, all of which are evidenced-based. More so than in years before, the programs and projects outlined in this report are closely synced with the strategies in the state's Strategic Highway Safety Plan. More and more Action Plans within those strategies form the foundation of the projects funded by the MHSO with its Federal Highway Safety funds.

The entire staff of the MHSO remains committed to building the most comprehensive and effective traffic safety program in the country. Every one of the MHSO's local, regional, and statewide partners is committed to the vision of moving Maryland *Toward Zero Deaths*.
I look forward to continued statewide success throughout FFY 2016 and beyond.

Sincerely,

Thomas J. Gianni
Chief, Maryland Highway Safety Office

HIGHWAY SAFETY PLANNING PROCESS

Guidance/Organizational Structure

The Maryland Highway Safety Office (MHSO) is tasked with the effective and efficient administration of a comprehensive, statewide traffic safety program utilizing federal funds to reduce traffic crashes and resulting injuries and deaths on Maryland's roads.

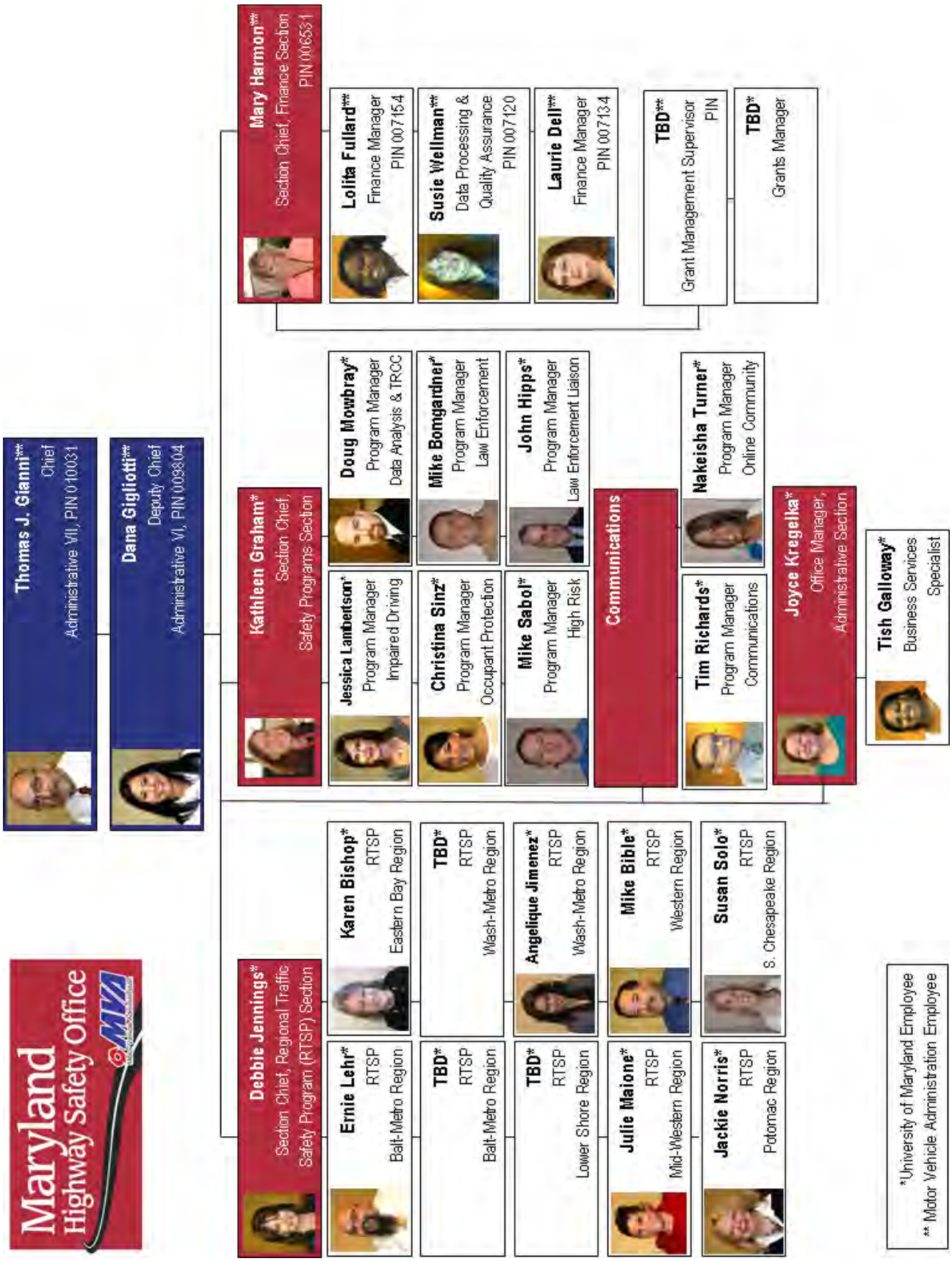
Housed within the Maryland Motor Vehicle Administration (MVA), and reporting directly to MVA's Chief Deputy Administrator, the MHSO is positioned to lead, create partnerships, gather input, build support and create effective synergies in statewide, regional and local approaches to driver safety and education. The MVA's Administrator serves as Maryland's Governor's Highway Safety Representative (GR), providing leadership and oversight for the state's highway safety program.

The MHSO is guided by a Chief and a Deputy Chief and is supported by a management team that includes a Finance Section Chief, Safety Programs Section Chief, Regional Traffic Safety Program Section Chief, and an Office Manager.

The MHSO consists of three sections:
Safety Programs, with six statewide Program Managers;
Finance, with two Finance Managers, and a Data Processing and Quality Assurance Specialist;
Regional Traffic Safety Programs, with 10 Program Managers in eight regions across Maryland.

The MHSO is supported by two units involved with communications and administration, which report directly to the Deputy Chief:
Communications includes a Communications Manager and an Online Community Program Manager.
Administrative is managed by the Office Manager and staffed by a Business Services Specialist.

A full organizational chart for the Maryland Highway Safety Office (MHSO) is pictured below:



Maryland HSP Development

To accomplish its grants administration mission, the MHSO undertakes a 12-month process to complete its highly detailed Maryland Highway Safety Plan (HSP) based on problem identification that encompasses the statewide and all local levels. The following table outlines the planning calendar for MHSO's HSP development process:

Month	Activity
January	Problem Identification – Review program data and targets to identify safety issues to be corrected with previous and new grant partners. Debrief and analyze the previous year's program results with grant partners.
February–March	Open the MHSO grant application period. Convene grant-writing training and discussion sessions to assist potential grantees with grant submission. Identify any gaps in existing problem-area strategies and request feedback as needed from stakeholders for further analysis. Develop MHSO internal projects. Begin drafting the HSP components.
April–May	Determine estimated revenues and establish a draft HSP budget. Review grants and make selections. Continue to draft the HSP components.
June	Meet with the GR to seek approval for the grants selected by the grant-review team. Conduct MHSO final internal review of the HSP to verify compliance with federal requirements, competencies and accuracy. Submit the final HSP for approval to the GR. Submit HSP to NHTSA by July 1.
July–September	Notify chosen grant applicants and obtain final agreements. Conduct pre- and post-award meetings with chosen grantees. Problem Identification – Review new program data and targets to identify safety issues to be corrected, and determine funding distribution and overall direction of the programs. Debrief and analyze the previous year's program results with MHSO teams.
October–December	Begin implementation of approved HSP as of October 1. Implement new Federal Fiscal Year grants. Develop Annual Report. Continue conducting post-award meetings. Submit Annual Report by December 31. Identify partners, program goals and priorities, program area direction, overall strategies and direction of Maryland's traffic safety policy and program, and potential individual program strategies.

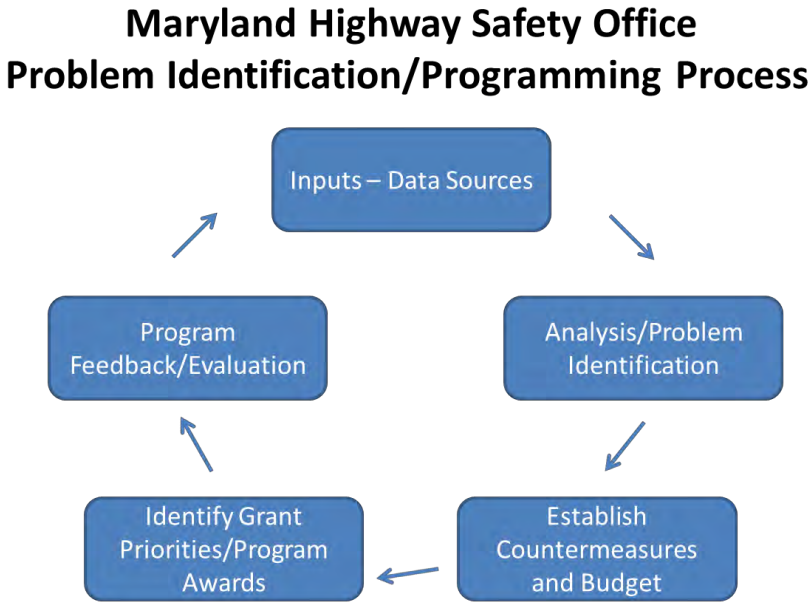
Problem Identification

The MHSO's HSP development process is designed to target specific highway safety problems through the use of relevant data sources, estimates of funding levels, identification of potential partners in the HSP process, and prioritization of potential grant programs by their ability to address federal- and state-designated traffic safety priorities.

Purpose of the HSP problem identification process:
To understand the scope of Maryland's traffic crash problems and causal factors;
To develop effective countermeasures to reduce or eliminate the problems;
To identify effective measures for continuing evaluation of changes in problem severity.

The problem identification process used by the MHSO includes analysis of traffic safety data from established state and federal sources, with a special focus on those recommended in NHTSA's traffic records information system model, including the Maryland Crash Outcome Data Evaluation System, (CODES). The MHSO manages this ongoing process, collecting and analyzing data uniformly over time. Accurate problem identification helps to quantify program decisions as managers establish statewide priority areas where MHSO can most effectively focus its highway safety efforts.

A general overview of the MHSO problem identification and programming process is depicted below:



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

State Highway Administration (SHA) – Crash data are obtained from the SHA, which maintains a database derived from crash reports submitted to, and processed and approved by, the Maryland State Police (MSP), along with data on average daily traffic counts and vehicle miles traveled (VMT).

National Highway Traffic Safety Administration (NHTSA) – Federal Fatality Analysis Reporting System (FARS).

Maryland Vehicle Administration (MVA) – Vehicle and driver information, including the state's driver license, vehicle registration, and citation/conviction files.

Maryland Institute for Emergency Medical Services Systems – Emergency Medical Services (EMS) data information network; statewide trauma registry.

Maryland District Court – Citation data.

Maryland Trauma Registry – Trauma Registry, injury data, and EMS databases.

Office of the Chief Medical Examiner (OCME) – Medical Examiner Data.

National Study Center (NSC) – Crash Outcome Data Evaluation System (CODES); observational seat belt use surveys.

Maryland Annual Driving Survey – Scientific survey data of attitudes and behavioral experience drawn from Maryland driver populations.

Unless otherwise noted, crash data presented in this HSP are derived from the State Highway Administration's Safety Information Database, based on crash reports submitted to the Maryland State Police Central Records Division. Crash data comparisons from 2013, the latest full year of data, and earlier years are uniformly used in analysis for problem identification. In calendar year 2013, the Maryland State Police implemented a new electronic crash form, the Automated Crash Reporting System, to more quickly and accurately capture and report crash data.

Data elements in motor vehicle crash analysis can be classified in three general categories: People, Vehicles, and Roadway.

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

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

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

Problem Analysis /Countermeasures Identification

Over-represented factors can be determined by comparing the rate of crashes for a subgroup or characteristic within a jurisdiction to the same rate in a comparable or larger jurisdiction. For example, if the percentage of adult vehicle occupants that *do not* use seat belts within a jurisdiction is greater than the statewide average, then that characteristic may be over-represented and is analyzed further. Such a case example might indicate a need for additional or more focused countermeasures on seat belt usage in the identified jurisdiction.

The following questions are among the most critical to data analysis and problem identification:

Question	Examples
Are high-crash locations identified?	Specific road sections, highways, streets and intersections
Do we see recurring causes of crashes?	Impairment, speed, distractions, other traffic violations, weather, road conditions
Which characteristics occur more frequently than would be expected—that is, which are over-represented?	Number of crashes involving 16- to 19-year-old drivers versus other age groups, or number of alcohol crashes on a particular roadway segment compared to other causes
Are there crash-severity factors to be considered?	Non-use of occupant protection devices (seat belts, motorcycle helmets), excessive speed

The following table shows examples of information that may be applied in the analysis of a crash problem:

Causal Factors	Crash Characteristics	Factors Affecting Severity
violation of laws loss of control weather alcohol involvement roadway design	time of day day of week age of driver gender of driver	non-use of occupant protection position in vehicle roadway elements (markings, guardrail, shoulders, surfaces) speed

Ranking of program areas by their average annual number of crashes, demographics and spatial or other contributing factors, helps Maryland focus its educational and enforcement efforts. Age, sex and vehicle type are commonly used to focus educational efforts. Time of day, day of week, crash location, weather conditions, crash types, route types, and other contributing circumstances are used to help focus enforcement efforts.

The MHSO utilizes geo-spatial mapping technologies to help provide a visual perspective that adds geographical context to the analysis and consideration of highway safety problems affecting the state. With better understanding of the capabilities of mapping analysis software, more MHSO staff and partners are using these maps more effectively for improved identification and deployment of proven countermeasures and strategies that are used to drive statewide programs for marketing, awareness, and law enforcement. These mapping technologies and data provide a critical point of view for crashes in Maryland, and are used to more effectively inform and aid the identification of problems and potential countermeasures.

Program Feedback/Data Evaluation

As a recent addition to the data sources described above, the MHSO administers a year-round survey of Maryland drivers to improve outcome measures indicating current and historical behavioral norms among licensed drivers—outcome measures that also can help predict future behavior.

This data source, the Maryland Annual Driving Survey (MADS), was developed by the MHSO and the National Study Center to collect behavioral data in parallel with annual serious injury and fatality statistics. This provides more comprehensive and meaningful evaluative information to satisfy strategies outlined in the Maryland Strategic Highway Safety Plan (SHSP) and the HSP. Data obtained from this statewide survey helps analysts evaluate behavior and outcomes relevant to the statistical data and to measure changes over time in the knowledge, attitudes, beliefs, and behaviors of the targeted population, licensed drivers on Maryland roadways.

The results help analysts better understand modifiable behavioral risks and help predict behavior of Maryland's roadway users, which in turn helps to better select and utilize countermeasures that work. The MHSO collects, tabulates, and shares the survey results with its safety partners throughout the year to help SHSP Emphasis Area Teams track individual and collective progress in improving Maryland's driving culture. Strategies and action steps within each of the SHSP emphasis areas were used in developing the survey instrument. Thus, data collected from this year-round survey assists SHSP Emphasis Area Teams by providing information tailored specifically for use in the development, implementation, and future evaluation of their individual strategies for countermeasures.

The survey information provides valuable behavioral insight to complement traditional crash data sources, all designed to help inform and guide the MHSO and its safety partners in programming decisions. This information includes:
Program and countermeasures development in specific emphasis areas of the SHSP;
Identification or refinement of potential legislative priorities; and
Consistency in tracking awareness of and reactions to countermeasures, project efforts, or specific goals pursued across the state.

Participants and Partnerships

Maryland's strong partnerships with public and private entities at the federal, state and local levels provide the foundation of broad perspectives, objectivity and balance needed to enhance highway safety and help ensure the overall effectiveness of state grant program strategies.

The MVA Administrator is an active member of the SHSP Executive Council, having input on strategies and goals set forth through the SHSP's six Emphasis Areas:

Distracted Driving
Impaired Driving
Aggressive Driving
Occupant Protection
Highway Infrastructure
Pedestrian and Bicyclist Safety

Enforcement, education, engineering, and emergency medical services form the "four Es," the nationally recognized pillars of highway safety countermeasures. MHSO staff members seek input from partner entities across all these disciplines to help lessen the number and severity of highway

crashes, and to help decrease the overall number of fatalities and injuries, along with severity of injuries as they impact all six emphasis areas.

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

Federal Government – Agencies such as NHTSA, FHWA, and FMCSA play key roles in problem identification, goal-setting, development of countermeasures, grants management, development of education and media campaigns, and assistance to the MHSO with administrative oversight of Maryland's traffic safety grants program.

State and Local Governments – All modes of the Maryland Department of Transportation take on significant roles in the MHSO programming model. Each integrates the goals and priorities of the SHSP into planning documents and business plans, as outlined within each of the SHSP emphasis areas, including coordination of effective media approaches to ensure consistent, effective and timely messaging. Local government agencies contribute to the highway safety planning process through representation and input within SHSP Emphasis Area Teams and, most important, the effective oversight and implementation of local grants programs.

Law Enforcement – Law enforcement agencies at all levels, including professional organizations such as the Maryland Chiefs of Police Association and Maryland Sheriffs' Association, are crucial to statewide success in achieving the long-term goal of zero traffic fatalities. Clearly, the enforcement of Maryland's traffic laws and ongoing participation in executing localized enforcement and training grants are crucial to the ultimate success of the state's traffic safety strategies.

Colleges, Universities and Schools – Maryland employs educational campaigns at all levels, from elementary school through higher education, to inform and guide behaviors of students, often beginning years before they can legally drive. Representatives from educational institutions regularly contribute to Maryland's SHSP emphasis area teams and grants review process, assisting with problem identification and countermeasures strategies, and coordinating data and educational programs.

Court System – The MHSO funds two Traffic Safety Resource Prosecutors (TSRPs) that focus solely on clarifying and assisting with traffic enforcement issues and prosecutions in ways designed to increase conviction rates of criminal drivers, and to provide partners within the court system for adjudication support. These TSRPs provide training to prosecutors and law enforcement officers, and conduct outreach and assistance to judges, all in an effort to facilitate services to the Maryland Judiciary and create safer traffic environments on all roadways. Similarly, the MHSO works closely and consistently with the NHTSA Region 3 judicial outreach liaison to further assist the judiciary on safety issues.

MHSO cultivates and fully utilizes its traffic safety partnerships to improve every aspect of its Highway Safety Plan and related policy and implementation decisions, engaging partners in

strategy selection, problem identification, and the establishment of effective performance metrics for ongoing evaluation and planning needs.

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

In some cases, agencies serve as direct grantees to the MHSO, with closely planned and monitored activities coordinated by those entities.

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

Similarly, organizations such as Bike Maryland and Maryland's Department of Health and Mental Hygiene offer a variety of expertise and input on statewide bicycle safety issues and child passenger safety issues, respectively. Smaller partners are engaged in localized projects throughout the state, including such efforts as young driver education activities planned and implemented through programs like 5th Quarter and Every 15 Minutes. These partners are frequently engaged for their views by the MHSO's managers, and such partners are instrumental in the success of local outreach efforts that also complement statewide traffic safety programming.

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

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

Selection Process

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

The MHSO uses proven resources to help select evidence-based countermeasures, including NHTSA's *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* (Seventh Edition, 2013). In some instances, the MHSO utilizes additional countermeasures based on other federal and state research evidence. In each program area, countermeasures and requirements to show and prove their effectiveness are imbedded in grant descriptions and project requirements.

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

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

Determination of the application's potential to impact traffic safety goals is based on the applicant's demonstrated:
Ability to implement evidence-based strategies;
Commitment to sustain and consistently contribute to success of strategies;
Establish measurable outcomes for strategies; and
Address the greatest demonstrable need or problem identified.

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

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

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

MHSO's Chief and Deputy Chief,
MHSO's Finance Section Chief,
MVA Chief Deputy Administrator, and
NHTSA Region III Program Manager.

MHSO Program Managers and appropriate Section Chiefs present the grant applications to the grant review team and provide background and assistance as needed.

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

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

Procedurally, at any time during an application review, a grant review team member may move to exclude a portion of the prospective grantee's request from consideration for funding. The motion must then be seconded, and, to pass, a voting majority of the review team must agree. If a motion is approved to remove a portion of the grant request from consideration, the corresponding dollar amount is removed from the total request when calculating the award amount.

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

Following all team reviews of the applications and appropriate recommendations, the entire grant program proposal is presented for final approval to the Governor's Traffic Safety Representative (GR) for Maryland. The GR must then review and sign off on all strategies and grants proposed to be incorporated into the HSP.

The MHSO's final selection of grant proposals is heavily based upon the ability of proposed grant projects to address federal and state priorities for traffic safety programs, or related priorities and needs outlined through the problem identification process.
All grants funded are measured against goals set forth in the HSP and the SHSP, and all grants selected for funding are thus assured to be rooted in a strategy from the SHSP.

Integration of the Maryland SHSP

The Administrator of the Motor Vehicle Administration (MVA) is Maryland's designated Governor's Representative for Highway Safety. Under the Governor's Representative for Highway Safety's leadership, the MHSO provides the day-to-day coordination for Maryland's Strategic Highway Safety Plan.

The Maryland SHSP is governed by an Executive Council that includes:
MVA Administrator, and designated GR;
SHA Administrator;

Superintendent of the Maryland State Police;
Executive Director of the Maryland Institute for EMS Systems;
Chief of Police of the Maryland Transportation Authority;
Deputy Secretary of Maryland's Department of Health and Mental Hygiene; and
Director of Planning and Capital Programming from MDOT.

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

The Executive Council's guidance helps include and promote partnerships, and ensure inter-agency integration of the SHSP to address Maryland's safety needs comprehensively and strategically, and to share and utilize resources effectively.

The MHSO, with the SHSP Executive Council, works closely with Maryland stakeholders at federal, state, and local levels to select performance measures, define targets, and use appropriate data to choose and implement evidence-based countermeasures. In short, the Executive Council coordinates with safety partners throughout the state to achieve Maryland's overarching goals to decrease the number of traffic crashes, save lives, and reduce injuries.

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

As part of its responsibilities for the management and direction of Maryland's SHSP, the MHSO updates the strategic plan every five years, providing an updated and comprehensive framework to help guide all partners in reducing the numbers of deaths and serious injuries on all public roads

within the state. Fatality and serious injury goals are regularly communicated and coordinated among plan partners throughout the state through meetings, conferences, strategy sessions, and

regular communication networks by the MHSO to ensure uniformity and consistency with goals stated in the SHSP.

Thus, the SHSP serves as a true "umbrella" plan guiding highway safety for MDOT, identifying Maryland's key safety needs and priorities as it establishes an agenda of approved strategies to reduce or eliminate identified safety problems. For consistency and completeness, the SHSP is integrated with other state transportation plans including the HSP and the Maryland State Highway Administration's Highway Safety Improvement Plan (HSIP).

Comprehensive programs are developed to reach and inform identified target groups, with specific needs or goals based on continuing data analysis. Communication programs are administered for each Emphasis Area Team as needed, and SHSP partners, through regular meetings and outreach, routinely are contacted to help collaborate and coordinate efforts to address identified needs, all under the watchful eye of the SHSP Executive Council.

With the completion of the 2011–2015 SHSP this year, the MHSO has worked since 2014 to update and revise the five-year strategy to enable its continuing contribution as the statewide blueprint for highway safety through 2020.

Development of the Updated Maryland SHSP for 2016–2020

In spring 2014, the SHSP Executive Council began the process of updating the SHSP for 2016–2020 by convening a three-day Maryland Highway Safety Summit. The summit served as a springboard to begin planning for a revised and improved Maryland SHSP spanning the years 2016 through 2020, and about 300 safety stakeholders and partners from a wide spectrum of organizations and disciplines attended the event and took part in these initial planning steps.

The three-day summit was followed by a formal kick-off meeting in September 2014, which outlined the development process for the new SHSP, and included nearly 50 key stakeholders representing federal, state, and local government agencies, along with non-governmental organizations, regional authorities, and individual advocates, featuring various aspects of expertise in safety planning and implementation.

The roles and responsibilities of the 2016–2020 SHSP Steering Committee and the Emphasis Area Teams were outlined and defined along with the proposed timeline for SHSP development. Six Emphasis Area Teams were designated to oversee planning for key safety priorities, including aggressive, distracted, impaired, occupant protection, pedestrians and bicyclists, and infrastructure, and emphasis-area leaders were nominated.

Methodologies selected to set state performance targets were presented during this meeting, all of which take into account the most recent guidelines and revisions included in federal MAP-21

legislation. Maryland's *Toward Zero Deaths* goals were re-established and maintained as priorities in the updated plan, including Maryland's overarching goal to reduce annual traffic fatalities by 2030 to no more than half the number experienced in 2008 (that is, a reduction to no more than 296 fatalities by 2030).

Revised MAP-21 guidelines required the adjustment of annual percent reduction calculations in use to determine suitable target goals for intervening years up to 2030, and these calculations were adjusted based on 2013 crash data, the most recent full year of data available. The change in calculations resulted in updated interim goals through 2030 to reflect actual reductions that have been occurring faster than anticipated since projections were made in 2008.

The steering committee also determined that the geometric means reduction method outlined in MAP-21 requirements will only be applied to the four major goals required of the State, which

include fatalities, fatality rate per vehicle miles traveled, serious injuries, and serious injury rate per vehicle miles traveled. Objectives guiding the six emphasis areas will be based on a five-year rolling average with an exponential trend calculation.

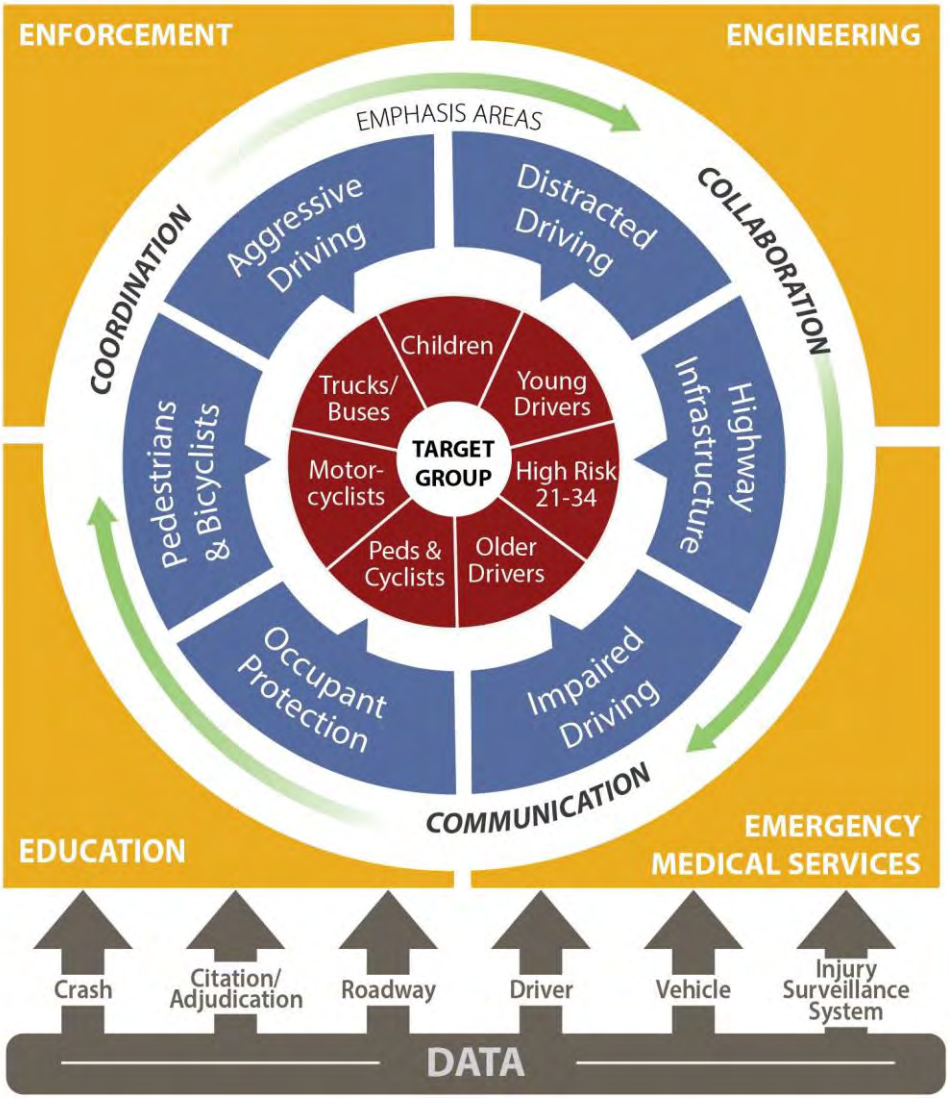
The MHSO supports the SHSP by assigning staff to co-lead emphasis area teams and by providing data experts to coordinate all data needs within the emphasis area teams. The emphasis area teams then engage identified key stakeholders and other partners in multiple planning sessions, again including federal, state and local government perspectives along with those of non-governmental organizations, regional authorities, and individual advocates. All these partners together help to identify, develop, and finalize strategies for the new five-year SHSP, and then continue to meet and work on effective and efficient action steps to accomplish identified strategies.

The steering committee met in January 2015 as emphasis-area leaders presented their proposed strategies, along with various challenges and opportunities that emerged from the planning process. During these meetings the steering committee, other partners and members at large provided feedback. The steering committee reconvened in May to review the draft SHSP before presenting the final proposed Maryland SHSP 2016–2020 to the Executive Council on June 16, 2015.

Maryland SHSP Priorities for 2016–2020

The Maryland SHSP's six major emphasis areas include five behavioral areas and a sixth area encompassing highway infrastructure. Various target groups are affected by more than one emphasis area, as depicted in the 2016–2020 SHSP graphic that follows:

Maryland Strategic Highway Safety Plan Priorities



PERFORMANCE PLAN

Highway Safety Program Goal-Setting Process

Maryland has adopted the *Toward Zero Deaths* strategy into all its safety planning and has implemented interim goals to reduce fatalities by at least 50 percent from the baseline year, 2008, through 2030—that is, from an actual of 592 fatalities in 2008 to no more than 296 fatalities in 2030.

With the implementation of this strategy beginning in 2008, Maryland applied a calculated reduction of 3.1 percent to each calendar year for future estimates, creating yearly projected benchmarks by which to measure progress. Maryland used the same methodology to determine the 2015 goals set forth in the current SHSP for 2011–2015.

New federal guidelines in MAP-21 starting this year have prompted revisions to the goal-setting methodology Maryland has utilized in previous HSPs since 2008. Maryland's long-term goals under its *Toward Zero Deaths* initiative will remain in place, still seeking to reduce fatalities to no more than 296 by 2030. But the annual percent reduction for interim benchmarks has been adjusted downward based on 2013 actual crash data, the latest available. This change results in lower reductions in fatalities necessary each year as interim goals needed to reach the 2030 target.

The goals for serious injuries and serious injury rates were set in accordance with the *Toward Zero Death* methodology that was used for the fatality and fatality rates. This methodology used the number of serious injuries observed in 2008 to set the 2030 goal. In 2015, the fatality and serious

injury goals were revised to use 2013 as a base year and project out to the original 2030 estimate. Since the 2030 goal remains unchanged, the significant decline in serious injuries observed in recent years resulted in minimal reductions needed during the intervening years to reach the goal.

Maryland's executive oversight team also determined that the geometric means reduction method will be applied only to the four major goals required of states: Fatalities, Fatality Rate per 100 Million Vehicle Miles Traveled (100M VMT), Serious Injuries, and Serious Injury Rate per 100M VMT. Predictive measures for all other program area goals are based on a five-year rolling average with an exponential trend projected over the next five years (currently, 2016–2020).

All traffic safety documents in the state of Maryland conform to these methodologies, including the SHSP and MHSO's HSP. Additionally, all planning documents developed by the MHSO staff and State-level reporting to the Governor use the same SHSP emphasis area goals on reduction of fatalities and serious injuries. Each HSP program section presents information on state goals for 2016–2020, along with progress toward meeting those goals. Source information and crash data definitions are included in Appendix A.

Highway Safety Performance Measures

Maryland has established a set of quantifiable highway safety performance targets that are data driven and based on state crash data (unless noted otherwise). Goals and performance measures are outlined below for the four required, overall statewide fatality and serious injury goals, including actual and projected numbers and rates of occurrence. Similar measures and summaries for each of Maryland's planned HSP traffic safety programs can be found in the Program Area sections that follow.[1]

Overall Statewide Traffic Safety Goals for Maryland

The tables below outline recent performance for the four major traffic safety goals from the Maryland SHSP involving reduction of fatalities and serious injuries due to traffic crashes:

Maryland Motor Vehicle Crashes (Actual Results)						
Actual	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**
Fatalities	592	550	496	488	511	466
Fatality Rate per 100 MVMT	1.08	0.99	0.88	0.87	0.91	0.83
Total Serious Injuries	4,544	4,383	4,051	3,809	3,312	2,957
Serious injury Rate per 100 MVMT	8.26	7.93	7.22	6.80	5.87	5.24

Maryland Motor Vehicle Crashes (Future Goals)					
Goal	**2016**	**2017**	**2018**	**2019**	**2020**
Fatalities	430	419	408	397	387
Fatality Rate per 100 MVMT	0.77	0.75	0.73	0.71	0.69
Total Serious Injuries	2,949	2,947	2,944	2,941	2,939
Serious injury Rate per 100 MVMT	5.23	5.22	5.22	5.21	5.21

Overall Outcome Measures

The tables and graphs that follow depict formal objectives and measures for each of the four major traffic safety goals, including a historical representation, progress to date, projections through 2020, and additional line graphs to assist in visualizing results and trends for the current period.

[1] To meet federal requirements outlined in MAP-21, a required minimum set of core performance measures are tracked and included in Attachment B. Base-year numbers and 2016 goals in these required measures will not necessarily match the base-year number and goals listed in both the statewide performance plan and in each program area. The differences in data definitions between the NHTSA FARS system and the state crash data system, though slight in many cases, account for these differences.

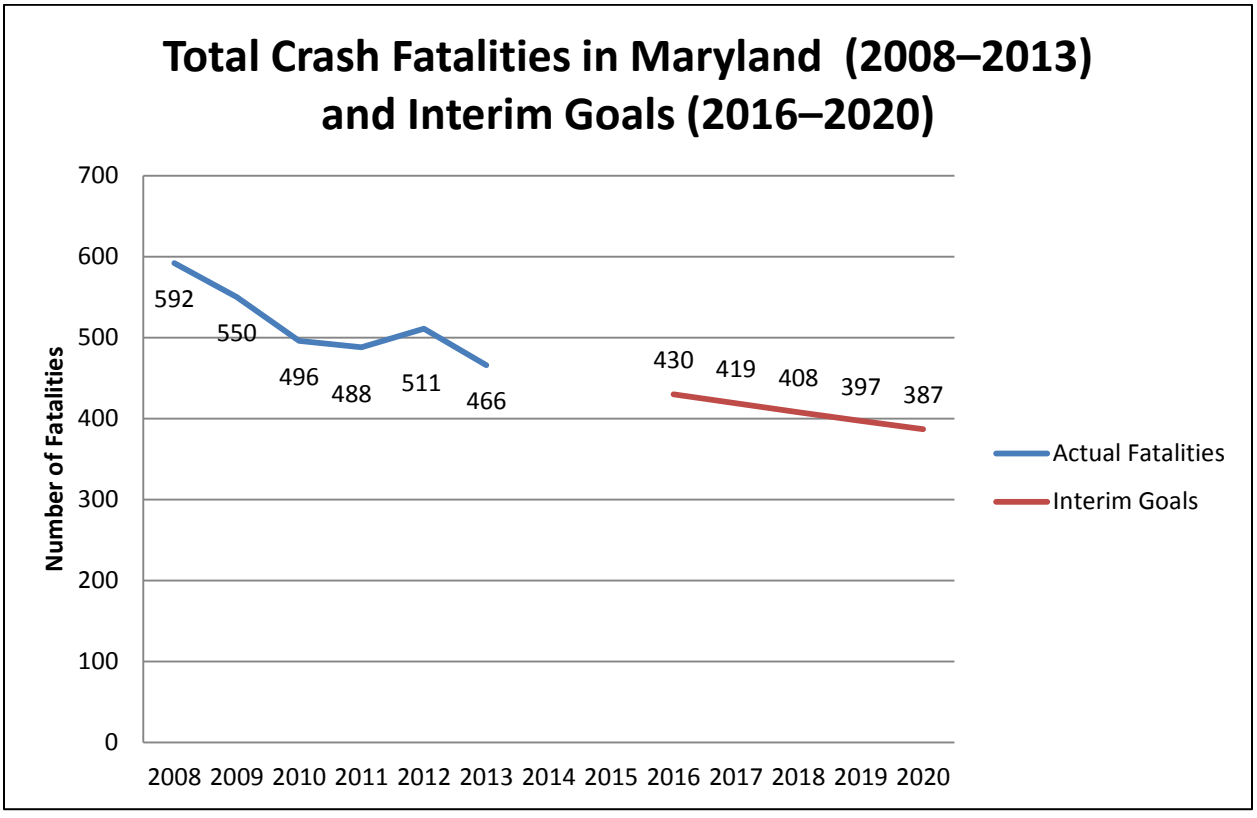
Maryland Fatalities–2008 through 2020

Fatality Objective: Reduce the annual number of traffic-related fatalities on all roads in Maryland from 466 in 2013 to 387 or fewer by December 31, 2020.

Fatalities – Recent Actuals/Interim Goals

	2008	2009	2010	2011	2012	2013	
Fatalities to Date	592	550	496	488	511	466	
			2016	2017	2018	2019	2020
Interim Goals - Fatalities			430	419	408	397	387

Fatality Objective Progress: In 2013, there were 466 fatalities in Maryland. This figure is lower



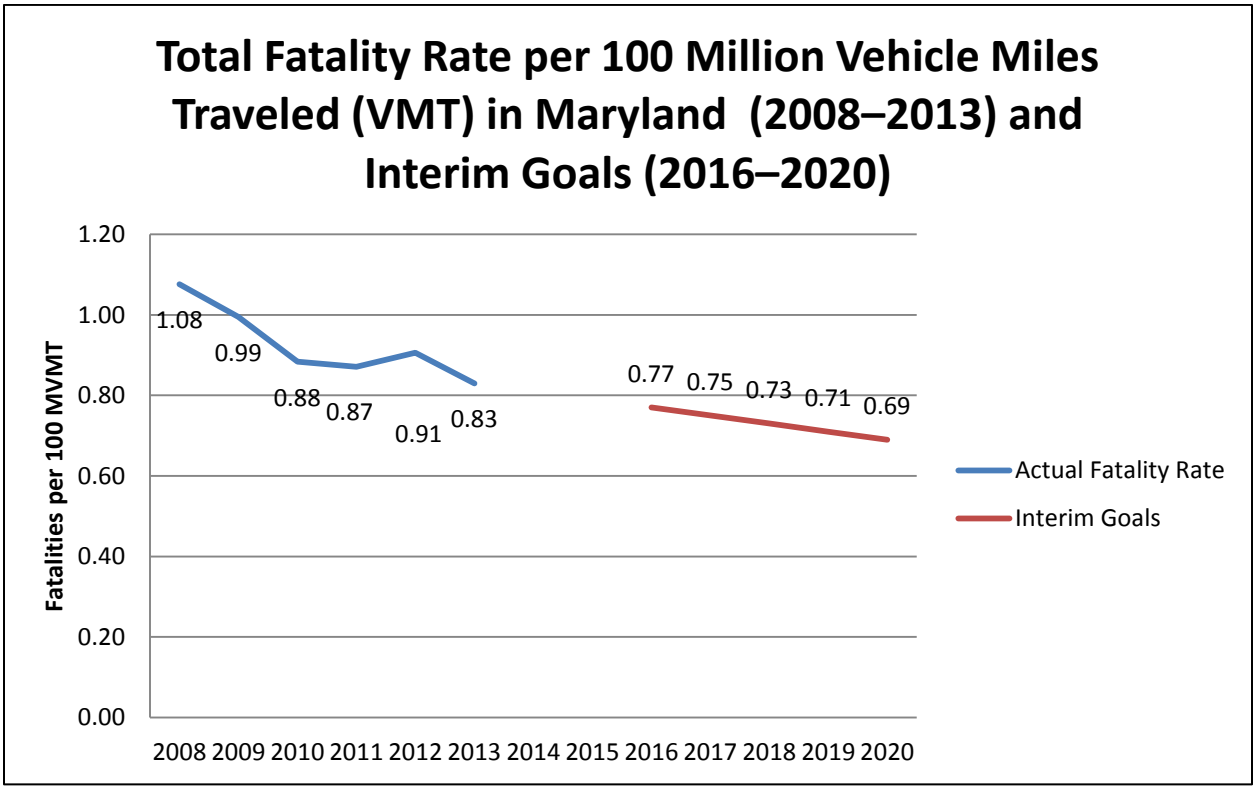
Maryland Fatality Rate – 2008 through 2020

Fatality Rate Objective: Reduce the annual rate of traffic-related fatalities per 100 million vehicle miles traveled (100M VMT) on all roads in Maryland from 0.83 in 2013 to 0.69 or lower by December 31, 2020.

Fatality Rate (per 100M VMT) – Recent Actuals/Interim Goals

	2008	2009	2010	2011	2012	2013	
Fatality Rate to Date	1.08	0.99	0.88	0.87	0.91	0.83	
			2016	**2017**	**2018**	**2019**	**2020**
Interim Goals – Fatality Rate			0.77	0.75	0.73	0.71	0.69

Fatality Rate Objective Progress: In 2013, Maryland had a fatality rate of 0.83 per 100 MVMT. This figure is lower than the 2012 figure (rate=0.91), so Maryland is progressing toward the 2020 goal.



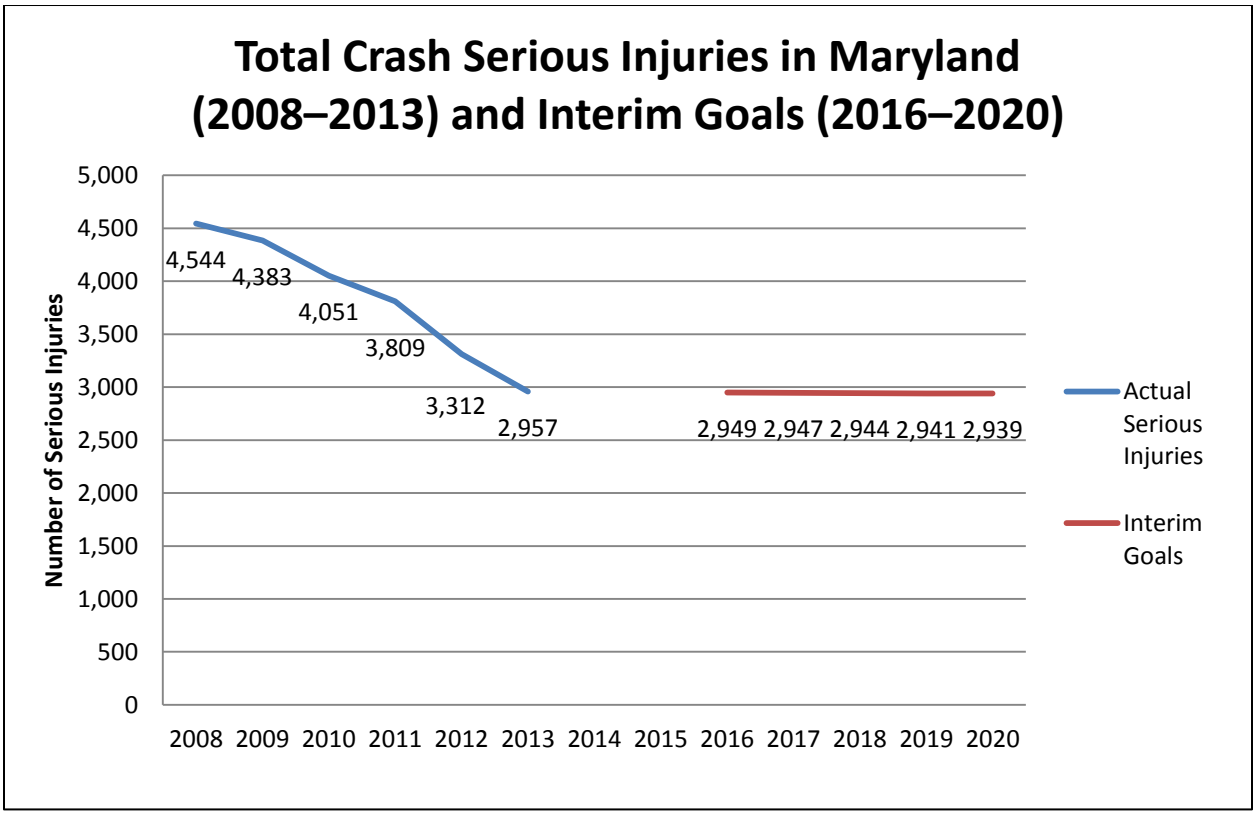
Maryland Serious Injuries – 2008 through 2020

Serious Injury Objective: Reduce the annual number of traffic-related serious injuries on all roads in Maryland from 2,957 in 2013 to 2,939 or fewer by December 31, 2020.

Serious Injuries – Recent Actuals / Interim Goals

	2008	2009	2010	2011	2012	2013	
Serious Injuries to Date	4,544	4,383	4,051	3,809	3,312	2,957	
			2016	2017	2018	2019	2020
Interim Goals – Serious Injuries			2,949	2,947	2,944	2,941	2,939

Serious Injury Objective Progress: In 2013, there were 2,957 serious injuries in Maryland. This figure is lower than the 2012 figure (n=3,312), so Maryland *is progressing toward the 2020 goal*.



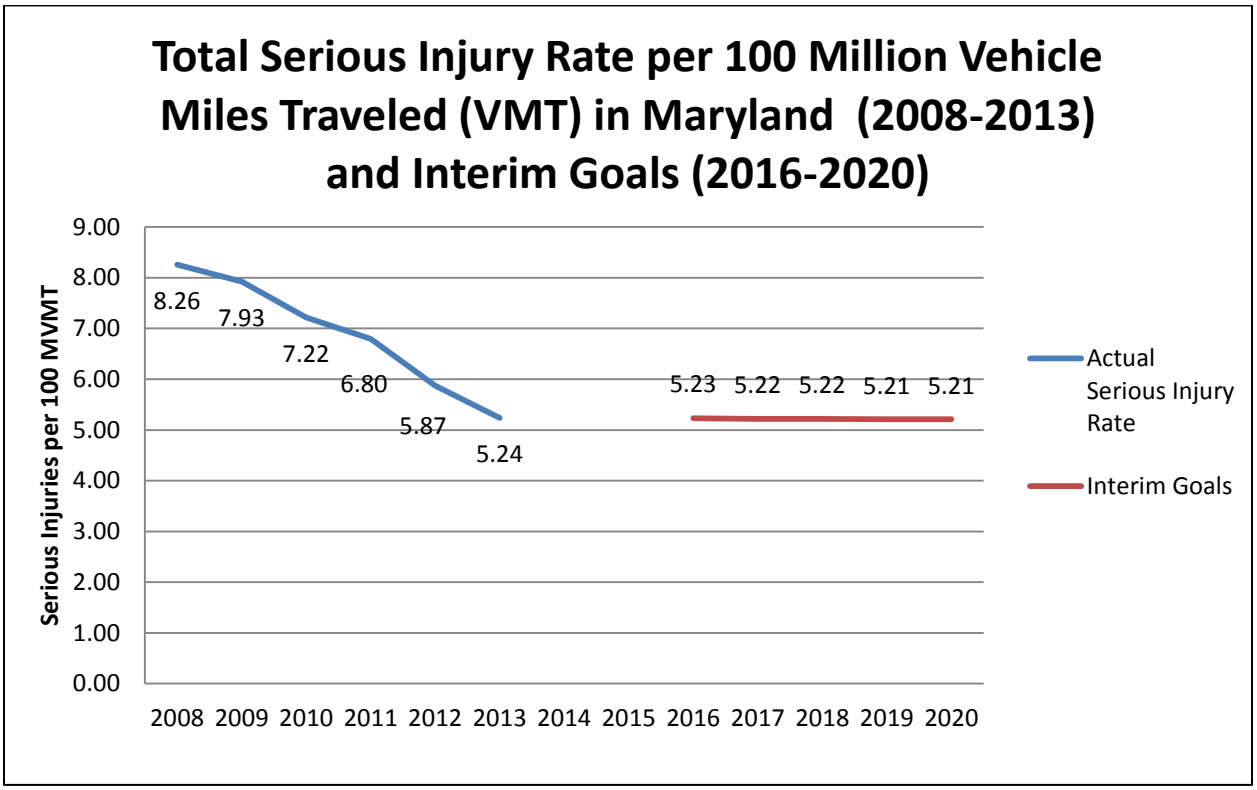
Maryland Serious-Injury Rate – 2008 through 2020

Serious Injury[2] Rate Objective: Reduce the annual rate of traffic-related serious injuries per 100M VMT on all roads in Maryland from 5.24 in 2013 to 5.21 or lower by December 31, 2020.

Serious Injury Rate (per 100M VMT) – Recent Actuals / Interim Goals

	2008	2009	2010	2011	2012	2013	
Serious Injury Rate to Date	8.26	7.93	7.22	6.80	5.87	5.24	
			2016	2017	2018	2019	2020
Interim Goals- Serious Injury Rate			5.23	5.22	5.22	5.21	5.21

Serious Injury Rate Objective Progress: In 2013, Maryland had a serious injury rate of 5.24 per 100 MVMT. This figure is lower than the 2012 figure (n=5.87), so Maryland *is progressing toward the 2020 goal*.



[2] Serious injuries include all persons reported to suffer an injury of level 4 (incapacitating injury), based on the KABCO scale on the Maryland State Police crash report.

HIGHWAY SAFETY STRATEGIES AND PROJECTS

The MHSO awards grants to projects that address priority areas in Maryland's SHSP, and demonstrate the greatest potential to succeed and ultimately help Maryland eliminate crash-related deaths and injuries. Grants must be compatible with the MHSO's mission, program directives and eligibility criteria. Final awardees reflect agencies deemed most capable of addressing the strategies and projects that aid Maryland in achieving its goals and objectives.

The following sections contain descriptions of the MHSO's grant-funded programs. Each section provides:

Detailed and program-specific problem identification;
A specific tie-in of the program's objectives and their relation to the Maryland SHSP;
Identified countermeasures;
Enforcement data (where applicable);
National mobilization details (where applicable);
Details concerning program area grants (where applicable); and
Other relevant program area information.

Two categories of proven countermeasures are to be utilized, including those in:
NHTSA's *Uniform Guidelines for State Highway Safety Programs*;
U.S. DOT, NHTSA (2013). *Countermeasures that Work, Seventh Edition*, DOT HS 811 444 (referred to in the HSP as *Countermeasures that Work*);

A listing of the MHSO's approved projects for FFY 2016 can be found in the Program Area sections of this document, along with the accompanying HS-217 form as required MAP-21 found in Attachment C.

Maryland's Evidence-Based Traffic Enforcement Program

The MHSO has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program as outlined in the SHSP. Maryland incorporates an evidence-based approach in its statewide enforcement program and all grants relating to the program through the following components:

Data-Driven Problem Identification

The statewide problem identification process used in the development of the HSP was described in Section 1. Data analyses are designed to identify driver characteristics of those over-involved or over-represented in crashes, along with information revealing when, where, and why crashes are occurring. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP. These results are analyzed to determine typical driver demographics, along with the most frequent locations, day/month of most frequent crashes, and most frequent times of day for each problem area. Thus, the most effective program outlines for any problem area will provide current information for typical driver behavior, along with the time of day, day of week and month of year of greatest frequency, along with most frequent locations of total, serious injury, and fatal crashes in each category. These causal factor highlights provide quantitative evidence to help inform awareness, education, and enforcement strategies,

and to make overtime enforcement efforts and communications efforts as effective as they can be in subsequent years.

As an example, for impaired crash prevention and enforcement efforts combined with occupant protection efforts, Maryland crash statistics indicate that awareness, education, and prevention efforts are most effectively targeted to those who drive between 9 p.m. and 4 a.m. from Thursday through Sunday, in the months of April through October. The typical driver involved with impaired crashes, and least likely to be using seat belts, is male, and ages 21 to 49. The most typical locations are noted for impaired and occupant protection efforts in at least nine of Maryland's 24 county/city jurisdictions. These types of information help state traffic safety and law enforcement officials target the most effective enforcement and education efforts to most efficiently utilize available funds.

Working with partner organizations and analysts throughout the state, the same targeted analytical approach is used to address and qualify all serious traffic safety problems identified in Maryland.

All enforcement agencies receiving MHSO grant funding also are required to outline and use a localized, data-driven approach to identify the enforcement issues and locations in their jurisdictions. Data documenting the highway safety issues identified must be included along with proposed strategies in the funding applications submitted to MHSO for consideration. The MHSO provides a variety of statistical maps for law enforcement agencies statewide as a valuable resource in targeting and focusing on high-risk enforcement and education/awareness locations.

Implementation of Evidence-Based Strategies

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

Such an effort typically includes uniformed law enforcement officers saturating a high-risk crash or incidence area and engaging the driving public by stopping as many violators as possible to serve as a deterrent to improper and dangerous driving. This highly visible approach provides a public perception of risk that driving without following the law can and will result in an arrest.

This comprehensive statistical and partner-based approach, often in concurrence with associated national crackdowns or campaigns and mobilizations, helps Maryland provide continuous direct and indirect deterrence of improper and unsafe driving from causal factors outlined above.

These kinds of in-depth, comprehensive enforcement efforts, combined with background and evidence provided on grant applications, inform Maryland's efforts to allocate funds to law

enforcement agencies to conduct priority area-specific overtime enforcement services based on specific problem identification and recent statistical results.

The MHSO uses several sources of data to determine funding allocations. The state's 24 jurisdictions are divided into three groups based on average population over the most recent three-year period for which data is available. The most populous jurisdictions make up the top group and the least populated make up the third group. Within each group, ranks of crashes (serious injury and fatal) and citations (DUI, speed and unbelted) per vehicle-mile-traveled are calculated by jurisdiction.

Average ranks per jurisdiction are computed across crash and citation fields and applied to the previous year's funding allocations to determine revised funding proportions. Crash and enforcement data are initially used to determine the proper percentage of funding to be disbursed to jurisdictions within the respective groups. Subjective measures such as demographics, enforcement and outreach capacity, geographical considerations, seasonal fluctuations in traffic, and past performance are then used to refine the figures. From that process, each jurisdiction receives a total allocation of funding to be used in the next fiscal year. The MHSO continues to work with its data consultants to ensure that funding allocations are based on the most recent data available and that formulas are accurate, reasonable, and achievable.

The MHSO uses both quantitative and qualitative criteria to measure the desired outcomes of the MHSO's law enforcement grant programs that utilize overtime enforcement funds, including those in the aggressive driving, distracted driving, impaired driving, occupant protection, and pedestrian safety program areas.

The MHSO employs a monitoring system for law enforcement reporting data that engages law enforcement partners, grant managers and MHSO team members. In addition to the productivity of officers working overtime enforcement grants, an analysis of crashes, crash fatalities, and serious injuries is utilized by MHSO staff throughout the grant monitoring process.

Through this holistic approach, the MHSO and its law enforcement partners continually follow up, evaluate, and adjust enforcement plans accordingly. This approach will continue to improve effectiveness, enhance understanding and support of programs, and utilize highway safety resources as efficiently as possible.

Continuous Monitoring

To ensure law enforcement projects remain adaptable to any situation, various tracking mechanisms are utilized to enable MHSO program managers and law enforcement managers throughout Maryland to gain quick insights into the progress of each project.

Monthly progress reports are required from each agency receiving grant funding to ensure an understanding of the goals and outcomes of each project. These reports must include data on the activities conducted, such as the times worked, the numbers of vehicle contacts, and the numbers of citations issued. This type of continuous monitoring allows for small or large adjustments as needed within each jurisdiction in sufficient time to provide for the most efficient use of resources.

Constant critique and feedback is maintained throughout the enforcement program between the MHSO and each law enforcement agency. This ensures continuous communication during the planning, implementation, monitoring and evaluation phases of the project. MHSO achieves this by assigning a program manager to each law enforcement agency as their project manager. Additionally, a statewide law enforcement liaison provides back up support, training and command level contact should circumstances or adjustments require such intervention.

Non-Federal Funding Sources

MAP-21 requires the HSP to show the use of other (non-federal) sources of funding dedicated to traffic safety programs. The following is a brief outline of the various funding sources used in support of Maryland's statewide efforts, along with descriptions of the involvement and specific activities of many of Maryland's public, private, and not-for-profit partner organizations:

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Maryland Highway Safety Office (General Funds)	State funds	State funds pay salary and benefits for the following MHSO positions: Chief, Deputy Chief, Finance Section Chief, two finance managers, and the Data Processing and Quality Assurance Specialist.
Maryland Motor Vehicle Administration	State funds	Central Operations and Safety Division staff salary and benefits; MVA manages the State Ignition Interlock Program; monitors Maryland graduated drivers licensing laws; manages Medical Advisory Board, and Motorcycle Safety Program, and supports systems for driver records, vehicle registrations and violations.
Maryland State Highway Administration	State funds	Staff salary and benefits from the Office of Traffic and Safety which includes the Motor Carrier Division, Traffic Operations, and the Traffic Safety Analysis Division. These divisions support data collection and traffic records initiatives including engineering improvements through the design, construction, operation and maintenance of engineering measures, and coordination of electronic display boards.
Maryland State's Attorneys' Association	Member dues, fees	Coordination of statewide efforts to improve prosecution and adjudication of DUI cases.
Maryland Judicial Training Center	State funds	Coordination of statewide efforts related to training and education involving the prosecution and adjudication of DUI cases, the promotion and use of specialized DUI Courts, and interaction with the members of the Judiciary.
Office of Administrative Hearings (OAH) and courts in local jurisdictions	Jurisdiction, local and municipal funds	Support and maintenance of hearings for the opt-in option under a points assignment associated with DWI/DUI mandates for repeat offenders.
Maryland State Police	State and federal funds	Support and maintenance of Maryland's

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
		citation systems comes from a combination of federal, state and local funds. Law enforcement agencies maintain and utilize the Automated Crash Reporting System (ACRS), and are responsible for collecting crash data and issuing citations for traffic violations.
Department of Health and Mental Hygiene, Alcohol and Drug Abuse Administration (ADAA)	State funds and other solicited/awarded federal funding sources	Support to the Maryland Strategic Prevention Framework (MSPF) and continued maintenance of the treatment and pharmacy data through the Statewide Automated Record Tracking (SMART) system, the Prescription Drug Monitoring Program (PDMP), and the Controlled Dangerous Substance Integration Unit (CDSIU).
Maryland State Police, Maryland Transportation Authority, local jurisdiction, and municipal law enforcement agencies – Enforcement Mobilization Projects	State, local and municipal funds	Maryland State Police, Maryland Transportation Authority Police, local jurisdictions, and municipal funding for regular duty pay/benefits, office space, supplies and equipment, court overtime, vehicles and vehicle use on state, local and municipal roadways. In addition, these partners provide support to Child Passenger Safety fitting stations throughout the state by training and certifying CPS Technicians and by conducting child safety seat inspections. They also support and maintain systems tracking traffic citations and arrests, used in project evaluation and analysis.
Maryland Safe Kids	National Safe Kids funds	Child passenger safety activities, including provision of child safety seats for under-privileged populations.
Maryland Department of Health and Mental Hygiene – Kids in Safety Seats (KISS)	State funds	Administrative, technical and programmatic support for the KISS program, educational efforts aimed at the correct use of seat belts and child safety seats, and promotion of child seat safety fitting stations.
Maryland Institute for Emergency Medical Services Systems (MIEMSS)	State funds	Outreach on occupant protection issues and the statewide CIOT effort; support and maintenance for all statewide EMS data and coordination of the trauma registry.
Maryland Fire and EMS stations	Jurisdiction specific, local and municipal funds	Outreach on occupant protection issues including the statewide CIOT effort, and support of CPS fitting stations.
Maryland State Police Statewide Enforcement and Training and Maryland Police and Correctional Training Commissions	State funds	Ongoing training for Standardized Field Sobriety Testing; the coordination, training and management of the State Drug Recognition Expert Program; Checkpoint Management training and coordination; year-round speed enforcement activities.

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
District Court of Maryland (DCM) and Judicial Information Systems (JIS)	State funds	Responsible for formatting and printing Maryland Uniform Complaint and Citation forms, setting pre-payable fine amounts, adjudicating traffic cases, and maintaining disposition data.
Maryland Department of Health and Mental Hygiene, Office of the Chief Medical Examiner	State funds	Support and continued maintenance of the collection of data on drivers involved in fatal crashes, and data provision to the Maryland State Police.
Local jurisdiction, and municipal Public Works and Transportation Departments	Jurisdiction specific, local and municipal funds	Support and maintenance of the collection of roadway data such as roadway maintenance, design, and other infrastructure information.
Health Services Cost Review Commission	State funds	Responsible for the regulation of hospital rates. Provides support and maintenance of the statewide integration system for all hospitals.
Maryland Department of Information and Technology (DoIT)	State funds	The designated state entity responsible for information technology across state agencies. Provides coordination for the purchase and management of all telecommunications devices and systems utilized by state agencies.
Regional Integrated Transportation Information System, Center for Advanced Transportation Technology Laboratory, Univ. of Maryland	State and federal funding	Support and maintenance of automated data sharing, dissemination, and archiving system to communicate information among agencies and to the public.
University of Maryland School of Pharmacy	State funds and other solicited/awarded federal funding sources such as Substance Abuse and Mental Health Services Administration	Support and continued maintenance of Maryland Statewide Epidemiologic Outcomes Workgroup (SEOW) and the Maryland Strategic Prevention Framework (MSPF) in 24 jurisdictions across the state.
Washington College	Private institution funds; other solicited/awarded federal funding sources	Direct support to highway safety programs incorporating geo-located traffic safety data.
Maryland Transit Administration (MTA)	State and federal funds	Provides and supports accessible statewide public transportation networks and services that are customer-focused, safe, appealing, reliable and efficient. Provides security and law-enforcement services, is a key provider of traffic safety information, and uses traffic records to determine day of week and hour of day for best customer service and safety enforcement opportunities. Engages in research, development and implementation of roadside data-capture technology to expedite the flow and safety of mass transit customers.
Governor's Office of Crime Control and Prevention (GOCCP)	State and federal funds	Responsible for improving public safety and administration of justice, and reducing/preventing crime, violence, delinquency and substance abuse. To these

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
		ends, it helps draft legislation, policies, plans, programs and budgets. Administers enforcement and community safety grants.
Maryland Chiefs of Police Association (MCPA)	Member dues, fees	Promotes professional standards for local enforcement officials. Association includes executive law enforcement officers, prosecutors, police legal advisers, members of the state Police Training Commission, private security directors and interested citizens.
Maryland Sheriffs Association (MSA)	Member dues, fees	In most areas of the state, Sheriffs' Offices provide traffic safety law enforcement support. MSA presents information to Sheriff executives to promote professional standards.
Department of Public Safety and Correctional Services (DPSCS)	State funds	Responsible for the Criminal Justice Information (CJI) System for the Maryland criminal justice community, including the courts; local, state and federal law enforcement agencies; local detention centers; state prisons; state's attorneys; and parole and probation officers. The CJI System provides official records on persons arrested and convicted in Maryland. Agency also houses the Police and Correctional Training Commissions which oversees the certification of enforcement officers for the state.
AARP	Private, non-profit	AARP 55 Alive Training and other older driver training programs.
AAA	Private funds	Implements training programs for mature drivers – Seniors on the Move and Road Wise Review – in coordination with local partners throughout the state.
AAA Foundation for Safety and Education	Private, non-profit	School and community based programs such as Otto the Auto and other traffic safety programs.
Mothers Against Drunk Driving (MADD)	Private, non-profit	School and community based traffic safety information programs.
Washington Regional Alcohol Program (WARP)	Private, non-profit	School and community based traffic safety information programs.

Maryland Statewide Crash Summary

Traffic crash numbers from 2009 through 2013 declined by 4 percent overall in Maryland, mirroring a national trend. During the same period, injury crashes and fatal crashes declined by 10 percent and 16 percent, respectively in Maryland. The Maryland fatality rate has stayed consistently lower than the national fatality rate for every year since 1992, and in 2013, the Maryland rate of .83 fatalities per 100 million vehicle miles traveled was nearly 24 percent below the national rate of 1.09.

On average from 2009 through 2013, crashes in the Baltimore and Washington metropolitan regions accounted for more than 85 percent of the state's annual crashes, more than four in every five. More than 20,000 crashes occurred in the City of Baltimore alone in 2013, accounting for more than one in every five crashes (22 percent) reported statewide. Prince George's County accounts for the greatest number of fatal crashes in Maryland, but ranks second to Baltimore City in the number of overall crashes.

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

Young adult drivers, ages 21 to 29, represent more than one in every five drivers (20 percent) involved in Maryland crashes. These young adults also comprise a large share of injuries (23 percent) or deaths (22 percent) as a result of crashes on Maryland roadways.

Female drivers are involved in less than 35 percent of the State's overall crashes, but account for half of the drivers injured. Males are involved in 50 percent of crashes yet account for nearly 80 percent of crashes resulting in death.

In 2013, 92,518 crashes occurred in Maryland, with 466 people killed and 42,716 people injured. Nearly two-thirds of all crashes— more than 60,000—involved property damage only. Total crash fatalities in Maryland for 2013 included 269 drivers (214 vehicle drivers and 55 motorcycle operators), 110 pedestrians, 7 bicyclists, and 76 passengers. On average, one person was killed every 19 hours due to a crash in Maryland, and 117 people were injured each day (5 injuries every hour), with 253 police-reported traffic crashes occurring each day (a crash every 6 minutes).

The following table outlines general crash factors, reflecting statistical over-representation in the various categories listed on crash reports for all of Maryland's traffic crashes. Over-representation is defined as more crashes, injuries or fatalities occurring among a sub-population than would be expected based on its proportion of the total state population. For example, if 50 percent of the driving population consists of men and 75 percent of impaired drivers in crashes are men, they are statistically over-represented among impaired driving crashes. MHSO uses such data and information to most effectively target informational, educational and other media efforts by age

and gender, while helping state and local officials to focus enforcement efforts to areas of high crash frequency by month, day of week, time of day, road type and county area.

General Crash Factors (2009–2013 Averages)		
Factor	*Variable*	*Percentage*
Age (drivers)	21–34	29% of involved; 34% of injured; 31% of killed
Sex (drivers)	Male	50% of involved; 50% of injured; 78% of killed
Month	October–December (total crashes); May–July (injury crashes); May–July (fatal crashes)	Oct.–Dec., total crashes – 27%; May–July, injury crashes – 27%; May–July, fatal crashes – 29%
Day of Week	Friday (total and injury crashes); Saturday (fatal crashes)	Fri. total crashes – 16.4%; Fri. injury crashes – 16.3%; Sat. fatal crashes – 17.7%
Time of Day	2 p.m.–6 p.m. (total and injury crashes); 9 p.m.–2 a.m. (fatal crashes)	Total crashes – 27%; injury crashes – 29%; fatal crashes – 30%
Road Type	State and County roads	Total crashes – 53%; injury crashes – 59%; fatal crashes – 67%
Jurisdiction	Baltimore City, Baltimore and Prince George's Counties (total and injury crashes); Baltimore and Prince George's Counties (fatal crashes)	Total crashes – 50%; injury crashes – 44%; Fatal crashes (Baltimore and Prince George's) – 32%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2009–2013 averages.

Maryland Safety Program Areas – Problem Identification, Solutions, and Evaluation

Maryland's Impaired Driving Program

Problem Identification

During the latest five year statistical period, 2009 through 2013, Maryland crash data show that impaired driving[3] was cited as a factor in about one in every three fatal crashes overall, in nearly one in every 10 crashes overall, and in nearly one in every 10 injury crashes.

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

From 2009 through 2013, despite an overall 14 percent decline in the incidence of impaired driving crashes, an average of more than 7,800 crashes involving impaired driving occur on Maryland roads each year. For the same five-year period, impaired driving accounted for an average of 9 percent of all traffic crashes, 9 percent of injury crashes, and 33 percent of fatal crashes. Impaired driving accounted for 9 percent of injuries and 34 percent of fatalities. Thus, impaired driving is significantly over-represented in fatal crashes – that is, its frequency as a factor in fatal crashes occurs more often than would be otherwise expected statistically.

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

Frequency of Impaired Crashes

For 2009 through 2013, impaired driving crashes (both total and injury) occur consistently throughout the year with a slight increase in May. A higher percentage of fatal crashes involving impairment occur in July. But, for the full seven-month period from April through October, incorporating the typical warm-weather driving months, more than half of all impaired driving crashes occur (59.8 percent), and about two in every three impaired fatal crashes occur (67 percent).

[3] Aspects of driver impairment can be identified in several ways on police crash reports, including blood alcohol content (BAC) values, driver condition or contributing factors. Alcohol and other drug impairment are used to define driver impairment for statistical purposes in crash analyses, due to the difficulty in differentiating among types of impairment within crash report variables. This means any evidence of impairment by alcohol, other drugs or a combination, as a crash factor, is considered by police to be driver impairment, and is considered the same way by Maryland analysts evaluating crash-problem identification and traffic safety program evaluation processes.

More than half (54.4 percent) of impaired crashes, including injury and fatal crashes, occur between 8 p.m. and 4 a.m., an eight-hour period reflecting one-third of the 24-hour day. About two-thirds (61.9 percent) of all fatal crashes occur during the same eight-hour, late-night period.

A total of 56.7 percent of impaired crashes occur from Friday through Sunday. More than two in three of all impaired crashes occur from Thursday through Sunday. The 11 p.m.–3 a.m. time period accounts for the largest proportion of impaired crashes, including injury and fatal crashes, than any other four-hour time period.

Typical Profile of Impaired Driver/High-Risk Crash Locations

On average, the typical impaired Maryland driver involved in a crash is male, ages 21 to 49 (69.8 percent in all crashes), and about 45 percent of drivers and passengers injured or killed in impaired fatal crashes were not wearing a seat belt. In comparison, in overall crashes, 32 percent of drivers killed were not wearing their seat belts, indicating that impaired drivers are less inclined to buckle up, especially in a fatal crash.

This combination of impaired driving and reduced usage of seat belts, particularly during late-night hours, indicates an opportunity for effective crossover or combined outreach efforts by the State, utilizing impaired and occupant protection messages.

More than three in every four crashes involving impaired drivers (78.1 percent) occurred in nine Maryland counties plus the city of Baltimore, including Anne Arundel, Baltimore, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington Counties. These counties also represent nine of the top 10 counties in Maryland for percentage of total crashes involving unrestrained occupants.

These profiles together help define the most effective target focus of statewide education and media campaigns and enhanced enforcement efforts for both impaired driving and non-use of seat belts. The most frequently noted driver demographic information and locations: Male drivers, aged 21–49, driving between 8 p.m. and 4 a.m. in the jurisdictions of the nine counties above plus Baltimore City, mainly on state and county roadways.

In 2013, Maryland law enforcement officers issued 63,655 citations for impaired driving (total of all citations issued, not total persons cited). Maryland law enforcement arrested a total of 23,225 impaired drivers.

General Crash Factors – Impaired Driving		
Factor	*Variable*	*Percentage*
Age (drivers)	21–49	69.8% of involved; 72.1% of injured; 66.1% of killed
Sex (drivers)	Male	70.3% of involved; 71.5% of injured; 84.4% of killed
Month	April–October (total, injury and fatal crashes)	Total – 59.8%; injury – 61.4%; fatal – 67%
Day of Week	Thursday–Sunday (total, injury and fatal crashes)	Total – 68.8%; injury – 68.5%; fatal – 70%
Time of Day	8 p.m.–4 a.m. (total, injury and fatal crashes)	Total – 57.4%; injury – 56.5%; fatal – 66.5%
Road Type	State and county roads	Total – 61.3; injury – 66.0; fatal – 69.1%
Jurisdiction	Anne Arundel, Baltimore, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington Counties; Baltimore City	Total – 78.1%; injury – 75.4%; fatal – 69.2%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2009–2013 averages.

Drivers Survey Results

Results of Maryland's ongoing statewide drivers survey indicates high awareness of the dangers and penalties involved with impaired driving, but the survey also indicates that about one in five people in Maryland report having driven, or ridden in a car with someone, within two hours of drinking alcoholic beverages in the most recent 30 days prior to the survey. This result tends to support and reinforce the statistical findings based on crash data only, showing frequency of crashes involving impaired drivers at about one in 10.

Meanwhile, most people (56.8 percent) agree they would be at least *"somewhat likely"* or "*very likely*" to be stopped by police within two hours of drinking alcohol, but more than one-third said that being stopped by police was *"not likely."* The numbers indicate broad awareness of Maryland's priority on enforcement efforts concerning impaired driving, that most people feel they would risk being stopped by police if they drink and drive.

However, a significantly higher percentage of drivers (more than 70 percent) *"strongly agree"* that if they were stopped for drinking and driving, *"the punishment would be severe."* This statistic indicates a high awareness of enforcement efforts, the seriousness of driving impaired, and knowledge of punishments involved. This result provides additional evidence that education and messaging campaigns, and visible enforcement efforts, help to inform the driving public of risk and consequences involved with impaired driving.

The drivers survey shows that about four in five respondents (79.8 percent) said they had not ridden in a car or other vehicle with a driver who had been drinking alcoholic beverages during the most recent 30 days, and about the same number of drivers said they had not

driven a car or other vehicle within two hours of drinking alcoholic beverages during the most recent 30 days.

About one in five, or 20 percent, said they had ridden in a car with a driver who had consumed alcoholic beverages during the most recent 30 days, and nearly one in five, or 16 percent, said they had driven a vehicle within two hours of drinking alcoholic beverages during the most recent 30 days. These results indicate the need for outreach and education or stronger enforcement measures to help reach and positively affect the behavior of at least one-fifth of the driving population in Maryland.

The combination of statistical evidence on the high incidence of fatal crashes involved with impaired driving (one in three crashes), and the high indication of drivers (one in five) operating vehicles after drinking, tend to support the need for additional outreach and messaging to better inform drivers. The statistical evidence on time of day and locations most likely to involve impaired crashes, tend to support the need for increased law enforcement efforts, particularly late at night and targeting drivers in the counties where most impaired and unbelted crashes have occurred since 2009.

In terms of possible legislative solutions, nearly three in four Maryland drivers (more than 70 percent) agree with recent legislative proposals that would make testing for alcohol and other drugs mandatory for any driver involved in a fatal crash, and that would require ignition interlock devices for all convicted DUI offenders.

Solution

The MHSO will continue to be an active participant in NHTSA's national mobilizations in August, November, and December each year. Law enforcement efforts are coordinated to support the national mobilizations through the use of data-driven media, outreach, education and high-visibility enforcement efforts, such as those cited in the impaired driving problem identification above. The MHSO's enforcement plans directly address the need for collaboration during national mobilizations.

Survey and statistical data such as those cited above indicate that statewide enforcement efforts such as DUI checkpoints and saturation patrols tend to encourage many drivers to alter their drinking behavior even as they remove impaired drivers from the roadways. Thus, such enforcement efforts are proven countermeasures to reduce impaired driving crashes.

The MHSO will continue to fund the State Police Impaired Driving Effort (SPIDRE), and will invest heavily in education and media components to prevent drivers from getting behind the wheel after consuming alcohol, targeting educational efforts primarily to identified high-risk driving populations, age 21 to 34.

Maryland also funds county-level DUI Courts, conducts compliance checks to prevent underage drinking, utilizes Traffic Safety Resource Prosecutors (TSRPs), and coordinates efforts with public

and private partners, such as Mothers Against Drunk Driving (MADD) and the Washington Regional Alcohol Program (WRAP).

MHSO will continue to target impaired driving through collaborative partnerships among state government agencies, legislative and judicial leaders, regional authorities, local government agencies and non-governmental organizations. Together, these kinds of agencies and professionals are partnering as Maryland's Impaired Driving Emphasis Area Team with a mission to strengthen and enforce impaired driving laws, and to better educate the public about the dangers of impaired driving.

The Impaired Driving Emphasis Area Team oversees and ensures the implementation of Maryland's SHSP strategies related to impaired driving. This team will continue to address the complex issue of impaired driving through targeted public information, education, enforcement efforts, and support of training and education for judges and lawyers involved with the legal issues of impaired driving. The team also is tasked with fulfilling strategies ranging from increasing the effectiveness of enforcement to ensuring that data are received by all partners in a timely fashion.

High-Visibility Enforcement

As outlined in the problem identification/solution above, the FFY 2016 Maryland Impaired Driving Enforcement Plan is based on crash and citation data, analyzed and mapped for state, county, and municipal law enforcement agencies, to support DUI enforcement operations in the highest-risk areas for impaired crashes. This plan is intended to provide grant-funded overtime enforcement resources to state and local law enforcement agencies within a required framework for impaired-driving countermeasures during high-visibility enforcement periods, while maintaining year-round enforcement visibility and including occupant protection enforcement as appropriate during these periods.

The statewide impaired driving enforcement plan provides guidelines and creates a process to enhance enforcement efforts in each county across the state, even as it encourages more effective pooling of resources, including manpower and financial support, for greater cost efficiencies.

Guidelines and performance measures included in the plan are directly tied to impaired driving grant funds and are monitored by the MHSO's network of RTSP Managers. Documentation of efforts is captured in quarterly progress reports and law enforcement logs. The plan requires clear expectations, solid documentation of efforts, and continuing follow-up among law enforcement partners conducting impaired driving initiatives statewide.

Results of operations conducted on behalf of Maryland's Impaired Driving Enforcement Program are evaluated through process measures reported in the MHSO's grant system, and monitored by the RTSP Managers and the Impaired Driving Program Manager.

Coordinated efforts among local, municipal, and state police agencies are strongly encouraged toward the following impaired driving enforcement goals.

Impaired-Driving Enforcement Goals include:
Funding for 151 Sobriety checkpoints statewide
Funding for 2,184 saturation patrols statewide
Concurrent enforcement of occupant protection laws

The enforcement efforts described above all take place during nine statewide impaired driving enforcement waves, including NHTSA's two nationwide mobilizations.

Key Aspects of :	
Sobriety Checkpoints Low-manpower checkpoints are encouraged. Unmanned or "phantom" checkpoints do not count but are considered a valuable tool and can be conducted. Nighttime enforcement emphasis is critical. Enforcement coupled with speed and seat belt enforcement as key factors is allowable and highly encouraged. DUI enforcement using channelization and additional emphasis on seat belt observations is acceptable. Using speed observation is an acceptable practice to identify impaired drivers. Data indicate that speed and non-seat belt use are key factors in identifying drunk drivers. Data by county relative to these factors is available.	**Highly Visible Saturation Patrols** Saturation patrols should include no less than two patrol cars in a county (saturation can occur on separate roadways as needed). Maryland State Police follow internal policy for saturation patrols Continuous communications efforts including signage, digital message boards and other efforts to inform drivers of saturation patrols in action (DUI Enforcement Zone, magnets, etc.), and including the use of social media and press releases before and after patrols to raise awareness.

Action Plan

The impaired driving projects funded for FFY2016 are representative of research-based countermeasures and address the impaired driving issue using a multifaceted approach.

Program Area: Impaired	**Project Description:** This project supports local compliance checks in liquor establishments, looking for business that sells to underage youth.
Project Agency: Cecil County Liquor Board	
Project Number: GN16-003	
Project Funds/Type: $7,000/164	
Countermeasures: Countermeasures That Work (2013, 7th Edition)	
SHSP Strategy: Enhance and improve enforcement of impaired driving laws.	

Program Area: Impaired **Project Agency:** St. Mary's Co. Circuit Court **Project Number:** GN16-006 **Project Funds/Type:** $53,020/405d **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve the prosecution and adjudication of impaired driving cases.	**Project Description:** This project supports a local DUI court that provides a systematic and coordinated approach to prosecuting, sentencing, monitoring and treating DUI offenders.

Program Area: Impaired **Project Agency:** Maryland Judiciary Anne Arundel **Project Number:** GN16-013 **Project Funds/Type:** $78,750/405d **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve the prosecution and adjudication of impaired driving cases.	**Project Description:** This project supports a local DUI court that provides a systematic and coordinated approach to prosecuting, sentencing, monitoring and treating DUI offenders.

Program Area: Impaired **Project Agency:** Maryland Judiciary-Howard County **Project Number:** GN16-014 **Project Funds/Type:** $62,300/405d **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve the prosecution and adjudication of impaired driving cases.	**Project Description:** This project supports a local DUI court that provides a systematic and coordinated approach to prosecuting, sentencing, monitoring and treating DUI offenders.

Program Area: Impaired **Project Agency:** Carroll County Health Department **Project Number:** GN16-015 **Project Funds/Type:** $4,000/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training and media programs to reduce impaired driving.	**Project Description:** This project supports impaired driving educational outreach through the distribution of designated driver materials at Maryland's State Wine Festival.

Program Area: Impaired **Project Agency:** St. Mary's County Alcohol Beverage Board **Project Number:** GN16-016 **Project Funds/Type:** $7,500/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training and media programs to reduce impaired driving.	**Project Description:** This project supports Tipsy Taxi, a ride service program designed to reduce drinking and driving at the local level. The project also provides training and education to liquor board license establishments.

Program Area: Impaired **Project Agency:** AACCPTA **Project Number:** GN16-018 **Project Funds/Type:** $11,000/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training and media programs to reduce impaired driving.	**Project Description:** This project brings together a host of volunteers to plan and implement after prom events at 12 high schools. These events provide a drug and alcohol free place for students to go after their prom concludes reducing the risk of participation at unsupervised parties.

Program Area: Impaired **Project Agency:** Every 15 Minutes/Sykesville Freedom **Project Number:** GN16-020 **Project Funds/Type:** $4,200/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training and media programs to reduce impaired driving.	**Project Description:** This project educates students on the effects of driving while impaired by alcohol and how risky decisions impact not only them but their family and community.

Program Area: Impaired **Project Agency:** Washington College **Project Number:** GN16-021 **Project Funds/Type:** $198,964/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training and media programs to reduce impaired driving.	**Project Description:** This project supports the collection of data needed to ensure impaired driving enforcement is planned and deployed in areas where crashes are occurring. The data is used to support the MSP DUI team, as well as, allied agencies receiving federal overtime funds.

Program Area: Impaired **Project Agency:** Baltimore County Department of Health **Project Number:** GN16-026 **Project Funds/Type:** $12,000/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training and media programs to reduce impaired driving.	**Project Description:** This project brings together a host of volunteers to plan and implement after prom events at 24 high schools. These events provide a drug and alcohol free place for students to go after their prom concludes, reducing the risk of participation at unsupervised parties.

Program Area: Impaired **Project Agency:** Frederick County Liquor Board **Project Number:** GN16-029 **Project Funds/Type:** $2,000/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project supports training for liquor board licensee personnel using the Training for Intervention Procedures (TIPS) module.

Program Area: Impaired **Project Agency:** Broadneck High School **Project Number:** GN16-031 **Project Funds/Type:** $5,400/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project supports educational programming at the high school level. Presenters are brought in to deliver the Street Smart program. Program follow up occurs throughout the year utilizing the school's SADD group.

Program Area: Impaired **Project Agency:** Washington Regional Alcohol Program **Project Number:** GN16-036 **Project Funds/Type:** $42,000/405d $783,266/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project supports a myriad of projects designed to raise impaired driving awareness among youth and adults and provides recognition to law enforcement officers. The project also supports Maryland's impaired driving media campaign throughout the year.

Program Area: Impaired **Project Agency:** 5th Quarter **Project Number:** GN16-043 **Project Funds/Type:** $5,000/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project supports educational outreach and education to the high school football population (both players and fans). After football games, impaired driving awareness and other highway safety awareness activities are presented through hands on demonstrations and interactions with students.

Program Area: Impaired **Project Agency:** Worcester County Health Department **Project Number:** GN16-046 **Project Funds/Type:** $1,500/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project supports a recognition event for liquor license establishments that pass compliance checks by undercover cadets. Over 250 compliance checks are conducted under this program.

Program Area: Impaired **Project Agency:** Mothers Against Drunk Driving **Project Number:** GN16-051 **Project Funds/Type:** $52,733/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project supports the statewide implementation of the underage drinking program called the Power of Parents, It's Your Influence® and Power of You(th).

Program Area: Impaired **Project Agency:** Garrett County Liquor Control Board **Project Number:** GN16-053 **Project Funds/Type:** $800/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project supports local compliance checks in liquor establishments, looking for businesses that sell to underage youth. The project also supports a recognition event for establishments found in compliance.

Program Area: Impaired **Project Agency:** Anne Arundel County Department of Health **Project Number:** GN16-054 **Project Funds/Type:** $16,875/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project supports the "Parents Who Host Lose the Most" Campaign in collaboration with an underage drinking hotline. The project also supports a recognition event for establishments found in compliance of alcohol serving laws.

Program Area: Impaired **Project Agency:** Allegany County Liquor Board **Project Number:** GN16-055 **Project Funds/Type:** $1,000/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project supports local compliance checks in liquor establishments, looking for businesses that sell to underage youth. The project also supports a recognition event for establishments found in compliance.

Program Area: Impaired **Project Agency:** St. Mary's High School **Project Number:** GN16-058 **Project Funds/Type:** $2,250/164 $2,750/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project supports educational outreach to teens regarding underage drinking and the dangers of impaired driving. Presenters are brought in to deliver the Street Smart Program. The project supports activities for after prom activities as well.

Program Area: Impaired **Project Agency:** Hagerstown Community College **Project Number:** GN16-062 **Project Funds/Type:** $5,500/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project supports impaired driving educational outreach to college and high school students using a variety of resources.

Program Area: Impaired **Project Agency:** Calvert Alliance Against Substance Abuse, Inc. **Project Number:** GN16-064 **Project Funds/Type:** $5,720/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project brings together a host of volunteers to plan and implement after prom events at area high schools. These events provide a drug and alcohol free place for students to go after their prom concludes, reducing the risk of participation at unsupervised parties. The project supports a local law enforcement recognition event as well.

Program Area: Impaired **Project Agency:** Caroline Dept of Planning & Codes **Project Number:** GN16-065 **Project Funds/Type:** $1,990/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project supports the creation of a handbook for all alcohol license holders in the county on their responsibilities as a server. The book is provided during training to all liquor license holders.

Program Area: Impaired **Project Agency:** Montgomery County Department of Liquor Control **Project Number:** GN16-067 **Project Funds/Type:** $7,000/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project supports training and outreach activities pertaining to underage drinking. The activities include funding outreach materials, educating adults on hosting responsibilities and funding for law enforcement to conduct compliance checks at liquor establishments.

Program Area: Impaired **Project Agency:** St. Mary's Hospital **Project Number:** GN16-068 **Project Funds/Type:** $1,500/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project supports the creation of liquor store bags to be distributed to stores where alcohol is sold. Educational messaging regarding impaired driving is placed on the bags and the bags are distributed in collaboration with enforcement mobilizations.

Program Area: Impaired **Project Agency:** Maryland State's Attorney's Association **Project Number:** GN16-070 **Project Funds/Type:** $324,506/164 $24,843/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve prosecution and adjudication of impaired driving cases.	**Project Description:** This project supports Maryland's Traffic Safety Resource Prosecutors (TSRP) Program. The TSRP Program consists of two full-time attorneys. They provide training, education and technical support to traffic crimes prosecutors and law enforcement agencies throughout the state.

Program Area: Impaired **Project Agency:** College of Southern Maryland **Project Number:** GN16-077 **Project Funds/Type:** $1,500/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project supports a local coalition's effort to continue educational outreach efforts regarding impaired driving issues by distributing educational materials at liquor store establishments throughout the county.

Project Agency: Maryland State Police, DRE **Project Number:** GN16-079 **Project Funds/Type:** $131,808/405d **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project supports the coordination of Maryland's DRE Program by providing support for a DRE Coordinator. The DRE Coordinator provides, training, assesses and addresses needs and works to expand the DRE Program objectives.

Program Area: Impaired **Project Agency:** Maryland State Police, Impaired Driving Mobile Truck **Project Number:** GN16-080 **Project Funds/Type:** $579,322/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project supports Maryland's Mobile Breath Alcohol Truck (MBAT). The primary purpose of the MBAT is to support the impaired driving enforcement efforts of the Maryland State Police, as well as, allied agencies throughout the state.

Program Area: Impaired **Project Agency:** Garrett College **Project Number:** GN16-086 **Project Funds/Type:** $2.000/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project supports educational outreach on impaired driving to target populations using a variety of strategies.

Program Area: Impaired **Project Agency:** Harford County DUI Court **Project Number:** GN16-095 **Project Funds/Type:** $63,500/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve the prosecution and adjudication of impaired driving cases.	**Project Description:** This project supports a local DUI court that provides a systematic and coordinated approach to prosecuting, sentencing, monitoring and treating DUI offenders.

Program Area: Impaired **Project Agency:** Washington County Liquor Board **Project Number:** GN16-099 **Project Funds/Type:** $1,700/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project supports local compliance checks in liquor establishments, looking for businesses that sell to underage youth. The project also supports a recognition event for establishments found in compliance.

Program Area: Impaired **Project Agency:** Anne Arundel Medical Center Foundation **Project Number:** GN16-104 **Project Funds/Type:** $3,300/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project supports underage drinking and impaired driving prevention outreach in high schools using a variety of hands on learning opportunities.

Program Area: Impaired **Project Agency:** Northeast High School **Project Number:** GN16-106 **Project Funds/Type:** $3,287/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project supports educational outreach to the high school population through their SADD Chapter regarding underage drinking and impaired driving.

Program Area: Impaired **Project Agency:** Maryland Highway Safety Office **Project Number:** GN16-114 **Project Funds/Fund Type:** $90,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training and media programs to reduce impaired driving.	**Project Description:** This project supports the Maryland Highway Safety Office's impaired driving projects within their Media and Communications Unit such as, the enhancement of their DUI app and video projects.

Program Area: Impaired **Project Agency:** Maryland Highway Safety Office **Project Number:** GN16-123 **Project Funds/Fund Type:** $345,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project supports statewide impaired driving educational, media and public awareness initiatives, including the media marketing of Maryland's DUI Team, SPIDRE.

Program Area: Impaired **Project Agency:** Calvert County Sheriff's Office **Project Number:** LE16-002 **Project Funds/Fund Type:** $24,000/164 $2,000/405d **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Northeast Police Department **Project Number:** LE16-003 **Project Funds/Fund Type:** $1,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Perryville Police Department **Project Number:** LE16-004 **Project Funds/Fund Type:** $1,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Maryland State Police **Project Number:** LE16-005 **Project Funds/Fund Type:** $347,200/405d **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Town of La Plata Police Department **Project Number:** LE16-006 **Project Funds/Fund Type:** $12,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Hampstead Police Department **Project Number:** LE16-007 **Project Funds/Fund Type:** $4,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Queen Anne's County - DNR **Project Number:** LE16-009 **Project Funds/Fund Type:** $2,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Maryland Natural Resources Police, Anne Arundel **Project Number:** LE16-010 **Project Funds/Fund Type:** $4,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Howard County Police Department **Project Number:** LE16-011 **Project Funds/Fund Type**: $2,000/405d $60,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Frederick Police Department **Project Number:** LE16-012 **Project Funds/Fund Type:** $37,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Princess Anne Police Department **Project Number:** LE16-013 **Project Funds/Fund Type:** $2,600/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Towson University Police Department **Project Number:** LE16-014 **Project Funds/Fund Type:** $5,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Annapolis Police Department **Project Number:** LE16-015 **Project Funds/Fund Type**: $14,000/164 $3,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Sykesville Police Department **Project Number:** LE16-016 **Project Funds/Fund Type:** $3,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Wicomico County Sheriff's Office **Project Number:** LE16-017 **Project Funds/Fund Type:** $18,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Fruitland Police Department **Project Number:** LE16-018 **Project Funds/Fund Type:** $3,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Charles County Sheriff's Office **Project Number:** LE16-019 **Project Funds/Fund Type:** $1,500/405d $28,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Elkton Police Department **Project Number:** LE16-020 **Project Funds/Fund Type:** $5,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Manchester Police Department **Project Number:** LE16-021 **Project Funds/Fund Type:** $500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Anne Arundel County Police Department **Project Number:** LE16-022 **Project Funds/Fund Type:** $5,000/405d $48,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Maryland National Capital Park Police Police-Montgomery **Project Number:** LE16-023 **Project Funds/Fund Type:** $4,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Maryland Transportation Authority Police **Project Number:** LE16-024 **Project Funds/Fund Type:** $37,403/164 $1,500/405d **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Taneytown Police Department **Project Number:** LE16-025 **Project Funds/Fund Type:** $4,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Carroll County Sheriff's Office **Project Number:** LE16-027 **Project Funds/Fund Type:** $9,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Maryland Natural Resources Police, Frederick **Project Number:** LE16-028 **Project Funds/Fund Type:** $3,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Westminister Police Department **Project Number:** LE16-029 **Project Funds/Fund Type:** $8,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Maryland Natural Resource Police-St. Mary's **Project Number:** LE16-030 **Project Funds/Fund Type:** $5,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Ocean Pines Police Department **Project Number:** LE16-033 **Project Funds/Fund Type:** $3,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Prince George's County Police Department **Project Number:** LE16-034 **Project Funds/Fund Type:** $139,000/164 $2,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Maryland Natural Resource Police, Salisbury **Project Number:** LE16-035 **Project Funds/Fund Type:** $2,500/405d **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Berlin Police Department **Project Number:** LE16-036 **Project Funds/Fund Type:** $3,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Somerset County Sheriff's Office **Project Number:** LE16-039 **Project Funds/Fund Type:** $2,600/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Salisbury Police Department **Project Number:** LE16-040 **Project Funds/Fund Type:** $8,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Baltimore County Police Department **Project Number:** LE16-041 **Project Funds/Fund Type:** $50,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Worcester County Sheriff's Office **Project Number:** LE16-043 **Project Funds/Fund Type:** $5,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Dorchester County Sheriff's Office **Project Number:** LE16-044 **Project Funds/Fund Type:** $2,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Cecil County Sheriff's Office **Project Number:** LE16-045 **Project Funds/Fund Type:** $8,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Maryland Natural Resource Police, Garrett **Project Number:** LE16-046 **Project Funds/Fund Type:** $1,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Garrett County Sheriff's Office **Project Number:** 16-047 **Project Funds/Fund Type:** $4,200/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Maryland Natural Resources Police, Allegany County **Project Number:** LE16-048 **Project Funds/Fund Type:** $2,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Hyattsville Police Department **Project Number:** LE16-049 **Project Funds/Fund Type:** $2,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** St. Mary's Sheriff's Office **Project Number:** LE16-050 **Project Funds/Fund Type:** $23,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Montgomery County Police Department **Project Number:** LE16-051 **Project Funds/Fund Type:** $5,000/405d $146,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** New Carrollton Police Department **Project Number:** LE16-052 **Project Funds/Fund Type:** $1,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Allegany County Sheriff's Department **Project Number:** LE16-053 **Project Funds/Fund Type:** $9,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Frostburg State University Police **Project Number:** LE16-054 **Project Funds/Fund Type:** $2,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Montgomery County Sheriff's Office **Project Number:** LE16-055 **Project Funds/Fund Type:** $10,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Edmonston Police Department **Project Number:** LE16-056 **Project Funds/Fund Type:** $3,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Hagerstown Police Department **Project Number:** LE16-059 **Project Funds/Fund Type:** $10,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Washington County Sheriff's Office **Project Number:** LE16-060 **Project Funds/Fund Type:** $15,800/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Smithsburg Police Department **Project Number:** LE16-061 **Project Funds/Fund Type:** $500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Hancock Police Department **Project Number:** LE16-062 **Project Funds/Fund Type:** $500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Gaithersburg Police Department **Project Number:** LE16-063 **Project Funds/Fund Type:** $10,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Cheverly Police Department **Project Number:** LE16-065 **Project Funds/Fund Type:** $3,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Ocean City Police Department **Project Number:** LE16-066 **Project Funds/Fund Type:** $6,800/405d $41,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Baltimore County Police Department **Project Number:** LE16-067 **Project Funds/Fund Type:** $2,500/405d $93,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Aberdeen Police Department **Project Number:** LE16-068 **Project Funds/Fund Type:** $15,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Baltimore City Police Department **Project Number:** LE16-069 **Project Funds/Fund Type:** $100,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Bel Air Police Department **Project Number:** LE16-070 **Project Funds/Fund Type:** $15,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Harford County Sheriff's Office **Project Number:** LE16-071 **Project Funds/Fund Type:** $80,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Havre de Grace Police Department **Project Number:** LE16-072 **Project Funds/Fund Type:** $15,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Crisfield Police Department **Project Number:** LE16-074 **Project Funds/Fund Type:** $1,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Caroline County Sheriff's Office **Project Number:** LE16-075 **Project Funds/Fund Type:** $7,510/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** University Park Police Department **Project Number:** LE16-076 **Project Funds/Fund Type:** $2,500/405d $3,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Maryland Natural Resources Police-Washington **Project Number:** LE16-077 **Project Funds/Fund Type:** $4,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Maryland State Police **Project Number:** LE16-079 **Project Funds/Fund Type:** $1,283,464/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative that provides funding for a dedicated full-time Maryland State Police DUI SPIDRE Team.

Program Area: Impaired **Project Agency:** Talbot County Sheriff's Office **Project Number:** LE16-081 **Project Funds/Fund Type:** $4,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Easton Police Department **Project Number:** LE16-082 **Project Funds/Fund Type:** $10,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Greenbelt Police Department **Project Number:** LE16-083 **Project Funds/Fund Type:** $2,500/405d $30,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Queen Anne's County Sheriff's Office **Project Number:** LE16-084 **Project Funds/Fund Type:** $9,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Kent County Sheriff's Office **Project Number:** LE16-085 **Project Funds/Fund Type:** $4,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Laurel Police Department **Project Number:** LE16-086 **Project Funds/Fund Type:** $23,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Berwyn Heights Police Department **Project Number:** LE16-087 **Project Funds/Fund Type:** $500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Riverdale Park Police Department **Project Number:** LE16-088 **Project Funds/Fund Type:** $4,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Rockville City Police Department **Project Number:** LE16-089 **Project Funds/Fund Type:** $5,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** University of Maryland at College Park Police Department **Project Number:** LE16-090 **Project Funds/Fund Type:** $7,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** District Heights Police Department **Project Number:** LE16-092 **Project Funds/Fund Type:** $2,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Cumberland Police Department **Project Number:** LE16-093 **Project Funds/Fund Type:** $4,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Capitol Heights Police Department **Project Number:** LE16-095 **Project Funds/Fund Type:** $2,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Pocomoke Police Department **Project Number:** LE16-096 **Project Funds/Fund Type:** $2,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Oakland Police Department **Project Number:** LE16-098 **Project Funds/Fund Type:** $500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Program Area:** Impaired **Project Agency:** Cambridge Police Department **Project Number:** LE16-100 **Project Funds/Fund Type:** $6,500/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition)	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Program Area: Impaired **Project Agency:** Salisbury Police Department **Project Number:** LE16-104 **Project Funds/Fund Type:** $750/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of impaired driving laws.	**Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations.

Evaluation

The MHSO evaluates traffic safety programs through process, impact, and outcome measures. Outcome measures include crash data, including fatality and serious injury data. Impact measures include driver surveys that are conducted year-round measuring status and changes in the knowledge, attitudes, and behaviors of Maryland drivers. All projects funded through the MHSO are required to include an effective evaluation component. Depending on the level of grant funds obligated and the scope of the project, impact or process measures are to be reported and evaluated throughout the grant cycle.

Several questions from the Maryland Annual Driving Survey (MADS) relate to impaired driving and may be analyzed to identify and understand driver behaviors and perceptions, which helps describe outcomes of enforcement and awareness/education efforts. Utilizing both the Health Belief Model and Theory of Planned Behavior, questions related to knowledge, behavior, and perception of law enforcement activities and chances of arrest are analyzed to characterize the Maryland driving culture with regard to impaired driving. The following questions are included in this analysis:

Question	Construct
During the past 30 days, how many times did you ride in a car or other vehicle driven by someone who had been drinking? (*YRBSS survey*)	Behavior and prevalence

If I am stopped for drinking and driving the punishment will be severe: agree to disagree	Severity of punishment
In the past 30 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages?	Behavior and prevalence
How likely are you to be stopped by police if you drive within two hours of drinking alcoholic beverages?	Perceived susceptibility to enforcement

These behavioral constructs assist the MHSO and its partners in focusing its education and enforcement efforts to achieve the best result. Inclusion of these behavioral measures enhances traffic safety strategic planning efforts in Maryland.

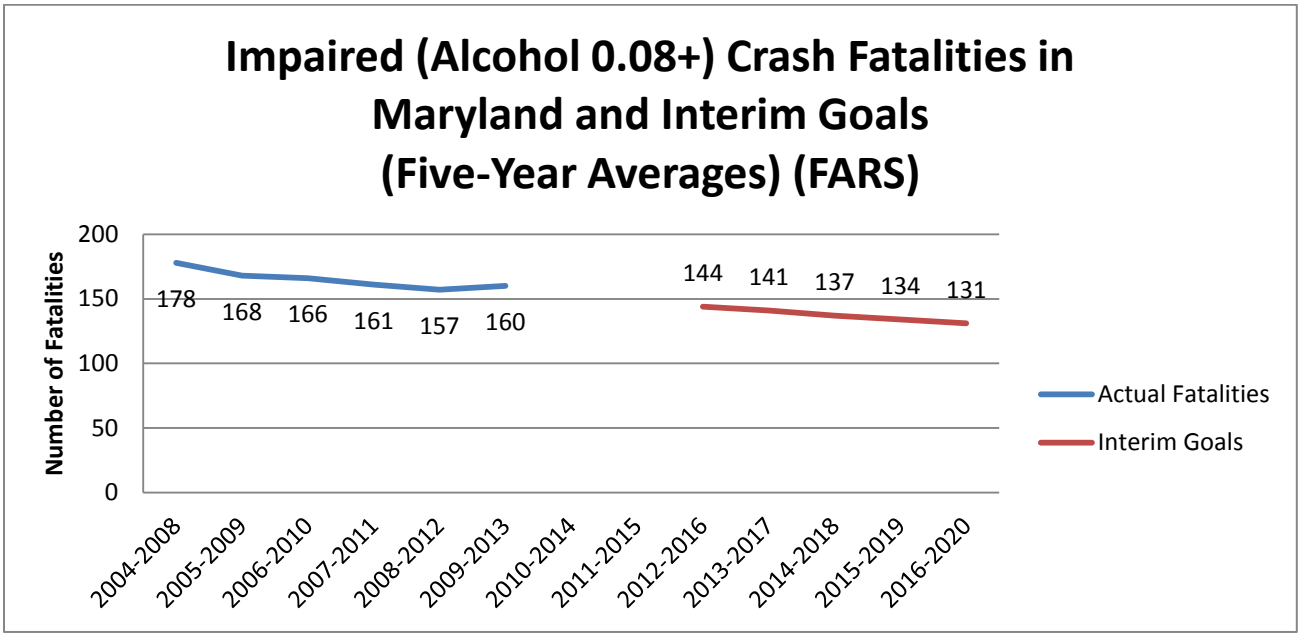
Outcome Measures

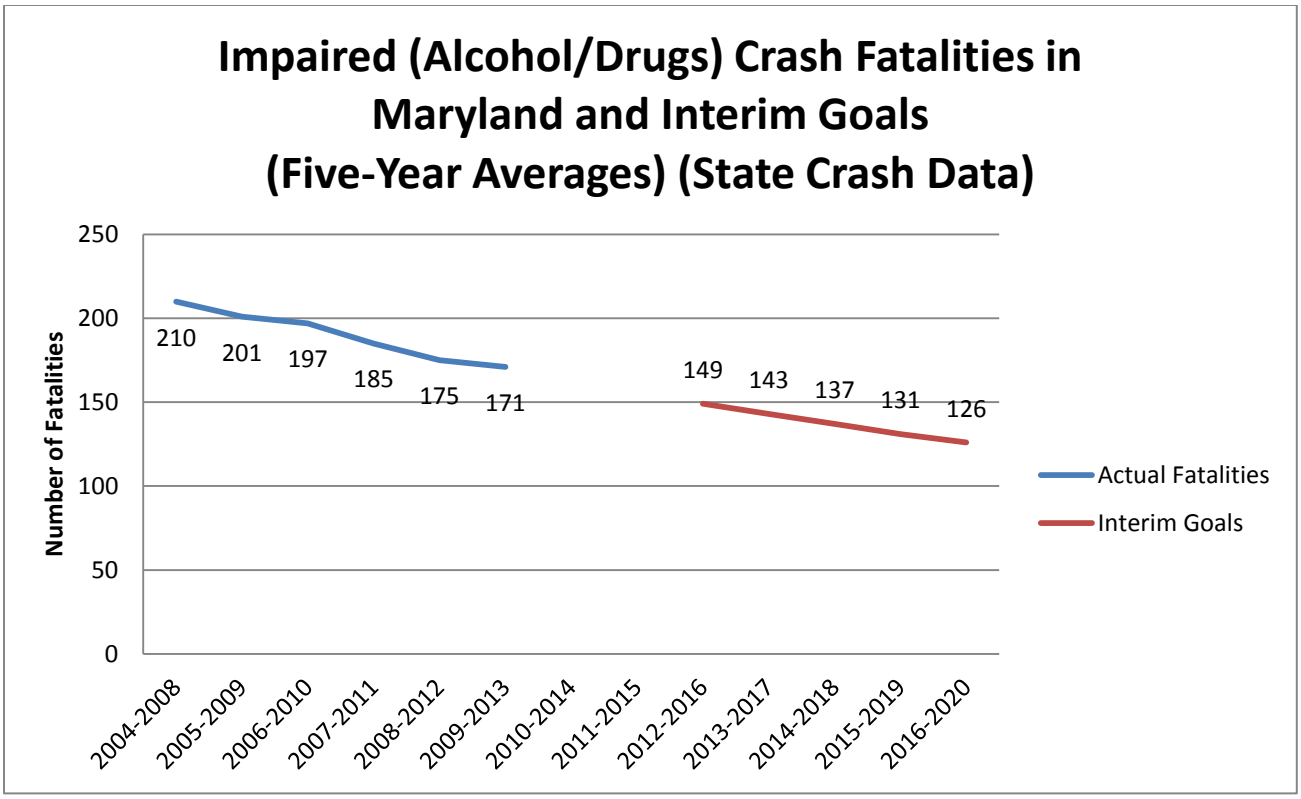
Impaired Driving

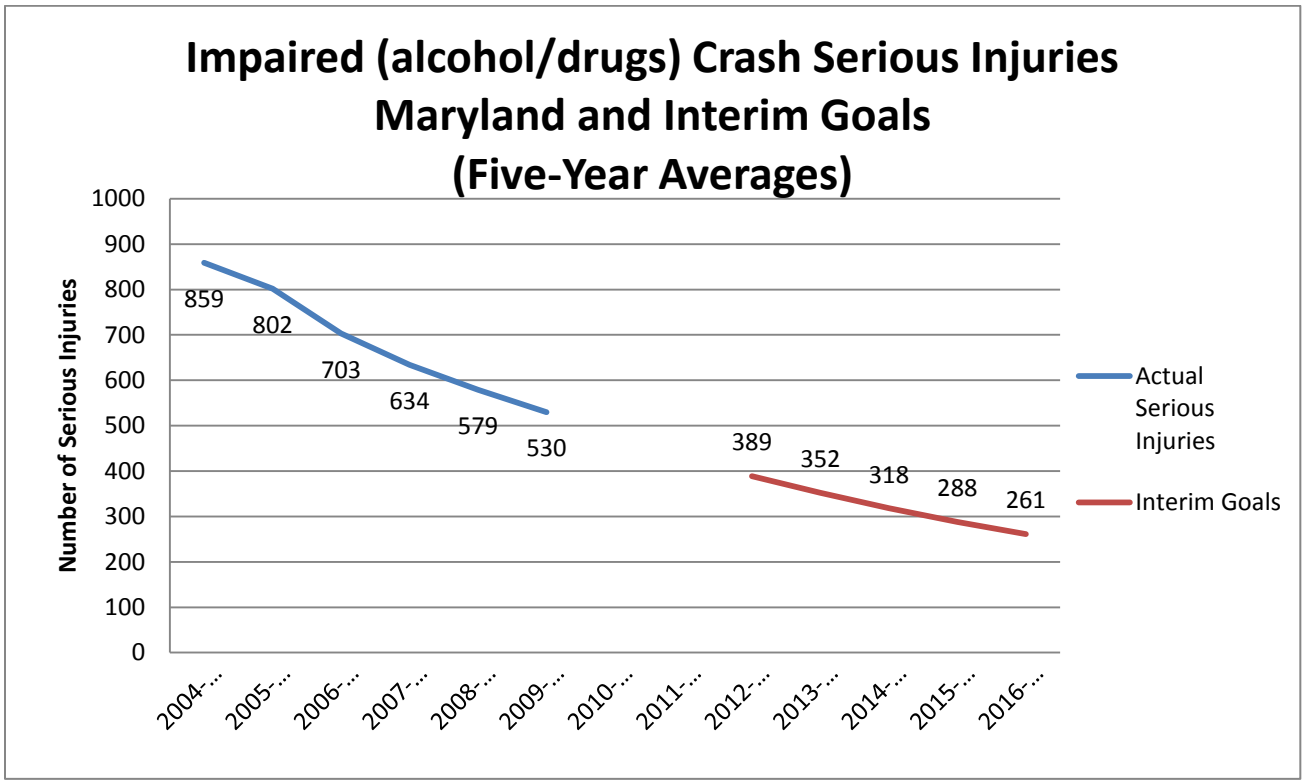
Impaired Driving Fatalities and Serious Injuries (Five-Year Average)						
Actual	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013
Fatality Average (alcohol, .08+) (FARS)	178	168	166	161	157	160
Fatality Average (alcohol/drugs)**	210	201	197	185	175	171
Serious Injury Average**	859	802	703	634	579	530

Impaired Driving Fatalities and Serious Injuries (Five-Year Average)					
Goal	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Fatality Average (alcohol, .08+) (FARS)	144	141	137	134	131
Fatality Average (alcohol/drugs)**	149	143	137	131	126
Serious Injury Average**	389	352	318	288	261

** Alcohol and/or drug impaired. Data Source: Maryland crash data




Impaired (Alcohol/Drugs) Crash Fatalities in Maryland and Interim Goals (Five-Year Averages) (State Crash Data)
Number of Fatalities
250
200
150
100
50
0
210
201
197
185
175
171
149
143
137
131
126
2004-2008
2005-2009
2006-2010
2007-2011
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020
Actual Fatalities
Interim Goals


Impaired (alcohol/drugs) Crash Serious Injuries Maryland and Interim Goals (Five-Year Averages)
Number of Serious Injuries
1000
900
800
700
600
500
400
300
200
100
0
859
802
703
634
579
530
389
352
318
288
261
2004-...
2005-...
2006-...
2007-...
2008-...
2009-...
2010-...
2011-...
2012-...
2013-...
2014-...
2015-...
2016-...
Actual Serious Injuries
Interim Goals

Maryland is submitting this portion of its HSP as a Low-Range State with an alcohol impaired fatality rate below .30.

Year	Alcohol-Impaired Driving Fatalities (BAC = .08+)			
	Total Fatalities in all Crashes	Number	Percent	Per 100 Million VMT
2011	485	161	33	.29
2012	511	163	32	.29
2013	465	141	30	.25
			3-year Average	.28

Source FARS

Impaired Driving – Objectives and Measures

Fatality Objective – Alcohol .08+ (FARS): Reduce the five-year average number of impaired (BAC 0.08+) driving-related fatalities on all roads in Maryland from 160 in 2009–2013 to 131 or fewer by December 31, 2020 (2016–2020 average).

Fatality Objective Progress (FARS, .08+): In 2013, FARS[4] reported 141 impaired driving-related (BAC 0.08+) fatalities in Maryland. This figure is lower than the 2012 figure (n=157), so Maryland is progressing toward the 2016–2020 goal.

Fatality Objective – Impaired (alcohol/drugs): Reduce the five-year average number of impaired (alcohol/drug) driving-related fatalities on all roads in Maryland from 171 in 2009–2013 to 126 or fewer by December 31, 2020 (2016–2020 average).

Fatality Objective Progress (Impaired (alcohol/drugs)): In 2013, there were 171 impaired driving-related fatalities in Maryland. This figure is lower than the 2012 figure (n=175), so Maryland *is progressing toward the 2016–2020 goal*.

Serious Injury Objective – Impaired (alcohol/drugs): Reduce the five-year average number of impaired (alcohol/drug) driving-related serious injuries on all roads in Maryland from 530 in 2009–2013 to 261 or fewer by December 31, 2020 (2016–2020 average).

Serious Injury Objective Progress: In 2013, there were 387 impaired driving-related serious injuries in Maryland. This figure is lower than the 2012 figure (n=502), so Maryland *is progressing toward the 2016–2020 goal.*

[4] NHTSA FARS ARF (preliminary)

Maryland's Occupant Protection Program

Problem Identification

Despite increases in observed belt use rates in Maryland and across the nation, 38 percent of all persons killed in motor vehicle crashes are not wearing seat belts[5]. Research has shown that seat belts, when used properly, reduce the risk of fatal injury to front-seat passengers by 45 percent and reduce the risk of moderate to critical injury by 50 percent. This means that if all persons would use seat belts every time they ride or drive, overall fatalities could be reduced by nearly one-fourth immediately in Maryland and across the nation.

In Maryland for the latest five-year data period available, 2009 through 2013, more than 24,091 crashes have occurred in which at least one occupant of an involved motor vehicle was reported as unrestrained, an average of more than 4,800 per year. Overall, over 32,000 persons involved in a police reported motor vehicle crash in Maryland have been reported as having been unrestrained. Of those, more than 10,000 were reported to have sustained an injury and 581 were killed.

Frequency of Unrestrained Occupant Crashes

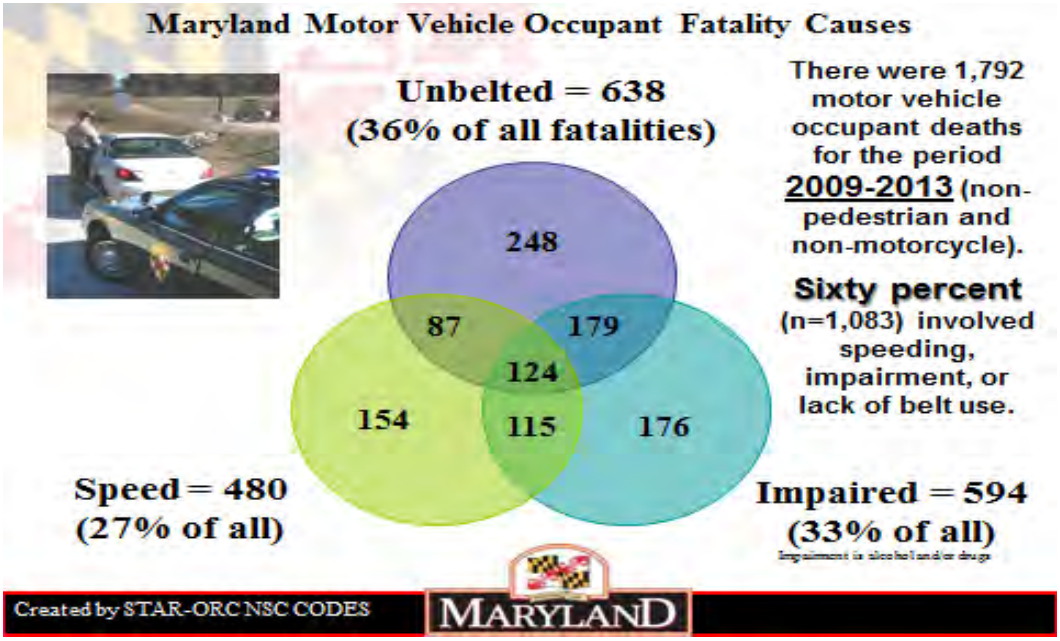
For the period 2009–2013, Maryland crashes involving unrestrained occupants have occurred rather consistently on average throughout the year, although about 72 percent or nearly three-fourths of all crashes involving unrestrained occupants occur in the eight-month period from April through November (about two-thirds of the year), corresponding to typically warm-weather driving periods.

Crashes with unrestrained occupants occur consistently throughout the week, but are more frequent on Friday and Saturday (about 31 percent), with the most occurring on Saturdays. About one-third of all fatal crashes with at least one unrestrained occupant occur on Friday or Saturday.

Nearly two-thirds of all unrestrained crashes (64.3 percent) and injury crashes (66.3 percent) happen between 12 noon and 12 midnight. About 40 percent of total unrestrained crashes occur between 5 p.m. and 3 a.m., but 54 percent of all fatal crashes involving unrestrained occupants occur during the 5 p.m.-3 a.m. time period, which indicates that nighttime hours are a significantly higher risk period for serious crashes involving unrestrained occupants.

Nearly 84 percent of all crashes involving unrestrained occupants occur in eight county jurisdictions – Anne Arundel, Baltimore, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington – and Baltimore City. These same locations account for 81.2 percent of all injury crashes involving unrestrained occupants, and 71.4 percent (nearly three in four) of fatal crashes involving unrestrained occupants.

[5] Defined in the crash report values of 'air bag only' and/or 'none' for safety equipment use. 2009-2013 average.



Typical Profile of Unrestrained Occupants

On average in Maryland, unrestrained or improperly restrained occupants involved in crashes are most likely to be between the ages of newborn and 10 years old, and between ages 21 and 30. This indicates that child passenger safety efforts, including education/awareness/training and enforcement efforts, are necessary, have been effective in the past for other age groups, and should be considered for enhancement. Men are more likely than women to be unrestrained (58 percent vs. 42 percent).

General Crash Factors – Unrestrained Vehicle Occupants		
Factor	*Variable*	*Percentage*
Age (drivers)	21–49	51.4% of involved; 60.8% of injured; 53.6% of killed
Age (passengers)	0–10	59% of involved; 45% of injured; 5% of killed
Sex (drivers)	Male	50% of involved; 49.7% of injured; 78.4% of killed
Month	April-November (total crashes)	Total – 72%; injury – 70%; fatal – 71.9%
Day of Week	Friday -Saturday (total, injury and fatal crashes)	Total – 31.1%; injury – 30.7%; fatal – 33.9%
Time of Day	12 noon– 12 midnight (total and injury crashes); 5 p.m.– 3 a.m. (fatal crashes)	Total – 64.3%; injury – 66.3%; fatal – 54%
Road Type	State roads	Total – 29%; injury – 32%; fatal – 41%
Jurisdiction	Anne Arundel, Baltimore, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington Counties; Baltimore City	Total – 83.6%; injury – 81.2%; fatal – 71.4%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2009–2013 averages.

Child Passenger Safety Results

Analysis of child passenger safety results for motor vehicle occupants under age 8 showed that, from 2009 through 2013 in Maryland, nearly 33,000 children were involved in crashes, with 84 percent of those riding in the back seat, and 31 percent—nearly one in three—not properly restrained. If children are reported as using any restraint other than an appropriate child safety seat, they are considered improperly restrained or unrestrained. Of the unrestrained, 75 percent were uninjured and 25 percent were injured, with a total of six children, age 0 to 7, killed. By comparison, 78 percent of properly restrained children were uninjured, 22 percent injured, and a total of 13 killed.

By age, proper restraint use was more common among younger children of child seat age (more than half up to age 5), while proper restraint use dropped among booster seat age children (to 45 percent at age 6, and 30 percent at age 7). When excluding pickup trucks, to focus the back seat analysis solely on vehicles guaranteed to have back seats, again 84 percent of younger children (ages 0–8) were reported to be riding in the back seat. This shows that a significant portion of children, as many as one in six, were riding in the front seat at the time of the crash, a less safe location for children.

Observational Occupant Protection Survey Results

From the Maryland occupant protection observation survey conducted in June 2014, the overall seat belt usage rate among the 14 sampled jurisdictions for all drivers and front seat passengers was 92.1 percent, weighted by probability of roadway selection and jurisdictional roadway-specific VMT. Weighted usage rates were higher for occupants of passenger cars or SUVs (93.0 percent) than for occupants of pick-up trucks (86.4 percent).

About 92.9 percent of drivers and passengers observed on Primary roadways were belted. Similarly, seat belt usage rates were 91.7 percent on Secondary roadways and 89.8 percent on Local roads. For all three roadway classifications, front seat occupants of passenger cars or SUVs showed significantly higher usage rates than corresponding occupants of pick-up trucks (93.6 percent vs. 87.3 percent, respectively, on Primary roads, 92.9 percent vs. 85.4 percent on Secondary roads, and 90.3 percent vs. 87.8 percent on Local roads). In 2013, Maryland law enforcement agencies issued a total of 84,863 citations for seat belt use violations, and 6,400 citations for child safety seat violations.

Core Behavior Measure (State Data) Occupant Protection – Seat Belt Usage	Year							
	2012	2013	2014	2015 (Goal)	2017 (Goal)	2018 (Goal)	2019 (Goal)	2020 (Goal)
Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey)	91.1	90.7	92.1	92.7	93.3	93.9	94.5	95.1

Drivers Survey Results

The Maryland Annual Driving Survey shows that more than half of respondents (53.4 percent) considered it *"very likely"* that something bad would happen if seat belts are not worn at any given time.

More than 65 percent of respondents, or nearly two in three, said that they were "*likely*" or "*very likely*" to be ticketed if not wearing a seat belt. Conversely, more than one in four (30.1 percent) believe they *will not* be ticketed for not wearing a seat belt.

Eighty-seven (87.4) percent of respondents reported *"always*" using a seat belt when they drive or ride in the front seat of a car, van, SUV, or pick-up truck, compared to the observational survey rate of more than 92 percent front-seat restraint usage overall.

When asked about seat belt usage in the back seat of vehicles, over one-third (34.4) reporting something less than 'all of the time' for use of a seat belt while riding in back seats.

When driving with child passengers under 13, over two-thirds (67.3 percent) of respondents reported "*making*" child passengers under 13 sit in a back seat.

The drivers survey corroborates much of what is observed in the annual seat belt survey, but also points to the fact that there is still much work to do in getting occupants to buckle up properly, particularly in the back seat. Maryland required seat belt use in rear seats as a secondary offense in 2013, and MHSO is working with law enforcement partners to educate the public about the dangers of being unrestrained in any seating position.

Solution

Across the nation during the past decade or more, fatality numbers and rates have been decreasing across the board due to a combination of factors including improved education and awareness, driver training, and law enforcement activities, and perhaps most important, the improvement of vehicle designs to better protect passengers in crashes.

Vehicle occupants must understand that these safer vehicle designs, featuring sophisticated air bag systems, anti-lock brakes, crush-proof structural designs, proximity warnings, and other protective measures, can only work most effectively if drivers and passengers are wearing approved restraints, such as seat belts and child safety seats that help occupants stay in the vehicle during crashes.

Chances of crash survival plummet when vehicle occupants are ejected during crashes, but chances of survival and injury reduction are greatly increased if restraints are used properly. Hence, Maryland will continue to vigorously support national and state policies on occupant protection, and specifically the consistent use of proper restraints.

Maryland is a strong supporter of the national *Click It or Ticket* campaign, with media outreach and coordinated enforcement efforts throughout the state in May and November. Maryland does not pay for daytime seat belt enforcement as a matter of routine, given the higher observational survey usage rates reported during daylight hours, but continuing enforcement is strongly encouraged by law enforcement partners.

The MHSO continues to place a strong emphasis on grant funding for nighttime seat belt enforcement efforts, when usage rates especially in fatal and injury crashes are known to drop significantly. Annually, Maryland law enforcement agencies have issued an average of nearly 100,000 seat belt and child passenger citations annually from 2009 through 2013.

Throughout the year, Maryland coordinates enforcement and education activity through the state's Occupant Protection Emphasis Area Team. Data-driven projects are developed under SHSP strategies and include education and media activities such as *Click It or Ticket* and additional enforcement of Maryland's seat belt laws, especially during nighttime hours when the use of seat belts is lowest, especially in urban areas.

Child Passenger Safety (CPS) efforts also form a key component of Maryland's Occupant Protection Program as the state continues to certify and support trained CPS technicians at fitting stations. Child safety seats are distributed through CPS partners and local health departments. Outreach is coordinated with hospitals and other CPS partners that continue to promote child passenger safety (both best practice and Maryland law) to care providers of children from birth to age 8.

Click It or Ticket

MAP-21 requires states to outline plans to support *Click It or Ticket (CIOT)*, a nationwide seat belt enforcement and awareness mobilization effort. *CIOT* has been a most successful seat belt enforcement campaign since the early 2000s, helping to increase Maryland's seat belt usage through a combination of media and grass roots education programs and targeted enforcement. The National *CIOT* Mobilization serves as a cornerstone for NHTSA's seat belt awareness and education program and coordinated enforcement efforts across Maryland. The primary target market for the *CIOT* campaign – men aged 18 to 44 – results from research that shows this gender/age demographic is least likely to wear seat belts, among all demographics. Each year during the months of May and November, law enforcement agencies join forces to conduct coordinated enforcement blitzes at various times of the day and night throughout the state, delivering the *CIOT, Day and Night* message. The mobilization is supported by national and local paid and earned media campaigns.

Maryland's plan to support *CIOT* for FFY 2016 is as follows:

Wave Dates	Activity
November 12–30, 2015	**Media:** ***CIOT Booze and Belts***: Paid and Earned
Nov–December 2015	**Campaign** Pre-planning: Data Collection/Market Research for both the November and May efforts in FFY 2016
May 9–June 16, 2016	**Media:** *CIOT*; Paid and Earned

Wave Dates	Activity
May 23–June 5, 2016	**Enforcement Period:** *CIOT*; nighttime enforcement period around Memorial Day holiday
May 16–20, 2016	**Media:** *CIOT* press event; date and speakers TBD
June 6–17 2016	**Survey:** Seat Belt Observation Survey
June 2016	**Media:** Seat belt message included with media for ***Smooth Operator***; and **Distracted Driving** message **Campaign Pre-planning: November *CIOT Booze and Belts* campaign**
July 2016	**Media:** Seat belt message included with paid media for ***Smooth Operator***; aggressive driving prevention campaign and **Distracted Driving** message
August–September, 2016	**Media:** Press release and media announcement will be issued to announce the state use rate and enforcement data (citations and warnings issues); goal is to achieve broadcast through the Governor's Office and to report data to NHTSA.
August 2016	**Media:** Seat belt message included with paid media for ***Smooth Operator***; aggressive driving prevention campaign and ***Toward Zero Deaths*** philosophy
August–September, 2016	**Media:** Seat belt messaging included as a component of paid **Drive Sober or Get Pulled Over** & ***CPSF*** DUI prevention campaigns

Additional Occupant Protection Programs in Maryland

a. Child Restraint Inspection Station Network

MAP-21 requires states to have *"an active network of child restraint inspection stations"* throughout the state. While MAP-21 does not define "*active network*," the IFR specifies that an "*active network*" is one where inspection stations are located in areas that serve the majority of the state's population and show evidence of outreach to underserved areas. The MHSO uses the most recent national census (currently 2010) data to validate service populations for the state's child restraint inspection stations. In addition, the Maryland stations are staffed by nationally certified CPS technicians during posted working hours. Federal rules permit the state to have one technician responsible for more than one inspection station. (23 CFR 1200.21(d)(3))

According to 2010 Census Data, more than 3.7 million people live in the Baltimore and Washington metropolitan regions of Maryland, representing more than 80 percent of Maryland's population. These metropolitan regions include:

- Anne Arundel County
- Baltimore County
- Carroll County
- Frederick County
- Harford County
- Howard County
- Montgomery County
- Prince George's County
- Baltimore City

Maryland coordinates regular fitting stations in each of these jurisdictions. In addition to the stations in the Baltimore/Washington metropolitan regions, regular fitting and inspection stations are established in every county of Southern Maryland and in some counties of the Eastern Shore. Most locations host monthly events, and inspections also are scheduled by appointment across the state.

Current public access information, locations and hours of operation for these child-passenger safety seat inspection stations can be found on the following websites:

- NHTSA - http://www.nhtsa.gov/cps/*CPSF*itting/index.cfm
- SAFE KIDS - http://www.safekids.org/in-your-area/coalitions/maryland-state.html
- KISS - http://fha.maryland.gov/ohpetup/kiss/calendar/

The list of regular child passenger safety seat fitting stations, not including special events is listed in www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA)

b. Child Passenger Safety Technicians

MAP-21 requires a state plan to recruit, train and maintain a sufficient number of child passenger safety technicians. The IFR specifies that a "*sufficient number*" means at least one nationally certified Child Passenger Safety technician responsible for coverage of each inspection station and inspection event. However, (23 CFR 1200.21(d)(4)) indicates that it is permissible for the state to operate multiple inspection stations under the supervision of one technician, as long as inspections are supervised by a certified technician.

Recruitment, retention and training of the state's CPS technicians are coordinated through a grant with the Maryland Department of Health and Mental Hygiene's Kids in Safety Seats (KISS) program. As a component of this effort, KISS annually coordinates:

- Scheduling or assistance with 12 national child passenger safety certification courses throughout Maryland;
- Scheduling four CEU trainings;
- Scheduling one annual Renewal Course;
- Scheduling one statewide instructor update;
- Scheduling one Special Needs Training;
- Maintaining technician re-certification, with a goal of retaining more than 50 percent among those eligible to re-certify; and
- Enabling technicians to enter sign-offs/CEU information at events.

Maryland's goal is to continue to serve a significant majority of the population with technicians and inspection stations in each county. The current list of certified CPS Technicians throughout Maryland is provided in www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA).

Action Plan

The Occupant Protection projects funded for FFY2016 are representative of research-based countermeasures and address occupant protection issues using a multifaceted approach.

Program Area: Occupant Protection **Project Agency:** Maryland Institute for Emergency Medical Services System, CPS **Project Number:** GN16-002 **Project Funds/Type:** $58,989/405b **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns.	**Project Description:** This project supports educational outreach and training to Maryland's EMS community. The project also provides funding to implement Maryland's Tween Program.

Program Area: Occupant Protection **Project Agency:** Carroll County Health Department **Project Number:** GN16-015 **Project Funds/Type:** $2,000/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns.	**Project Description:** This project supports child safety seat inspections and enables child safety seats to be distributed to families in need.

Program Area: Occupant Protection **Project Agency:** Safe Kids Frederick County **Project Number**: GN16-017 **Project Funds/Type:** $2,000/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns.	**Project Description:** This project supports child safety seat inspections and enables child safety seats to be distributed to families in need.

Program Area: : Occupant Protection **Project Agency:** Meritus Health **Project Number:** : GN16-038 **Project Funds/Type:** 1,500/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns.	**Project Description:** This project supports child safety seat inspections and enables child safety seats to be distributed to families in need.

Program Area: Occupant Protection **Project Agency:** Montgomery County Fire and Rescue Service **Project Number:** GN16-042 **Project Funds/Type:** $1,500/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns.	**Project Description:** This project supports the only car seat loaner and distribution program in the county. Child safety seats are distributed to families in need.

Program Area: Occupant Protection **Project Agency:** Cecil County DES **Project Number:** GN16-044 **Project Funds/Type:** $1,500 (402) **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns.	**Project Description:** This project supports educational outreach regarding occupant protection during community outreach events and seat checks. The project supports the purchase of child safety seats for low income families as well.

Program Area: Occupant Protection **Project Agency:** Worchester County Health Department **Project Number:** GN16-046 **Project Funds/Type:** $750 (402) **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns.	**Project Description:** This project supports the purchase of child safety seats for families in need.

Program Area: Occupant Protection **Project Agency:** Prince George's Child Resource Center, Inc. **Project Number:** GN16-052 **Project Funds/Type:** $1,500/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns.	**Project Description:** This project supports the purchase of child safety seats for families in need.

Program Area: Occupant Protection **Project Agency:** Family Junction **Project Number:** GN16-056 **Project Funds/Type:** $1,100/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns.	**Project Description:** This project supports child safety seat inspections and enables child safety seats to be distributed to families in need.

Program Area: Occupant Protection **Project Agency:** St. Mary's Hospital **Project Number:** GN16-068 **Project Funds/Type:** $1,200/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns.	**Project Description:** This project supports the purchase of child safety seats during car seat inspections at local fire and health department events to low income families.

Program Area: Occupant Protection **Project Agency:** Maryland Department of Health and Mental Hygiene **Project Number:** GN16-069 **Project Funds/Type:** $222,862/405b **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns.	**Project Description:** This project supports Maryland's statewide Kids In Safety Seat Program (KISS). Funding is provided to support two full-time staff members to coordinate training, education, child safety seat inspections, loaner programs and technical expertise.

Program Area: Occupant Protection **Project Agency:** University of Maryland, Baltimore, CCODES **Project Number:** GN16-074 **Project Funds/Type:** $102,120/405b **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Improve the timeliness, accuracy, completeness, uniformity, accessibility, and integration of occupant protection-related data.	**Project Description:** This project supports Maryland's observational seat belt surveys through the analysis of data. Training and quality control services are provided as well.

Program Area: Occupant Protection **Project Agency:** Calvert County Health Department **Project Number:** GN16-085 **Project Funds/Type:** $1,800/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns.	**Project Description:** This project supports child passenger safety education activities through the purchase of child safety seats.

Program Area: Occupant Protection **Project Agency:** Wicomico County Health Department **Project Number:** GN16-105 **Project Funds/Type:** $1,500/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns.	**Project Description:** This project supports the purchase of child safety seats for seat checks in the community.

Program Area: Occupant Protection **Project Agency:** Maryland Highway Safety Office **Project Number:** GN16-124 **Project Funds/Fund Type:** $345,000/405b **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns.	**Project Description:** This project supports the Maryland Highway Safety Office's statewide occupant protection educational, public awareness and media activities.

Program Area: Occupant Protection **Project Agency:** Calvert County Sheriff's Office **Project Number:** LE16-002 **Project Funds/Fund Type:** $3,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations and supports an officer recognition event.

Program Area: Occupant Protection **Project Agency:** Maryland State Police, Statewide Enforcement and Training **Project Number:** LE16-005 **Project Funds/Fund Type:** $2,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Town of La Plata Police Department **Project Number:** LE16-006 **Project Funds/Fund Type:** $2,400/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. The project supports the purchase of child safety seats for low income families as well.

Program Area: Occupant Protection **Project Agency:** Maryland Natural Resources Police, Anne Arundel **Project Number:** LE16-010 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Howard County Police Department **Project Number:** LE16-011 **Project Funds/Fund Type:** $10,200/402 $4,800/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Princess Anne Police Department **Project Number:** LE16-013 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Annapolis Police Department **Project Number:** LE16-015 **Project Funds/Fund Type:** $5,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Wicomico County Sheriff's Office **Project Number:** LE16-017 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Fruitland Police Department **Project Number:** LE16-018 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Charles County Sheriff's Office **Project Number:** LE16-019 **Project Funds/Fund Type:** $1,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Anne Arundel County Police Department **Project Number:** LE16-022 **Project Funds/Fund Type:** $4,550/402 $2,240/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Maryland Transportation Authority Police **Project Number:** LE16-024 **Project Funds/Fund Type:** $4,493/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Carroll County Sheriff's Office **Project Number:** LE16-027 **Project Funds/Fund Type:** $1,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Westminister Police Department **Project Number:** LE16-029 **Project Funds/Fund Type:** $700/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Maryland Natural Resource Police-St. Mary's **Project Number:** LE16-030 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Ocean Pines Police Department **Project Number:** LE16-033 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Prince George's County Police Department **Project Number:** LE16-034 **Project Funds/Fund Type:** $14,443/402 $7,777/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Berlin Police Department **Project Number:** LE16-036 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Salisbury Police Department **Project Number:** LE16-040 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Worcester County Sheriff's Office **Project Number:** LE16-043 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Dorchester County Sheriff's Office **Project Number:** LE16-044 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Cecil County Sheriff's Office **Project Number:** LE16-045 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Maryland Natural Resource Police, Garrett **Project Number:** LE16-046 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Garrett County Sheriff's Office **Project Number:** LE16-047 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Maryland Natural Resources Police, Allegany County **Project Number:** LE16-048 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** St. Mary's Sheriff's Office **Project Number:** LE16-050 **Project Funds/Fund Type:** $2,900/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations and the projects supports a recognition event as well.

Program Area: Occupant Protection **Project Agency:** Montgomery County Police Department **Project Number:** LE16-051 **Project Funds/Fund Type:** $10,560/402 $5,940 State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** New Carrollton Police Department **Project Number:** LE16-052 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Allegany Co Sheriff's Department **Project Number:** LE16-053 **Project Funds/Fund Type:** $800/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Frostburg State University Police **Project Number:** LE16-054 **Project Funds/Fund Type:** $750/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Hagerstown Police Department **Project Number:** LE16-059 **Project Funds/Fund Type:** $2,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Washington County Sheriff's Office **Project Number:** LE16-060 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Smithsburg Police Department **Project Number:** LE16-061 **Project Funds/Fund Type:** $250/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Hancock Police Department **Project Number:** LE16-062 **Project Funds/Fund Type:** $200/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Gaithersburg Police Department **Project Number:** LE16-063 **Project Funds/Fund Type:** $3,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Cheverly Police Department **Project Number:** LE16-065 **Project Funds/Fund Type:** $1,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Ocean City Police Department **Project Number:** LE16-066 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Baltimore County Police Department **Project Number:** LE16-067 **Project Funds/Fund Type:** $59,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Baltimore City Police Department **Project Number:** LE16-069 **Project Funds/Fund Type:** $10,350/402 $4,650/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Bel Air Police Department **Project Number:** LE16-070 **Project Funds/Fund Type:** $3,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Harford County Sheriff's Office **Project Number:** LE16-071 **Project Funds/Fund Type:** $6,600/402 $3,400/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Maryland Natural Resources Police-Washington **Project Number:** LE16-077 **Project Funds/Fund Type:** $1,700/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Talbot County Sheriff's Office **Project Number:** LE16-081 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Easton Police Department **Project Number:** LE16-082 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Greenbelt Police Department **Project Number:** LE16-083 **Project Funds/Fund Type:** $5,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Queen Anne's County Sheriff's Office **Project Number:** LE16-084 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Kent County Sheriff's Office **Project Number:** LE16-085 **Project Funds/Fund Type:** $400/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Laurel Police Department **Project Number:** LE16-086 **Project Funds/Fund Type:** $3,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Rockville City Police Department **Project Number:** LE16-089 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** University of Maryland at College Park Police Department **Project Number:** GN16-090 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Cumberland Police Department **Project Number:** LE16-093 **Project Funds/Fund Type:** $800/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Hurlock Police Department **Project Number:** LE16-094 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Capitol Heights Police Department **Project Number:** LE16-095 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Pocomoke Police Department **Project Number:** LE16-096 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Oakland Police Department **Project Number:** LE16-098 **Project Funds/Fund Type:** $200/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Program Area: Occupant Protection **Project Agency:** Cambridge Police Department **Project Number:** LE16-100 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of adult and child occupant protection laws driving laws.	**Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations.

Evaluation

The MHSO evaluates traffic safety programs through process, impact and outcome measures. Outcome measures include crash data (fatality and serious injury). Impact measures include driver surveys that are conducted year-round and measure status and changes in the knowledge, attitudes and behaviors of Maryland drivers. Projects funded through the MHSO are required to have an effective evaluation component. Depending on the level of grant funds obligated and the scope of the project, impact or process measures are reported and evaluated throughout the grant cycle.

Law enforcement and media/communication partners are provided with additional analysis that support a more targeted approach within jurisdictions over-represented in this program area. Each year, data and analyses are provided in standard and by request (ad hoc) formats that support localized targeting of traffic safety initiatives.

Questions from the Maryland Annual Driving Survey relate to occupant protection and may be analyzed to identify and understand driver behaviors and perceptions. Utilizing both the Health Belief Model and Theory of Planned Behavior, questions related to knowledge, behavior and perception of apprehension by law enforcement are analyzed to characterize the Maryland driving culture with regards to occupant protection. The following questions are part of this analysis:

Question	Construct
For all child passengers under 13 years of age, how often do you make them sit in the rear seat?	Behavior
In the past 30 days have you been the driver of a child aged: 0–2 years Yes No If yes, how was that child buckled up (if more than one child in this age group answer for the oldest): Rear facing car seat/Front facing harness car seat/Booster with seat belt/Seat belt only/Not buckled up In the past 30 days have you been the driver of a child aged: 3–5 years Yes No If yes, how was that child buckled up (if more than one child in this age group answer for the oldest): Rear facing car seat/Front facing harness car seat/Booster with belt/Seat belt/Not buckled In the past 30 days have you been the driver of a child aged: 6–9 years Yes No If yes, how was that child buckled up (if more than one child in this age group answer for the oldest): Rear facing car seat/Front facing harness car seat/Booster with belt/Seat belt/Not buckled	Behavior, prevalence
How often do you use seat belts when driving or riding in a car, van, sport utility vehicle or pick-up truck?	Behavior, prevalence
How likely are you to get a ticket if you don't wear a seat belt?	Perceived susceptibility to being apprehended

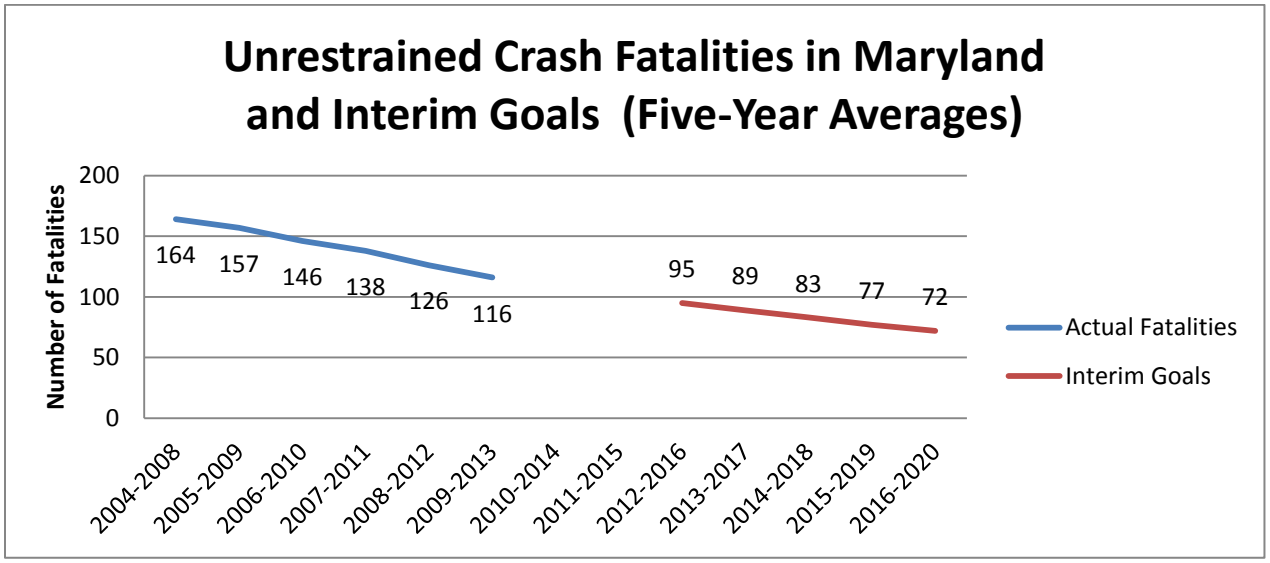
These behavioral constructs help the MHSO and its partners better understand and focus statewide education and enforcement efforts on areas where restraint usage is typically lower. The added behavioral measures enhance safety planning and implementation efforts in Maryland.

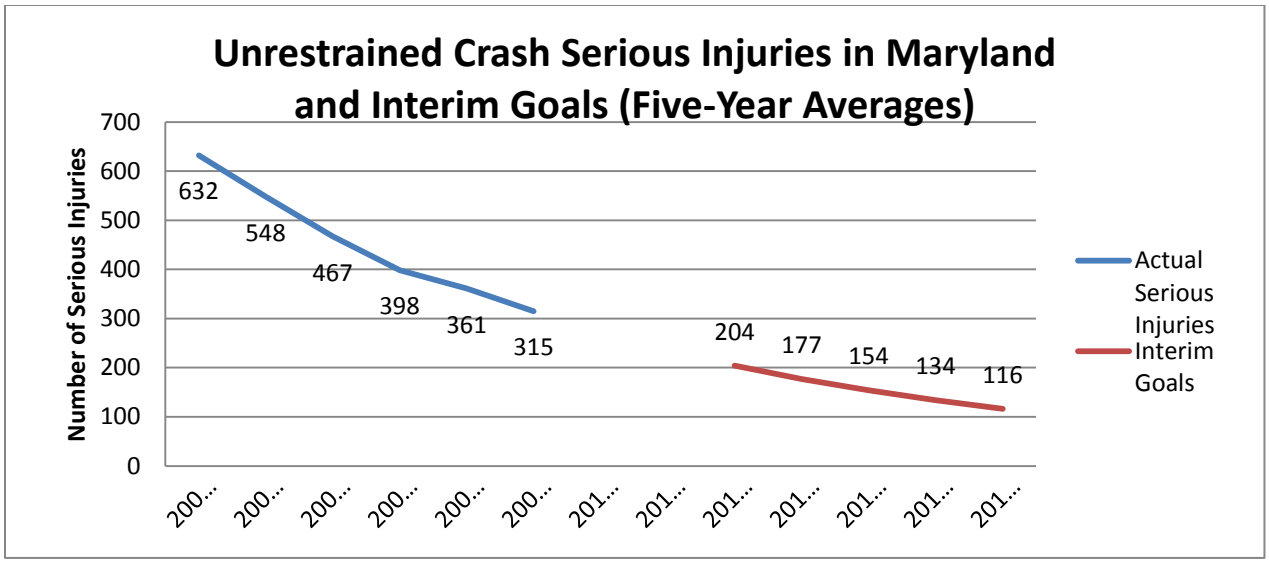
Outcome Measures

Occupant Protection – Unrestrained Occupants

Unrestrained Traffic Fatalities and Serious Injuries - Actual (Five-Year Average)						
Actual	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013
Fatality Average	164	157	146	138	126	116
Serious Injury Average	632	548	467	398	361	315

Unrestrained Traffic Fatalities and Serious Injuries (Five-Year Average)					
Goal	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Fatality Average	95	89	83	77	72
Serious Injury Average	204	177	154	134	116





Unrestrained Occupants – Objectives and Measures

Fatality Objective – Unrestrained Occupants: Reduce the five-year average number of unrestrained motor vehicle occupant fatalities on all roads in Maryland from 116 in 2009–2013 to 72 or fewer by December 31, 2020 (2016–2020 average).

Fatality Objective Progress: In 2013, there were 101 unrestrained motor vehicle occupant fatalities in Maryland. This figure is lower than the 2012 figure (n=104), so Maryland *is progressing toward the 2016–2020 goal*.

Serious Injury Objective – Unrestrained Occupants: Reduce the five-year average number of unrestrained motor vehicle occupant serious injuries on all roads in Maryland from 315 in 2009–2013 to 116 or fewer by December 31, 2020 (2016–2020 average).

Serious Injury Objective Progress: In 2013, there were 216 unrestrained motor vehicle occupant serious injuries in Maryland. This figure is lower than the 2012 figure (n=316), so Maryland *is progressing toward the 2016–2020 goal*.

Maryland's Distracted Driving Program

Problem Identification

Distracted driving has long been a significant traffic safety problem, ranging from distractions due to vehicle passengers, food and drink, smoking and other causes. But the problem of distracted driving has become increasingly prevalent during the past decade in Maryland and across the United States due in large part to the explosion in use of handheld communication devices, such as cell phones, texting and other handheld electronic devices.

Maryland law enforcement crash reports define and capture distraction violations as driver-contributing circumstances in crashes, and identify such factors as cell phone use or, more generally, the driver's "*failure to pay full time attention*." Cell phone use is difficult to validate at the scene of a crash, but the latter code is commonly (and overly) used, so distracted driving crashes account for around half of all crashes. Officers reporting on crashes indicate other direct causes such as speed and impairment, but often infer about other contributions such as attentiveness. Nationally, driver decision-errors (33 percent) and performance errors (11 percent) account for nearly half of all crashes, with another 41 percent attributed to recognition errors, with distraction considered a recognition error. Despite both a wealth and lack of data on this complex subject, it is clear that most drivers are doing something in the vehicle other than giving their full attention to the complex activity of driving, and any moment away from the driving task at hand presents a serious risk to the driver, other occupants, and other road users.

In Maryland from 2009 through 2013, the incidence of distracted driving crashes has declined by about 4 percent compared to 2008–2012. About 53,000 distracted driving crashes occur on Maryland roads each year.

For the latest five-year period, distracted driving was a factor in an annual average of more than half of all traffic crashes (58 percent), nearly two-thirds of injury crashes (63 percent), and nearly half of all fatal crashes (46 percent). Distracted driving was a factor in 64 percent of injuries and 46 percent of fatalities. Distracted driving is significantly over-represented statistically in all crashes, and even more so in injury crashes. The significant contribution of identified distracted driving combined with the difficulty in accurately capturing distracted driving as a cause on crash reports would indicate that distracted driving is, potentially, still more under-reported and a larger problem than currently indicated. Hence, distracted driving is a major focus for traffic safety professionals in Maryland and across the nation.

Frequency of Distracted Driving Crashes

Due to the large proportion of all crashes identified as distracted, distracted driving crashes occur consistently throughout the year and every day of the week. A slight increase occurs on Fridays. From day to day, the afternoon rush hour (2 to 6 p.m.) accounts for a slightly larger proportion of distracted crashes, including injury crashes, than other parts of the day.

Typical Profile of Distracted Driver

Crash data reveals the typical profile of a distracted Maryland driver involved in a crash as male, age 21 to 29, and using a seat belt restraint. This is similar to data on all drivers involved in crashes in Maryland, except the age range is younger. This is possibly due to greater use of cell phones and other electronic devices among younger drivers.

Typical Distracted Driving Crash Locations

The majority of distracted driver-involved crashes occur in Prince George's and Baltimore counties, urban areas. This may be an expected profile and one that makes sense as a focus of statewide education and media, and enforcement campaigns. In 2013, Maryland law enforcement officers issued 12,877 citations issued for cell phone use and 1,438 citations for texting while driving.

General Crash Factors – Distracted Driving		
Factor	*Variable*	*Percentage*
Age (drivers)	21–29	24.6% of involved; 26.9% of injured; 22% of killed
Sex (drivers)	Male	56.5% of involved; 52.1% of injured; 78.4% of killed
Month	May, July and October (total, injury and fatal crashes)	Total – 26.4%; injury – 27.4%; fatal – 30.3%
Day of Week	Friday (total and injury crashes); Saturday (fatal crashes)	Total – 16.7%; injury – 16.4%; fatal – 19.5%
Time of Day	2–6 p.m. (total, injury and fatal crashes)	Total – 34.1%; injury – 35.9%; fatal – 24.4%
Road Type	State and county roads	Total – 58.9%; injury – 62.8; fatal – 65.7%
Jurisdiction	Anne Arundel, Baltimore, Montgomery and Prince George's Counties; Baltimore City	Total – 68.1%; injury – 65.1%; fatal – 44.3%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2009–2013 averages.

Legislative Aspects

In October 2013, using a handheld cell phone while driving became a primary offense in Maryland, enabling law enforcement agencies to target this behavior more directly. This has led to a significant increase in the number of citations given to distracted drivers in Maryland since that time, and future citation numbers are expected to increase as a result.

Drivers Survey Results

The Maryland Annual Driving Survey shows that more than half of respondents (56.6 percent) strongly disagreed with the statement: *Most of my family or friends think it's ok to talk on a cell phone without using a hands-free device while driving*. About one in five respondents (19.5 percent) "*agreed*" with the statement. Similarly, nearly 12 percent indicated they are "*likely*" to text the next time they drive.

About one in six respondents (17.3 percent) indicated they were "*likely"* to talk on a handheld cell phone the next time they drive. About two in three indicated they would not be talking on a handheld phone the next time they drive.

More than 40 percent indicated that they had used a cell phone without a hands-free device during the most recent week. Conversely, nearly three in five (59.1 percent) of respondents reported they had not used their cell phone without a hands-free device while driving in the most recent week.

About one in three respondents (32.6 percent) indicated that they had texted while driving during the most recent week. Two in three said they had not.

The Maryland crash and survey data on distracted driving can be compared with results from surveys and studies done nationally in recent years, which reveal the broader prevalence of the problem, including:

A *National Phone Survey on Distracted Driving Attitudes and Behaviors* recently conducted by NHTSA, which showed "*the most commonly performed potentially distracting behaviors while driving are talking to other passengers in the vehicle (80 percent) and adjusting the car radio (65 percent). Other common behaviors include eating/drinking (45 percent), making/accepting phone calls (40 percent), interacting with children in the back seat (27 percent), and using a portable music player (30 percent)*." (DOT HS 811 555)
The AAA Foundation for Traffic Safety conducted a *Traffic Safety Culture Index* survey in 2012 and found:
Respondents expressed greater rates of social disapproval for texting or emailing (94.5 percent) and checking or updating social media (95.4 percent) than for the use of hand-held cell phones (66 percent).
More than half of survey respondents (56.2 percent) felt the use of hands-free devices while driving was somewhat or completely acceptable. Despite expressing strong disapproval for many distracted driving behaviors, survey respondents admitted to engaging in many of these behaviors themselves.
More than one quarter of respondents (26.6 percent) reported typing or sending a text or email while driving at least once in the past 30 days, and more than one-third (34.6 percent) said they had read a text or email while driving during this time.
Nearly 7 in 10 respondents (68.9 percent) reported talking on the phone while driving at least once in the past 30 days and almost one-third of these drivers (31.9 percent) said they did so "*fairly often*" or "*regularly*."

Clearly, distracted driving is a statewide and national problem, and crash and survey data shows that interventions such as education, awareness and improved enforcement techniques are indicated.

Solution

Maryland has developed a campaign called *Park the Phone before You Drive* that corresponds with the state's 2013 legislation to prevent cell phone use while driving. The campaign material will be refined and distributed to Maryland's traffic safety partners across the state during the national High-Visibility Enforcement mobilization, sponsored each April, along with Maryland's mini-mobilization each October. Outreach is data-driven, and Maryland's law enforcement community will utilize the behavioral data to implement effective enforcement strategies for Maryland's handheld cell phone ban.

Maryland's *Toward Zero Deaths* vision also recognizes distracted driving as a significant cause of crashes throughout the state. Improved crash reporting systems, such as the Automated Crash Reporting System, will help better identify specific causes of distracted driving crashes. This will support improved data-driven strategies throughout the state for use in future distracted driving prevention campaigns.

Action Plan

The Distracted Driving projects funded for FFY2016 are representative of research-based countermeasures and address the distracted driving issue using a multifaceted approach.

Program Area: Distracted **Project Agency:** Hagerstown Community College **Project Number:** GN16-062 **Project Funds/Type:** $4,700/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving.	**Project Description:** This project supports educational outreach to college and high school students using a variety of resources as well as a law enforcement training.

Program Area: Distracted **Project Agency:** Garrett College **Project Number:** GN16-086 **Project Funds/Type:** $2,800/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving.	**Project Description:** This project supports educational outreach to college and high school students using a variety of resources.

Program Area: Distracted **Project Agency:** Northeast High School **Project Number:** GN16-106 **Project Funds/Type:** $2,713/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving.	**Project Description:** This project supports educational outreach to college and high school students using a variety of resources.

Program Area: Distracted **Project Agency:** Maryland Highway Safety Office **Project Number:** GN16-118 **Project Funds/Fund Type:** $110,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving.	**Project Description:** This project supports Maryland's distracted driving enforcement mobilizations through educational and media programming.

Program Area: Distracted **Project Agency:** Calvert County Sheriff's Office **Project Number:** LE16-002 **Project Funds/Fund Type:** $4,400/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Maryland State Police **Project Number:** LE16-005 **Project Funds/Fund Type:** $50,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Town of La Plata Police Department **Project Number:** LE16-006 **Project Funds/Fund Type:** $2,300/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Maryland Natural Resources Police, Anne Arundel **Project Number:** LE16-010 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during Maryland's distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Howard County Police Department **Project Number:** LE16-011 **Project Funds/Fund Type:** $10,200/402 $4,800/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Frederick Police Department **Project Number:** LE16-012 **Project Funds/Fund Type:** $4,270/402 $2,730/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Princess Anne Police Department **Project Number:** LE16-013 **Project Funds/Fund Type:** $600/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.
Program Area: Distracted **Project Agency:** Annapolis Police Department **Project Number:** LE16-015 **Project Funds/Fund Type:** $7,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Wicomico County Sheriff's Office **Project Number:** LE16-017 **Project Funds/Fund Type:** $3,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Fruitland Police Department **Project Number:** LE16-018 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Charles County Sheriff's Office **Project Number:** LE16-019 **Project Funds/Fund Type:** $4,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Elkton Police Department **Project Number:** LE16-020 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Anne Arundel County Police Department **Project Number:** LE16-022 **Project Funds/Fund Type:** $6,500/402 $3,200/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Maryland Transportation Authority Police **Project Number:** LE16-024 **Project Funds/Fund Type:** $9,996/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Taneytown Police Department **Project Number:** LE16-025 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Carroll County Sheriff's Office **Project Number:** LE16-027 **Project Funds/Fund Type:** $2,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Maryland Natural Resources Police, Frederick **Project Number:** LE16-028 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Westminister Police Department **Project Number:** LE16-029 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Prince George's County Police Department **Project Number:** LE16-034 **Project Funds/Fund Type:** $14,300/402 $7,700/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Berlin Police Department **Project Number:** LE16-036 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Somerset County Sheriff's Office **Project Number:** LE16-039 **Project Funds/Fund Type:** $600/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Salisbury Police Department **Project Number:** LE16-040 **Project Funds/Fund Type:** $1,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Worcester County Sheriff's Office **Project Number:** LE16-043 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Dorchester County Sheriff's Office **Project Number:** LE16-044 **Project Funds/Fund Type:** $1,300/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Cecil County Sheriff's Office **Project Number:** LE16-045 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Garrett County Sheriff's Office **Project Number:** LE16-047 **Project Funds/Fund Type:** $1,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** St. Mary's Sheriff's Office **Project Number:** LE16-050 **Project Funds/Fund Type:** $2,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Montgomery County Police Department **Project Number:** LE16-051 **Project Funds/Fund Type:** $7,360/402 $4140/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** New Carrollton Police Department **Project Number:** LE16-052 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Allegany Co Sheriff's Department **Project Number:** LE16-053 **Project Funds/Fund Type:** $1,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Frostburg State University Police **Project Number:** LE16-054 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Edmonston Police Department **Project Number:** LE16-056 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Hagerstown Police Department **Project Number:** LE16-059 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Washington County Sheriff's Office **Project Number:** LE16-060 **Project Funds/Fund Type:** $5,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Smithsburg Police Department **Project Number:** LE16-061 **Project Funds/Fund Type:** $250/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Hancock Police Department **Project Number:** LE16-062 **Project Funds/Fund Type:** $300/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Gaithersburg Police Department **Project Number:** LE16-063 **Project Funds/Fund Type:** $3,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Ocean City Police Department **Project Number:** LE16-066 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Baltimore County Police Department **Project Number:** LE16-067 **Project Funds/Fund Type:** $6,500/402 $3,500/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Aberdeen Police Department **Project Number:** LE16-068 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Bel Air Police Department **Project Number:** LE16-070 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Harford County Sheriff's Office **Project Number:** LE16-071 **Project Funds/Fund Type:** $3,300/402 $1,700/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Havre de Grace Police Department **Project Number:** LE16-072 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Crisfield Police Department **Project Number:** LE16-074 **Project Funds/Fund Type:** $300/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Caroline County Sheriff's Office **Project Number:** LE16-075 **Project Funds/Fund Type**: $3,800/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** University Park Police Department **Project Number:** LE16-076 **Project Funds/Fund Type:** $625/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Maryland Natural Resources Police-Washington **Project Number:** LE16-077 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Easton Police Department **Project Number:** LE16-082 **Project Funds/Fund Type:** $1,100/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Greenbelt Police Department **Project Number:** LE16-083 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Queen Anne's County Sheriff's Office **Project Number:** LE16-084 **Project Funds/Fund Type:** $2500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Kent County Sheriff's Office **Project Number:** LE16-085 **Project Funds/Fund Type:** $1,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Laurel Police Department **Project Number:** LE16-086 **Project Funds/Fund Type:** $3,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Riverdale Park Police Department **Project Number:** LE16-088 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Rockville City Police Department **Project Number:** LE16-089 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** University of Maryland at College Park Police Department **Project Number:** LE16-090 **Project Funds/Fund Type:** $1,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Chevy Chase Village Police Department **Project Number:** LE16-091 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** District Heights Police Department **Project Number:** LE16-092 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Cumberland Police Department **Project Number:** LE16-093 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Hurlock Police Department **Project Number:** LE16-094 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Capitol Heights Police Department **Project Number:** LE16-095 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Pocomoke Police Department **Project Number:** LE16-096 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Oakland Police Department **Project Number:** LE16-098 **Project Funds/Fund Type:** $300/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Cambridge Police Department **Project Number:** LE16-100 **Project Funds/Fund Type:** $1,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Program Area: Distracted **Project Agency:** Salisbury Police Department **Project Number:** LE16-104 **Project Funds/Fund Type:** $750/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Enhance and improve enforcement of distracted driving laws.	**Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.

Evaluation

The MHSO evaluates traffic safety programs through process, impact and outcome measures. Outcome measures include crash data (fatality and serious injury). Impact measures include driver surveys that are conducted year-round and measure the knowledge, attitudes and behaviors of Maryland drivers. Projects funded through the MHSO are required to have an effective evaluation component. Depending on the level of grant funds obligated and the scope of the project, impact or process measures are reported and evaluated throughout the grant cycle.

Law enforcement and media/communications partners are provided with additional analysis that support a more targeted approach within jurisdictions over-represented in the distracted-driving program area. Each year, data and analyses are provided in standard and by-request (ad hoc) formats that support localized targeting of traffic safety initiatives.

Several questions from the annual drivers survey relate to distracted driving and may be analyzed to identify and understand driver behaviors and perceptions. Utilizing both the Health Belief Model and Theory of Planned Behavior, questions related to knowledge, behavior, and perception of apprehension by law enforcement are analyzed to characterize the Maryland driving culture in terms of distracted driving. The following questions are part of this analysis:

Question	Construct
In the past week, how often have you used your cell phone without a hands free device while driving?	Behavior
In the past week how often have you texted, while driving?	Behavior
I am very likely to text the next time I drive.	Intent
I am very likely to talk on a cell phone without using a hands free device the next time I drive.	Intent
Most of my family or friends think it's ok to talk on a cell phone without using a hands-free device while driving.	Norms
Most of my friends or family think that it is okay to text while driving.	Norms

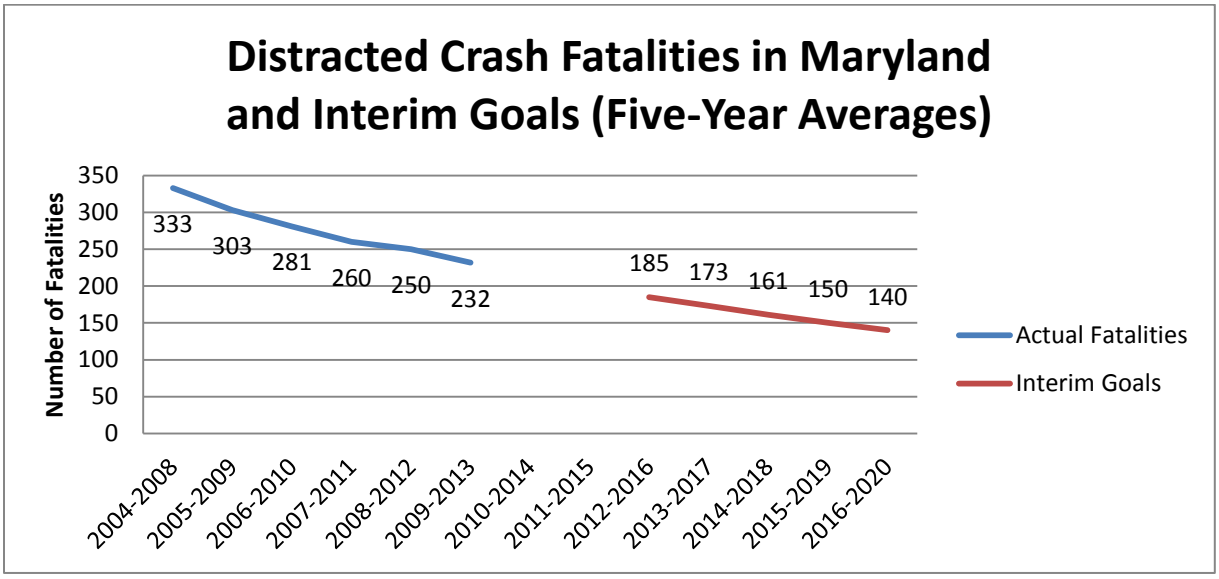
These behavioral constructs help the MHSO and its partners to understand and focus educational and enforcement efforts. These types of behavioral measures enhance traffic safety strategic planning efforts in Maryland.

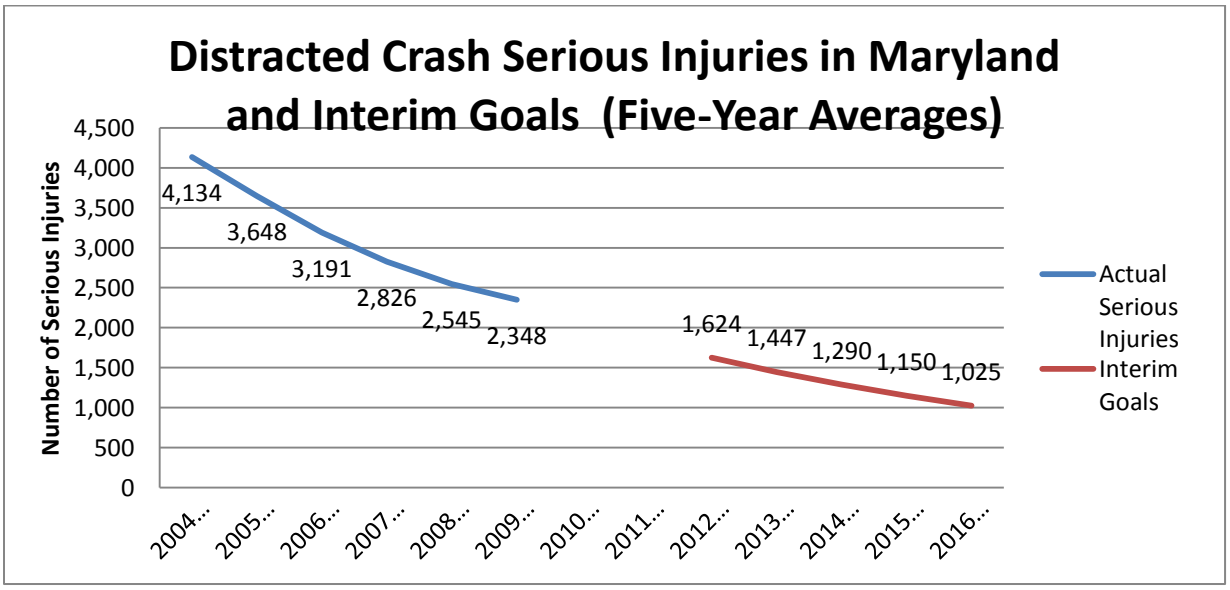
Outcome Measures

Distracted Driving

Distracted Driving Fatalities and Serious Injuries - Actual (Five-Year Average)						
Actual	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013
Fatality Average	333	303	281	260	250	232
Serious Injury Average	4,134	3,648	3,191	2,826	2,545	2,348

Distracted Driving Fatalities and Serious Injuries (Five-Year Average)					
Goal	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Fatality Average	185	173	161	150	140
Serious Injury Average	1,624	1,447	1,290	1,150	1,025





Distracted Driving – Objectives and Measures

Fatality Objective – Distracted Driving: Reduce the five-year average number of distracted driving-related fatalities on all roads in Maryland from 232 in 2009–2013 to 140 or fewer by December 31, 2020 (2016–2020 average).

Fatality Objective Progress: In 2013, there were 182 distracted driving-related fatalities in Maryland. This figure is lower than the 2012 figure (n=246), so Maryland *is progressing toward the 2016–2020 goal*.

Serious Injury Objective – Distracted Driving: Reduce the five-year average number of distracted driving-related serious injuries on all roads in Maryland from 2,348 in 2009–2013 to 1,025 or fewer by December 31, 2020 (2016–2020 average).

Serious Injury Objective Progress: In 2013, there were 1,859 distracted driving-related serious injuries in Maryland. This figure is lower than the 2012 figure (n=2,115), so Maryland *is progressing toward the 2016–2020 goal*.

Maryland's Aggressive Driving Prevention Program

Problem Identification

Aggressive driving has become more recognized during the past decade or more as a significant traffic safety problem across Maryland and the entire nation, but the various individual acts involved in aggressive driving have only recently become more commonly recognized and acknowledged as a part of the broader discussion of aggressive driving and how to prevent it.

Maryland statutes define aggressive driving violations by applying the following crash or citation characteristics:

- Failed to yield right of way,
- Failed to obey stop sign,
- Failed to obey traffic signal,
- Failed to obey other traffic control,
- Failed to keep right of center,
- Failed to stop for school bus,
- Wrong way on one way,
- Exceed speed limit,
- Too fast for conditions,
- Followed too closely,
- Improper lane change, and
- Improper passing.

For the purposes of traffic crash analysis, a cause of crash is to be considered "*aggressive driving*" if the police crash report contains two of those factors in the first two contributing circumstances fields. For an aggressive driving citation to be issued, law enforcement officers must observe and document at least three of the above violations.

Two of the twelve listed factors are speed-related (exceed speed limit, too fast for conditions), and these represent the two most common aggressive driving characteristics recorded on crash reports. To qualify as a speed-related crash, one of those two attributes must be listed in the first two contributing factor fields. Thus, speed-related crashes occur more frequently than aggressive crashes and are included separately in the problem identification and program evaluation processes in Maryland.

But clearly, Maryland law recognizes excessive speed as an important characteristic of aggressive driving, and aggressive driving violations are recorded as the cause of thousands of crashes each year.

Aggressive Driving

During the latest five-year period, 2009 through 2013, the incidence of aggressive driving crashes has declined by 4 percent in Maryland. However, some 6,000 crashes due to aggressive driving occur on Maryland roads each year.

For the same five-year period, aggressive driving accounted for an average of 6 percent of all traffic crashes, 8 percent of all injury crashes, and 9 percent of all fatal crashes in Maryland. Aggressive driving also accounted for one in every 11 crash injuries (9 percent) and one in every 10 fatalities (10 percent) across Maryland.

Frequency of Aggressive Driving Crashes

Aggressive driving crashes overall are most common during the months of October and November. Injury crashes involving aggressive driving typically increase during May and June. Maryland averaged 43 fatal crashes per year during the latest five-year period, but more fatal crashes tended to occur in October, November, April and July. Most such crashes, including injury crashes, occur on Thursdays and Fridays. Fatal crashes are more common during weekends (Friday to Sunday). The afternoon rush hour time period (3 to 6 p.m.) accounts for the largest proportion of aggressive crashes, including injury and fatal crashes.

Typical Profile of Aggressive Drivers

Data shows the common profile of an aggressive Maryland driver involved in a crash as male, ages 21 to 34, and generally using a seat belt restraint. The majority of these drivers are involved in crashes in Baltimore, Anne Arundel, Montgomery, and Prince George's Counties, mostly urban areas. This high-risk driver will be a major focus of statewide education and media campaigns, as well as increased enforcement efforts.

General Crash Factors – Aggressive Driving		
Factor	*Variable*	*Percentage*
Age (drivers)	21–34	35.6% of involved; 38.3% of injured; 41% of killed
Sex (drivers)	Male	58.8% of involved; 53% of injured; 83.4% of killed
Month	October–November (total crashes); May–June (injury crashes); April, July, October, November (fatal crashes)	Total – 18.5%; injury – 18.6%; fatal – 46%
Day of Week	Friday–Sunday (total, injury and fatal crashes);	Total – 40.5%; injury – 40%; fatal – 48.8%
Time of Day	12 – 6 p.m. (total, injury and fatal crashes)	Total – 48.8%; injury – 49.9%; fatal – 37.4%
Road Type	State and county roads	Total – 58.9%; injury – 60.5%; fatal – 61.2%
Jurisdiction	Baltimore, Anne Arundel, Montgomery and Prince George's Counties; Baltimore City	Total – 63.1%; injury – 61.4%; fatal – 38.6%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2009–2013 averages.

Ongoing Enforcement Efforts

In 2013, Maryland law enforcement officers issued 729 citations statewide for aggressive driver violations, compared to 773 in 2012, and 787 in 2011. Difficulties exist in obtaining convictions for violating the aggressive driving statute because of the requirement that officers observe three separate driving violations in order to issue an aggressive driving citation. This requirement almost certainly contributes to the low number of citations written each year for aggressive driving in Maryland.

Among the 12 individual acts of aggressive driving outlined in Maryland law, enforcement officers in 2013 cited 13,057 drivers for failing to yield, 45,818 for failing to obey traffic control devices (such as stopping for red lights and stop signs), and 12,443 drivers for lane violations. By comparison, in 2012, officers wrote 10,361 citations for failure to yield, 46,883 citations for traffic control violations, and 11,073 for lane violations. In 2011, officers wrote 9,819 citations for failure to yield, 46,241 citations for traffic control violations, and 10,748 for lane violations.

Clearly, Maryland police officers are seeing and acting on more and more instances of aggressive driving as defined by one or more characteristics, just in the two most recent years. Thus, the prevention of aggressive driving through enhanced awareness, education, and enforcement strategies is critical to the reduction in crash-related fatalities and injuries. As such, prevention of aggressive driving in all its forms represents an increasing focus point for traffic safety professionals.

Excessive Speed

The incidence of speed-involved crashes declined by 17 percent in Maryland during the five-year period from 2009 through 2013, but Maryland sees an average of over 15,000 speed-involved crashes on its roadways each year.

For the same five-year period, speeding drivers were involved in an average of nearly one in six of all statewide traffic crashes (17 percent), nearly one in five of all statewide injury crashes (19 percent), and one in four of all statewide fatal crashes (25 percent). Speed-involved crashes accounted for 19 percent of statewide injuries and 25 percent of statewide fatalities.

The results show that excessive speed contributes to an over-represented proportion of statewide crashes, fatalities and injuries, and is the largest contributor to aggressive driving violations. Speed enforcement and improved awareness and education of the dangers of excessive speed while driving should remain major focus points for traffic safety professionals.

Frequency of Speed-Involved Crashes

Because speeding is the most common component cited in aggressive driving crashes, trends in speed-involved and aggressive driving crashes are similar.

Speed-involved crashes are most common during the months of October through January. Increases in injury crashes tend to occur during May and June. Excessive speed caused an average of 115 fatal crashes from 2009 through 2013, with most occurring in April, July and October. Most speed-involved crashes, including injury crashes, occur on Fridays and Saturdays, and fatal crashes are most common on weekends (Friday-Sunday). The afternoon rush hour period from 3 to 6 p.m. accounts for a larger proportion of speed-involved crashes, including injury crashes, than any other part of the day. Fatal crashes show a slight increase during the late-night hours of 12 midnight to 2 a.m.

Typical Profile of Speeding Driver

Crash data shows the profile of the typical speeding Maryland driver involved in a crash as male, age 21 to 34, and using a seat belt restraint. The majority of these drivers are involved in crashes

in Baltimore, Prince George's, Montgomery and Anne Arundel counties, mainly urban areas. This high risk driver, like all aggressive drivers, should be a major focus of statewide education and media campaigns, as well as increased enforcement efforts.

In 2013, Maryland law enforcement agencies issued 251,146 citations for speeding, compared to 256,062 in 2012 and 276,017 in 2011.

General Crash Factors – Excessive Speed		
Factor	*Variable*	*Percentage*
Age (drivers)	21–34	39.4% of involved; 41.2% of injured; 43.3% of killed
Sex (drivers)	Male	61.5% of involved; 58.4% of injured; 85.9% of killed
Month	October–January (total and injury crashes); April, July, October (fatal)	Total – 38.4%; injury – 34.9%; fatal – 33.1%
Day of Week	Friday–Sunday (total, injury and fatal crashes)	Total – 43.9%; injury – 43.2%; fatal – 52.8%
Time of Day	3– 6 p.m. (total and injury crashes); 11 p.m.–2 a.m. (fatal)	Total – 25.9%; injury – 27.8%; fatal – 27.1%
Road Type	State and county roads	Total – 61.1%; injury – 62.6%; fatal – 65.6%
Jurisdiction	Baltimore, Anne Arundel, Montgomery and Prince George's Counties; Baltimore City	Total – 63.5%; injury – 62.7%; fatal – 50.5%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2009–2013 averages.

Drivers Survey Results

The Maryland Annual Driving Survey in 2014 found that more than one in three drivers (37.2 percent) prefer to drive more than 10 miles-per-hour over the posted speed limit. Over 41 percent of respondents indicate that most friends and family prefer to drive more than 10 miles-per-hour over the posted speed limit. And, more than half of all drivers say that in the most recent 30-day period, they had driven more than 10 miles-per-hour over the posted speed limit.

Two in every three (67.1 percent) of respondents surveyed "*somewhat"* or "*strongly*" agreed that they would be likely to be stopped by police if they were to drive more than 10 miles-per-hour over the posted speed limit.

Solution

As an emphasis area of Maryland's SHSP, the MHSO's Aggressive Driving Prevention Program continues to utilize data-driven education and enforcement strategies as primary methods for addressing aggressive and speeding motorists.

By far the largest component of the Aggressive Driving Prevention Program is the state's *Smooth Operator* campaign, a combination of enforcement and education that seeks to eliminate the dangers posed by aggressive and speeding drivers. Grant support for overtime enforcement is provided throughout the year to enforce speeding laws in high-crash locations. Training and equipment purchases are provided as a component of many of these programs, along with various media and education campaigns to address specific characteristics of aggressive driving.

Action Plan

The Aggressive Driving projects funded for FFY2016 are representative of research-based countermeasures and address aggressive driving issues using a multifaceted approach

Program Area: Aggressive **Project Agency:** Washington County Health Department **Project Number:** GN16-076 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct public awareness, training, and media programs aimed at reducing aggressive driving.	**Project Description:** This project supports educational outreach to target populations using a variety of resources.

Program Area: Aggressive **Project Agency:** Garrett College **Project Number:** GN16-086 **Project Funds/Fund Type:** $900/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct public awareness, training, and media programs aimed at reducing aggressive driving.	**Project Description:** This project supports educational outreach to target populations using a variety of resources.

Program Area: Aggressive **Project Agency:** Maryland Highway Safety Office **Project Number:** GN16-116 **Project Funds/Fund Type:** $300,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct public awareness, training, and media programs aimed at reducing aggressive driving.	**Project Description:** This project supports Maryland's media campaigns that address aggressive driving and speeding. The messaging will work in tandem with enforcement efforts to create high visibility enforcement and education for the behavior.

Program Area: Aggressive/Speed **Project Agency:** Calvert County Sheriff's Office **Project Number:** LE16-002 **Project Funds/Fund Type:** $15,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Northeast Police Department **Project Number:** LE16-003 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Perryville Police Department **Project Number:** LE16-004 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Maryland State Police **Project Number:** LE16-005 **Project Funds/Fund Type:** $213,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Town of La Plata Police Department **Project Number:** LE16-006 **Project Funds/Fund Type:** $7,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Hampstead Police Department **Project Number:** 16-007 **Project Funds/Fund Type:** $1,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Maryland Natural Resources Police, Anne Arundel **Project Number:** LE16-010 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Howard County Police Department **Project Number:** LE16-011 **Project Funds/Fund Type:** $10,880/402 $5,120/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Frederick Police Department **Project Number:** LE16-012 **Project Funds/Fund Type:** $4,575/402 $2,925/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Princess Anne Police Department **Project Number:** LE16-013 **Project Funds/Fund Type:** $800/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Towson University Police Department **Project Number:** LE16-014 **Project Funds/Fund Type:** $2,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Annapolis Police Department **Project Number:** LE16-015 **Project Funds/Fund Type:** $12,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Sykesville Police Department **Project Number:** LE16-016 **Project Funds/Fund Type:** $1,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Wicomico County Sheriff's Office **Project Number:** LE16-017 **Project Funds/Fund Type:** $9,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Fruitland Police Department **Project Number:** LE16-018 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Charles County Sheriff's Office **Project Number:** LE16-019 **Project Funds/Fund Type:** $22,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Elkton Police Department **Project Number:** LE16-020 **Project Funds/Fund Type:** $4,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Manchester Police Department **Project Number:** LE16-021 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Anne Arundel County Police Department **Project Number:** LE16-022 **Project Funds/Fund Type:** $11,700/402 $5,760/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Maryland National Capital Park Police Police-Montgomery **Project Number:** LE16-023 **Project Funds/Fund Type:** $2,200/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Maryland Transportation Authority Police **Project Number:** LE16-024 **Project Funds/Fund Type:** $33,696/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Taneytown Police Department **Project Number:** LE16-025 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Carroll County Sheriff's Office **Project Number:** LE16-027 **Project Funds/Fund Type:** $5,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Maryland Natural Resources Police, Frederick **Project Number:** LE16-028 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Westminister Police Department **Project Number:** LE16-029 **Project Funds/Fund Type:** $1,300/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Maryland Natural Resource Police-St. Mary's **Project Number:** LE16-030 **Project Funds/Fund Type:** $3,700/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Ocean Pines Police Department **Project Number:** LE16-033 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Prince George's County Police Department **Project Number:** LE16-034 **Project Funds/Fund Type:** $33,800/402 $18,200 State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement (HVE) program, Smooth Operator and throughout the year using the HVE model.

Program Area: Aggressive/Speed **Project Agency:** Maryland Natural Resource Police, Salisbury **Project Number:** LE16-035 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Berlin Police Department **Project Number:** LE16-036 **Project Funds/Fund Type:** $3,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Somerset County Sheriff's Office **Project Number:** LE16-039 **Project Funds/Fund Type:** $1,800/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Salisbury Police Department **Project Number:** LE16-040 **Project Funds/Fund Type:** $4,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Worcester County Sheriff's Office **Project Number:** LE16-043 **Project Funds/Fund Type:** $4,150/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Dorchester County Sheriff's Office **Project Number:** LE16-044 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Cecil County Sheriff's Office **Project Number:** LE16-045 **Project Funds/Fund Type:** $6,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Maryland Natural Resource Police, Garrett **Project Number:** LE16-046 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Garrett County Sheriff's Office **Project Number:** 16-047 **Project Funds/Fund Type:** $1,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Maryland Natural Resources Police, Allegany County **Project Number:** LE16-048 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Hyattsville Police Department **Project Number:** LE16-049 **Project Funds/Fund Type:** $1,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** St. Mary's Sheriff's Office **Project Number:** LE16-050 **Project Funds/Fund Type:** $13,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement (HVE) program, Smooth Operator and throughout the year using the HVE model.

Program Area: Aggressive/Speed **Project Agency:** Montgomery County Police Department **Project Number:** LE16-051 **Project Funds/Fund Type:** $24,256/402 $13,644 State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement (HVE) program, Smooth Operator and throughout the year using the HVE model.

Program Area: Aggressive/Speed **Project Agency:** New Carrollton Police Department **Project Number:** LE16-052 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Allegany Co Sheriff's Department **Project Number:** LE16-053 **Project Funds/Fund Type:** $1,800/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Frostburg State University Police **Project Number:** LE16-054 **Project Funds/Fund Type:** $750/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Edmonston Police Department **Project Number:** LE16-056 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Hagerstown Police Department **Project Number:** LE16-059 **Project Funds/Fund Type:** $2,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Washington County Sheriff's Office **Project Number:** LE16-060 **Project Funds/Fund Type:** $4,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Smithsburg Police Department **Project Number:** LE16-061 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Hancock Police Department **Project Number:** LE16-062 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Gaithersburg Police Department **Project Number:** LE16-063 **Project Funds/Fund Type:** $8,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement (HVE) program, Smooth Operator and throughout the year using the HVE model.

Program Area: Aggressive/Speed **Project Agency:** Cheverly Police Department **Project Number:** LE16-065 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Ocean City Police Department **Project Number:** LE16-066 **Project Funds/Fund Type:** $7,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Baltimore County Police Department **Project Number:** LE16-067 **Project Funds/Fund Type:** $63,050/402 $33,950/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement (HVE) program, Smooth Operator and throughout the year using the HVE model.

Program Area: Aggressive/Speed **Project Agency:** Aberdeen Police Department **Project Number:** LE16-068 **Project Funds/Fund Type:** $6,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Baltimore City Police Department **Project Number:** LE16-069 **Project Funds/Fund Type:** $6,900/402 $3,100/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Bel Air Police Department **Project Number:** LE16-070 **Project Funds/Fund Type:** $5,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Harford County Sheriff's Office **Project Number:** LE16-071 **Project Funds/Fund Type:** $22,440/402 11,560/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Havre de Grace Police Department **Project Number:** LE16-072 **Project Funds/Fund Type:** $5,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Maryland State Police, Barrack L **Project Number:** LE16-073 **Project Funds/Fund Type:** $20,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative specifically targeted on the Washington Beltway as part of the Fatality Reduction Plan. This enforcement addresses all types of aggressive driving, including speeding and DUI.

Program Area: Aggressive/Speed **Project Agency:** Crisfield Police Department **Project Number:** LE16-074 **Project Funds/Fund Type:** $700/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Caroline County Sheriff's Office **Project Number:** LE16-075 **Project Funds/Fund Type:** $4,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** University Park Police Department **Project Number:** LE16-076 **Project Funds/Fund Type:** $750/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Maryland Natural Resources Police-Washington **Project Number:** LE16-077 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Talbot County Sheriff's Office **Project Number:** LE16-081 **Project Funds/Fund Type:** $1,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Easton Police Department **Project Number:** LE16-082 **Project Funds/Fund Type:** $4,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Greenbelt Police Department **Project Number:** LE16-083 **Project Funds/Fund Type:** $7,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Queen Anne's County Sheriff's Office **Project Number:** LE16-084 **Project Funds/Fund Type:** $6,100/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Kent County Sheriff's Office **Project Number:** LE16-085 **Project Funds/Fund Type:** $3,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Laurel Police Department **Project Number:** LE16-086 **Project Funds/Fund Type:** $5,330/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Berwyn Heights Police Department **Project Number:** LE16-087 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Riverdale Park Police Department **Project Number:** LE16-088 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Rockville City Police Department **Project Number:** LE16-089 **Project Funds/Fund Type:** $5,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** University of Maryland at College Park Police Department **Project Number:** LE16-16-090 **Project Funds/Fund Type:** $2,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Chevy Chase Village Police Department **Project Number:** LE16-091 **Project Funds/Fund Type:** $1,200/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** District Heights Police Department **Project Number:** LE16-092 **Project Funds/Fund Type:** $1,275/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Cumberland Police Department **Project Number:** LE16-093 **Project Funds/Fund Type:** $1,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Hurlock Police Department **Project Number:** LE16-094 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Capitol Heights Police Department **Project Number:** LE16-095 **Project Funds/Fund Type:** $675/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Pocomoke Police Department **Project Number:** LE16-096 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Maryland Institute College of Art **Project Number:** LE16-097 **Project Funds/Fund Type:** $10,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** Oakland Police Department **Project Number:** LE16-098 **Project Funds/Fund Type:** $500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed **Project Agency:** University of Baltimore Police Department **Project Number:** LE16-099 **Project Funds/Fund Type:** $10,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Develop and implement aggressive driving enforcement practices.	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.

Program Area: Aggressive/Speed	**Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator.
Project Agency: Cambridge Police Department	
Project Number: LE16-100	
Project Funds/Fund Type: $2,500/402	
Countermeasure: NHTSA Countermeasures That Work (2013, 7th Edition)	
SHSP Strategy: Develop and implement aggressive driving enforcement practices.	

Evaluation

MHSO evaluates traffic safety programs through process, impact, and outcome measures. Outcome measures include crash data (fatality and serious injury). Impact measures include driver surveys that are conducted year-round and measure the knowledge, attitudes, and behaviors of Maryland drivers. Projects funded through the MHSO are required to have an effective evaluation component. Depending on the level of grant funds obligated and the scope of the project, impact or process measures are reported and evaluated throughout the grant cycle.

Several questions from the Maryland Annual Driving Survey relate to speed/aggressive driving and may be analyzed to identify and understand driver behaviors and perceptions. Utilizing both the Health Belief Model and Theory of Planned Behavior, questions related to knowledge, behavior, and perception of apprehension by law enforcement are analyzed to characterize the Maryland driving culture with regards to speed/aggressive driving. The following questions are part of this analysis:

Question	Construct
Most people I know routinely drive at least 10 MPH over the speed limit.	Norm
I like to drive more than 10 MPH over the speed limit.	Sensation seeking measure, attitude, behavioral belief
I'm likely to be stopped by police if I drive more than 10 MPH over the speed limit.	Behavioral belief
In the past 30 days, I have driven more than 10 MPH over the posted speed limit.	Behavior

These behavioral constructs help the MHSO and its partners understand and improve the focus of education and enforcement efforts. Inclusion of behavioral measures for analysis further enhances the traffic safety strategic analysis and planning efforts in Maryland.

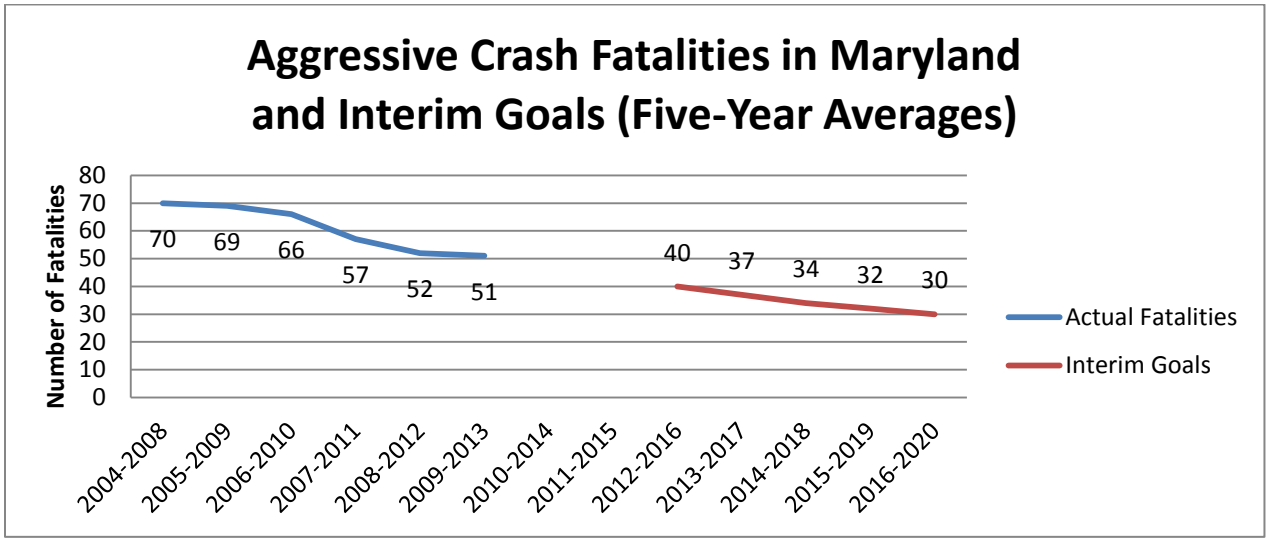
Law enforcement and media/communications partners are provided with additional analysis that support a more targeted approach within jurisdictions over-represented in this program area. Each year, data and analyses are provided in standard and by-request (ad hoc) formats that support localized targeting of traffic safety initiatives.

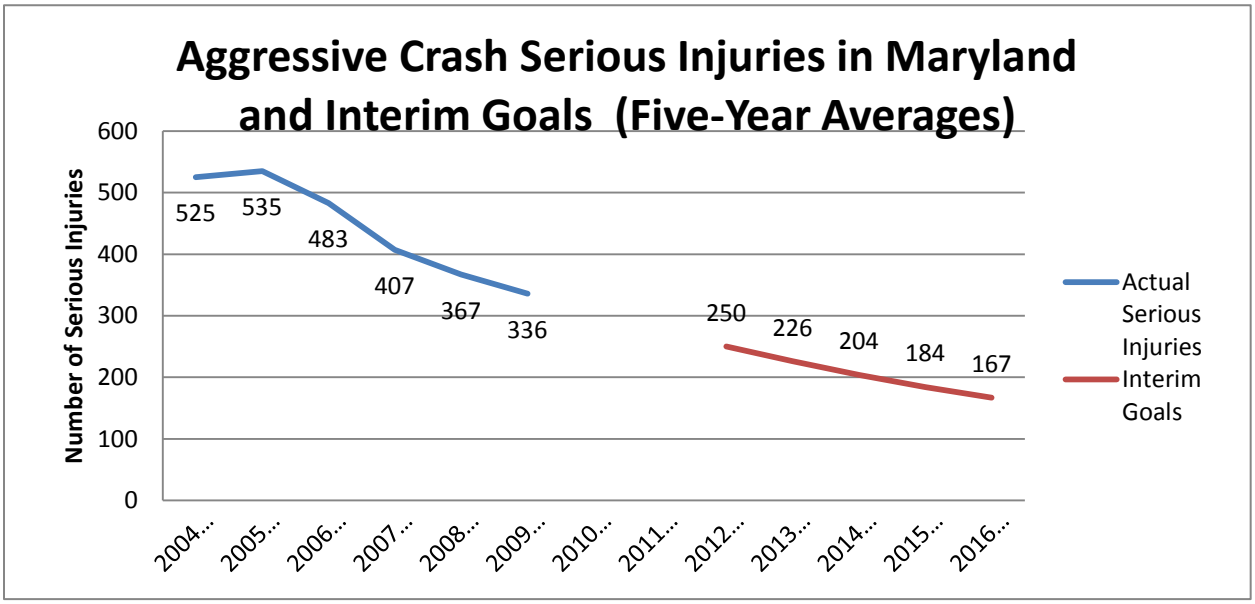
Outcome Measures

Aggressive Driving

Aggressive Driving Fatalities and Serious Injuries – Actual (Five-Year Average)						
Actual	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013
Fatality Average	70	69	66	57	52	51
Serious Injury Average	525	535	483	407	367	336

Aggressive Driving Fatalities and Serious Injuries (Five-Year Average)					
Goal	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Fatality Average	40	37	34	32	30
Serious Injury Average	250	226	204	184	167





Aggressive Driving – Objectives and Measures

Fatality Objective – Aggressive Driving: Reduce the five-year average number of aggressive driving-related fatalities on all roads in Maryland from 51 in 2009–2013 to 30 or fewer by December 31, 2020 (2016–2020 average).

Fatality Objective Progress: In 2013, there were 53 aggressive driving-related fatalities in Maryland. This figure is lower than the 2012 figure (n=55), so Maryland *is progressing toward the 2016–2020 goal*.

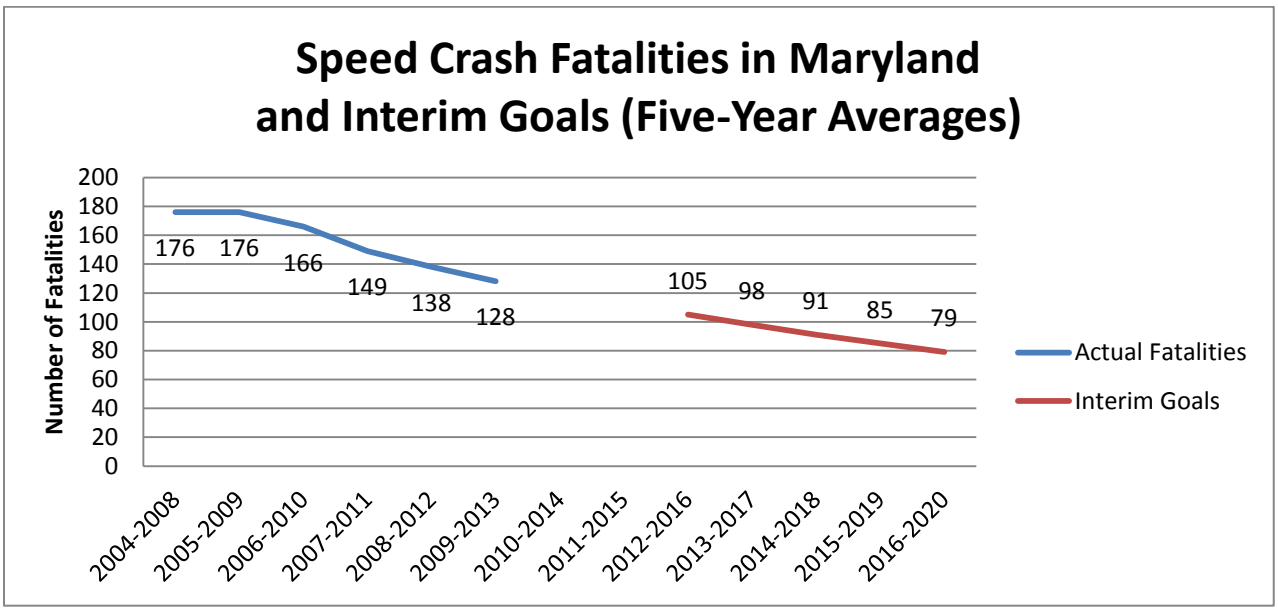
Serious Injury Objective – Aggressive Driving: Reduce the five-year average number of aggressive driving-related serious injuries on all roads in Maryland from 336 in 2009–2013 to 167 or fewer by December 31, 2020 (2016–2020 average).

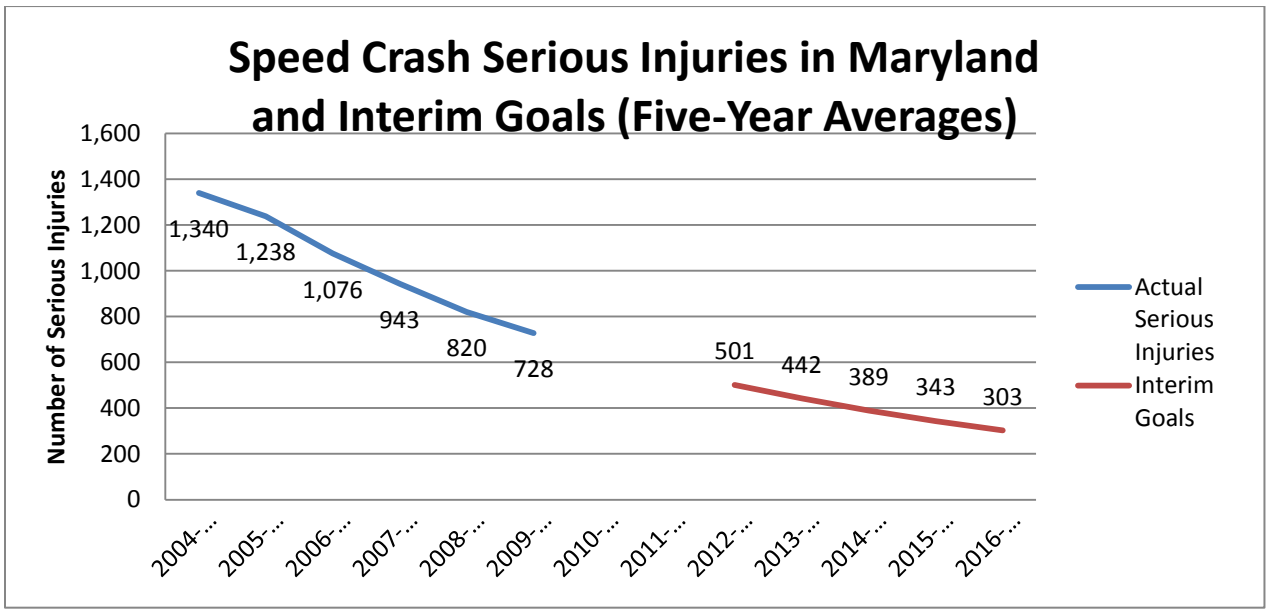
Serious Injury Objective Progress: In 2013, there were 295 aggressive driving-related serious injuries in Maryland. This figure is higher than the 2012 figure (n=289), so Maryland *is not progressing toward the 2016–2020 goal*.

Speed-Related

Speed-Related Fatalities and Serious Injuries - Actual (Five-Year Average)						
ACTUAL	**2004-2008**	**2005-2009**	**2006-2010**	**2007-2011**	**2008-2012**	**2009-2013**
Fatality Average	176	176	166	149	138	128
Serious Injury Average	1,340	1,238	1,076	943	820	728

Speed-Related Fatalities and Serious Injuries (Five-Year Average)					
GOAL	**2012-2016**	**2013-2017**	**2014-2018**	**2015-2019**	**2016-2020**
Fatality Average	105	98	91	85	79
Serious Injury Average	501	442	389	343	303





Speed-Related – Objectives and Measures

Fatality Objective – Speed-Related: Reduce the five-year average number of speed-related fatalities on all roads in Maryland from 128 in 2009–2013 to 79 or fewer by December 31, 2020 (2016–2020 average).

Fatality Objective Progress: In 2013, there were 110 speed-related fatalities in Maryland. This figure is lower than the 2012 figure (n=130), so Maryland is progressing toward the 2016–2020 goal.

Serious Injury Objective – Speed-Related: Reduce the five-year average number of speed-related serious injuries on all roads in Maryland from 728 in 2009–2013 to 303 or fewer by December 31, 2020 (2016–2020 average).

Serious Injury Objective Progress: In 2013, there were 543 speed-related serious injuries in Maryland. This figure is lower than the 2012 figure (n=637), so Maryland *is progressing toward the 2016–2020 goal*.

Maryland's Motorcycle Safety Program

Problem Identification

As the economy fluctuates, weather patterns change and motorcycles gain in popularity, motorcycle riders tend to be on the road more frequently and during more months of the year than ever before.

Motorcycle riders are unique in that they travel in conditions and at speeds with all other motorized traffic, but are extremely vulnerable road users without structural or other safety protection afforded by other types of motorized vehicles licensed for roadway use. Motorcycle riders also often have distinct subpopulations that exhibit differing riding behaviors, so it is important to carefully study all aspects of motorcycling in order to develop effective outreach programs for awareness, education, training and enforcement.

During the five-year period from 2009 through 2013, the incidence of motorcycle-involved crashes in Maryland has declined by 18 percent after experiencing several years of increases previously. Currently, about 1,800 motorcycle-involved crashes occur on Maryland roads each year.

From 2009 through 2013 in Maryland, motorcycles were involved in an average of 2 percent of all traffic crashes, 4 percent of injury crashes, and 14.5 percent of fatal crashes. Motorcycle-involved crashes accounted for 3 percent of injuries and 14 percent of fatalities. Thus, motorcycles are significantly over-represented in fatal crashes.

While a relatively low 4 percent of motorcycle crashes result in a fatality, the fact that 14 percent of all statewide fatal crashes involve a motorcycle is cause for concern among traffic safety experts. This significant involvement of motorcycles in fatal crashes and their effects on overall traffic fatalities in Maryland indicate the need for greater motorcycle safety efforts such as awareness, education, training and enforcement as a major focus for traffic safety professionals.

Frequency of Motorcycle Crashes

Warmer weather is conducive to motorcycle riding, so it is not surprising that higher proportions of motorcycle-involved crashes occur during the warm-weather months of April through September. Crashes are significantly more common during the weekend days, with more than half (55 percent) occurring Friday through Sunday. Motorcycle-involved crashes are most common between 4 and 8 p.m.

Crash data in recent years has shown that nearly half (46 percent) of motorcycle injury crashes involved only the motorcycle, and 42 percent of fatal motorcycle crashes involved only the motorcycle. Inattention and speed are frequent causal factors in motorcycle crashes, with alcohol impairment a higher occurrence in fatal motorcycle crashes.

Typical Profile of Motorcycle Operators in Crashes

Crash data suggests the typical profile of Maryland motorcycle operators involved in a crash as male (83 percent), age 21 to 34 or 45 to 49, with about two in every three wearing a safety helmet (66 percent). The majority of motorcycle crashes occur in Baltimore City, Baltimore and Prince George's counties, mainly urban areas.

General Crash Factors – Motorcycles		
Factor	*Variable*	*Percentage*
Age (drivers)	21–34; 45–49 (total, injury and fatal crashes)	44.1% of involved; 47.5% of injured; 50.6% of killed
Sex (drivers)	Male (two in three wearing helmets)	82.6% of involved; 90.7% of injured; 96% of killed
Month	April–September (total, injury and fatal crashes)	Total – 73.6%; injury – 75.6%; fatal – 79.2%
Day of Week	Friday–Sunday (total, injury and fatal crashes)	Total – 55.3%; injury – 56.9%; fatal – 59.8%
Time of Day	4– 8 p.m. (total, injury and fatal crashes)	Total – 37.4%; injury – 38.3%; fatal – 36.5%
Road Type	State and county roads	Total – 61.4%; injury – 66.3%; fatal – 64.2%
Jurisdiction	Anne Arundel, Baltimore, Montgomery and Prince George's Counties; Baltimore City	Total – 61%; injury – 56.4%; fatal – 51.4%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2009–2013 averages.

Helmet-Law Violations in Maryland

Maryland has had a comprehensive mandatory helmet-use law for decades, but the accurate capture of helmet use on crash reports has been questioned because rates of helmet use noted in ongoing statewide observational studies tend not to agree with usage data from reports by officers responding to crashes.

Maryland has had a comprehensive mandatory helmet law for decades, but the accurate capture of helmet use on the crash report has been questioned. Maryland observational studies on helmet usage have shown nearly 100 percent compliance with the law, but data from crash reports fail to corroborate this rate. For example, the crash data show that 13.3% of all motorcyclists in a crash are not wearing a helmet and 11.3% of rider fatalities are unhelmeted.

Further investigation and verification of rates of helmet usage are required before a distinct correlation can be assumed between the lack of helmet use and fatal injuries. Additional evaluation and investigation is a viable first step in determining the accuracy of observational surveys vs. crash reports and remains vital to the development and implementation of effective strategies to improve motorcycle safety.

Solution

Funded projects will help address motorcycle safety issues through partnerships among government agencies, and advocate groups such as motorcycle dealers and motorcycle clubs. These partnerships involve scheduled outreach activities geared toward reducing motorcycle-involved crashes in areas where crash rates are highest.

Media campaigns will be coordinated to increase awareness of motorcycle safety issues. In addition to public information and education, adequate rider training and licensure are major components of Maryland's efforts to decrease motorcycle-involved crashes, in addition to improved enforcement of the state's traffic safety laws.

Numerous rider courses are offered through the Maryland MVA, and the state's goal is to increase rider experience and awareness levels and to improve road-sharing among motorcyclists and other vehicle drivers.

V. Other Relevant Program Area Information

Maryland qualifies for two out of six motorcycle safety eligibility criteria under the MAP-21 Motorcyclist Safety Grant Program [23 CFR 1200.25]. The state is submitting the following Motorcycle Safety Countermeasures Application for FFY 2016 funding under this program, demonstrating continued compliance with the eligibility criteria for motorcycle rider training courses, and motorcyclist awareness programs. The program implementation plan was developed using proven countermeasures found in the "Countermeasures That Work" (2013 edition) publication and/or found in the Highway Safety Guidelines issued by the National Highway Traffic Safety Administration.

a. Motorcycle Riding Training Course: Qualification Criteria I

i. Motorcycle Rider Training Courses

Maryland has an effective motorcycle rider training program that offers courses throughout the state. Maryland provides a formal program of instruction in crash avoidance and other safety-oriented operational skills to motorcyclists using both in-class and on-motorcycle instruction and evaluates opportunities to provide innovative learning opportunities to address the needs of riders in the state. Maryland offers formal motorcycle riding training courses in a majority of the state's political subdivisions.

ii. Training Curriculum Approval by Designated Authority [23 CFR 1200.25(c)(1)(i)]

Code of Maryland Regulations (COMAR) 11.20.01-03 designates the Maryland Motor Vehicle Administration (MVA) as the state authority having jurisdiction over motorcyclist safety issues in www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA)

1. COMAR 11.20.01.15 states that MVA is the approving and implementing agency over a formal motorcycle curriculum of instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle training to motorcyclists. The curricula were developed by the Motorcycle Safety Foundation www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA).

iii. **Motorcycle Rider Training Course Locations [23 CFR 1200.25(e)(1)(ii)]**

Maryland conducts motorcycle safety training courses in a majority of its political subdivisions. The table on the following page provides a detailed list of approved training centers by jurisdiction and indicates where rider training courses were offered in the 12 months prior to this application. Training courses were offered at 20 approved locations in 16 of Maryland's 24 jurisdictions, serving more than 94 percent of the state's population in their home jurisdiction, including both rural and urban counties.

Training Centers listed by Jurisdiction of Operation	Training Site Information by Jurisdiction		Training was offered in the jurisdiction during the month(s) selected:										
	Yes, Training Site in Jurisdiction	No, not a Training Site in Jurisdiction	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15
Allegany ACM	**Yes**		Yes	Yes	Yes							Yes	Yes	Yes
Anne Arundel GMVA	**Yes**		Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes
Anne Arundel AACC			Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Anne Arundel RHAD			Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Baltimore HDB	**Yes**		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Calvert		**No**												
Caroline		**No**												
Carroll CACC	**Yes**		Yes	Yes	Yes	Yes						Yes	Yes	Yes
Cecil CECC	**Yes**		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Charles CSM	**Yes**		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Dorchester		**No**												
Frederick FCC	**Yes**		Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes
Frederick HDF			Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Garrett		**No**												
Harford HACC	**Yes**		Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes
Howard HOCC	**Yes**		Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes
Kent		**No**												
Montgomery MC	**Yes**		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Prince George's PGCC	**Yes**		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Prince George's OGHD			Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Queen Anne's CHC	**Yes**		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
St. Mary's Safety Zone	**Yes**		Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Somerset		**No**												
Talbot		**No**												
Washington HGCC	**Yes**		Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes
Wicomico WWCC	**Yes**		Yes	Yes	Yes	Yes						Yes	Yes	Yes
Worcester		**No**												
Baltimore City SKHS	**Yes**		Yes	Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes
TOTALS	16 (With)	8 (Without)												

iv. **Certification of Motorcycle Safety Instructors [23 CFR 1200.25(e)(1)(iii)]**
COMAR 11.20.01.14 requires that approved training motorcycle safety training centers "shall employ instructors certified by the Administration to teach the approved motorcycle safety courses" and that "Only instructors certified by the Administration shall be assigned responsibility for instructional and student supervision activities during a course." (see **Attachment E**)

v. **Quality Control Procedures**
In order to ensure adequate quality control on the delivery of motorcycle training courses, MVA employs four Quality Assurance Supervisors (QAS) in the field to monitor motorcycle safety training courses. The QAS make two to four site visits per training weekend. Reports are prepared and filed with the MVA program office for each visit. If, during a routine observation, an Instructor is found to be deficient the QAS advises the Instructor on a plan of action to improve and schedules a follow-up observation. If further action is required the matter is referred to the Program's Instructor Trainer staff for remedial action.

To assure consistency in training for Instructors, MVA employs the Motorcycle Safety Foundation's Rider Coach Prep curriculum, which has been customized for use in Maryland. During training Instructor Candidates (IC) are taught and monitored by an Instructor Trainer. All ICs are required to participate in a Student Teaching class, which is monitored by Instructor Trainers, where they are evaluated for proficiency and competency. Feedback from ICs during the training is used to refine future courses.

To promote instructor development and retention, the MVA also conducts an annual Motorcycle Safety Program Instructor Conference; attendance at the conference is mandatory for all motorcycle safety instructors. These conferences include the presentation of crash data trends, discussions of best practices and review of changes made to approved courses. The 2015 instructor development conference included presentations on implementing updates to the Motorcycle Safety Foundation Basic Rider Course. A follow-up training was offered to MCSP Instructors who were unable to attend the full conference.

Maryland regulations provide broad authority to the MVA in regulating the licensing of motorcycle training centers, the certification of instructors, approval of curricula and implementation of sanctions for centers and or instructors who fail to maintain compliance with program requirements.

b. **Motorcycle Awareness Program: Qualification Criteria II**
In compliance with 23 U.S.C. 405(f)(3(B), Maryland continues to conduct a motorcyclist awareness program in a manner similar to the state's previous application for Section 405 motorcyclist safety incentive funding and prior funding applications under Section 2010 of SAFETEA-LU. Maryland continues to use state data to identify and prioritize the state's motorcyclist

awareness problem areas. The state continues to encourage collaboration among agencies and organizations responsible for, or impacted by, motorcycle safety issues, including motorcycle riders, clubs and organizations by convening a Maryland Motorcycle Safety Coalition with representatives of these stakeholder groups

The state's motorist awareness program is developed and managed by the designated state authority, the MVA, in coordination with other state and local agencies and non-governmental stakeholders.

i. **[§1350.4(2)(iii)(A)] - Designated Authority**
   1. COMAR 11.20.01-03 states that the Maryland Motor Vehicle Administration (MVA) is the designated state authority having jurisdiction over motorcyclist safety issues in www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA).

ii. **Letter from the Governor's Representative**
   1. The Governor's Representative for Highway Safety endorses Maryland's Motorcyclist Awareness Program developed and managed by the MVA in direct collaboration with the Maryland Motorcycle Safety Coalition and other stakeholders. A letter from the Governor's Representative can be found under this application's Certifications and Assurances, in www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA).

iii. **Maryland's effort incorporates a strategic communications plan that:**

   1. Supports the state's overall safety policy and countermeasure program and its Strategic Highway Safety Plan (SHSP);
   2. Is designed to educate motorists in those jurisdictions where the incidence of motorcycle crashes is highest; and
   3. Uses a mix of communication channels to draw attention to the problem.

The implementation of a targeted motorcyclist awareness campaign requires careful review of traffic crash report data and other related information. Review of demographics of motorists involved in motorcycle crashes shows no significant differences from the broader population of motorists involved in all crashes. Motorcycle messages will be incorporated in all routine driver outreach. Where targeted messaging is required, emphasis should be placed on those geographic areas that are overrepresented in motorist-involved motorcycle crashes. Almost 60 percent of all crashes statewide occur in Baltimore City and Anne Arundel, Baltimore, Montgomery and Prince George's Counties. These areas will again be targeted as high priority areas in the 2016 Strategic Communications Plan.

County/Jurisdiction	Motorcycle Involved Crashes 2013
Baltimore City	209
Prince George's	202
Baltimore	212
Anne Arundel	157
Montgomery	135
Subtotal	**915**
Frederick	96
Howard	68
Charles	52
Harford	48
St. Mary's	47
Cecil	46
Washington	46
Carroll	45
Calvert	41
Worcester	35
Wicomico	27
Queen Anne's	24
Allegany	18
Dorchester	10
Garrett	10
Talbot	9
Caroline	7
Somerset	4
Kent	3
Subtotal	**636**
Total Crashes	**1551**

The vast majority of motorcycle riders are males and males make up more than 95 percent of riders killed in motorcycle crashes. There is a minority of women that participate in the community as riders or passengers. Awareness and outreach campaigns should target men, with more specific targeting, where possible, to the specific demographics of the rider subgroup.

Cruiser Riders

Cruiser riders appear to be more overrepresented in multiple vehicle crashes, according to analysis by the National Study Center. Speed is

still a factor in many crashes, where excessive speed affects both the handling dynamics of the bike and the reaction time available to both the rider and the motorist to avoid a collision. These riders tend to be older than other groups, in general. Preliminary analysis using five years of data shows that 40% or more of cruiser riders killed in crashes had alcohol in their system at the time of the crash. The median age of alcohol-involved cruiser riders killed was 48 years and the median BAC was 0.15.

Sportbike Riders

Not surprisingly, speed is the number one factor in sportbike crashes. Extreme speed, reckless driving and racing are issues in this community. Riders in this group often wear complete protective gear and wear full-face helmet, but a visible minority wear little or no protective gear at times. These riders tend to be younger than the rest of the riding population. Preliminary analysis using five years of data shows that 30% or more of sportbike riders killed in crashes had alcohol in their system at the time of the crash. The median age of alcohol-involved sportbike riders killed was 32 years and the median BAC was 0.135.

Other Riders

There are other categories of rider, including sport-touring riders, vintage bike riders, custom bike riders, 3-wheeled riders and so on. These subgroups are adequately addressed by broad safety campaigns.

iv. Collaboration Among Agencies and Organizations:

1. Maryland's Motorcycle Safety Coalition

   To ensure collaboration and coordination among stakeholders involved in motorcyclist safety, the MVA convenes a statewide Maryland Motorcycle Safety Coalition (MMSC). The MMSC is a diverse group of stakeholder organizations, businesses and agencies, all of whom share a commitment to motorcyclist safety. Coalition members represent motorcycle rider organizations and associations, motorcycle dealerships, driver safety associations, rider training centers, transportation and traffic safety organizations and agencies, emergency medical service systems, law enforcement, and research institutions.

   The MMSC identified impaired riding as a key focus of their communications plan, in addition to promoting formal motorcycle skill training and motorist awareness of motorcyclist safety.

   Coalition Members

   AAA Mid-Atlantic
   ABATE of Maryland, Inc.
   District, Maryland, Virginia Rider Coalition
   Maryland Department of State Police

Maryland Institute for Emergency Medical Service Systems
Maryland Motorcycle Dealers Association
National Highway Traffic Safety Administration, Region III Office
Prince George's County Police Department
Rider's Edge, Harley Davidson of Baltimore Motorcycle Training Center
Andrews Air Force Base
Anne Arundel County Police Department
Baltimore Metropolitan Council
Maryland Chiefs of Police Association
Maryland Goldwing Road Riders Association
Maryland Motor Vehicle Administration

- Maryland Highway Safety Office
- Motorcycle Safety Program
- Driver Safety Division

MD DE Motorcycle Riding Association/Harley Owners Group
National Study Center for Trauma and EMS
The Rider School, Frederick Community College Motorcycle Training Center
State Highway Administration
United States Armed Forces

Law Enforcement Collaborative Efforts

The MHSO coordinates communication among the coalition partners to help provide training to new officers to be able to recognize compliant safety equipment and unsafe driver and rider behaviors, including rider impairment.

v. Motorcycle Safety Strategic Communications Plan

This 2016 Motorcycle Safety Strategic Communications Plan focuses on two main messages—"Share the Road" targeting motorist awareness and "Drinking and Riding Don't Mix" as an example of our impaired riding messaging. These broad themes allow the campaign to maintain consistency across multiple years while allowing the campaign to target specific issues in these areas that are identified by crash and program data.

Data from police crash reports and other sources are regularly analyzed to identify priority areas for intervention. The development and implementation of the final campaign strategies and executions will involve stakeholders from the Motorcycle Safety Coalition motorcycle and other organizations and businesses from across the state.

Broad public communication channels (e.g. outdoor advertising) will be used to deliver messages to motorists. More focused and refined media messages and channels, combined with direct outreach will address

safety among the diverse rider community. Both paid and unpaid media are used in this campaign to promote motorcycle safety to the public and to the rider community.

Support for the Safety Policy and SHSP

This strategic communications plan supports the state's overall safety policy and countermeasure program through the close coordination of activities among grantee organizations, stakeholders and the Maryland Highway Safety Office. This plan also supports the Maryland Strategic Highway Safety Plan (SHSP) by coordinating the development of the five-year strategic plan for motorcycle safety and the emphasis area implementation plans of the SHSP.

While motorcyclist safety is not an emphasis area of the SHSP, it is considered a target group in the conceptual framework of the plan. The work of the Motorcycle Safety Coalition (MSC) to develop a motorcycle-specific strategic plan is coordinated with and supports the goals of the SHSP. Action items developed by the MSC are included in the implementation plan for the appropriate Emphasis Area Team. For example, the Coalition's recommendation to implement a rider-to-rider impaired riding prevention program will be included in the Impaired Driving Emphasis Area action plan.

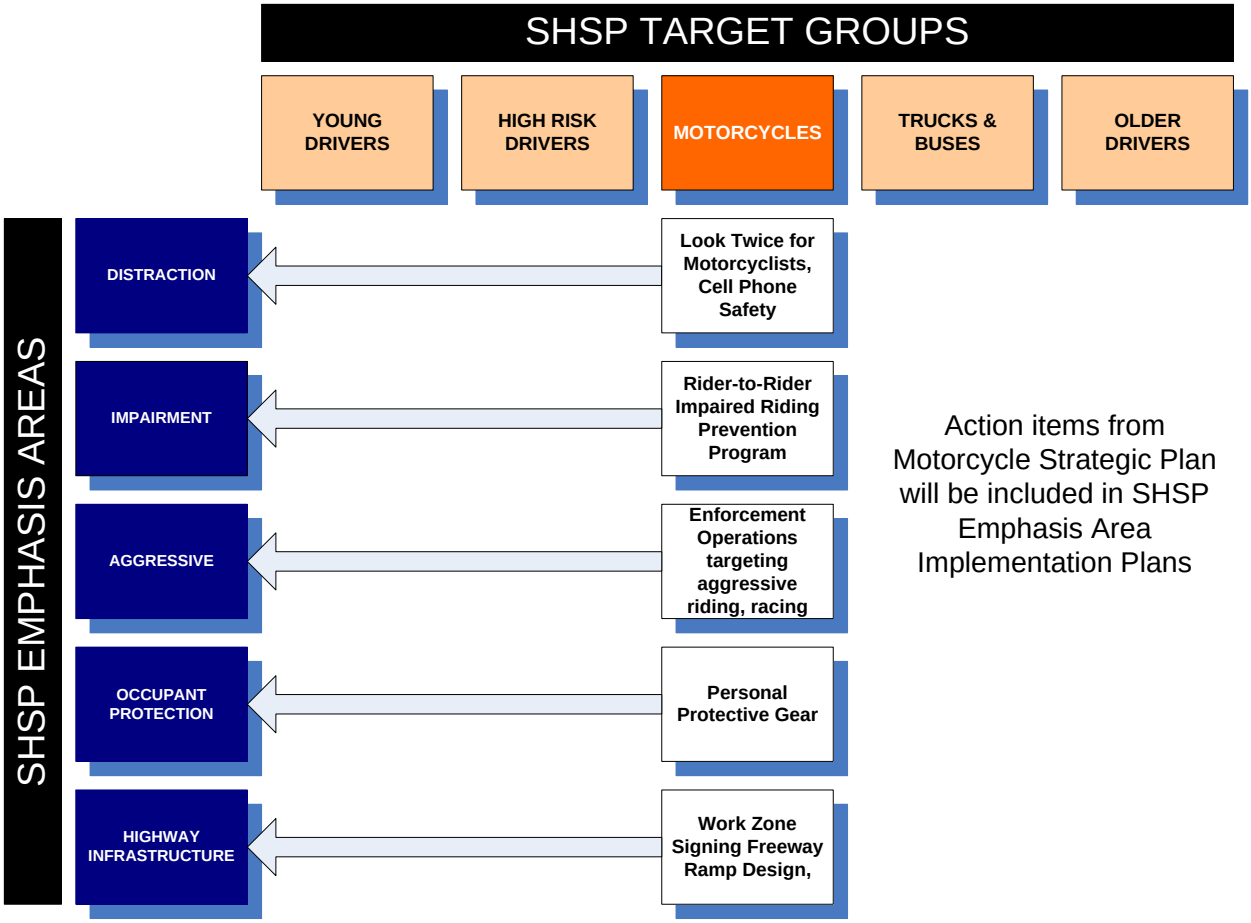


FIGURE 1: COORDINATION OF MOTORCYCLE SAFETY ACTION ITEMS WITH THE SHSP EMPHASIS AREAS

vi. Prioritization and Targeting Using Crash Data

The majority of motorcyclist crashes in Maryland are concentrated in the state's two metropolitan regions of Baltimore and Washington, D.C. Nearly 60% percent of all motorcyclist crashes in 2013 occurred in the five most urbanized jurisdictions in the state: Anne Arundel County, Baltimore City, Baltimore County, Montgomery County and Prince George's County. Maryland's motorcycle safety media and outreach investments will focus paid media investments in these high priority target areas.

Jurisdiction	Motorcyclist Crashes 2013	Statewide %	Communication Channels Used	% Coverage
Baltimore	212	13.7%	High Priority Target Areas: Outdoor Advertising, Radio Advertisements, Internet Advertisements, Social Media, Press Event	High Priority Areas Represent nearly 60 percent of Motorcyclist Crashes in 2013
Baltimore City	209	13.5%		
Prince George's	202	13.0%		
Anne Arundel	157	10.1%		
Montgomery	135	8.7%		
Frederick	96	6.2%	Secondary Target Areas: Radio Advertisements, Internet Advertisements, Social Media, Banners, Yard Signs	Secondary Target Areas Represent 35 percent of Motorcyclist Crashes in 2013
Howard	68	4.4%		
Charles	52	3.4%		
Harford	48	3.1%		
St. Mary's	47	3.0%		
Cecil	46	3.0%		
Washington	46	3.0%		
Carroll	45	2.9%		
Calvert	41	2.6%		
Worcester	35	2.3%		
Wicomico	27	1.7%		
Queen Anne's	24	1.5%	Non-Target Areas: Unpaid electronic media, Social Media	Non-Target Areas Represent nearly 6 percent of Motorcyclist Crashes in 2013
Allegany	18	1.2%		
Dorchester	10	0.6%		
Garrett	10	0.6%		
Talbot	9	0.6%		
Caroline	7	0.5%		
Somerset	4	0.3%		
Kent	3	0.2%		
TOTAL	1,551	100.0 %		

vii. Communication Channels

This 2016 Motorcycle Safety Strategic Communications Plan incorporates a variety of communication mechanisms to increase awareness of motorcyclist safety issues. Adjustments to this plan will be made based on the evaluation of the 2015 Strategic Communications Plan implementation.

1. Campaign Kickoff Event
MVA will host a campaign kickoff event in 2015. The press event will launch the 2016 Motorcycle Safety Campaign and attract earned media exposure for motorist awareness and impaired riding prevention.

2. Digital advertisements and websites
Internet materials were produced based on the campaign theme and placed on websites appropriate for the target demographic—males between the ages of 21 and 54. The Share the Road, Look Twice for Motorcycles ads directs traffic to www.marylandrider.org, which will redirect viewers to the MVA motorcycle safety program web pages and MHOS's Towards Zero Deaths (TowardZeroDeathsMD.com) webpage, for the 2016 campaign.

The MVA website (www.mva.maryland.gov) provides current training information throughout the state, as well as an avenue for general rider safety information. This is intended to be the main resource page for additional motorcycle safety information.

3. Vehicle Registration Mailing
To support the motorist awareness campaign, the MVA will print special envelopes for all registration renewals mailed to MVA customers statewide in June. More than 20,000 message envelopes will be mailed during the campaign, reminding all motorists to look twice for motorcyclists.

4. Dynamic/Variable Message Boards
Along Maryland's major highways, overhead dynamic message signs (DMS) will be used to promote motorcycle safety during the launch of the 2016 motorcycle safety campaign. These signs will also be used around major motorcycling events, such as: Rolling Thunder in May and Delmarva Bike Week in September. Roadside variable message trailers are used for more local promotional efforts and to supplement other media placements.

5. Social Media
Campaign artwork and messaging will be adapted for use in social media channels, including Facebook and Twitter. These model messages will be delivered through the social media networks of MSC member organizations and their memberships. These messages will also incorporate click-through redirects to the central campaign website.

6. Community Yard Signs
Yard signs will be used in the Motorcycle Safety Kick-Off Event in

April 2016 and distributed to partners in areas outside the dense urbanized areas of Baltimore and Washington to supplement other advertising and to support local motorcycle safety initiatives and events.

7. Motorist Awareness Banners

Vinyl banners promoting motorist awareness will be produced using the "Save a Life: Look Twice for Motorcycles" campaign theme. Banners will be installed at the eight largest MVA branch and VEIP (Vehicle Emissions and Inspection Program locations for motorcycle safety month in May. After display at the MVA branch locations, the banners will be made available to motorcycle clubs and organizations for their use in promoting motorist awareness in other areas of the state. Additional banners will be produced and distributed to motorcycle dealerships and other motorcycle-related organizations and businesses.

8. Direct Outreach

To promote rider safety, the Maryland Motorcycle Safety Program will continue its direct outreach program using its mobile classroom, Honda SMART trainers and a "show bike" at motorcycle events and other outreach venues. This outreach focuses on rider training and lifelong learning. Collateral material will be developed and distributed at these events to raise awareness about MVA's training programs.

viii. FUNDING

The motorcycle safety program cost summary represents the multi-faceted program implemented by the MHSO. Approximately $164,000 in Section 402, 405 and 164 funds are being programmed for Maryland-funded motorcycle safety programs during FFY 2016.

Action Plan

The Motorcycle Safety projects funded for FFY2016 are representative of research-based countermeasures and address motorcycle safety issues using a multifaceted approach.

Program Area: Motorcycle **Project Agency:** Maryland Motor Vehicle Administration, Motorcycle Training and Outreach **Project Number:** GN16-092 **Project Funds/Type:** $24,011/405f **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving. Conduct public awareness, training, and media programs aimed at reducing aggressive driving. Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving.	**Project Description:** This project supports rider to rider outreach, motorist awareness and motorcycle safety training.

Program Area: Motorcycle **Project Agency:** Maryland Highway Safety Office **Project Number:** GN16-119 **Project Funds/Fund Type:** $75,000/164 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including but not limited to, education, training and media programs to reduce impaired driving.	**Project Description:** This project supports Maryland's statewide media campaign aimed at impaired motorcycle riding.

Program Area: Motorcycle **Project Agency:** Maryland Highway Safety Office **Project Number:** GN16-121 **Project Funds/Fund Type:** $65,000/405f **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving.	**Project Description:** This project supports Maryland's statewide media campaign aimed at motorcycle safety and motorist awareness.

Evaluation

The MHSO evaluates traffic safety programs through process, impact and outcome measures. Outcome measures include crash data (fatality and serious injury). Impact measures include driver surveys that are conducted year-round and measure the knowledge, attitudes and behaviors of Maryland drivers. Projects funded through the MHSO are required to have an effective evaluation component. Depending on the level of grant funds obligated and the scope of the project, impact or process measures are reported and evaluated throughout the grant cycle.

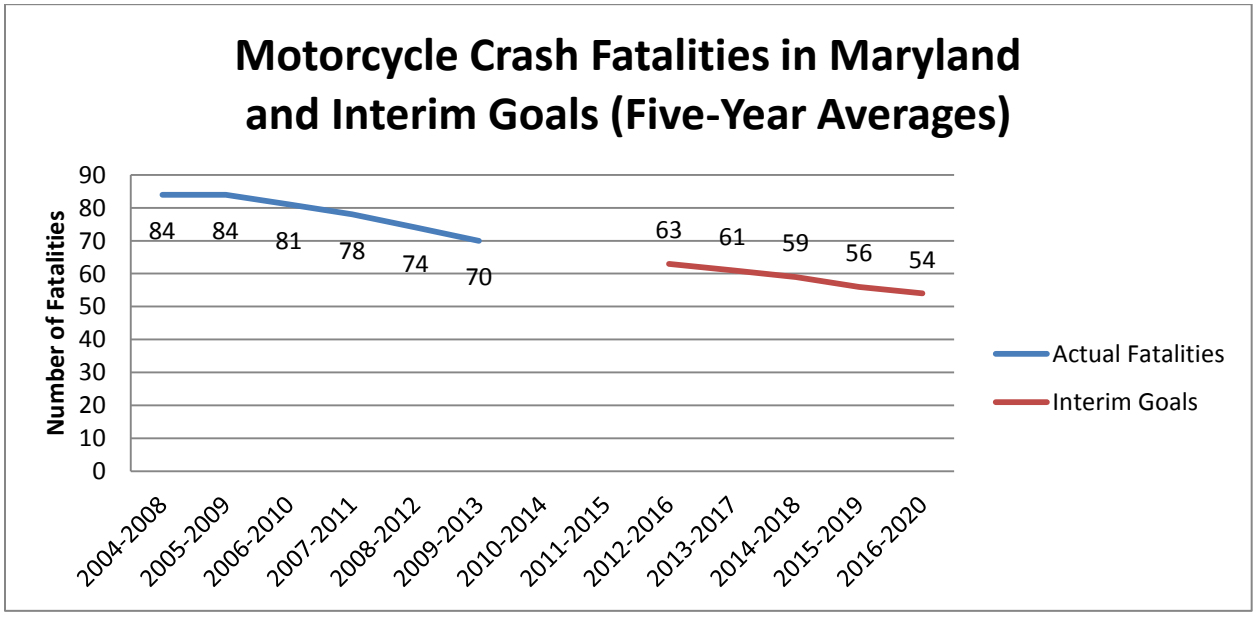
Law enforcement, engineering, and media/communication partners are provided with additional analysis that support a targeted approach within jurisdictions over-represented in this program area. Each year, data and analyses are provided in standard and by-request (ad hoc) formats that support localized targeting of traffic safety initiatives.

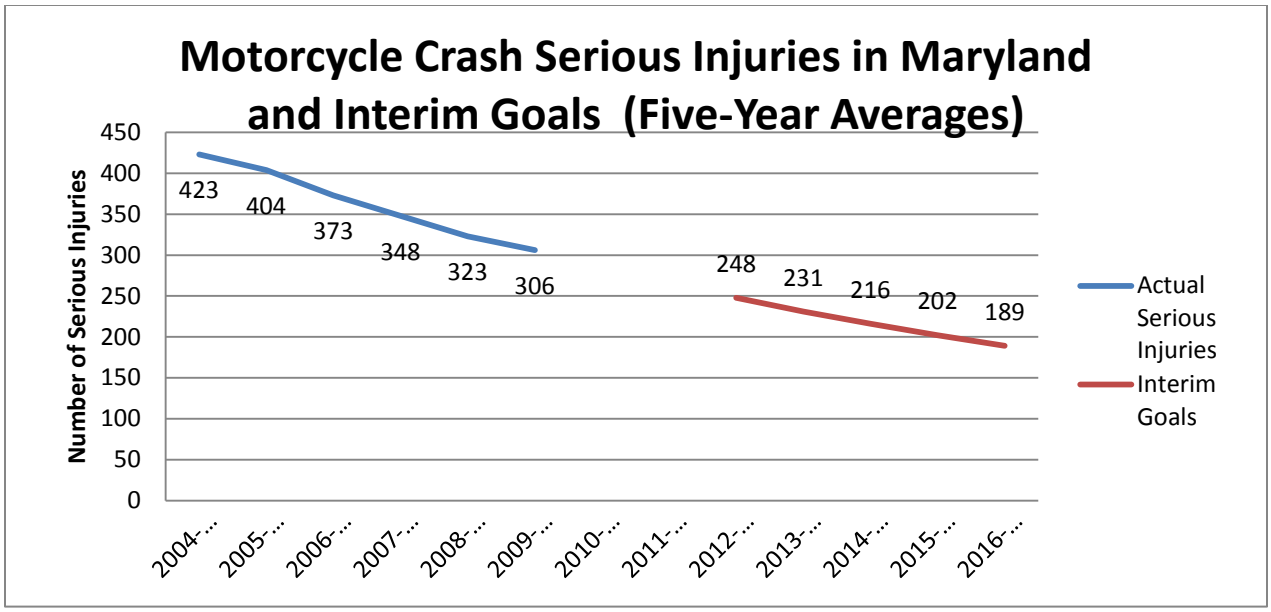
Outcome Measures

Motorcycles

Motorcycle Fatalities and Serious Injuries - Actual (Five-Year Average)						
ACTUAL	**2004-2008**	**2005-2009**	**2006-2010**	**2007-2011**	**2008-2012**	**2009-2013**
Fatality Average	84	84	81	78	74	70
Serious Injury Average	423	404	373	348	323	306

Motorcycle Fatalities and Serious Injuries (Five-Year Average)					
GOAL	**2012-2016**	**2013-2017**	**2014-2018**	**2015-2019**	**2016-2020**
Fatality Average	63	61	59	56	54
Serious Injury Average	248	231	216	202	189





Motorcycle – Objectives and Measures

Fatality Objective – Motorcycle: Reduce the five-year average number of motorcycle fatalities on all roads in Maryland from 70 in 2009–2013 to 54 or fewer by December 31, 2020 (2016–2020 average).

Fatality Objective Progress: In 2013, there were 62 motorcycle fatalities in Maryland. This figure is lower than the 2012 figure (n=77), so Maryland *is progressing towards the 2016–2020 goal*.

Serious Injury Objective – Motorcycle: Reduce the five-year average number of motorcycle serious injuries on all roads in Maryland from 306 in 2009–2013 to 189 or fewer by December 31, 2020 (2016–2020 average).

Serious Injury Objective Progress: In 2013, there were 256 motorcycle serious injuries in Maryland. This figure is lower than the 2012 figure (n=291), so Maryland *is progressing toward the 2016–2020 goal*.

Maryland's Pedestrian and Bicycle Safety Programs

Problem Identification

Pedestrian-Involved Crashes

Traffic crashes involving pedestrians represent a critical challenge for the traffic safety community because the entire population can be vulnerable as pedestrians, not just drivers or riders. Pedestrian-involved crashes also tend to affect children disproportionately because many walk to and from school, friends' homes, and in or near shopping areas.

Pedestrians have none of the structural protection afforded by vehicles and are most vulnerable along roadways, especially where sidewalks are incomplete or non-existent, or where traffic control devices do not offer adequate protection. Pedestrian safety depends on adherence to traffic and safety laws by motor vehicle drivers and pedestrians. Any failure to do so can greatly affect the number, types and severity of crashes and injuries involving pedestrians.

For the five-year period from 2009 through 2013, the incidence of pedestrian-involved crashes in Maryland has increased by 2 percent, with nearly 3,000 pedestrian-involved crashes occurring on Maryland roads each year.

For the same five-year period in Maryland, pedestrians were involved in an average of 3 percent of all traffic crashes, 7 percent of injury crashes, and more than one in five (22 percent) of fatal crashes. Pedestrians involved in crashes accounted for 6 percent of injuries and 21 percent of all fatalities.

The risk and correlation is evident: While only 4 percent of pedestrian-involved crashes result in a fatality, pedestrians are involved in 22 percent of fatal crashes and account for 21 percent of all statewide fatalities. These facts alone show cause for concern among safety professionals as pedestrians are significantly over-represented in fatal crashes. The significant and apparent risk to pedestrians involved in Maryland crashes calls for improved pedestrian safety as a major focus for traffic safety professionals across the State.

Frequency of Pedestrian-Involved Crashes

Pedestrian-involved crashes tend to occur consistently through the year, but more than one-third of pedestrian-involved crashes (36.5 percent) occur in the fall and early winter months, September through December, which is also when 37.2 percent of fatal crashes occur. May and June alone account for an additional 17.4 percent of total crashes, including 18.4 percent of fatal crashes.

Three in every four pedestrian-involved crashes (76 percent) occur on weekdays, Monday through Friday. But 41.4 percent of all pedestrian-involved crashes occur Friday through Sunday, and nearly half of all fatal crashes (46.2 percent) occur on Friday through Sunday.

About half (49.3 percent) of pedestrian-involved crashes occur between the hours of 2 and 8 p.m., supporting the idea of work and school commuter traffic (in vehicles and on foot) contributing to the occurrence of pedestrian crashes. About half of all fatal crashes involving pedestrians occur later in the evening from 5 to 11 p.m. (49.6 percent).

Typical Profile of Pedestrians Involved in Crashes

The profile of Maryland pedestrian involved in a crash includes: between the ages of 10-15 or 20-24, male, and being struck on the road, but not in a crosswalk (52%). By contrast, older age groups tend to be involved in more serious pedestrian crashes, often later at night. The range of 40 to 59 year-olds account for about one in four (26.3 percent) of all pedestrian-involved crashes, but more than one in three (36.3 percent) of all fatal crashes. Pedestrians age 60 and up account for 12.2 percent of all pedestrian-involved crashes, but 21 percent of all fatal crashes.

Data shows that nearly two in three fatally injured pedestrians were struck on the roadway, but not in a crosswalk. More than half of all pedestrians struck were crossing the roadway (24 percent at an intersection and 32 percent not at an intersection). Less than half of all pedestrian-involved crashes (47.1 percent) and injury crashes (47.8 percent) occur on state, federal, or county roads, but 84.5 percent of all fatal pedestrian-involved crashes occur on state, federal, or county roads.

Typical Locations of Pedestrian-Involved Crashes

Nearly one-third of pedestrian crashes (28.2 percent) occur in Baltimore City, but these crashes account for less than 11 percent of fatalities, mirroring crash results involving traditional school-age pedestrians under 20 (29 percent of total, 9 percent of fatalities). About 56 percent of all pedestrian-involved crashes occur in seven Maryland counties: Anne Arundel, Baltimore, Harford, Howard, Montgomery, Prince George's and Washington (excluding Baltimore City). These same seven counties account for more than two in every three fatal crashes involving pedestrians (68.9 percent).

Four other counties show disproportionate results in comparing total crashes with fatal crashes. The counties of Cecil, Charles, St. Mary's, and Worcester together account for 5.1 percent of all pedestrian-involved crashes, but 12.7 percent of all fatal crashes involving pedestrians, an indicator of more serious crash situations occurring.

Pedestrian-Involved Crashes, Impairment as a Factor

In an analysis conducted by the MHSO for pedestrian fatalities between 2012–2013, 28% of the pedestrians killed were found to be alcohol and/or drug impaired in the police crash investigation. Conversely, of the drivers who were involved in the 2012–2013 pedestrian fatality crashes, only 4% were impaired. Looking at all crashes between 2009–2013 involving a pedestrian, over 8% of pedestrians had an indication of alcohol and/or drug involvement, while only a little more than 2% of drivers had the same condition. In the fatality analysis, a high prevalence of pedestrians were found to be wearing dark clothing, not in a crosswalk, and walking or standing in the travel lane during night, dusk, or dawn hours. Each of these factors makes a pedestrian less visible and more vulnerable, especially

to drivers who are distracted or speeding (or impaired). Adding alcohol and/or drugs to the mix is an even deadlier recipe for pedestrians.

General Crash Factors – Pedestrian-Involved		
Factor	*Variable*	*Percentage*
Age (pedestrians)	20–59 (total, injury and fatal)	58.4% of involved; 58.6% of injured; 64.3% of killed
Sex (pedestrians)	Male	56.5% of involved; 55.6% of injured; 68.6% of killed
Month	May–June and September–December (total, injury and fatal crashes)	Total – 53.9%; injury – 53.7%; fatal – 55.6%
Day of Week	Friday–Sunday (total, injury and fatal crashes)	Total – 41.4%; injury – 41.4%; fatal – 46.2%
Time of Day	1–8 p.m. (total and injury crashes); 5–11 p.m. (fatal crashes)	Total –54.7%; injury – 54.8%; fatal – 49.6%
Road Type	State and County roads	Total – 42.4%; injury – 43.5%; fatal – 65.1%
Jurisdiction	Baltimore, Montgomery and Prince George's Counties; Baltimore City	Total – 75.4%; injury – 75.1%; fatal – 59.8%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2009–2013 averages.

Drivers Survey Results

The Maryland Annual Driving Survey results indicate that nearly half of all respondents believe they are not likely to be cited for a crosswalk violation as pedestrians. And, as drivers, more than one-third of respondents believe they are not likely to be issued a citation for a crosswalk/pedestrian violation.

Both of these outcomes indicate a significant potential for problems in perception of the importance of pedestrian and crosswalk safety laws, and indicate the need for traffic safety professionals to look at ways to better educate, train, and protect against pedestrian-involved crashes, and to better enforce pedestrian/crosswalk laws.

Bicycle-Involved Crashes

Bicycle crashes are a focus point for the traffic safety community because, overall, total and injury crashes (30.5 percent and 30.9 percent, respectively) involve children under 17. But crashes involving children account for somewhat fewer fatal crashes, about 17 percent.

By contrast, bicycle riders aged 20 to 24 accounted for 13.4 percent of all crashes, but 14.3 percent of all fatal crashes. And, riders aged 40 to 54 accounted for 18.2 percent of all crashes, but two in every five fatal crashes (40 percent).

Bicycle riders, like pedestrians, do not have the structural protection afforded by vehicles, are not as visible as other vehicles, and are not motorized. These factors together put

bicycles at a great disadvantage on roadways, especially where motorized vehicles are traveling at much higher rates of speed. For instance, a few more than half of all bicycle-involved crashes (56.2 percent) occur on state, county, and federal roadways, but more than 85 percent of all fatal crashes occur on the same roadways.

For the five-year period from 2009 through 2013, the incidence of bicycle-involved crashes increased by 6 percent in Maryland. More than 700 bicycle-involved crashes occur on Maryland roadways each year. From 2009 through 2013, bicycles were involved in an average of fewer than one in 100 (0.8 percent) of all statewide traffic crashes, 2 percent of statewide injury crashes, and 2 percent of statewide fatal crashes. Bicycle-involved crashes accounted for 1 percent of injuries and 1 percent of fatalities.

Frequency of Bicycle-Involved Crashes

Bicycle crashes are more common from April to October, when nearly 80 percent of all such crashes occur, most likely due to warmer weather encouraging greater use of bicycles for travel or commuting, as well as increased recreational riding.

Most fatal bicycle crashes (77.1 percent) occur between June and November. More than three in four (77.2 percent) of fatal bicycle-involved crashes occur on Thursday through Sunday, although those same four days account for only 56 percent of total and injury crashes.

Nearly three in four bicycle-involved crashes (72.6 percent) occur between 12 noon and 9 p.m., also when nearly two in every three fatal crashes occur (65.8 percent).

Typical Profile of Crash-Involved Bicycle Rider

Maryland crash data indicate a typical profile for a bicyclist involved in a crash as male, ages 5 to 17 or 40 to 54, and nearly half of all bicyclists struck were riding in the roadway (20 percent with traffic and 23 percent against traffic). Riders age 5 to 17 were involved in 30 percent of total and injury crashes, and 17 percent of fatal crashes. Riders age 40 to 54 were involved in 18 percent of total and injury crashes, and about 40 percent of fatal crashes.

Nearly one-fourth of bicycle crashes occur in Baltimore City, where 14 percent of fatal crashes occur. More than 53 percent of total bicycle crashes occur in five counties: Anne Arundel, Baltimore, Montgomery, Prince George's, and Worcester Counties (excluding Baltimore City), and these same five counties account for nearly 60 percent of fatal crashes.

Clearly, bicycle-involved crashes, like pedestrian-involved crashes, are over-represented statistically in terms of resulting injuries and fatalities, particularly among middle age riders. The combination of bicycle and pedestrian safety represent a major focus point for safety professionals.

General Crash Factors – Bicycle Involved		
Factor	*Variable*	*Percentage*
Age (riders)	20–24; 40–54 (total, injury and fatal crashes)	31.6% of involved; 32% of injured; 54.2% of killed
Sex (riders)	Male	82% of involved; 82.6% of injured; 82.9% of killed
Month	April–October (total and injury crashes); June–November (fatal crashes)	Total – 79.7%; injury – 80.1%; fatal – 77.1%
Day of Week	Tuesday–Friday (total, injury and fatal crashes)	Total – 61.2%; injury – 61.8%; fatal – 70.6%
Time of Day	12–9 p.m. (total, injury and fatal crashes)	Total – 72.6%; injury – 71.7%; fatal – 65.8%
Road Type	State and County roads	Total – 52.5%; injury – 55.1; fatal – 77.1%
Jurisdiction	Anne Arundel, Baltimore, Montgomery, Prince George's, and Worcester Counties; Baltimore City	Total – 78%; injury – 77.5%; fatal – 74.2%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2009–2013 averages.

Solution

Maryland's primary campaign for pedestrian and bicycle safety is known as *Street Smart* and has been historically focused in the Washington, D.C., and Baltimore metropolitan areas. This campaign continues, and pedestrian safety enforcement funds will be coordinated to coincide with media-centered awareness and education efforts. RTSP Managers and other partners distribute educational material throughout the year. The MHSO also supports the statewide *Walk Your Child to School Week* events, designed to improve education and awareness for children and parents.

Maryland has an avid bicycling population and incorporates special planning into traffic safety activities to meet the needs of these individuals. With infrastructure improvements as a key element of the SHSP, Maryland traffic safety officials seek to make the bicycling environment as safe as possible through infrastructure improvements, social media information, and the inclusion of bicycle safety messaging within statewide pedestrian safety campaigns. Maryland also funds regional programs such as bicycle helmet distribution programs and focuses education on numerous age groups of bicyclists and motorists. Bicycle safety trailers are used to support bicycle rodeos to educate young children and caregivers.

Action Plan

The Pedestrian and Bicycle Safety projects funded for FFY2016 are representative of research-based countermeasures and address pedestrian and bicycle safety issues using a multifaceted approach.

Program Area: Pedestrian/Bike **Project Agency:** Carroll County Health Department **Project Number:** GN16-015 **Project Funds/Type:** $500/State **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns. Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project supports the purchase and distribution of bicycle safety helmets during safety events.

Program Area: Pedestrian/Bike **Project Agency:** Safe Kids Frederick County **Project Number**: GN16-017 **Project Funds/Type:** $500/State **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns. Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project supports the distribution of bicycle safety helmets for children during bicycle safety events.

Program Area: Pedestrian/Bike **Project Agency:** Montgomery County Fire and Rescue Service **Project Number**: GN16:-042 **Project Funds/Type:** $500/State **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns. Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project supports the purchase and distribution of bicycle safety helmets during safety events.

Program Area: Pedestrian/Bike **Project Agency:** Prince George's Child Resource Center, Inc. **Project Number:** GN16-052 **Project Funds/Type:** $500/State **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns. Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project supports the purchase and distribution of bicycle safety helmets during safety events.

Program Area: Pedestrian/Bike **Project Agency:** Bike Maryland, Inc. **Project Number:** GN16-081 **Project Funds/Type:** $80,998/State **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project supports the Bike Minded Safety Program, providing education workshops for adults and youth on bicycle safety.

Program Area: Pedestrian/Bike **Project Agency:** Metropolitan Washington Council of Governments **Project Number:** GN16-087 **Project Funds/Type:** $250,000/FHWA **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project supports the Washington Metropolitan Region's Street Smart's Pedestrian and Bicycle Safety education and media campaign.

Program Area: Pedestrian/Bike **Project Agency:** Kiwanis Club of La Plata **Project Number:** GN16-089 **Project Funds/Type:** $500/State $1,000/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns. Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project supports the purchase and distribution of bicycle safety helmets during safety events and the creation of a pedestrian safety outreach project.

Program Area: Pedestrian/Bike **Project Agency:** Children's Village of Washington Co, Inc. **Project Number:** GN16-100 **Project Funds/Type:** $500/State **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns. Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project supports the purchase and distribution of bicycle safety helmets during safety events.

Program Area: Pedestrian/Bike **Project Agency:** Wicomico County Health Department **Project Number:** GN16-105 **Project Funds/Type:** $1,000/State **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training, and media campaigns. Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project supports the purchase and distribution of bicycle safety helmets during safety events.

Program Area: Pedestrian/Bike **Project Agency:** Maryland Highway Safety Office **Project Number:** GN16-122 **Project Funds/Fund Type:** $350,000/FHWA **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project supports the Baltimore Metropolitan Area's pedestrian and bicycle safety educational and media campaign.

Program Area: Pedestrian/Bike **Project Agency:** Maryland State Police **Project Number:** LE16-005 **Project Funds/Fund Type:** $8,000/FHWA **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Towson University Police Department **Project Number:** LE16-014 **Project Funds/Fund Type:** $1,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Annapolis Police Department **Project Number:** LE16-015 **Project Funds/Fund Type:** $10,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Elkton Police Department **Project Number:** LE16-020 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Anne Arundel County Police Department **Project Number:** LE16-022 **Project Funds/Fund Type:** $4,550/402 $2,240/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	Project Description: This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Prince George's County Police Department **Project Number:** LE16-034 **Project Funds/Fund Type:** $2,600/402 $1,400/State $34,225/FHWA **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Cecil County Sheriff's Office **Project Number:** LE16-045 **Project Funds/Fund Type:** $2,500/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Hyattsville Police Department **Project Number:** LE16-049 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Montgomery County Police Department **Project Number:** LE16-051 **Project Funds/Fund Type:** $25,000/FHWA $6,400/402 $3,600/FHWA **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** New Carrollton Police Department **Project Number:** LE16-052 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Gaithersburg Police Department **Project Number:** LE16-063 **Project Funds/Fund Type:** $3,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Cheverly Police Department **Project Number:** LE16-065 **Project Funds/Fund Type:** $3,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Ocean City Police Department **Project Number:** LE16-066 **Project Funds/Fund Type:** $3,800/402 $7,775/FHWA **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Baltimore County Police Department **Project Number:** LE16-067 **Project Funds/Fund Type-** $15,000/402 $45,000/FHWA **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Baltimore City Police Department **Project Number:** LE16-069 **Project Funds/Fund Type:** $6,900/402 $3,100/State **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** University Park Police Department **Project Number:** LE16-076 **Project Funds/Fund Type:** $625/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Greenbelt Police Department **Project Number:** LE16-083 **Project Funds/Fund Type:** $5,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Laurel Police Department **Project Number:** LE16-086 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Riverdale Park Police Department **Project Number:** LE16-088 **Project Funds/Fund Type:** $1,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Rockville City Police **Project Number:** LE16-089 **Project Funds/Fund Type:** $5,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** University of Maryland College Park Police **Project Number:** LE16-090 **Project Funds/Fund Type:** $10,000/FHWA **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** District Heights Police Department **Project Number:** LE16-092 **Project Funds/Fund Type:** $2,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Program Area: Pedestrian/Bike **Project Agency:** Maryland Institute College of Art **Project Number:** LE16-097 **Project Funds/Fund Type:** $14,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian and bicycle safety on targeted roadways. Funding will also support a pedestrian safety educational campaign.

Program Area: Pedestrian/Bike **Project Agency:** University of Baltimore Police Department **Project Number:** LE16-099 **Project Funds/Fund Type:** $10,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	**Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.

Evaluation

The MHSO evaluates traffic safety programs through process, impact, and outcome measures. Outcome measures include crash data (fatality and serious injury). Impact measures include driver surveys that are conducted year-round and measure the knowledge, attitudes and behaviors of Maryland drivers. Projects funded through the MHSO must have an effective evaluation component. Depending on the level of grant funds obligated and the scope of the project, impact or process measures are reported and evaluated throughout the grant cycle.

Law enforcement, engineering and media/communications partners are provided with additional analysis that support a more targeted approach within jurisdictions over-represented in this program area. Each year, data and analyses are provided in standard and by-request (ad hoc) formats that support localized targeting of traffic safety initiatives.

Several questions from the Maryland Annual Driving Survey relate to pedestrian safety and may be analyzed to identify and understand driver behaviors and perceptions. Utilizing both the Health Belief Model and Theory of Planned Behavior, questions related to knowledge, behavior and perception of apprehension by enforcement officers will be analyzed to characterize the Maryland driving culture with regards to pedestrian safety. The following questions will be part of this analysis:

Question	Construct
How likely are you, as a pedestrian, to be stopped for a crosswalk violation?	Perceived susceptibility to being apprehended
How likely are you, while driving a vehicle, to be stopped for a crosswalk/pedestrian violation?	Perceived susceptibility to being apprehended
If you do not use crosswalks, what is the most likely reason why you do not?	Reason for not using
Think of the last time you did not use a crosswalk, what was the reason for not using the crosswalk? Too far, always use, difficult to get to, conditions made it hard to use	Reason for not using

These behavioral constructs will help the MHSO and its partners understand and focus both education and enforcement efforts. Including behavioral measures will enhance traffic safety strategic planning efforts in Maryland.

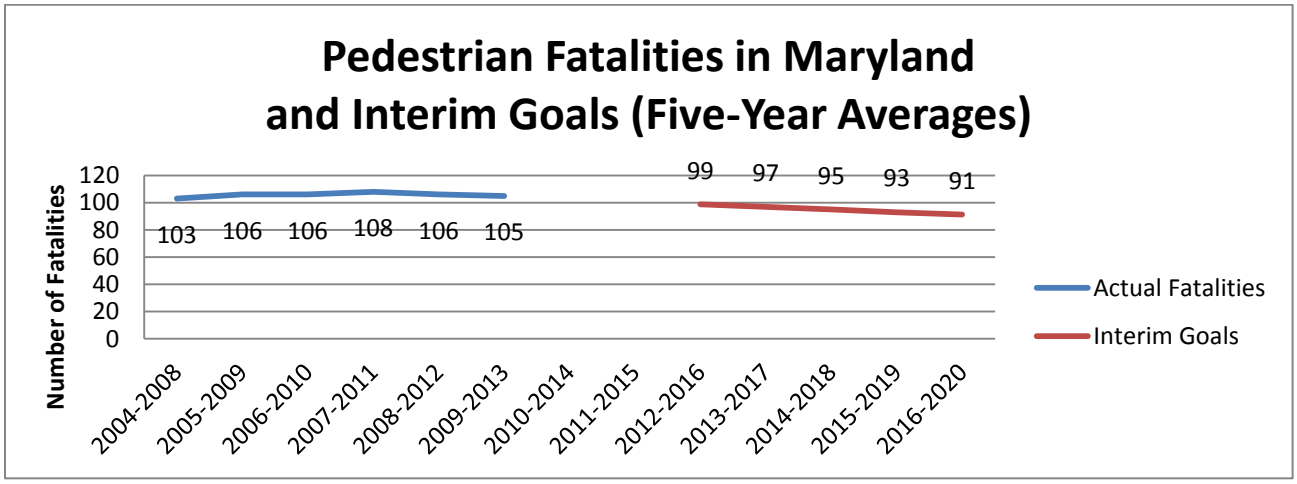
Outcome Measures

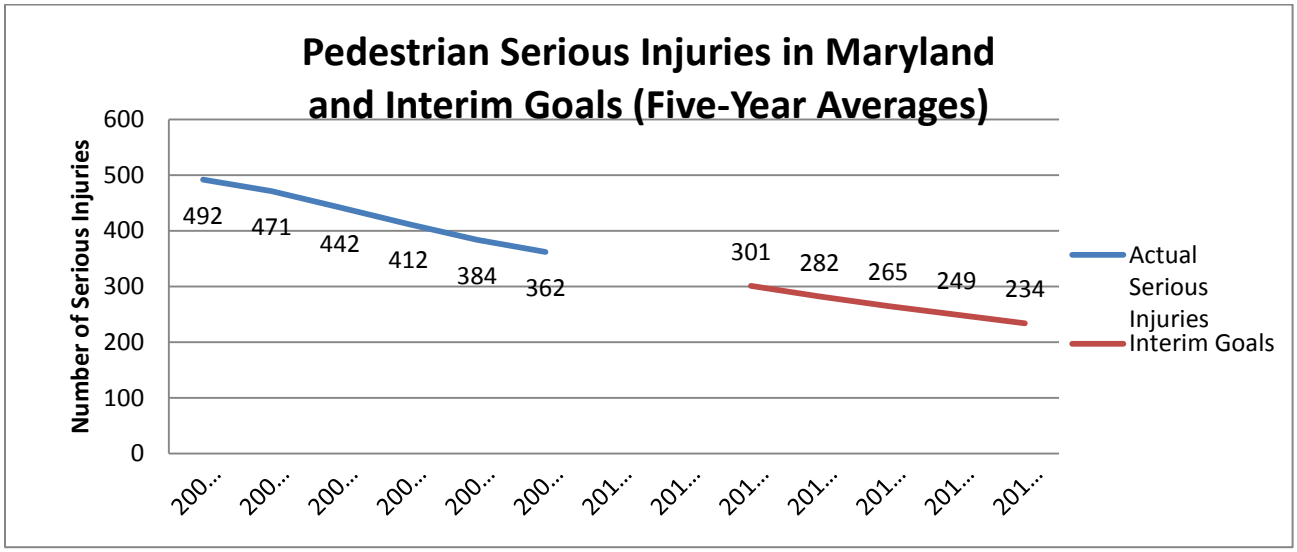
Pedestrians

Pedestrian Fatalities and Serious Injuries (Five-Year Average)						
Actual	**2004-2008**	**2005-2009**	**2006-2010**	**2007-2011**	**2008-2012**	**2009-2013**
Fatality Average	103	106	106	108	106	105
Serious Injury Average	492	471	442	412	384	362

Pedestrian Fatalities and Serious Injuries (Five-Year Average)					
Goal*	**2012-2016**	**2013-2017**	**2014-2018**	**2015-2019**	**2016-2020**
Fatality Average	99	97	95	93	91
Serious Injury Average	301	282	265	249	234

*Since pedestrians have shown an increase in the number of fatalities during recent years, applying an exponential trend line cannot be used to project future decreases. Instead, a two-percent reduction was applied to each year to establish the pedestrian fatality goals.





Pedestrian-Involved – Objectives and Measures

Fatality Objective – Pedestrian: Reduce the five-year average number of pedestrian fatalities on all roads in Maryland from 105 in 2009–2013 to 91 or fewer by December 31, 2020 (2016–2020 average).

Fatality Objective Progress: In 2013, there were 110 pedestrian fatalities in Maryland. This figure is higher than the 2012 figure (n=96), so Maryland *is not progressing toward the 2016–2020 goal*.

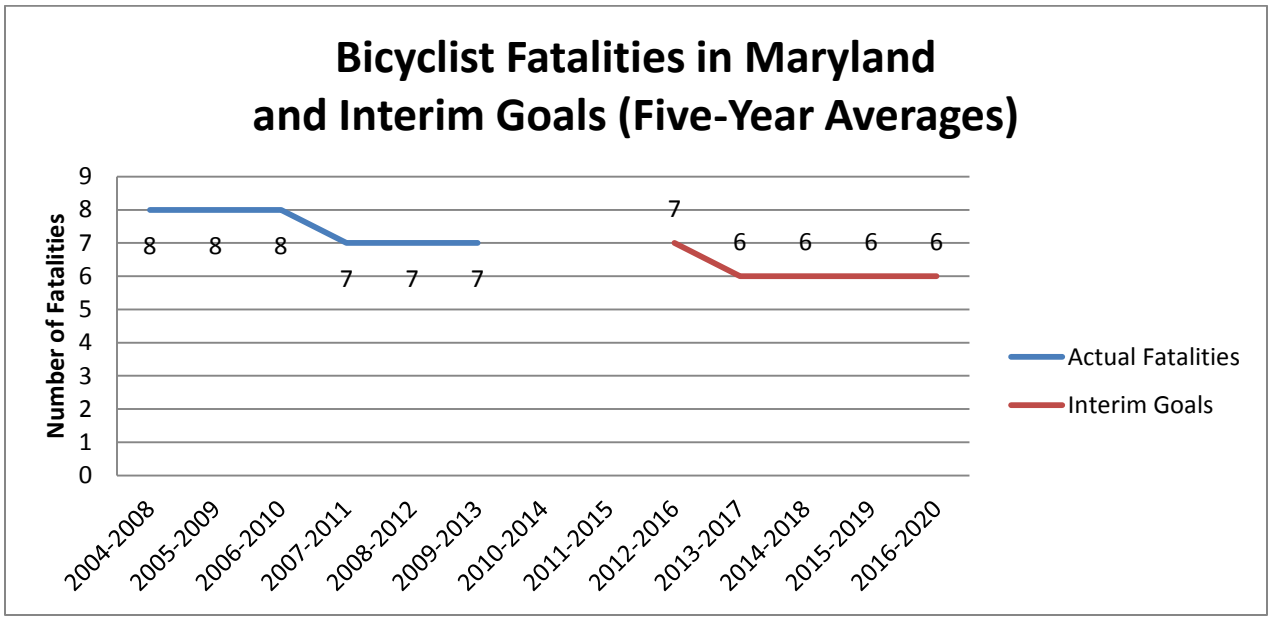
Serious Injury Objective – Pedestrian: Reduce the five-year average number of pedestrian serious injuries on all roads in Maryland from 362 in 2009–2013 to 234 or fewer by December 31, 2020 (2016–2020 average).

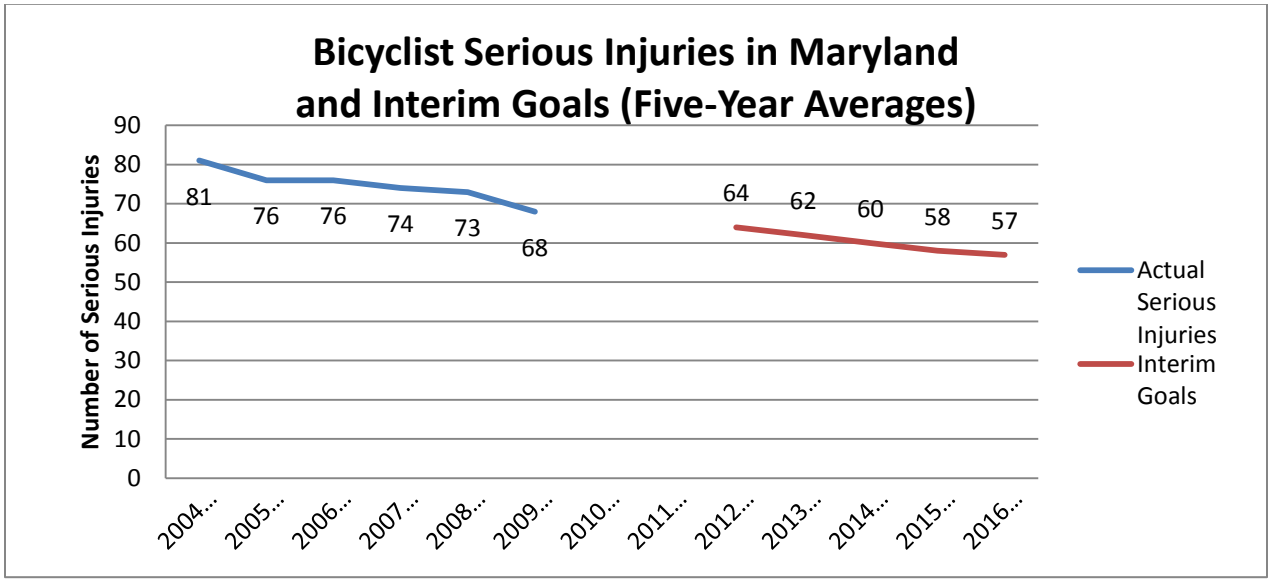
Serious Injury Objective Progress: In 2013, there were 344 pedestrian serious injuries in Maryland. This figure is higher than the 2012 figure (n=338), so Maryland *is not progressing toward the 2016–2020 goal*.

Bicycles

Bicycle Fatalities and Serious Injuries - Actual (Five-Year Average)						
Actual	**2004-2008**	**2005-2009**	**2006-2010**	**2007-2011**	**2008-2012**	**2009-2013**
Fatality Average	8	8	8	7	7	7
Serious Injury Average	81	76	76	74	73	68

Bicycle Fatalities and Serious Injuries (Five-Year Average)					
Goal	**2012-2016**	**2013-2017**	**2014-2018**	**2015-2019**	**2016-2020**
Fatality Average	7	6	6	6	6
Serious Injury Average	64	62	60	58	57





Bicycle-Involved – Measures and Objectives

Fatality Objective – Bicycle: Reduce the five-year average number of bicycle fatalities on all roads in Maryland from 7 in 2009–2013 to 6 or fewer by December 31, 2020 (2016–2020 average).

Fatality Objective Progress: In 2013, there were 7 bicycle fatalities in Maryland. This figure is higher than the 2012 figure (n=5), so Maryland *is not progressing toward the 2016–2020 goal*.

Serious Injury Objective – Bicycle: Reduce the five-year average number of bicycle serious injuries on all roads in Maryland from 68 in 2009–2013 to 57 or fewer by December 31, 2020 (2016–2020 average).

Serious Injury Objective Progress: In 2013, there were 52 bicycle serious injuries in Maryland. This figure is lower than the 2012 figure (n=68), and Maryland *has achieved the 2016–2020 goal*.

Maryland's Young and Older Driver Safety Program

Problem Identification

Young-Driver Involved

There are fewer novice drivers, ages 16–20, licensed in Maryland than any other age group and yet their fatality rate is higher than all other age groups. Teen-age drivers are at greater risk on roadways often simply due to a lack of experience behind the wheel. The unique challenges many of these drivers face must be considered in all planning and education efforts. Young drivers' relative inexperience may mean less anticipation, slower reaction times, poor judgment or risky behavior as compared to drivers 21 and older, and all these issues must factor into awareness, education and enforcement efforts.

For the five-year period from 2009 through 2013, the incidence of young driver-involved crashes has decreased significantly, by 30 percent in Maryland, but over 13,000 young-driver-involved crashes occur on Maryland roads each year.

From 2009 through 2013, young drivers were involved in an average of one in seven (14 percent) of all traffic crashes, 16 percent of injury crashes, and 13 percent of fatal crashes. Young driver involved crashes accounted for 18 percent of injuries and 13 percent of fatalities. Drivers age 16 to 20 represent only one in 12 (8 percent) of all drivers involved in crashes, which means the age group is over-represented in crashes that account for higher proportions of injuries and fatalities to people of all ages. Thus, young drivers are involved in a disproportionate number of fatal and injury crashes, and young driver safety has become a major focus for traffic safety professionals.

Frequency of Young-Driver Involved Crashes

Higher proportions of young driver-involved crashes occur during summer and fall months (May through October) when 53 percent of all such crashes occur, and 59.3 percent of fatal crashes, perhaps reflecting greater exposure on roadways during summer vacations from high school and college.

Crashes involving young drivers are most common during weekdays, but from Friday through Sunday, these drivers account for 44 percent of all crashes, and 52.6 percent of all fatal crashes. About three in four crashes involving young drivers overall involve drivers ages 18–20, including about 80 percent of fatal crashes in the 16–20 demographic.

The most serious crashes involving young drivers are most common from 7 p.m. to 3 a.m., when about 30 percent of total and injury crashes occur, but when 60 percent of all fatal crashes occur involving the age group. The fact that drivers aged 16 and 17 account for just 20 percent of the total and fatal crashes in the age group would indicate the relative effectiveness of nighttime driving restrictions imposed during the Graduated Driver Licensing process in Maryland, prohibiting young drivers from driving after midnight, when more than 20 percent of fatal crashes occur (midnight to 3 a.m.), a time period when less than 9 percent of all crashes occur.

Research indicates the importance of studying driving habits and patterns of young drivers to determine if these crash patterns of behavior and outcomes may be correlated.

Typical Profile of Crash-Involved Young Drivers

Crash data shows the most typical profile of a young Maryland driver involved in a crash as male, ages 18 to 20 (33 percent are age 20), and using a seat belt restraint. About 80 percent of all fatal crashes in this age group feature male drivers, with the majority occurring late at night.

Most crashes involving young Maryland drivers (71 percent) occur in the counties of Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington. Nearly 70 percent of fatal crashes in the age group occur in these 10 counties. Baltimore City accounts for about 10 percent of overall crashes involving young drivers, but only about 4.7 percent of all fatals in the age group.

General Crash Factors – Young Driver Involved		
Factor	*Variable*	*Percentage*
Age (drivers)	18–20	74.6% of involved; 75.1% of injured; 80.5% of killed
Sex (drivers)	Male	56% of involved; 49.2% of injured; 78.3% of killed
Month	May–October (total, injury, and fatal crashes)	Total – 53%; injury – 55%; fatal – 59.3%
Day of Week	Friday–Sunday (total, injury, and fatal crashes)	Total – 44.1%; injury – 44%; fatal – 52.6%
Time of Day	7 p.m.–3 a.m. (total, injury, and fatal crashes)	Total – 29.4%; injury – 28.9%; fatal – 60%
Road Type	State and County roads	Total – 66.7%; injury – 69%; fatal – 77.6%
Jurisdiction	Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington Counties (excluding Baltimore City)	Total – 71.1%; injury – 70.4%; fatal – 69.9%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2009–2013 averages.

Older-Driver Involved

As the statewide population ages, older drivers (ages 65+) will become more prevalent on roadways and can present unique challenges that must be considered in safety planning and education. Older drivers may have slower reaction times and shorter sight distances compared to younger drivers, which must factor into awareness, education and enforcement efforts.

For the five-year period from 2009 through 2013, the incidence of older driver-involved crashes increased by 9 percent. Over 10,000 crashes involving older drivers occur on Maryland roads each year.

From 2009 through 2013, older drivers were involved in an average of more than one in 10 (11 percent) of all traffic crashes, 14 percent of injury crashes, and 16 percent of fatal crashes. Older drivers were involved in crashes that accounted for nearly one in seven injuries (15 percent) and 16 percent of fatalities.

Drivers 65 and older represent 6.5 percent of all drivers involved in crashes, and are over-represented in crashes that account for significantly higher proportions of injuries and fatalities to people of all ages. Thus, older driver safety has become a focus for traffic safety professionals, but between the younger and older groups, crash data clearly indicates a higher risk factor with young drivers involved in crashes, along with higher severity on average among young drivers involved in crashes.

Frequency of Crashes Involving Older Drivers

Older driver involved crashes occur consistently through the year, with slightly higher proportions during late fall and early winter (October through December), possibly due to inclement weather and earlier onset of darkness. More than half of all fatal crashes in this age group (53 percent) occur in the last six months of the year.

About one-third of crashes, including fatal crashes involving older drivers, occur on Thursday and Friday. Crashes involving older drivers are most common from 11 a.m. to 6 p.m., when nearly two-thirds of all crashes in the age group occur, along with 62.8 percent of fatal crashes.

Typical Profile of Crash-Involved Older Drivers

Crash data outlines the typical profile of an older Maryland driver involved in a crash as male, age 65 to 79 (20 percent are over age 79), and using a seat belt restraint.

The vast majority of crashes (83 percent) involving older drivers occur in the same 10 counties outlined for young driver-involved crashes, including about 73 percent of fatal crashes.

General Crash Factors – Older Driver (65-plus) Involved		
Factor	*Variable*	*Percentage*
Age (drivers)	65–79	79.9% of involved; 78.5% of injured; 65.9% of killed
Sex (drivers)	Male	58.7% of involved; 50% of injured; 66.8% of killed
Month	October–December (total, injury, and fatal crashes)	Total – 28%; injury – 27%; fatal – 25.8%
Day of Week	Thursday–Friday (total, injury, and fatal crashes)	Total – 33%; injury – 32.2%; fatal – 34.7%
Time of Day	11 a.m.– 6 p.m. (total, injury, and fatal crashes)	Total – 63.8%; injury – 65.2%; fatal – 62.8%
Road Type	State and County roads	Total – 69.5%; injury – 63%; fatal – 68.5%
Jurisdiction	Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington Counties (excluding Baltimore City)	Total – 83%; injury – 85.3%; fatal – 73%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2009–2013 averages.

Solution

The MHSO and its partners address the issue of young driver safety through parent involvement programs and driver instructional efforts. The MHSO utilizes a program called *Every 15 Minutes* which educates parents and students on the effects of driving while impaired by alcohol and conducts various types of outreach through high school, college and community presentations. Young drivers (ages 16–20) are a core component within MHSO traffic safety initiatives and much of the collateral material and publicity surrounding the state's traffic safety marketing efforts are directed at young drivers via social media and other outlets.

The needs of older drivers (age 65 or older) vary greatly, and Maryland is attentive to evaluating the driving ability of older drivers and helping them cope with adversity. Older-driver safety initiatives are carried out at the local level with significant input from the network of RTSP Managers. The MHSO also works closely with the MVA's Driver Safety Division on older-driver education issues for statewide programming.

Action Plan

The Younger and Older Driver Safety projects funded for FFY2016 are representative of research-based countermeasures and address younger and older driver safety issues using a multifaceted approach.

Program Area: Older/Younger **Project Agency:** Allegany College of Maryland **Project Number:** GN16-057 **Project Funds/Type:** $3,700/402 $2,000/164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training and media campaigns. Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving. Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.	**Project Description:** This project supports a wide variety of highway safety educational outreach programs to local high schools by college students using proven strategies. The project supports outreach to the mature community as well by implementing the Car Fit Program.

Program Area: Older/Younger **Project Agency:** Carroll County Bureau of Aging & Disabilities **Project Number:** GN16-063 **Project Funds/Type:** $1,000/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training and media program to reduce distracted driving.	**Project Description:** This project supports the American Association of Retired Persons (AARP) Drive Smart Safety Program for mature drivers in the community.

Program Area: Older/Younger **Project Agency:** Washington County Health Department **Project Number:** GN16-076 **Project Funds/Type:** $4,000/402 $1,500 164 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving. Implement adult and child occupant protection public awareness and education, training, and media campaigns. Conduct outreach initiatives including, but not limited to, education, training and media programs to reduce impaired driving.	**Project Description:** This project supports educational outreach to the high school population regarding distracted driving, impaired driving and occupant protection. This project also supports the implementation of the Car Fit Program to the mature population.

Program Area: Older/Younger **Project Agency:** Calvert County Office of Aging **Project Number:** GN16-096 **Project Funds/Type:** $1,200/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Conduct outreach initiatives including, but not limited to, education, training and media program to reduce distracted driving.	**Project Description:** This project supports the American Association of Retired Persons (AARP) Drive Smart Safety Program for mature drivers in the community.

Program Area: Older/Younger **Project Agency:** Maryland Highway Safety Office **Project Number:** GN16-120 **Project Funds/Fund Type:** $20,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Implement adult and child occupant protection public awareness and education, training and media campaigns. Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving.	**Project Description:** This project supports the Motor Vehicle Administration's Older Driver Coalition's efforts to outreach to the mature driving population and their caregivers.

Evaluation

The MHSO evaluates traffic safety programs through process, impact and outcome measures. Outcome measures include crash data (fatality and serious injury). Impact measures include driver surveys that are conducted year-round and measure the knowledge, attitudes and behaviors of Maryland drivers. Projects funded through the MHSO are required to have an effective evaluation component. Depending on the level of grant funds obligated and the scope of the project, impact or process measures are reported and evaluated throughout the grant cycle.

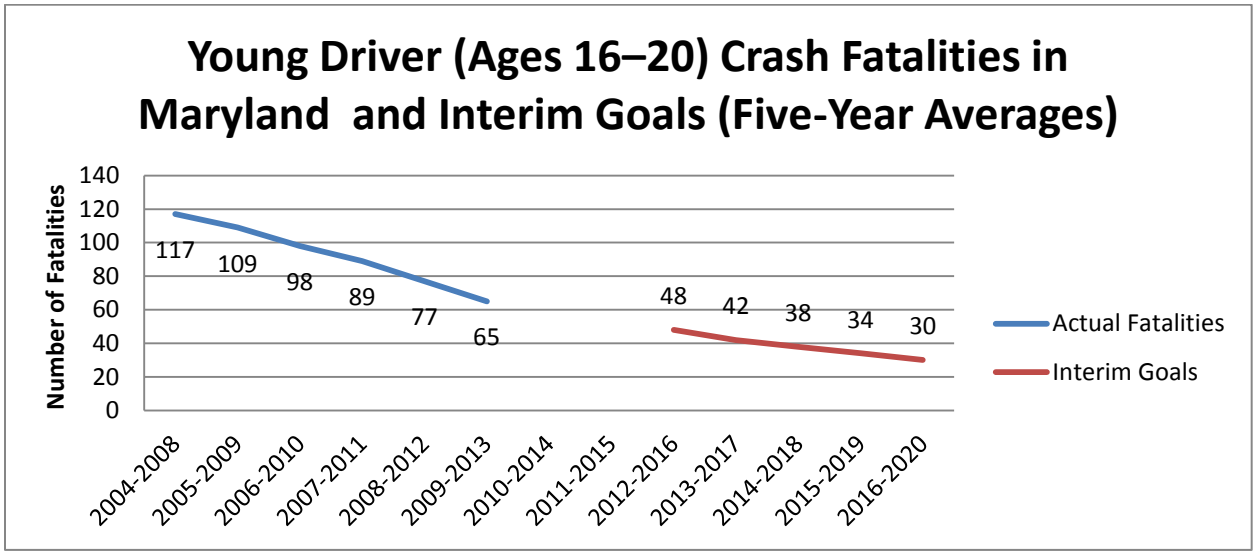
Law enforcement, engineering, and media/communications partners are provided with additional analysis that support a more targeted approach within jurisdictions over-represented in this program area. Each year, data and analyses are provided in standard and by-request (ad hoc) formats that support localized targeting of traffic safety initiatives.

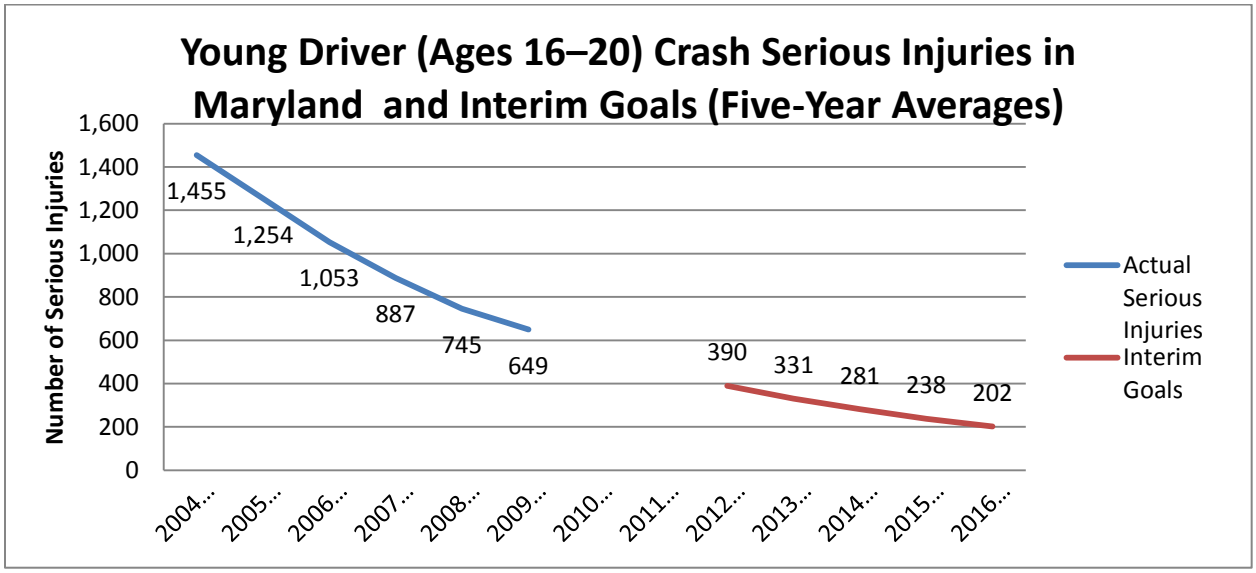
Outcome Measures

Young Drivers

Young Driver-Related Fatalities and Serious Injuries - Actual(Five-Year Average)						
Actual	**2004-2008**	**2005-2009**	**2006-2010**	**2007-2011**	**2008-2012**	**2009-2013**
Fatality Average	117	109	98	89	77	65
Serious Injury Average	1,455	1,254	1,053	887	745	649

Young Driver-Related Fatalities and Serious Injuries (Five-Year Average)					
Goal	**2012-2016**	**2013-2017**	**2014-2018**	**2015-2019**	**2016-2020**
Fatality Average	48	42	38	34	30
Serious Injury Average	390	331	281	238	202





Young-Driver Involved – Objectives and Measures

Fatality Objective – Young Drivers: Reduce the five-year average number of young driver-related fatalities on all roads in Maryland from 65 in 2009–2013 to 30 or fewer by December 31, 2020 (2016–2020 average).

Fatality Objective Progress: In 2013, there were 43 young driver-related fatalities in Maryland. This figure is lower than the 2012 figure (n=63), so Maryland *is progressing toward the 2016–2020 goal*.

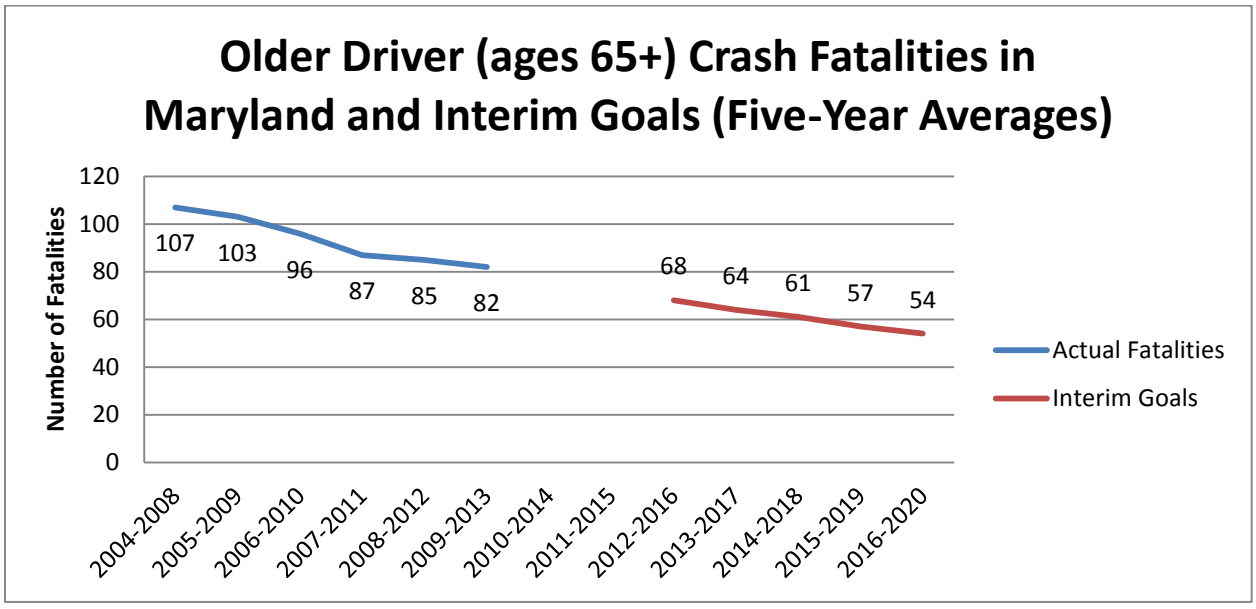
Serious Injury Objective – Young Drivers: Reduce the five-year average number of young driver-related serious injuries on all roads in Maryland from 649 in 2009–2013 to 202 or fewer by December 31, 2020 (2016–2020 average).

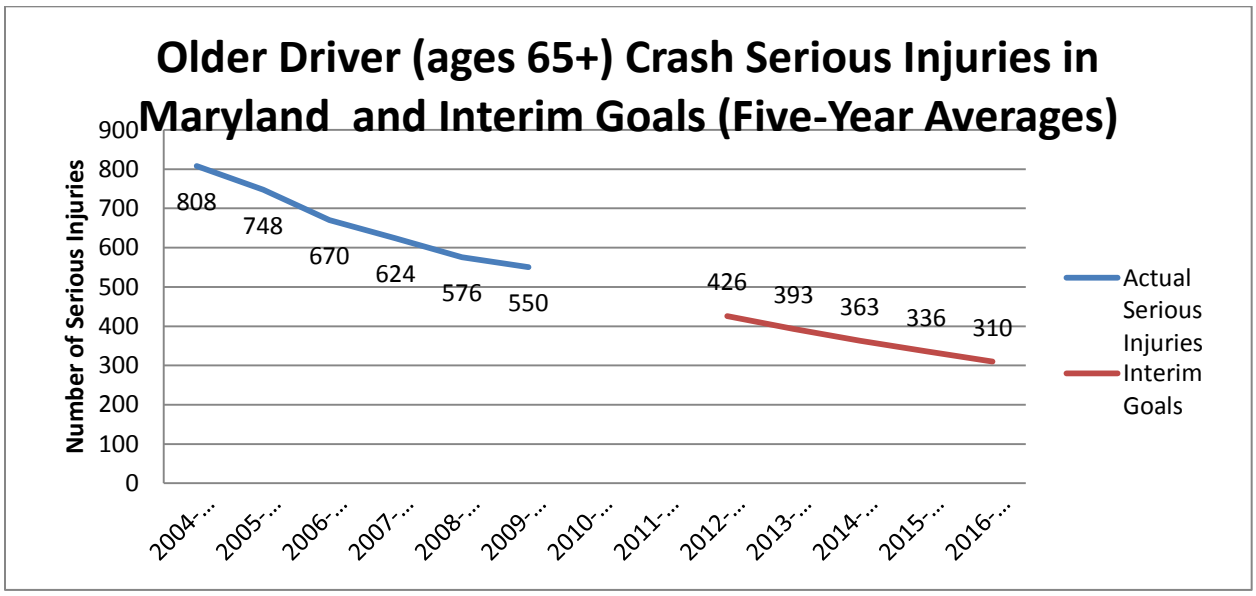
Serious Injury Objective Progress: In 2013, there were 446 young driver-related serious injuries in Maryland. This figure is lower than the 2012 figure (n=508), so Maryland *is progressing toward the 2016–2020 goal*.

Older Drivers

Older Driver-Related Fatalities and Serious Injuries – Actual (Five-Year Average)						
Actual	**2004-2008**	**2005-2009**	**2006-2010**	**2007-2011**	**2008-2012**	**2009-2013**
Fatality Average	107	103	96	87	85	82
Serious Injury Average	808	748	670	624	576	550

Older Driver-Related Fatalities and Serious Injuries (Five-Year Average)					
Goal	**2012-2016**	**2013-2017**	**2014-2018**	**2015-2019**	**2016-2020**
Fatality Average	68	64	61	57	54
Serious Injury Average	426	393	363	336	310





Older-Driver Involved – Measures and Objectives

Fatality Objective – Older Drivers: Reduce the five-year average number of older driver-related fatalities on all roads in Maryland from 82 in 2009–2013 to 54 or fewer by December 31, 2020 (2016–2020 average).

Fatality Objective Progress: In 2013, there were 70 older driver-related fatalities in Maryland. This figure is lower than the 2012 figure (n=81), so Maryland *is progressing toward the 2016–2020 goal*.

Serious Injury Objective – Older Drivers: Reduce the five-year average number of older driver-related serious injuries on all roads in Maryland from 550 in 2009–2013 to 310 or fewer by December 31, 2020 (2016–2020 average).

Serious Injury Objective Progress: In 2013, there were 492 older driver-related serious injuries in Maryland. This figure is lower than the 2012 figure (n=518), so Maryland *is progressing toward the 2016–2020 goal*.

Maryland's Traffic Safety Information System Improvement Program

Problem Identification

The Maryland Traffic Records Strategic Plan (TRSP) is a five-year plan intended to parallel the current SHSP under implementation. With both plans reaching the end of their current five-year timeframes, including priorities and funding for FFY2016 projects, the TRCC requested a new Traffic Records Assessment through NHTSA, the state's first in four years. The Assessment was conducted over a period of three months, starting in August 2014. A final report was accepted by Maryland in early December 2014 and the TRCC quickly formed a Traffic Records Strategic Plan Steering Committee to oversee development of the next five-year plan for traffic records.

Maryland's last Traffic Records Assessment was done in 2010, along with the Federal Highway Administration's (FHWA) Crash Data Improvement Program (CDIP). Two years later, in 2012, TRCC members also participated in FHWA's Roadway Safety Data Partnership (RSDP). Recommendations from the Traffic Records Assessment, CDIP, and RSDP were used to develop the objectives in the current Maryland Traffic Records Strategic Plan (TRSP), 2011–2015.

Information and recommendations from the 2010 and 2014 assessments, along with concurrent findings from the federal data improvement program and the roadway safety data partnership, all are used to help provide guidance in developing the TRSP for 2016–2020. The new plan will build on results of the current five-year plan, along with the various recommendations, to determine the most positive and effective changes needed to support the traffic records system in Maryland and improved records tracking and usage. The TRCC and the MHSO regard the Traffic Records Assessment as the primary evidence-based and data-driven problem identification component of the Traffic Safety Information System Improvement (TSISI) Program.

Recommendations from the 2014 assessment include Maryland's need to improve:

- TRCC's strategic planning abilities;
- Procedures, process flows, and interfaces for the crash data system;
- Data quality control programs for the crash, vehicle, driver, roadway, and injury surveillance data systems;
- Procedures and process flows for the roadway data system;
- Interfaces with the citation and adjudication systems; and
- Interfaces with the injury surveillance systems.

In addition to the assessment recommendations, the TRCC convened the TRSP Steering Committee to identify additional objectives and to guide the TRCC Technical and Executive Councils in defining priorities for the next five-year strategic plan. The outlined plan will determine the direction of Maryland's traffic records community's collective efforts through 2020— what it intends to do, how to do it, and what measures will be used to determine levels of progress.

In developing the TRSP, several proven methods are utilized. Steering committee members are strategically identified to assure that representatives from all aspects of the data system are represented and to make sure the revised plan continues to meet the overarching purposes and goals of Maryland's Traffic Safety Information System and its components. The steering committee was convened to:

- Provide a forum for the exchange of information regarding safety data among the traffic safety community;
- Oversee the development and update of a strategic plan that serves public- and private-sector needs for traffic safety information;
- Learn about and incorporate technologies and other advancements necessary to improve the traffic safety information system; and
- Promote, support, and assist in the coordination and implementation of needed or desired system improvements.

Improvements to the MHSO Traffic Safety Information System are guided mainly by the objectives of the TRSP, along with strategies and action steps in the SHSP, and MHSO Program Area planning and evaluation needs described in the HSP.

Objectives in the TRSP are based on the 2010 and 2014 assessments, along with the Crash Data Improvement Program findings, and other needs determined by members of the TRCC, including the various partners in the process. The prioritization and selection process for projects requesting funds includes an evaluation of each project's ability to meet the priority objectives in the TRSP, taking into account the strategies in the SHSP and the five-year needs of the SHSP emphasis areas. Priority objectives are reviewed and determined annually by the TRCC Executive Council.

In addition, traffic safety partners worked together on a gap analysis of the Maryland TRCC in 2013 to identify strategic program improvements to improve the governing traffic records council. The gap analysis was conducted by experts on traffic records systems and community engagement from the University of Maryland, National Study Center for Trauma and EMS worked closely with the MHSO Traffic Records Program Manager.

An updated Charter was initiated for the group in early 2014, and subsequently a new TRCC Council structure was implemented with the inclusion of working subcommittees. Implementation of the provisions of the charter will continue in FFY2016 with the goal of strengthening the subcommittees launched by the new charter and reviving the TRCC Executive Council after many high level changes occurred under the new Maryland Governor. Maryland also conducted its first annual Maryland Traffic Records Forum in May 2014, and is planning for a second forum in June 2015.

Solution

The accurate collection and timely dissemination of traffic records information are crucial to ensuring positive results from projects and strategies within the five-year plan. Data elements form the informational backbone for all of the MHSO's programs and the SHSP itself. All activities, from enforcement to education, rely on good data, and the MHSO's

focus is to provide effective data support and analysis for programs that can help the state meet traffic safety goals in reducing the numbers of serious crashes and resulting injuries and fatalities.

Maryland's Traffic Records Executive Council's leadership goal is to develop a comprehensive statewide traffic records system that provides traffic safety professionals with reliable, accurate and timely data to inform decisions and actions that can implement proven countermeasures and manage and evaluate safety activities to resolve traffic safety problems. The traffic records system encompasses the hardware, software, personnel and procedures that capture, store, transmit, analyze and interpret traffic safety data. This system is used to manage basic crash data from all law enforcement agencies, along with information on driver licensing and history, vehicle registration and titling, commercial motor vehicles, roadways, injury control efforts, citation and adjudication activities, and the EMS/trauma registry.

Maryland's Traffic Records Executive Council provides policy leadership to the Traffic Records Coordinating Committee and its efforts to continually review and assess the status of Maryland's traffic safety information system and its components. The TRCC oversees the development and periodic update of the Traffic Records Strategic Plan to better serve public- and private-sector needs for traffic safety information, to identify technologies and other advancements necessary to improve the system, and to support the coordination and implementation of desired system improvements.

The MHSO participates on all levels of the Traffic Records Coordinating Committee through its own staff and through a grant-funded project at the National Study Center called the Maryland Center for Traffic Safety Analysis (MCTSA), a more comprehensive expert staff-based approach to provide services based on the CODES and other traffic records data and to meet the wide and varied needs of the MHSO and its partners.

The MHSO is a member of the Crash Data Tri-Agency Council—consisting of the Maryland State Police, State Highway Administration, and Motor Vehicle Administration—which oversees policies and projects related to the crash data system. MHSO is also a member of the Automated Crash Reporting System (ACRS) Task Force, working with technical and policy experts named by the Tri-Agency Council to oversee continuing improvements of Maryland's newest electronic data system. The Tri-Agency Council and the ACRS Task Force act as subcommittees of the TRCC and share goals to meet the priority objectives set forth in the Traffic Records Strategic Plan.

MHSO staff members work with subject matter experts from the MCTSA project to help manage the Traffic Records Strategic Plan, and the MHSO continues to the CODES program. These are some of the ways in which the MHSO relies on its many partner agencies to make data accessible for highway safety planning, as it employs various systems and programs, with the help of state agencies and grantees, to collect, maintain and analyze internal data information.

The direction of the TRCC and the Traffic Records Program is driven by its mission to provide data and analytical support to traffic safety professionals at the local, state, regional, and national levels. Projects to be considered for funding by the Traffic Safety Information System Improvement Program must adhere to goals and objectives within the TRSP and provide support for the data needs of the traffic records community.

Action Plan

The Traffic Safety Information System Improvements projects funded for FFY2016 are listed below:

Program Area: Traffic Safety Information System Improvements **Project Agency:** Maryland State Police Information Technology Division **Project Number:** GN16-005 **Project Funds/Type:** $246,400/405c **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Data is the foundation to Maryland's SHSP and forms the priorities and strategies for the SHSP. Data, as provided through Maryland's TSISI Program is what drives all components of the SHSP.	**Project Description:** This project supports Maryland's Automated Crash Reporting System (ACRS) through the hiring of a programmer to develop enhancements. The project also supports a one day statewide ACRS training conference.

Program Area: Traffic Safety Information System Improvements **Project Agency:** University of Maryland, Baltimore, CCODES **Project Number:** GN16-007 **Project Funds/Type:** $79,142/402 **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Data is the foundation to Maryland's SHSP and forms the priorities and strategies for the SHSP. Data, as provided through Maryland's TSISI Program is what drives all components of the SHSP.	**Project Description:** This project supports data analysis for Maryland's Annual Driving Survey.

Program Area: Traffic Safety Information System Improvements **Project Agency:** University of Maryland, Baltimore, CCODES **Project Number:** GN16-008 **Project Funds/Type:** $290,637/405c **Countermeasures:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** Data is the foundation to Maryland's SHSP and forms the priorities and strategies for the SHSP. Data, as provided through Maryland's TSISI Program is what drives all components of the SHSP.	**Project Description:** This project supports data analysis to the MHSO and statewide partners and administrative support for MHSO's Traffic Records Program.

Program Area: Traffic Safety Information System Improvements	**Project Description:** This project supports GIS support to the MHSO and grantees for program planning and evaluation. The project also works to improve the completeness and accuracy of crash data and improve the accuracy of citation data.
Project Agency: Washington College	
Project Number: GN16-022	
Project Funds/Type: $143,499/405c	
Countermeasures: NHTSA Countermeasures That Work (2013, 7th Edition)	
SHSP Strategy: Data is the foundation to Maryland's SHSP and forms the priorities and strategies for the SHSP. Data, as provided through Maryland's TSISI Program is what drives all components of the SHSP.	

Evaluation

Goals are prioritized for appropriate components of the traffic records information system, with objectives developed based on the periodic assessments, ongoing TRCC evaluation and input, and other state agency-identified needs. The TRCC sets performance measures for priority objectives identified in the TRSP, which are reviewed regularly throughout each year. Systems are evaluated for quantitative progress, such as improved timeliness and completeness, with reports submitted to NHTSA at least annually. Additionally, MHSO grants are evaluated during and after implementation through grantee reporting using proven process evaluation measures.

Performance Measures

1. Crash Timeliness Measure
   With the initial implementation of ACRS in 2013, partial implementation in 2014, and full implementation in 2015, all law enforcement agencies in the state have transitioned from paper to electronic transfer of crash data, which is helping Maryland steadily increase the timeliness of crash data (mainly by decreasing the number of days to make the data available after the initial incident). This measure is related to the Delta Plus Enhancement project and Objective CRA19 (see page 14 of the TRSP).

% of records in the state database within 30 days of incident	
April 2013 – 2014 = 13.05%	**April 2014 – 2015 = 67.45%**
eMAARS = 177/94,078	eMAARS = 8,998/45,390
ACRS = 13,939/14,075	ACRS = 67,397/67,866
	*Increase of **54.4 percentage points***

2. Crash Completeness Measure
   With the initial implementation of ACRS in 2013 leading to full implementation in 2015, all law enforcement agencies have transitioned from paper to electronic transfer of crash data, which means Maryland is steadily increasing the completeness of crash data, particularly with improvements in longitude and latitude coordinates as they relate to the state's master file on roadways. This measure is related to the Delta Plus Enhancement project and Objective CRA14 (see page 13 of the TRSP).

% of records in the state database with GPS coordinates	
April 2013 – 2014 = 84.11%	**April 2014 – 2015 = 86.64%**
eMAARS = 77,841/94,071	eMAARS = 32,601/45,390
ACRS = 13,111/14,065	ACRS = 65,527/67,866
	*Increase of **2.53 percentage points***

3. Crash Completeness Measure
   With the initial implementation of ACRS in 2013 leading to full implementation in 2015, all law enforcement agencies have transitioned from paper to electronic transfer of crash data, which means Maryland is steadily increasing the completeness of critical data fields in the state crash file such as pedestrian date-of-birth information. This measure is related to the Delta Plus Enhancement project and Objective CRA15 (see page 14 of the TRSP).

% of pedestrian records in the state database with date of birth	
April 2013 – 2014 = 79.09%	**April 2014 – 2015 = 89.32%**
eMAARS = 3,290/4,219	eMAARS = 1,810/2,341
ACRS = 269/281	ACRS = 2,631/2,631
	*Increase of **10.23 percentage points***

2010 Assessment Recommendations

Below are charts representing the status of recommendations from the 2010 Assessment, showing all recommendations (43 in total), in addition to the major recommendations (19) from the Assessment Executive Summary.

	2010 Recommendations (All)	Total	%
A	Not Addressed - Never Reviewed / Considered	1	2.33%
B	Not Addressed - Disagree with Recommendation	0	0.00%
C	Not Addressed - Insufficient Funding / Resources	0	0.00%
D	Not Addressed - Time Constraints / Competing Commitments	0	0.00%
E	Not Addressed - Concerns about Feasibility and / or Implementation	0	0.00%
F	Not Addressed - Other	0	0.00%
G	No Progress	3	6.98%
H	Addressed - Pending Action	7	16.28%
I	Addressed - Some Progress	11	25.58%
J	Addressed - Significant progress	5	11.63%
K	Addressed - Completed	16	37.21%
Total		43	100.00%

	2010 Recommendations (Major)	Total	%
A	Not Addressed - Never Reviewed / Considered	0	0.00%
B	Not Addressed - Disagree with Recommendation	0	0.00%
C	Not Addressed - Insufficient Funding / Resources	0	0.00%
D	Not Addressed - Time Constraints / Competing Commitments	0	0.00%
E	Not Addressed - Concerns about Feasibility and / or Implementation	0	0.00%
F	Not Addressed - Other	0	0.00%
G	No Progress	1	5.26%
H	Addressed - Pending Action	2	10.53%
I	Addressed - Some Progress	4	21.05%
J	Addressed - Significant progress	4	21.05%
K	Addressed - Completed	8	42.11%
Total		19	100.00%

All required documents for the 405 c submission can be found at the following link: www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA)

Maryland's Police Traffic Services Program

Problem Identification

In order to develop successful and effective solutions that address traffic issues on the roadways themselves, law enforcement agencies need staff personnel that are highly motivated, educated, and trained to enforce traffic safety laws. They must be adept at identifying, analyzing and solving problems that help preserve local resources or tend to benefit public or private agencies in their solution.

The Maryland Traffic Safety Specialist (TSS) Program provides perhaps the only major recognition and feedback program for law enforcement officers who have received advanced levels of training and developed high levels of proficiency and expertise in areas of traffic safety.

The TSS is the only program in the state that specifically tracks and recognizes the advanced training and proficiency of law enforcement officers in the area of traffic safety. There is a continuing need for such recognition and its positive motivational effect on law enforcement officers along with opportunities it provides to enhance professional development specifically in the area of traffic safety.

Traffic safety in Maryland remains a primary public safety issue given the demands that confront law enforcement agencies, but, too often, traffic safety programs are not given a high priority by all public safety executives. Many local jurisdictions experience traffic safety problems that would benefit from local analysis and data-driven solutions.

By creating and implementing its Leading Traffic Enforcement Program (LTEP), the MHSO helps to systematically address many traffic safety and other public safety issues through a recognized training curriculum that makes traffic management a priority.

New techniques and tools are emerging every day and law enforcement needs state support for a more effective way to embrace these resources. The economies of scale make this kind of training invaluable to Maryland law enforcement professionals.

Partner organizations such as the Maryland Sheriffs Association and the Maryland Chiefs of Police Association recognize the intensive training needs for law enforcement members that are not adequately met by State and local governments. Traffic safety is often neglected or diminished in importance, compared to what may seem more pressing law enforcement training issues experienced by individual agencies.

Results from Drivers Survey

The need for additional resources, training and ongoing support are highlighted by recent results of the Maryland Annual Driving Survey of motorist attitudes and behavior.

For instance, more than one in three drivers (37.2 percent) indicate they "*strongly agree*" or "*somewhat agree*" with the statement: *"I like to drive more than 10 MPH over the posted speed limit."* Similarly, 30 percent of drivers think they are not likely to be stopped for

driving more than 10 MPH, indicating a large number of drivers both feel compelled to speed and feel there will be little or no consequences to doing so. Since more than a quarter of fatalities in Maryland are speed-related, the consequences of no law enforcement intervention are apparent.

On distracted driving, more than 40 percent of survey respondents indicated their friends and family members are not necessarily opposed to talking on a hand-held cell phone while driving, despite the fact that this activity has been illegal in Maryland since 2013. Indeed, two in six respondents indicated they are likely to talk on a hand-held cell phone the next time they drive.

In terms of impaired driving, more than one-third of survey respondents believe they are not likely to be stopped by police if they drive within two hours of drinking alcohol. But about 70 percent of respondents strongly agreed that the punishment would be severe if they were stopped after drinking and driving.

Regarding seat belt usage, 30 percent believe they will not be ticketed if they do not wear a seat belt, despite the Maryland law requiring seat belt usage.

As pedestrians, nearly half responded that they would not be likely to be stopped for a crosswalk violation. As drivers, more than 60 percent indicated they would not be likely to be stopped for a crosswalk violation while driving a motor vehicle.

Taken together, the relatively high numbers of Maryland drivers who believe arrest is not likely for serious and dangerous traffic-related safety violations, or who might discount the inherent dangers involved, would indicate a clear and present need for additional awareness, outreach, education, and enforcement efforts in order to further reduce fatalities and serious injuries due to crashes in Maryland.

These indicators together call for additional measures by the State and local jurisdictions to ensure greater roadway safety through adherence to state laws.

Solution

Throughout FFY 2016, the MHSO will support law enforcement training through grants and will partner with the MCPA and the MSA on training. The MHSO coordinates a TSS certification for law enforcement officers and the program will continue to be expanded throughout the coming year. In addition, the MHSO will fund LTEP to improve and encourage strategic traffic safety thinking among law enforcement. The MSP and MDTA Police and a host of local law enforcement agencies will receive funds for overtime enforcement to address the most pressing traffic safety challenges, using a data-driven approach.

Action Plan

The Police Traffic Services projects funded for FFY2016 are listed below:

Program Area: Police Traffic Services **Project Agency:** Maryland Police and Correctional Training Commission **Project Number:** GN16-032 **Project Funds/Type:** $40,848/402 **Countermeasures:** Uniform Guidelines **SHSP Strategy:** Traffic safety training satisfies numerous strategies within the SHSP by enhancing the abilities of law enforcement officers to ensure accurate data collection, enforce laws, plan operations and investigative techniques.	**Project Description:** This project supports Maryland's Traffic Safety Specialist Program, the only program in the state that tracks and recognizes advanced training and proficiency of law enforcement officers in the area of traffic safety.

Program Area: Police Traffic Services **Project Agency:** Maryland Chiefs of Police Association **Project Number:** GN16-078 **Project Funds/Type:** $41,950/402 $34,500/164 **Countermeasures:** Uniform Guidelines **SHSP Strategy:** Traffic safety training satisfies numerous strategies within the SHSP by enhancing the abilities of law enforcement officers to ensure accurate data collection, enforce laws, plan operations and investigative techniques.	**Project Description:** This project supports law enforcement executive training throughout the state, as well as, the Maryland DUI Institute.

Program Area: Police Traffic Services **Project Agency:** Maryland Municipal League Police Executive **Project Number:** GN16-084 **Project Funds/Type:** $3,000/402 **Countermeasures:** Uniform Guidelines **SHSP Strategy:** Traffic safety training satisfies numerous strategies within the SHSP by enhancing the abilities of law enforcement officers to ensure accurate data collection, enforce laws, plan operations and investigative techniques.	**Project Description:** This project supports law enforcement executive training throughout the state.

Program Area: Police Traffic Services **Project Agency:** Maryland Sheriff's Association **Project Number:** GN16-094 **Project Funds/Type:** $5,450/402 $10,000/405c $11,500/164 **Countermeasures:** Uniform Guidelines **SHSP Strategy:** Traffic safety training satisfies numerous strategies within the SHSP by enhancing the abilities of law enforcement officers to ensure accurate data collection, enforce laws, plan operations and investigative techniques.	**Project Description:** This project supports executive law enforcement training, TRCC scholarships and the DUI Institute throughout the state.

Program Area: Police Traffic Services	**Project Description:** This project supports training to Maryland's Crash Reconstructionist personnel throughout the state by the Maryland's Crash Reconstruction Committee.
Project Agency: Baltimore County Police Department-Crash Reconstruction Committee	
Project Number: GN16-107	
Project Funds/Type: $29,419/402	
Countermeasures: Uniform Guidelines	
SHSP Strategy: Traffic safety training satisfies numerous strategies within the SHSP by enhancing the abilities of law enforcement officers to ensure accurate data collection, enforce laws, plan operations and investigative techniques.	

Evaluation

Maryland's traffic safety law enforcement grants track progress on the number of officers trained, and ensure quality training. The evaluation of these grants is difficult as they rely mainly on an individual officer's ability to process and retain the information presented, as well as the ability to continue to implement training in everyday enforcement situations. The MHSO conducts careful evaluations of all training programs and uses this information to continually refine the effectiveness of related projects.

Program Support

Problem Identification

Many projects that do not fall neatly into program focus areas are undertaken simply for their innate ability to help accomplish the goals of Maryland's overall traffic safety program, either alone or in conjunction with specific programs.

For instance, the MHSO's overall Communications Program utilizes the problem identification statements from individual program areas, such as Impaired Driving Prevention and Occupant Protection, as guiding factors for creating and placing support messaging. The factors considered include audience demographics such as age, gender, ethnicity, and even the types of media availability within a target audience's reach. These factors are utilized to shape media messages that are most likely to accurately support specific traffic safety programs.

Maryland places significant emphasis on the use of paid and earned media to positively impact enforcement operations and educational programs coordinated throughout the state. Maryland has two large Designated Market Areas (DMA) in the Baltimore and Washington Metropolitan areas, and two smaller DMAs in the Hagerstown and Salisbury areas. 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 budgets available within individual programs.

In addition to paid media, the MHSO capitalizes on earned media messaging as a part of every campaign. The MHSO is committed to using media as a complement to high visibility enforcement campaigns occurring in Maryland, as media is enhanced by effective enforcement, and enforcement is enhanced by media effectiveness.

Solution

The MHSO funds projects that help achieve Maryland's traffic safety goals overall and within individual programs. Program support projects funded in FFY 2016 will include grants to support the staffing of the MHSO Program Managers, media and communications projects that augment HVE programs, local task force meeting expenses, technical support for the SHSP, the creation of the MHSO's new electronic grants management system, and funding for the MHSO's planning and administration costs.

Action Plan

The Program Support projects funded for FFY2016 are listed below:

Program Area: Program Support **Project Agency:** Washington Regional Alcohol Program **Project Number:** GN16-037 **Project Funds/Type:** $84,360/402 **Countermeasures:** This project serves to support a variety of meeting logistics in an effort to carry out the mission of the MHSO. **SHSP Strategy:** This project supports numerous educational and enforcement SHSP strategies.	**Project Description:** This project supports task force and training components of projects by providing meeting logistics and other program support as needed.

Program Area: Program Support **Project Agency:** University Baltimore **Project Number:** GN16-109 **Project Funds/Type:** $802,688/402 $106,094/405b $106,581/405c $103,018/405d **Countermeasures:** This project serves to fund various staff positions to remain in compliance with federal grant guidelines. **SHSP Strategy:** This project supports the entire SHSP by providing staff coordination, implementation and evaluation support.	**Project Description:** This project supports the Maryland Highway Safety Office's internal staffing positions.

Program Area: Program Support **Project Agency:** University of Baltimore **Project Number:** GN16-110 **Project Funds/Type:** $849,453/402 $219,162/State **Countermeasures:** This project serves to fund various staff positions to remain in compliance with federal grant guidelines. **SHSP Strategy:** This project supports the entire SHSP by providing staff coordination, implementation and evaluation support.	**Project Description:** This project supports the Maryland Highway Safety Office's field staffing positions.

Program Area: Program Support **Project Agency:** Maryland Highway Safety Office **Project Number:** GN16-115 **Project Funds/Fund Type:** $310,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** This project supports numerous strategies within the SHSP.	**Project Description:** This project supports the Maryland Highway Safety Office's projects within their Media and Communication's Unit such as a social media program, development of a law enforcement app, engagement and maintenance of a website and the creation of MHSO's annual report, along with a variety of other projects.

Program Area: Program Support **Project Agency:** Maryland Highway Safety Office **Project Number:** GN16-125 **Project Funds/Fund Type:** $213,000/402 **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** This project supports the many functions of the MHSO which coordinates the SHSP.	**Project Description:** This project supports the Maryland Highway Safety Office's Planning and Administration expenses.

Program Area: Program Support **Project Agency:** Maryland Highway Safety Office **Project Number:** GN16-125 **Project Funds/Fund Type:** $200,000/402 $200,000/405d **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** This project supports the MHSO projects that implement various SHSP strategies.	**Project Description:** This project supports the development of the Maryland Highway Safety Office's new grants management system.

Program Area: Program Support **Project Agency:** Maryland Highway Safety Office **Project Number:** GN16-126 **Project Funds/Fund Type:** $260,000/FHWA **Countermeasure:** NHTSA Countermeasures That Work (2013, 7th Edition) **SHSP Strategy:** This project supports the overall SHSP and each strategy listed within the document.	**Project Description:** This project supports the management and coordination of Maryland's SHSP, as well as, the implementation of an infrastructure project by the Maryland State Highway Administration.

Evaluation

Electronic media, outdoor advertising and other forms of communication involving various traffic safety messages are used in awareness and education campaigns.

Through the use of a dedicated media contractor, messaging is designed and created to concisely deliver traffic safety information and messages to the intended demographic audiences. In every instance of media purchases, the MHSO expects and receives a full evaluation of the results of these media purchases and outreach efforts.

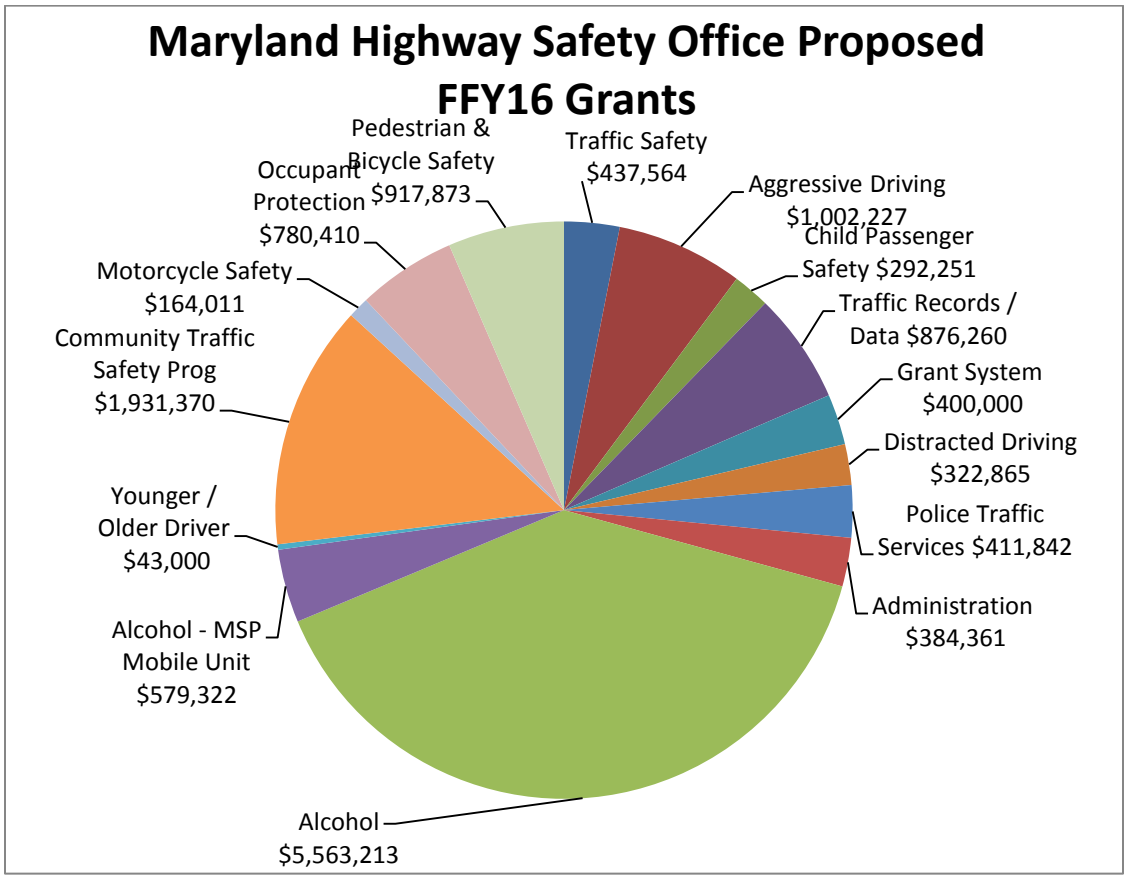
The types of evaluative components include:

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

Highway Safety Program Cost Summary

The Maryland Highway Safety Office allocated a total of $14,106,568 for the following highway safety program areas:

Traffic Safety	$437,564
Aggressive Driving	$1,002,227
Child Passenger Safety	$292,251
Traffic Records / Data	$876,260
Grant System	$400,000
Distracted Driving	$322,865
Police Traffic Services	$411,842
Administration	$384,361
Alcohol	$5,563,213
Alcohol - MSP Mobile Unit	$579,322
Younger / Older Driver	$43,000
Community Traffic Safety Prog	$1,931,370
Motorcycle Safety	$164,011
Occupant Protection	$780,410
Pedestrian & Bicycle Safety	$917,873
Total	**$14,106,568**



APPENDICES AND ATTACHMENTS

Appendix A: Sources and Crash Data Definitions

Unless otherwise noted, all crash data are derived from the Maryland State Highway Administration, based on reports submitted and processed by the Maryland State Police Central Records Division (MSP CRD) and through the Automated Crash Reporting System (ACRS).

For each crash definition labeled to include the word 'related,' the total number of persons in a crash with a driver exhibiting a particular behavior are included. For example, the number of older driver-related fatalities includes all those killed in a crash that involved a driver 65 or older. It is not a summary of drivers ages 65 or older killed in motor vehicle crashes.

Fatality: Defined as injury severity 05, based on the KABCO scale, as determined by law enforcement, and also must be a person who dies due to injuries sustained in motor vehicle crash (within 30 days of that incident) on Maryland traffic ways, as defined by the Maryland State Police with guidance from ANSI D16.1 Manual on Classification of Motor Vehicle Traffic Accidents.

Serious Injury: Defined as injury severity 04, based on the KABCO scale, as determined by law enforcement.

Aggressive Driving-Related Crash: A crash in which a driver has one of the following values in both the primary and secondary contributing circumstance fields of the Maryland crash report: failed to yield right of way; failed to obey stop sign; failed to obey traffic signal; failed to obey other traffic control; failed to keep right of center; failed to stop for school bus; wrong way on one way; exceed speed limit; too fast for conditions; followed too closely; improper lane change; or improper passing.

Distracted Driving-Related Crash: At least one driver in the crash was reported to be distracted, defined by having values of either 'failure to give full time and attention' or 'cell phone in use' in any of the four available contributing circumstance fields.

Impaired Driving-Related Crash: The Maryland definition of an impaired driving crash is: At least one driver in the crash is determined to be impaired by the investigating officer as indicated through the driver condition, blood alcohol content, substance use detected and contributing factor fields on the Maryland crash report. **Note:** This number includes drug impairment as well as alcohol impairment, and will not match alcohol-impaired fatality figures provided by NHTSA's Fatal Accident Reporting System (FARS), which measures only drivers with a recorded Blood-Alcohol Content (BAC) greater than 0.08. Objectives for both state- and federally defined impaired driving are included in the 2016 HSP to maintain continuity with previous Maryland SHSP and HSPs, and to maintain a link with other state plans that exclusively use state crash data as the source for problem identification and program evaluation.

Occupant Protection (Unrestrained): An unrestrained occupant crash is defined as an occupant of a passenger vehicle (automobile, station wagon, van, SUV, pickup truck) who is: less than 7 years of age recorded as not using a 'child/youth restraint'; 8 years of age or older recorded as not using a 'lap and shoulder belt' or 'air bag and belt'; or, for all others, where restraint use was recorded as using 'none, or 'air bag only.'

Pedestrian Crash: All persons involved in a crash with a person reported as a pedestrian on foot (using the 'pedestrian' person type and 'pedestrian on foot' pedestrian type).

Bicyclist Crash: All persons involved in a crash with a person reported as a bicyclist or pedalcyclist (using the 'pedestrian' person type and 'bicyclist' or 'other pedalcyclist' pedestrian type).

Speed-Related Crash: All persons in a crash where at least one driver in the crash was reported to be speeding, defined by having values of either 'exceeded speed limit' or 'too fast for conditions' in the first or second contributing circumstance fields.

Motorcycle Crash: All persons in a crash involving at least one motorcycle, defined as a 'motorcycle' body type. Operators and passengers on the motorcycle itself are included.

Older Driver-Related Crash: All persons in a crash where at least one driver in the crash was reported to be age 65 or older.

Young Driver-Related Crash: All persons in a crash where at least one driver in the crash was reported to be between the ages of 16 and 20.

Appendix B : NHTSA Core Performance Measures (Required)

In order to meet federal requirements as expressed in MAP-21, the required minimum set of core performance measures are included below. The source for all fatality baseline data is the most recently available data from NHTSA's FARS system. Please note that base year numbers and goals will NOT match the base year number and goals stated above due to differences in data definitions between the NHTSA FARS system and the State crash data system.

Additional sources include: serious injury crash data derived from the State Highway Administration, based on reports submitted and processed by the Maryland State Police Central Records Division (MSP CRD) and through the Automated Crash Reporting System (ACRS); seat belt use rate from the annual Maryland Observational Surveys of Safety Belt Use; and seat belt citations, DUI arrests, and speeding citations obtained through MHSO's grant management reporting system, SHARP.

Standardized Performance and Survey Measures
• Reduce the five-year average number of fatalities on all roads in Maryland from 501 in 2009–2013 to 366 or fewer by December 31, 2020 (2016–2020 average).
• Reduce the five-year average number of fatalities on rural roads in Maryland from 180 in 2009–2013 to 110 or fewer by December 31, 2020 (2016–2020 average).
• Reduce the five-year average number of fatalities on urban roads in Maryland from 317 in 2009–2013 to 257 or fewer by December 31, 2020 (2016–2020 average).
• Reduce the five-year average fatality rate per VMT on all roads in Maryland from N/A in 2009–2013 to 0.67 or lower by December 31, 2020 (2016–2020 average).
• Reduce the five-year average fatality rate per VMT on rural roads in Maryland from N/A in 2009–2013 to 0.79 or lower by December 31, 2020 (2016–2020 average).
• Reduce the five-year average fatality rate per VMT on urban roads in Maryland from N/A in 2009–2013 to 0.64 or lower by December 31, 2020 (2016–2020 average).
• Reduce the five-year average number of serious injuries on all roads in Maryland from 3,702 in 2009–2013 to 1,760 or fewer by December 31, 2020 (2016–2020 average).
• Reduce the five-year average number of unrestrained passenger vehicle occupant fatalities (all seat positions) on all roads in Maryland from 123 in 2009–2013 to 80 or fewer by December 31, 2020 (2016–2020 average).
• Reduce the five-year average number of alcohol-related fatalities (BAC 0.08+) on all roads in Maryland from 157 in 2009–2013 to 131 or fewer by December 31, 2020 (2016–2020 average).
• Reduce the five-year average number of speed-related fatalities on all roads in Maryland from 168 in 2009–2013 to 112 or fewer by December 31, 2020 (2016–2020 average).
• Reduce the five-year average number of motorcyclist fatalities on all roads in Maryland from 73 in 2009–2013 to 62 or fewer by December 31, 2020 (2016–2020 average).
• Reduce the five-year average number of unhelmeted motorcyclist fatalities on all roads in Maryland from 9 in 2009–2013 to 8 or fewer by December 31, 2020 (2016–2020 average).
• Reduce the five-year average number of drivers aged 20 or under involved in fatal crashes on all roads in Maryland from 62 in 2009–2013 to 32 or fewer by December 31, 2020 (2016–2020 average).

Standardized Performance and Survey Measures
• Reduce the five-year average number of pedestrian fatalities on all roads in Maryland from 105 in 2009–2013 to 90 or fewer by December 31, 2020 (2016–2020 average).
• Reduce the five-year average number of bicyclist and other cyclist fatalities on all roads in Maryland from 7 in 2009–2013 to 6 or fewer by December 31, 2020 (2016–2020 average).
• To increase statewide observed belt use rate of front seat outboard occupants in passenger vehicles and light trucks from the 2012 calendar base year of 91.1 percent to 95.1 percent by December 31, 2020.
• To report the number of seat belt citations issued during grant-funded enforcement activities.
• To report the number of impaired driving arrests made during grant-funded enforcement activities.
• To report the number of speeding citations issued during grant-funded enforcement activities.

Core Performance Measures and Results

MAP-21 requires states to provide updates to the core performance measures. Updates are included in the following tables using the most recent FARS data available:

Core Outcome Measures		Year						
		2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013[6]	2016-2020 goal
Traffic Fatalities	Total	623	604	580	547	526	501	366
	Rural	251	240	227	204	191	180	110
	Urban	371	363	351	341	332	317	257
Fatalities Per 100 Million Vehicle Miles Driven	Total	1.11	1.08	1.04	0.98	0.94	Not Avail.	0.67
	Rural	1.76	1.67	1.59	1.44	1.35	Not Avail.	0.79
	Urban	0.89	0.87	0.84	0.82	0.80	Not Avail.	0.64
Unrestrained passenger vehicle fatalities (all seat positions)		167	155	144	137	130	123	80
Alcohol-Impaired Driving Fatalities (BAC=.08+)		178	168	166	161	158	157	131
Speeding-Related Fatalities		222	210	199	180	177	168	112
Motorcyclist Fatalities		85	85	84	83	79	73	62
Unhelmeted Motorcyclist Fatalities		11	11	11	11	10	9	8
Drivers Aged 20 or under Involved in fatal crashes		103	100	90	81	73	62	32
Pedestrian Fatalities*		105	109	109	110	106	105	90

[6] NHTSA FARS ARF

Core Outcome Measures	Year						
	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013[6]	2016-2020 goal
Bicyclist and Other Cyclist Fatalities*	8	7	8	7	7	7	6

*Pedestrian and bicyclist fatalities have not exhibited a declining trend over the past 10 years. A 2% annual reduction from the most current 5-year average was applied to calculate the goal.

Core Outcome Measure (State Data)	Year						
	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2016-2020 goal
Serious Injuries	6,171	5,571	4,923	4,436	4,020	3,702	1,760

Core Behavior Measure (State Data)	Year							
Occupant Protection – Seat Belt Usage	2012	2013	2014	2015 (Goal)	2017 (Goal)	2018 (Goal)	2019 (Goal)	2020 (Goal)
Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey)	91.1	90.7	92.1	92.7	93.3	93.9	94.5	95.1

Activity Measures (State Data: Grant-funded Only)*	FFY2014
Number of seat belt citations issued during grant-funded enforcement activities	7,815
Number of impaired driving arrests made during grant-funded enforcement activities	2,096
Number of speeding citations issued during grant-funded enforcement activities	26,669

*Goals are not created for activity measures.

Appendix C : Project List and HS 217

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2016-G1-09-SW	Schaefer Center for Public Policy - Inte	$.00	$.00	$.00	$171,361.20	$171,361.20	$.00
	PA-2016-G1-25-SW	P & A	$.00	$.00	$.00	$213,000.00	$213,000.00	$.00
Planning and Administration Total			**$.00**	**$.00**	**$.00**	**$384,361.20**	**$384,361.20**	**$.00**
Alcohol								
	AL-2016-G0-15-LC	Carroll Co Health Dept	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	AL-2016-G0-20-LC	Every 15 Minutes/Sykesville Freedom	$.00	$.00	$.00	$4,200.00	$4,200.00	$4,200.00
	AL-2016-G0-31-LC	Broadneck High School	$.00	$.00	$.00	$5,400.00	$5,400.00	$5,400.00
Alcohol Total			**$.00**	**$.00**	**$.00**	**$13,600.00**	**$13,600.00**	**$13,600.00**
Occupant Protection								
	OP-2016-G0-15-LC	Carroll Co Health Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	OP-2016-G0-17-LC	Safe Kids Frederick Co	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	OP-2016-G0-46-LC	Worcester Co Health Dept	$.00	$.00	$.00	$750.00	$750.00	$750.00
	OP-2016-G0-57-LC	Allegany College of Maryland	$.00	$.00	$.00	$600.00	$600.00	$600.00
	OP-2016-G0-76-LC	Washington Co Health Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	OP-2016-G0-85-LC	Calvert Co Health Dept	$.00	$.00	$.00	$1,800.00	$1,800.00	$1,800.00
	OP-2016-L0-02-LC	Calvert Co Sheriff's Office	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	OP-2016-L0-05-LC	MSP, Statewide Enforcement & Training	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	OP-2016-L0-06-LC	Town of La Plata Police	$.00	$.00	$.00	$1,800.00	$1,800.00	$1,800.00
	OP-2016-L0-10-LC	DNR- Anne Arundel	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	OP-2016-L0-11-LC	Howard Co Dept of Police	$.00	$.00	$.00	$10,200.00	$10,200.00	$10,200.00
	OP-2016-L0-13-LC	Princess Anne Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00

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	OP-2016-L0-15-LC	Annapolis Police Dept	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	OP-2016-L0-17-LC	Wicomico Co Sheriff's Office	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	OP-2016-L0-18-LC	Fruitland Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	OP-2016-L0-19-LC	Charles Co Sheriff's Office	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	OP-2016-L0-22-LC	Anne Arundel Co Police Dept	$.00	$.00	$.00	$4,550.00	$4,550.00	$4,550.00
	OP-2016-L0-24-LC	Maryland Transportation Authority Police	$.00	$.00	$.00	$4,492.80	$4,492.80	$4,492.80
	OP-2016-L0-27-LC	Carroll Co Sheriff's Office	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	OP-2016-L0-29-LC	Westminister Police Dept	$.00	$.00	$.00	$700.00	$700.00	$700.00
	OP-2016-L0-30-LC	DNR - Hughesville	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	OP-2016-L0-33-LC	Ocean Pines Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	OP-2016-L0-34-LC	Prince George's Country Police Department	$.00	$.00	$.00	$25,003.00	$25,003.00	$25,003.00
	OP-2016-L0-36-LC	Berlin Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	OP-2016-L0-40-LC	Salisbury Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	OP-2016-L0-43-LC	Worcester Co Sheriff's Office	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	OP-2016-L0-44-LC	Dorchester Co Sheriff's Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	OP-2016-L0-45-LC	Cecil Co Sheriff's Office	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	OP-2016-L0-46-LC	DNR, Garrett Co	$.00	$.00	$.00	$500.00	$500.00	$500.00
	OP-2016-L0-47-LC	Garrett Co Sheriff's Office	$.00	$.00	$.00	$500.00	$500.00	$500.00
	OP-2016-L0-48-LC	DNR, Allegany Co	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	OP-2016-L0-50-LC	St. Mary's Co Sheriff's Office	$.00	$.00	$.00	$2,900.00	$2,900.00	$2,900.00
	OP-2016-L0-52-LC	New Carrollton Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	OP-2016-L0-53-LC	Allegany Co Sheriff's Dept	$.00	$.00	$.00	$800.00	$800.00	$800.00
	OP-2016-L0-54-LC	Frostburg State University Police	$.00	$.00	$.00	$750.00	$750.00	$750.00
	OP-2016-L0-59-LC	Hagerstown Police Dept	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00

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	OP-2016-L0-60-LC	Washington Co Sheriff's Office	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	OP-2016-L0-61-LC	Smithsburg Police Dept	$.00	$.00	$.00	$250.00	$250.00	$250.00
	OP-2016-L0-62-LC	Hancock Police Dept	$.00	$.00	$.00	$200.00	$200.00	$200.00
	OP-2016-L0-63-LC	Gaithersburg Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	OP-2016-L0-65-LC	Cheverly Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	OP-2016-L0-66-LC	Ocean City Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	OP-2016-L0-67-LC	Baltimore Co Police Dept,TMU	$.00	$.00	$.00	$38,350.00	$38,350.00	$38,350.00
	OP-2016-L0-69-LC	Baltimore City Police Dept	$.00	$.00	$.00	$10,350.00	$10,350.00	$10,350.00
	OP-2016-L0-70-LC	Bel Air Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	OP-2016-L0-71-LC	Harford Co Sheriff's Office	$.00	$.00	$.00	$6,600.00	$6,600.00	$6,600.00
	OP-2016-L0-77-LC	DNR - Washington Co	$.00	$.00	$.00	$1,700.00	$1,700.00	$1,700.00
	OP-2016-L0-81-LC	Talbot Co Sheriff's Office	$.00	$.00	$.00	$500.00	$500.00	$500.00
	OP-2016-L0-82-LC	Easton Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	OP-2016-L0-83-LC	Greenbelt Police Dept	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	OP-2016-L0-84-LC	Queen Anne's Co Sheriff's Office	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	OP-2016-L0-85-LC	Kent Co Sheriff's Office	$.00	$.00	$.00	$400.00	$400.00	$400.00
	OP-2016-L0-86-LC	Laurel Police Dept	$.00	$.00	$.00	$3,500.00	$3,500.00	$3,500.00
	OP-2016-L0-89-LC	Rockville City Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	OP-2016-L0-90-LC	UMCP Enforcement	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	OP-2016-L0-93-LC	Cumberland Police Dept	$.00	$.00	$.00	$800.00	$800.00	$800.00
	OP-2016-L0-94-LC	Hurlock Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	OP-2016-L0-95-LC	Capitol Heights Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	OP-2016-L0-96-LC	Pocomoke Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	OP-2016-L0-98-LC	Oakland Police Dept	$.00	$.00	$.00	$200.00	$200.00	$200.00

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	OP-2016-L1-00-LC	Cambridge Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
Occupant Protection Total			**$.00**	**$.00**	**$.00**	**$177,195.80**	**$177,195.80**	**$177,195.80**
Pedestrian/Bicycle Safety								
	PS-2016-G0-89-LC	Kiwanis Club of La Plata	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	PS-2016-G0-92-SW	Maryland MVA, Motorcycle	$.00	$.00	$.00	$24,011.00	$24,011.00	$.00
	PS-2016-L0-14-LC	Towson University - Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	PS-2016-L0-15-LC	Annapolis Police Dept	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
	PS-2016-L0-20-LC	Elkton Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	PS-2016-L0-22-LC	Anne Arundel Co Police Dept	$.00	$.00	$.00	$4,550.00	$4,550.00	$4,550.00
	PS-2016-L0-34-LC	Prince George's Co Police Dept	$.00	$.00	$.00	$2,600.00	$2,600.00	$2,600.00
	PS-2016-L0-45-LC	Cecil Co Sheriff's Office	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	PS-2016-L0-49-LC	Hyattsville Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	PS-2016-L0-51-LC	Montgomery Co Police Dept, Enforcement	$.00	$.00	$.00	$6,400.00	$6,400.00	$6,400.00
	PS-2016-L0-52-LC	New Carrollton Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	PS-2016-L0-63-LC	Gaithersburg Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	PS-2016-L0-65-LC	Cheverly Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	PS-2016-L0-66-LC	Ocean City Police Dept	$.00	$.00	$.00	$3,800.00	$3,800.00	$3,800.00
	PS-2016-L0-67-LC	Baltimore Co Police Dept,TMU	$.00	$.00	$.00	$15,000.00	$15,000.00	$15,000.00
	PS-2016-L0-69-LC	Baltimore City Police Dept	$.00	$.00	$.00	$6,900.00	$6,900.00	$6,900.00
	PS-2016-L0-76-LC	University Park Police Dept	$.00	$.00	$.00	$625.00	$625.00	$625.00
	PS-2016-L0-83-LC	Greenbelt Police Dept	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	PS-2016-L0-86-LC	Laurel Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	PS-2016-L0-88-LC	Riverdale Park Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	PS-2016-L0-89-LC	Rockville City Police Dept	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00

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	PS-2016-L0-92-LC	District Heights Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	PS-2016-L0-97-LC	MICA	$.00	$.00	$.00	$14,000.00	$14,000.00	$14,000.00
	PS-2016-L0-99-LC	University of Baltimore Police Dept	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
Pedestrian/Bicycle Safety Total			**$.00**	**$.00**	**$.00**	**$126,886.00**	**$126,886.00**	**$102,875.00**
Police Traffic Services								
	PT-2016-G0-32-SW	Maryland Police/Corrections Training -TS	$.00	$.00	$.00	$40,847.94	$40,847.94	$.00
	PT-2016-G0-62-LC	Hagerstown Community College	$.00	$.00	$.00	$200.00	$200.00	$200.00
	PT-2016-G0-78-SW	Maryland Chiefs of Police Association	$.00	$.00	$.00	$41,950.00	$41,950.00	$.00
	PT-2016-G0-84-SW	MD Municipal League Police Executive	$.00	$.00	$.00	$3,000.00	$3,000.00	$.00
	PT-2016-G0-94-SW	Maryland Sheriffs Assoc, Executive Train	$.00	$.00	$.00	$5,450.00	$5,450.00	$.00
	PT-2016-G1-07-LC	Baltimore Co Police Dept, Crash Recon	$.00	$.00	$.00	$29,419.00	$29,419.00	$29,419.00
	PT-2016-G1-09-SW	Schaefer Center for Public Policy - Inte	$.00	$.00	$.00	$190,523.72	$190,523.72	$.00
	PT-2016-L0-05-LC	MSP, Statewide Enforcement & Training	$.00	$.00	$.00	$73,070.00	$73,070.00	$73,070.00
	PT-2016-L0-15-LC	Annapolis Police Dept	$.00	$.00	$.00	$3,500.00	$3,500.00	$3,500.00
	PT-2016-L0-22-LC	Anne Arundel Co Police Dept	$.00	$.00	$.00	$3,980.00	$3,980.00	$3,980.00
	PT-2016-L0-24-LC	Maryland Transportation Authority Police	$.00	$.00	$.00	$8,709.14	$8,709.14	$8,709.14
	PT-2016-L0-30-LC	DNR - Hughesville	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	PT-2016-L0-34-LC	Prince George's Co Police Dept	$.00	$.00	$.00	$5,200.00	$5,200.00	$5,200.00
	PT-2016-L0-43-LC	Worcester Co Sheriff's Office	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	PT-2016-L0-51-LC	Montgomery Co Police Dept, Enforcement	$.00	$.00	$.00	$1,920.00	$1,920.00	$1,920.00
	PT-2016-L0-67-LC	Baltimore Co Police Dept,TMU	$.00	$.00	$.00	$1,072.00	$1,072.00	$1,072.00
Police Traffic Services Total			**$.00**	**$.00**	**$.00**	**$411,841.80**	**$411,841.80**	**$130,070.14**
Traffic Records								
	TR-2016-TR-20-16	University of Maryland, Baltimore, CCODES	$.00	$.00	$.00	$79,141.76	$79,141.76	$.00

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Traffic Records Total			**$.00**	**$.00**	**$.00**	**$79,141.76**	**$79,141.76**	**$.00**
Community Traffic Safety Project								
	CP-2016-G0-37-LC	Washington Regional Alcohol Program	$.00	$.00	$.00	$84,360.00	$84,360.00	$84,360.00
	CP-2016-G0-58-LC	St. Mary's High School	$.00	$.00	$.00	$2,750.00	$2,750.00	$2,750.00
	CP-2016-G1-09-SW	Schaefer Center for Public Policy - Inte	$.00	$.00	$.00	$440,802.94	$440,802.94	$.00
	CP-2016-G1-10-LC	Schaefer Center for Public Policy - RTSP	$.00	$.00	$.00	$849,452.94	$849,452.94	$849,452.94
	CP-2016-G1-15-SW	MHSO - Media Comm Support - non DUI	$.00	$.00	$.00	$310,000.00	$310,000.00	$.00
	CP-2016-G1-25-SW	MHSO - New System - 402	$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
Community Traffic Safety Project Total			**$.00**	**$.00**	**$.00**	**$1,887,365.88**	**$1,887,365.88**	**$936,562.94**
Codes and Laws								
	CL-2016-G0-70-SW	MSAA	$.00	$.00	$.00	$24,842.56	$24,842.56	$.00
Codes and Laws Total			**$.00**	**$.00**	**$.00**	**$24,842.56**	**$24,842.56**	**$.00**
Driver Education								
	DE-2016-G0-57-LC	Allegany College of Maryland	$.00	$.00	$.00	$300.00	$300.00	$300.00
	DE-2016-G0-63-LC	Carroll Co Bureau of Aging & Disabilities	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DE-2016-G0-76-LC	Washington Co Health Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	DE-2016-G0-96-LC	Calvert Co Office of Aging	$.00	$.00	$.00	$1,200.00	$1,200.00	$1,200.00
	DE-2016-G1-20-SW	MHSO - Older Driver (High Risk)	$.00	$.00	$.00	$20,000.00	$20,000.00	$.00
Driver Education Total			**$.00**	**$.00**	**$.00**	**$23,000.00**	**$23,000.00**	**$3,000.00**
Speed Management								
	SC-2016-G0-76-LC	Washington Co Health Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	SC-2016-G0-86-LC	Garrett College	$.00	$.00	$.00	$900.00	$900.00	$900.00
	SC-2016-G1-16-SW	MHSO - Aggressive Driving	$.00	$.00	$.00	$300,000.00	$300,000.00	$.00
Speed Management Total			**$.00**	**$.00**	**$.00**	**$301,400.00**	**$301,400.00**	**$1,400.00**

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Speed Enforcement								
	SE-2016-L0-02-LC	Calvert Co Sheriff's Office	$.00	$.00	$.00	$15,000.00	$15,000.00	$15,000.00
	SE-2016-L0-03-LC	North East Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	SE-2016-L0-04-LC	Perryville Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	SE-2016-L0-05-LC	MSP, Statewide Enforcement & Training	$.00	$.00	$.00	$213,000.00	$213,000.00	$213,000.00
	SE-2016-L0-06-LC	Town of La Plata Police	$.00	$.00	$.00	$7,000.00	$7,000.00	$7,000.00
	SE-2016-L0-07-LC	Hampstead Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	SE-2016-L0-10-LC	DNR- Anne Arundel	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	SE-2016-L0-11-LC	Howard County Department of Police	$.00	$.00	$.00	$10,880.00	$10,880.00	$10,880.00
	SE-2016-L0-12-LC	Frederick Police Dept	$.00	$.00	$.00	$4,575.00	$4,575.00	$4,575.00
	SE-2016-L0-13-LC	Princess Anne Police Dept	$.00	$.00	$.00	$800.00	$800.00	$800.00
	SE-2016-L0-14-LC	Towson University - Police Dept	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	SE-2016-L0-15-LC	Annapolis Police Dept	$.00	$.00	$.00	$12,000.00	$12,000.00	$12,000.00
	SE-2016-L0-16-LC	Sykesville Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	SE-2016-L0-17-LC	Wicomico Co Sheriff's Office	$.00	$.00	$.00	$9,000.00	$9,000.00	$9,000.00
	SE-2016-L0-18-LC	Fruitland Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	SE-2016-L0-19-LC	Charles Co Sheriff's Office	$.00	$.00	$.00	$22,000.00	$22,000.00	$22,000.00
	SE-2016-L0-20-LC	Elkton Police Dept	$.00	$.00	$.00	$4,500.00	$4,500.00	$4,500.00
	SE-2016-L0-21-LC	Manchester Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	SE-2016-L0-22-LC	Anne Arundel Co Police Dept	$.00	$.00	$.00	$11,700.00	$11,700.00	$11,700.00
	SE-2016-L0-23-LC	MNCPP Police - Montgomery Co Division	$.00	$.00	$.00	$2,200.00	$2,200.00	$2,200.00
	SE-2016-L0-24-LC	Maryland Transportation Authority Police	$.00	$.00	$.00	$33,696.00	$33,696.00	$33,696.00
	SE-2016-L0-25-LC	Taneytown Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2016-L0-27-LC	Carroll Co Sheriff's Office	$.00	$.00	$.00	$5,500.00	$5,500.00	$5,500.00

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	SE-2016-L0-28-LC	DNR, Frederick	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2016-L0-29-LC	Westminister Police Dept	$.00	$.00	$.00	$1,300.00	$1,300.00	$1,300.00
	SE-2016-L0-30-LC	DNR - Hughesville	$.00	$.00	$.00	$3,700.00	$3,700.00	$3,700.00
	SE-2016-L0-33-LC	Ocean Pines Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	SE-2016-L0-34-LC	Prince George's Co Police Dept	$.00	$.00	$.00	$33,800.00	$33,800.00	$33,800.00
	SE-2016-L0-35-LC	DNR, Salisbury	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	SE-2016-L0-36-LC	Berlin Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	SE-2016-L0-39-LC	Somerset Co Sheriff's Office	$.00	$.00	$.00	$1,800.00	$1,800.00	$1,800.00
	SE-2016-L0-40-LC	Salisbury Police Dept	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	SE-2016-L0-43-LC	Worcester Co Sheriff's Office	$.00	$.00	$.00	$4,150.00	$4,150.00	$4,150.00
	SE-2016-L0-44-LC	Dorchester Co Sheriff's Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2016-L0-45-LC	Cecil Co Sheriff's Office	$.00	$.00	$.00	$6,500.00	$6,500.00	$6,500.00
	SE-2016-L0-46-LC	DNR, Garrett Co	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2016-L0-47-LC	Garrett Co Sheriff's Office	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	SE-2016-L0-48-LC	DNR, Allegany Co	$.00	$.00	$.00	$500.00	$500.00	$500.00
	SE-2016-L0-49-LC	Hyattsville Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	SE-2016-L0-50-LC	St. Mary's Co Sheriff's Office	$.00	$.00	$.00	$13,500.00	$13,500.00	$13,500.00
	SE-2016-L0-51-LC	Montgomery Co Police Dept, Enforcement	$.00	$.00	$.00	$24,256.00	$24,256.00	$24,256.00
	SE-2016-L0-52-LC	New Carrollton Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	SE-2016-L0-53-LC	Allegany Co Sheriff's Dept	$.00	$.00	$.00	$1,800.00	$1,800.00	$1,800.00
	SE-2016-L0-54-LC	Frostburg State University Police	$.00	$.00	$.00	$750.00	$750.00	$750.00
	SE-2016-L0-56-LC	Edmonston Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2016-L0-59-LC	Hagerstown Police Dept	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	SE-2016-L0-60-LC	Washington Co Sheriff's Office	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00

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	SE-2016-L0-61-LC	Smithsburg Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	SE-2016-L0-62-LC	Hancock Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	SE-2016-L0-63-LC	Gaithersburg Police Dept	$.00	$.00	$.00	$8,000.00	$8,000.00	$8,000.00
	SE-2016-L0-65-LC	Cheverly Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2016-L0-66-LC	Ocean City Police Dept	$.00	$.00	$.00	$7,000.00	$7,000.00	$7,000.00
	SE-2016-L0-67-LC	Baltimore Co Police Dept,TMU	$.00	$.00	$.00	$63,050.00	$63,050.00	$63,050.00
	SE-2016-L0-68-LC	Aberdeen Police Dept	$.00	$.00	$.00	$6,000.00	$6,000.00	$6,000.00
	SE-2016-L0-69-LC	Baltimore City Police Dept	$.00	$.00	$.00	$6,900.00	$6,900.00	$6,900.00
	SE-2016-L0-70-LC	Bel Air Police Dept	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	SE-2016-L0-71-LC	Harford Co Sheriff's Office	$.00	$.00	$.00	$22,440.00	$22,440.00	$22,440.00
	SE-2016-L0-72-LC	Havre de Grace Police Dept	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	SE-2016-L0-73-LC	MSP Barrack "L"	$.00	$.00	$.00	$20,000.00	$20,000.00	$20,000.00
	SE-2016-L0-74-LC	Crisfield Police Dept	$.00	$.00	$.00	$700.00	$700.00	$700.00
	SE-2016-L0-75-LC	Caroline Co Sheriff's Office	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	SE-2016-L0-76-LC	University Park Police Dept	$.00	$.00	$.00	$750.00	$750.00	$750.00
	SE-2016-L0-77-LC	DNR - Washington Co	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2016-L0-81-LC	Talbot Co Sheriff's Office	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	SE-2016-L0-82-LC	Easton Police Dept	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	SE-2016-L0-83-LC	Greenbelt Police Dept	$.00	$.00	$.00	$7,000.00	$7,000.00	$7,000.00
	SE-2016-L0-84-LC	Queen Anne's Co Sheriff's Office	$.00	$.00	$.00	$6,100.00	$6,100.00	$6,100.00
	SE-2016-L0-85-LC	Kent Co Sheriff's Office	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	SE-2016-L0-86-LC	Laurel Police Dept	$.00	$.00	$.00	$5,330.00	$5,330.00	$5,330.00
	SE-2016-L0-87-LC	Berwyn Heights Police Dept.	$.00	$.00	$.00	$500.00	$500.00	$500.00
	SE-2016-L0-88-LC	Riverdale Park Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00

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	SE-2016-L0-89-LC	Rockville City Police Dept	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	SE-2016-L0-90-LC	UMCP Enforcement	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	SE-2016-L0-91-LC	Chevy Chase Village Police Dept	$.00	$.00	$.00	$1,200.00	$1,200.00	$1,200.00
	SE-2016-L0-92-LC	District Heights Police Dept	$.00	$.00	$.00	$1,275.00	$1,275.00	$1,275.00
	SE-2016-L0-93-LC	Cumberland Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	SE-2016-L0-94-LC	Hurlock Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2016-L0-95-LC	Capitol Heights Police Dept	$.00	$.00	$.00	$675.00	$675.00	$675.00
	SE-2016-L0-96-LC	Pocomoke Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2016-L0-97-LC	MICA	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
	SE-2016-L0-98-LC	Oakland Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	SE-2016-L0-99-LC	University of Baltimore Police Dept	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
	SE-2016-L1-00-LC	University of Baltimore Police Dept	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
Speed Enforcement Total			**$.00**	**$.00**	**$.00**	**$700,827.00**	**$700,827.00**	**$700,827.00**
Distracted Driving								
	DD-2016-G0-57-LC	Allegany College of Maryland	$.00	$.00	$.00	$2,800.00	$2,800.00	$2,800.00
	DD-2016-G0-62-LC	Hagerstown Community College	$.00	$.00	$.00	$4,500.00	$4,500.00	$4,500.00
	DD-2016-G0-76-LC	Washington Co Health Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	DD-2016-G0-86-LC	Garrett College	$.00	$.00	$.00	$2,800.00	$2,800.00	$2,800.00
	DD-2016-G1-06-LC	Northeast High	$.00	$.00	$.00	$2,713.21	$2,713.21	$2,713.21
	DD-2016-G1-18-SW	MHSO - Distracted Driving	$.00	$.00	$.00	$110,000.00	$110,000.00	$.00
	DD-2016-L0-02-LC	Calvert Co Sheriff's Office	$.00	$.00	$.00	$4,400.00	$4,400.00	$4,400.00
	DD-2016-L0-05-LC	MSP, Statewide Enforcement & Training	$.00	$.00	$.00	$50,000.00	$50,000.00	$50,000.00
	DD-2016-L0-06-LC	Town of La Plata Police	$.00	$.00	$.00	$2,300.00	$2,300.00	$2,300.00
	DD-2016-L0-10-LC	DNR- Anne Arundel	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00

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	DD-2016-L0-11-LC	Howard Co Dept of Police	$.00	$.00	$.00	$10,200.00	$10,200.00	$10,200.00
	DD-2016-L0-12-LC	Frederick Police Dept	$.00	$.00	$.00	$4,270.00	$4,270.00	$4,270.00
	DD-2016-L0-13-LC	Princess Anne Police Dept	$.00	$.00	$.00	$600.00	$600.00	$600.00
	DD-2016-L0-15-LC	Annapolis Police Dept	$.00	$.00	$.00	$7,000.00	$7,000.00	$7,000.00
	DD-2016-L0-17-LC	Wicomico Co Sheriff's Office	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	DD-2016-L0-18-LC	Fruitland Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2016-L0-19-LC	Charles Co Sheriff's Office	$.00	$.00	$.00	$4,500.00	$4,500.00	$4,500.00
	DD-2016-L0-20-LC	Elkton Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	DD-2016-L0-22-LC	Anne Arundel Co Police Dept	$.00	$.00	$.00	$6,500.00	$6,500.00	$6,500.00
	DD-2016-L0-24-LC	Maryland Transportation Authority Police	$.00	$.00	$.00	$9,996.48	$9,996.48	$9,996.48
	DD-2016-L0-25-LC	Taneytown Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	DD-2016-L0-27-LC	Carroll Co Sheriff's Office	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	DD-2016-L0-28-LC	DNR, Frederick	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2016-L0-29-LC	Westminister Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2016-L0-34-LC	Prince George's Co Police Dept	$.00	$.00	$.00	$14,300.00	$14,300.00	$14,300.00
	DD-2016-L0-36-LC	Berlin Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2016-L0-39-LC	Somerset Co Sheriff's Office	$.00	$.00	$.00	$600.00	$600.00	$600.00
	DD-2016-L0-40-LC	Salisbury Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	DD-2016-L0-43-LC	Worcester Co Sheriff's Office	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2016-L0-44-LC	Dorchester Co Sheriff's Dept	$.00	$.00	$.00	$1,300.00	$1,300.00	$1,300.00
	DD-2016-L0-45-LC	Cecil Co Sheriff's Office	$.00	$.00	$.00	$500.00	$500.00	$500.00
	DD-2016-L0-47-LC	Garrett Co Sheriff's Office	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	DD-2016-L0-50-LC	St. Mary's Co Sheriff's Office	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	DD-2016-L0-51-LC	Montgomery Co Police Dept, Enforcement	$.00	$.00	$.00	$7,360.00	$7,360.00	$7,360.00

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	DD-2016-L0-52-LC	New Carrollton Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	DD-2016-L0-53-LC	Allegany Co Sheriff's Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	DD-2016-L0-54-LC	Frostburg State University Police	$.00	$.00	$.00	$500.00	$500.00	$500.00
	DD-2016-L0-56-LC	Edmonston Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2016-L0-59-LC	Hagerstown Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	DD-2016-L0-60-LC	Washington Co Sheriff's Office	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	DD-2016-L0-61-LC	Smithsburg Police Dept	$.00	$.00	$.00	$250.00	$250.00	$250.00
	DD-2016-L0-62-LC	Hancock Police Dept	$.00	$.00	$.00	$300.00	$300.00	$300.00
	DD-2016-L0-63-LC	Gaithersburg Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	DD-2016-L0-66-LC	Ocean City Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2016-L0-67-LC	Baltimore Co Police Dept,TMU	$.00	$.00	$.00	$6,500.00	$6,500.00	$6,500.00
	DD-2016-L0-68-LC	Aberdeen Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	DD-2016-L0-70-LC	Bel Air Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	DD-2016-L0-71-LC	Harford Co Sheriff's Office	$.00	$.00	$.00	$3,300.00	$3,300.00	$3,300.00
	DD-2016-L0-72-LC	Havre de Grace Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	DD-2016-L0-74-LC	Crisfield Police Dept	$.00	$.00	$.00	$300.00	$300.00	$300.00
	DD-2016-L0-75-LC	Caroline Co Sheriff's Office	$.00	$.00	$.00	$3,800.00	$3,800.00	$3,800.00
	DD-2016-L0-76-LC	University Park Police Dept	$.00	$.00	$.00	$625.00	$625.00	$625.00
	DD-2016-L0-77-LC	DNR - Washington Co	$.00	$.00	$.00	$500.00	$500.00	$500.00
	DD-2016-L0-82-LC	Easton Police Dept	$.00	$.00	$.00	$1,100.00	$1,100.00	$1,100.00
	DD-2016-L0-83-LC	Greenbelt Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	DD-2016-L0-84-LC	Queen Anne's Co Sheriff's Office	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	DD-2016-L0-85-LC	Kent Co Sheriff's Office	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	DD-2016-L0-86-LC	Laurel Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00

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	DD-2016-L0-88-LC	Riverdale Park Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	DD-2016-L0-89-LC	Rockville City Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2016-L0-90-LC	UMCP Enforcement	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	DD-2016-L0-91-LC	Chevy Chase Village Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2016-L0-92-LC	District Heights Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2016-L0-93-LC	Cumberland Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2016-L0-94-LC	Hurlock Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	DD-2016-L0-95-LC	Capitol Heights Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2016-L0-96-LC	Pocomoke Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	DD-2016-L0-98-LC	Oakland Police Dept	$.00	$.00	$.00	$300.00	$300.00	$300.00
	DD-2016-L1-00-LC	Cambridge Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	DD-2016-L1-04-LC	Salisbury University Police Dept	$.00	$.00	$.00	$750.00	$750.00	$750.00
	Distracted Driving Total		**$.00**	**$.00**	**$.00**	**$322,864.69**	**$322,864.69**	**$212,864.69**
	NHTSA 402 Total		***$.00***	***$.00***	***$.00***	***$4,453,326.69***	***$4,453,326.69***	***$2,278,395.57***
164 Transfer Funds								
164 Alcohol								
	164AL-2016-G0-03-LC	Cecil Co Liquor Board	$.00	$.00	$.00	$7,000.00	$7,000.00	$7,000.00
	164AL-2016-G0-16-LC	St. Mary's Co Alcohol Beverage Board	$.00	$.00	$.00	$7,500.00	$7,500.00	$7,500.00
	164AL-2016-G0-18-LC	AACCPTA	$.00	$.00	$.00	$11,000.00	$11,000.00	$11,000.00
	164AL-2016-G0-21-SW	Washington College - Imp	$.00	$.00	$.00	$198,963.70	$198,963.70	$.00
	164AL-2016-G0-26-LC	Baltimore Co Dept of Health	$.00	$.00	$.00	$12,000.00	$12,000.00	$12,000.00
	164AL-2016-G0-29-LC	Frederick Co Liquor Board	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	164AL-2016-G0-36-LC	Washington Regional Alcohol Prg	$.00	$.00	$.00	$783,266.00	$783,266.00	$783,266.00
	164AL-2016-G0-43-LC	5th Quarter	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00

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	164AL-2016-G0-46-LC	Worcester Co Health Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	164AL-2016-G0-51-SW	Mothers Against Drunk Driving	$.00	$.00	$.00	$52,732.90	$52,732.90	$.00
	164AL-2016-G0-53-LC	Garrett Co Liquor Control Board	$.00	$.00	$.00	$800.00	$800.00	$800.00
	164AL-2016-G0-54-LC	Anne Arundel Co Dept of Health	$.00	$.00	$.00	$16,875.00	$16,875.00	$16,875.00
	164AL-2016-G0-55-LC	Allegany Co Liquor Board	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	164AL-2016-G0-57-LC	Allegany College of Maryland	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	164AL-2016-G0-58-LC	St. Mary's High School	$.00	$.00	$.00	$2,250.00	$2,250.00	$2,250.00
	164AL-2016-G0-62-LC	Hagerstown Community College	$.00	$.00	$.00	$5,500.00	$5,500.00	$5,500.00
	164AL-2016-G0-64-LC	Calvert Alliance Against Substance Abuse	$.00	$.00	$.00	$5,720.00	$5,720.00	$5,720.00
	164AL-2016-G0-65-LC	Caroline Dept of Planning & Codes	$.00	$.00	$.00	$1,990.00	$1,990.00	$1,990.00
	164AL-2016-G0-67-LC	Montgomery Co Dept of Liquor Control	$.00	$.00	$.00	$7,000.00	$7,000.00	$7,000.00
	164AL-2016-G0-68-LC	St. Mary's Hospital	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	164AL-2016-G0-70-SW	MSAA	$.00	$.00	$.00	$324,506.19	$324,506.19	$.00
	164AL-2016-G0-76-LC	Washington Co Health Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	164AL-2016-G0-77-LC	College of Southern Maryland	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	164AL-2016-G0-78-SW	Maryland Chiefs of Police Association	$.00	$.00	$.00	$34,500.00	$34,500.00	$.00
	164AL-2016-G0-80-LC	Maryland Chiefs of Police Association	$.00	$.00	$.00	$579,322.00	$579,322.00	$579,322.00
	164AL-2016-G0-86-LC	Garrett College	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	164AL-2016-G0-94-SW	Maryland Sheriffs Assoc, Executive Train	$.00	$.00	$.00	$11,500.00	$11,500.00	$.00
	164AL-2016-G0-95-LC	Harford Co DUI Court	$.00	$.00	$.00	$63,500.00	$63,500.00	$63,500.00
	164AL-2016-G0-99-LC	Washington Co Liquor Board	$.00	$.00	$.00	$1,700.00	$1,700.00	$1,700.00
	164AL-2016-G1-04-LC	Anne Arundel Medical Center Foundation	$.00	$.00	$.00	$3,300.00	$3,300.00	$3,300.00
	164AL-2016-G1-06-LC	Northeast High	$.00	$.00	$.00	$3,286.79	$3,286.79	$3,286.79
	164AL-2016-G1-14-SW	MHSO - Media Comm Support - DUI	$.00	$.00	$.00	$90,000.00	$90,000.00	$.00

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	164AL-2016-G1-17-SW	MHSO - Occupant Protection with Imp Driving	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
	164AL-2016-G1-19-SW	MHSO - Motorcycle/Impaired (High Risk)	$.00	$.00	$.00	$75,000.00	$75,000.00	$.00
	164AL-2016-G1-23-SW	MHSO - Alcohol Impaired	$.00	$.00	$.00	$145,000.00	$145,000.00	$.00
	164AL-2016-G1-27-SW	MHSO - SPIDRE Media	$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
	164AL-2016-L0-02-LC	Calvert Co Sheriff's Office	$.00	$.00	$.00	$24,000.00	$24,000.00	$24,000.00
	164AL-2016-L0-03-LC	North East Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	164AL-2016-L0-04-LC	Perryville Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	164AL-2016-L0-06-LC	Town of La Plata Police	$.00	$.00	$.00	$12,000.00	$12,000.00	$12,000.00
	164AL-2016-L0-07-LC	Hampstead Police Dept	$.00	$.00	$.00	$4,500.00	$4,500.00	$4,500.00
	164AL-2016-L0-09-LC	DNR - Queen Anne's Co	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	164AL-2016-L0-10-LC	DNR- Anne Arundel	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	164AL-2016-L0-11-LC	Howard Co Dept of Police	$.00	$.00	$.00	$60,000.00	$60,000.00	$60,000.00
	164AL-2016-L0-12-LC	Frederick Police Dept	$.00	$.00	$.00	$37,000.00	$37,000.00	$37,000.00
	164AL-2016-L0-13-LC	Princess Anne Police Dept	$.00	$.00	$.00	$2,600.00	$2,600.00	$2,600.00
	164AL-2016-L0-14-LC	Towson University - Police Dept	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	164AL-2016-L0-15-LC	Annapolis Police Dept	$.00	$.00	$.00	$14,000.00	$14,000.00	$14,000.00
	164AL-2016-L0-16-LC	Sykesville Police Dept	$.00	$.00	$.00	$3,500.00	$3,500.00	$3,500.00
	164AL-2016-L0-17-LC	Wicomico Co Sheriff's Office	$.00	$.00	$.00	$18,000.00	$18,000.00	$18,000.00
	164AL-2016-L0-18-LC	Fruitland Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	164AL-2016-L0-19-LC	Charles Co Sheriff's Office	$.00	$.00	$.00	$28,000.00	$28,000.00	$28,000.00
	164AL-2016-L0-20-LC	Elkton Police Dept	$.00	$.00	$.00	$5,500.00	$5,500.00	$5,500.00
	164AL-2016-L0-21-LC	Manchester Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	164AL-2016-L0-22-LC	Anne Arundel Co Police Dept	$.00	$.00	$.00	$48,000.00	$48,000.00	$48,000.00
	164AL-2016-L0-23-LC	MNCPP Police - Montgomery Co Division	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00

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	164AL-2016-L0-24-LC	Maryland Transportation Authority Police	$.00	$.00	$.00	$37,402.56	$37,402.56	$37,402.56
	164AL-2016-L0-25-LC	Taneytown Police Dept	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	164AL-2016-L0-27-LC	Carroll Co Sheriff's Office	$.00	$.00	$.00	$9,500.00	$9,500.00	$9,500.00
	164AL-2016-L0-28-LC	DNR, Frederick	$.00	$.00	$.00	$3,500.00	$3,500.00	$3,500.00
	164AL-2016-L0-29-LC	Westminister Police Dept	$.00	$.00	$.00	$8,000.00	$8,000.00	$8,000.00
	164AL-2016-L0-30-LC	DNR - Hughesville	$.00	$.00	$.00	$5,500.00	$5,500.00	$5,500.00
	164AL-2016-L0-33-LC	Ocean Pines Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	164AL-2016-L0-34-LC	Prince George's Co Police Dept	$.00	$.00	$.00	$139,000.00	$139,000.00	$139,000.00
	164AL-2016-L0-35-LC	DNR, Salisbury	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	164AL-2016-L0-36-LC	Berlin Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	164AL-2016-L0-39-LC	Somerset Co Sheriff's Office	$.00	$.00	$.00	$2,600.00	$2,600.00	$2,600.00
	164AL-2016-L0-40-LC	Salisbury Police Dept	$.00	$.00	$.00	$8,000.00	$8,000.00	$8,000.00
	164AL-2016-L0-41-LC	Baltimore Co PD - Underage	$.00	$.00	$.00	$50,000.00	$50,000.00	$50,000.00
	164AL-2016-L0-43-LC	Worcester Co Sheriff's Office	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	164AL-2016-L0-44-LC	Dorchester Co Sheriff's Dept	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	164AL-2016-L0-45-LC	Cecil Co Sheriff's Office	$.00	$.00	$.00	$8,500.00	$8,500.00	$8,500.00
	164AL-2016-L0-46-LC	DNR, Garrett Co	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	164AL-2016-L0-47-LC	Garrett Co Sheriff's Office	$.00	$.00	$.00	$4,200.00	$4,200.00	$4,200.00
	164AL-2016-L0-48-LC	DNR, Allegany Co	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	164AL-2016-L0-49-LC	Hyattsville Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	164AL-2016-L0-50-LC	St. Mary's Co Sheriff's Office	$.00	$.00	$.00	$23,500.00	$23,500.00	$23,500.00
	164AL-2016-L0-51-LC	Montgomery Co Police Dept, Enforcement	$.00	$.00	$.00	$146,500.00	$146,500.00	$146,500.00
	164AL-2016-L0-52-LC	New Carrollton Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	164AL-2016-L0-53-LC	Allegany Co Sheriff's Dept	$.00	$.00	$.00	$9,000.00	$9,000.00	$9,000.00

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	164AL-2016-L0-54-LC	Frostburg State University Police	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	164AL-2016-L0-55-LC	Montgomery Co Sheriff's Office	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
	164AL-2016-L0-56-LC	Edmonston Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	164AL-2016-L0-59-LC	Hagerstown Police Dept	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
	164AL-2016-L0-60-LC	Washington Co Sheriff's Office	$.00	$.00	$.00	$15,800.00	$15,800.00	$15,800.00
	164AL-2016-L0-61-LC	Smithsburg Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	164AL-2016-L0-62-LC	Hancock Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	164AL-2016-L0-63-LC	Gaithersburg Police Dept	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
	164AL-2016-L0-65-LC	Cheverly Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	164AL-2016-L0-66-LC	Ocean City Police Dept	$.00	$.00	$.00	$41,000.00	$41,000.00	$41,000.00
	164AL-2016-L0-67-LC	Baltimore Co Police Dept,TMU	$.00	$.00	$.00	$93,000.00	$93,000.00	$93,000.00
	164AL-2016-L0-68-LC	Aberdeen Police Dept	$.00	$.00	$.00	$15,000.00	$15,000.00	$15,000.00
	164AL-2016-L0-69-LC	Baltimore City Police Dept	$.00	$.00	$.00	$100,000.00	$100,000.00	$100,000.00
	164AL-2016-L0-70-LC	Bel Air Police Dept	$.00	$.00	$.00	$15,000.00	$15,000.00	$15,000.00
	164AL-2016-L0-71-LC	Harford Co Sheriff's Office	$.00	$.00	$.00	$80,000.00	$80,000.00	$80,000.00
	164AL-2016-L0-72-LC	Havre de Grace Police Dept	$.00	$.00	$.00	$15,000.00	$15,000.00	$15,000.00
	164AL-2016-L0-74-LC	Crisfield Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	164AL-2016-L0-75-LC	Caroline Co Sheriff's Office	$.00	$.00	$.00	$7,510.00	$7,510.00	$7,510.00
	164AL-2016-L0-76-LC	University Park Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	164AL-2016-L0-77-LC	DNR - Washington Co	$.00	$.00	$.00	$4,500.00	$4,500.00	$4,500.00
	164AL-2016-L0-79-LC	MSP - SPIDRE	$.00	$.00	$.00	$1,283,464.08	$1,283,464.08	$1,283,464.08
	164AL-2016-L0-81-LC	Talbot Co Sheriff's Office	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	164AL-2016-L0-82-LC	Easton Police Dept	$.00	$.00	$.00	$10,500.00	$10,500.00	$10,500.00
	164AL-2016-L0-83-LC	Greenbelt Police Dept	$.00	$.00	$.00	$30,000.00	$30,000.00	$30,000.00

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	164AL-2016-L0-84-LC	Queen Anne's Co Sheriff's Office	$.00	$.00	$.00	$9,000.00	$9,000.00	$9,000.00
	164AL-2016-L0-85-LC	Kent Co Sheriff's Office	$.00	$.00	$.00	$4,500.00	$4,500.00	$4,500.00
	164AL-2016-L0-86-LC	Laurel Police Dept	$.00	$.00	$.00	$23,000.00	$23,000.00	$23,000.00
	164AL-2016-L0-87-LC	Berwyn Heights Police Dept.	$.00	$.00	$.00	$500.00	$500.00	$500.00
	164AL-2016-L0-88-LC	Riverdale Park Police Dept	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	164AL-2016-L0-89-LC	Rockville City Police Dept	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	164AL-2016-L0-90-LC	UMCP Enforcement	$.00	$.00	$.00	$7,000.00	$7,000.00	$7,000.00
	164AL-2016-L0-92-LC	District Heights Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	164AL-2016-L0-93-LC	Cumberland Police Dept	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	164AL-2016-L0-95-LC	Capitol Heights Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	164AL-2016-L0-96-LC	Pocomoke Police Dept	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	164AL-2016-L0-98-LC	Oakland Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	164AL-2016-L1-00-LC	Cambridge Police Dept	$.00	$.00	$.00	$6,500.00	$6,500.00	$6,500.00
	164AL-2016-L1-04-LC	Salisbury University Police Dept	$.00	$.00	$.00	$750.00	$750.00	$750.00
164 Alcohol Total			**$.00**	**$.00**	**$.00**	**$5,352,039.22**	**$5,352,039.22**	**$4,119,836.43**
164 Transfer Funds Total			***$.00***	***$.00***	***$.00***	***$5,352,039.22***	***$5,352,039.22***	***$4,119,836.43***
MAP 21 405b OP High								
405b High Community CPS Services								
	M1CPS-2016-G0-02-SW	MIEMSS, CPS	$.00	$.00	$.00	$58,988.80	$58,988.80	$.00
	M1CPS-2016-G0-06-LC	Town of La Plata Police	$.00	$.00	$.00	$600.00	$600.00	$600.00
	M1CPS-2016-G0-38-LC	Meritus Health	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	M1CPS-2016-G0-42-LC	Montgomery Co Fire and Rescue Service	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	M1CPS-2016-G0-44-LC	Cecil Co Dept of Emergency Services	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	M1CPS-2016-G0-52-LC	Prince George's Child Resource Center, I	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00

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	M1CPS-2016-G0-56-LC	The Family Junction, Inc.	$.00	$.00	$.00	$1,100.00	$1,100.00	$1,100.00
	M1CPS-2016-G0-68-LC	St. Mary's Hospital	$.00	$.00	$.00	$1,200.00	$1,200.00	$1,200.00
	M1CPS-2016-G0-69-SW	DHMH	$.00	$.00	$.00	$222,862.17	$222,862.17	$.00
	M1CPS-2016-G1-05-LC	Wicomico Co Health Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
405b High Community CPS Services Total			**$.00**	**$.00**	**$.00**	**$292,250.97**	**$292,250.97**	**$10,400.00**
405b OP High								
	M1X-2016-G0-74-SW	University of Maryland, Baltimore, CCODE	$.00	$.00	$.00	$102,120.02	$102,120.02	$.00
	M1X-2016-G1-09-SW	Schaefer Center for Public Policy - Inte	$.00	$.00	$.00	$106,093.81	$106,093.81	$.00
	M1X-2016-G1-24-SW	Occupant Protection	$.00	$.00	$.00	$395,000.00	$395,000.00	$.00
	M1X-2016-L0-22-LC	Anne Arundel Co Police Dept	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
405b OP High Total			**$.00**	**$.00**	**$.00**	**$608,213.83**	**$608,213.83**	**$5,000.00**
MAP 21 405b OP High Total			***$.00***	***$.00***	***$.00***	***$900,464.80***	***$900,464.80***	***$15,400.00***
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2016-G0-05-SW	MSP Information Technology Division	$.00	$.00	$.00	$166,400.00	$166,400.00	$.00
	M3DA-2016-G0-08-SW	University of Maryland, Baltimore, CCODE	$.00	$.00	$.00	$290,637.02	$290,637.02	$.00
	M3DA-2016-G0-22-SW	Washington College - Data	$.00	$.00	$.00	$143,499.50	$143,499.50	$.00
	M3DA-2016-G0-94-SW	Maryland Sheriffs Assoc, Executive Train	$.00	$.00	$.00	$10,000.00	$10,000.00	$.00
	M3DA-2016-G1-09-SW	Schaefer Center for Public Policy - Inte	$.00	$.00	$.00	$106,581.22	$106,581.22	$.00
405c Data Program Total			**$.00**	**$.00**	**$.00**	**$717,117.74**	**$717,117.74**	**$.00**
MAP 21 405c Data Program Total			***$.00***	***$.00***	***$.00***	***$717,117.74***	***$717,117.74***	***$.00***
MAP 21 405d Impaired Driving Low								
405d Impaired Driving Low								
	M6X-2016-G0-06-LC	St. Mary's Co. Circuit Court	$.00	$.00	$.00	$53,020.00	$53,020.00	$53,020.00

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	M6X-2016-G0-13-LC	Maryland Judiciary - AA	$.00	$.00	$.00	$78,750.00	$78,750.00	$78,750.00
	M6X-2016-G0-14-LC	Maryland Judiciary- How	$.00	$.00	$.00	$62,300.00	$62,300.00	$62,300.00
	M6X-2016-G0-36-LC	Washington Regional Alcohol Program	$.00	$.00	$.00	$42,000.00	$42,000.00	$42,000.00
	M6X-2016-G0-79-SW	MSP, Statewide Enforcement & Training -	$.00	$.00	$.00	$131,808.00	$131,808.00	$.00
	M6X-2016-G1-09-SW	Schaefer Center for Public Policy - Inte	$.00	$.00	$.00	$103,017.52	$103,017.52	$.00
	M6X-2016-G1-25-SW	MHSO - New System - 405d	$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
	M6X-2016-L0-02-LC	Calvert Co Sheriff's Office	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	M6X-2016-L0-05-LC	MSP, Statewide Enforcement & Training	$.00	$.00	$.00	$347,200.00	$347,200.00	$347,200.00
	M6X-2016-L0-11-LC	Howard Co Dept of Police	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	M6X-2016-L0-19-LC	Charles Co Sheriff's Office	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	M6X-2016-L0-24-LC	Maryland Transportation Authority Police	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	M6X-2016-L0-34-LC	Prince George's Co Police Dept	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	M6X-2016-L0-51-LC	Montgomery Co Police Dept, Enforcement	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	M6X-2016-L0-66-LC	Ocean City Police Dept	$.00	$.00	$.00	$6,800.00	$6,800.00	$6,800.00
	M6X-2016-L0-67-LC	Baltimore Co Police Dept,TMU	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	M6X-2016-L0-76-LC	University Park Police Dept	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	M6X-2016-L0-83-LC	Greenbelt Police Dept	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
405d Impaired Driving Low Total			**$.00**	**$.00**	**$.00**	**$1,046,895.52**	**$1,046,895.52**	**$612,070.00**
MAP 21 405d Impaired Driving Low Total			***$.00***	***$.00***	***$.00***	***$1,046,895.52***	***$1,046,895.52***	***$612,070.00***

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

State: Maryland

Highway Safety Plan Cost Summary

Page: 21

2016-HSP-1

Report Date: 06/03/2015

For Approval

MAP 21 405f Motorcycle Programs

405f Motorcyclist Awareness

M9MA-2016-G1-21-SW	Motorcycle (High Risk)	$.00	$.00	$.00	$65,000.00	$65,000.00	$.00
MAP 21 405f Motorcycle Programs Total		***$.00***	***$.00***	***$.00***	***$65,000.00***	***$65,000.00***	***$.00***

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA Total			***$.00***	***$.00***	***$.00***	***$12,534,843.97***	***$12,534,843.97***	***$7,025,702.00***
Total			***$.00***	***$.00***	***$.00***	***$12,534,843.97***	***$12,534,843.97***	***$7,025,702.00***

Appendix D : MVA Match Documentation

Maryland Motor Vehicle Administration
6601 Ritchie Highway, N.E.
Glen Burnie, Maryland 21062

410-768-7000
1-800-950-1MVA
CUSTOMER SERVICE CENTER

1-800-492-4575
TTY

www.MVA.Maryland.gov
WEB SITE

Motor Vehicle Administration

June 15, 2015

Dr. Elizabeth A. Baker
Regional Administrator
National Highway Traffic Safety Administration – Mid-Atlantic Region
Suite 4000
10 South Howard Street
Baltimore MD 21201

Re: Highway Safety Programs Match for NHTSA Federal Funds

Dear Dr. Baker:

The Maryland Motor Vehicle Administration (MVA) is committed to one long-term goal – zero fatalities on Maryland's roadways. As the primary organization responsible for managing Maryland's traffic safety grants program, the MVA provides funding to assist our partners in developing and implementing highway safety programs designed to reduce traffic crashes, deaths, injuries and property damage.

In FFY 2016, the MVA will obligate roughly $15 million in federal funding toward highway safety programs and will be responsible for providing roughly $13 million of in-kind services as matching funds. The MVA's Central Operations and Safety Programs (COSP) will designate the match solely for federal highway safety grants and will not be used to match other federal grant programs. Please refer to Attachment 1 for the breakdown of matching funds.

As always, the Maryland MVA maintains the highest commitment to safety, driver services, and the effective management of our highway safety grants. Should you have any questions, please do not hesitate to contact me at 410-768-7274 or via email at mchaffee@mva.maryland.gov or you may also contact Ms. Christine Nizer, Chief Deputy Administrator, MVA at 410-787-7830 or via email at cnizer@mva.maryland.gov.

Sincerely,

Milton Chaffee, Administrator
Maryland Motor Vehicle Administration
Governor's Highway Safety Representative

cc: Mr. Thomas J. Gianni, Chief, MHSO

Larry Hogan - *Governor* **Boyd Rutherford** - *Lt. Governor*
Pete K. Rahn - *Secretary* **Milt Chaffee** - *Administrator*

DA-092 (03-15)

MHSO
COSP Matching Actuals YTD 05-29-15
FY 2015

PCA	INDEX_ CODE	INDEX_TITLE	FUND	AGY_OBJ_ GRP	AOBJ	AOBJ_TITLE	Budgeted	FY15 Expenditures as of of 05/29/2015
10030	21000	PC: DRIVER SAFETY RESEARC	0300	01	0101	SALARIES-REGULAR EARNINGS	252,189	206,428
10030	21000	PC: DRIVER SAFETY RESEARC	0300	01	0102	SALARIES-STUDENTS	123,723	103,933
10030	21000	PC: DRIVER SAFETY RESEARC	0300	01	0151	FICA REGULAR	22,376	18,516
10030	21000	PC: DRIVER SAFETY RESEARC	0300	01	0152	HOSPITAL INSURANCE	17,534	18,934
10030	21000	PC: DRIVER SAFETY RESEARC	0300	01	0154	HEALTH INSURANCE RETIRED	5,678	8,283
10030	21000	PC: DRIVER SAFETY RESEARC	0300	01	0162	PENSION	41,643	34,534
10030	21000	PC: DRIVER SAFETY RESEARC	0300	01	0174	UNEMPLOYMENT	706	855
10030	21000	PC: DRIVER SAFETY RESEARC	0300	01	0189	TURN OVER EXPECTANCY	(9,381)	
10030	21000	PC: DRIVER SAFETY RESEARC	0300	02	0213	FICA-CONTRACTUAL		-
10030	21000	PC: DRIVER SAFETY RESEARC	0300	02	0214	UNEMPLOYMENT-CONTRACTUAL		-
10030	21000	PC: DRIVER SAFETY RESEARC	0300	02	0220	CONTRACTUAL EMPLOYEES SAL		-
10030	21000	PC: DRIVER SAFETY RESEARC	0300	04	0401	TRVL-IN-ST-ROUT OPERATION	77	98
10030	21000	PC: DRIVER SAFETY RESEARC	0300	04	0403	TRAVEL OUT ST-ROUT OPERAT	730	730
10030	21000	PC: DRIVER SAFETY RESEARC	0300	08	0818	REGISTRATION FEES - CONF	690	535
10030	21000	PC: DRIVER SAFETY RESEARC	0300	08	0846	COPIER LEASE	1,331	1,348
10030	21000	PC: DRIVER SAFETY RESEARC	0300	08	0874	MEETING EXPENSES	1,203	936
10030	21000	PC: DRIVER SAFETY RESEARC	0300	09	0926	PERSONAL COMPUTER SUPPLIE	304	
	21000 Total						**458,803**	**395,129**
10030	22000	DRIVER SAFETY DIVISION	0300	01	0101	SALARIES-REGULAR EARNINGS	253,558	154,673
10030	22000	DRIVER SAFETY DIVISION	0300	01	0151	FICA REGULAR	18,509	11,329
10030	22000	DRIVER SAFETY DIVISION	0300	01	0152	HOSPITAL INSURANCE	26,301	21,591
10030	22000	DRIVER SAFETY DIVISION	0300	01	0154	HEALTH INSURANCE RETIRED	8,517	9,821
10030	22000	DRIVER SAFETY DIVISION	0300	01	0162	PENSION	41,869	26,179
10030	22000	DRIVER SAFETY DIVISION	0300	01	0174	UNEMPLOYMENT	710	473
10030	22000	DRIVER SAFETY DIVISION	0300	01	0189	TURN OVER EXPECTANCY	(9,592)	
10030	22000	DRIVER SAFETY DIVISION	0300	04	0401	TRVL-IN-ST-ROUT OPERATION	175	50
10030	22000	DRIVER SAFETY DIVISION	0300	04	0403	TRAVEL OUT ST-ROUT OPERAT	1,306	1,816
10030	22000	DRIVER SAFETY DIVISION	0300	08	0801	ADVERTISING		2,460
10030	22000	DRIVER SAFETY DIVISION	0300	08	0804	PRINTING/REPRODUCTION		490
10030	22000	DRIVER SAFETY DIVISION	0300	08	0818	REGISTRATION FEES - CONF		100
10030	22000	DRIVER SAFETY DIVISION	0300	08	0821	CONSULTANTS	24,000	
10030	22000	DRIVER SAFETY DIVISION	0300	08	0874	MEETING EXPENSES	74,520	1,366
10030	22000	DRIVER SAFETY DIVISION	0300	09	0902	OFFICE SUPPLIES		-
	22000 Total						**439,873**	**230,348**
10030	26000	DRIVER PROGRAM	0300	01	0101	SALARIES-REGULAR EARNINGS	202,250	181,840
10030	26000	DRIVER PROGRAM	0300	01	0151	FICA REGULAR	14,764	13,512
10030	26000	DRIVER PROGRAM	0300	01	0152	HOSPITAL INSURANCE	26,301	21,140

MHSO
COSP Matching Actuals YTD 05-29-15
FY 2015

PCA	INDEX_ CODE	INDEX_TITLE	FUND	AGY_OBJ_ GRP	AOBJ	AOBJ_TITLE	Budgeted	FY15 Expenditures as of of 05/29/2015
10030	26000	DRIVER PROGRAM	0300	01	0154	HEALTH INSURANCE RETIRED	8,517	9,314
10030	26000	DRIVER PROGRAM	0300	01	0162	PENSION	33,397	30,420
10030	26000	DRIVER PROGRAM	0300	01	0174	UNEMPLOYMENT	566	495
10030	26000	DRIVER PROGRAM	0300	01	0189	TURN OVER EXPECTANCY	(7,650)	
10030	26000	DRIVER PROGRAM	0300	08	0804	PRINTING/REPRODUCTION		1,089
10030	26000	DRIVER PROGRAM	0300	08	0874	MEETING EXPENSES		100
	26000 Total						**278,145**	**257,909**
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	01	0101	SALARIES-REGULAR EARNINGS	2,960,784	2,422,621
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	01	0102	SALARIES-STUDENTS	14,805	47,507
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	01	0104	SALARIES-OVERTIME	6,744	33
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	01	0151	FICA REGULAR	217,759	180,156
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	01	0152	HOSPITAL INSURANCE	604,923	469,032
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	01	0154	HEALTH INSURANCE RETIRED	195,891	205,156
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	01	0161	RETIREMENT		6,990
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	01	0162	PENSION	488,901	395,489
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	01	0174	UNEMPLOYMENT	8,288	6,594
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	01	0189	TURN OVER EXPECTANCY	(111,999)	
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	02	0203	TEMPORARY EMPLOYEES	26,893	29,345
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	02	0213	FICA-CONTRACTUAL		-
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	02	0214	UNEMPLOYMENT-CONTRACTUAL		-
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	02	0220	CONTRACTUAL EMPLOYEES SAL		-
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	04	0401	TRVL-IN-ST-ROUT OPERATION		262
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	08	0804	PRINTING/REPRODUCTION	41,461	37,014
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	08	0806	SCANNING / MICROFILMING	92,270	131,904
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	08	0817	LEGAL SERVICES/TRANSCRIPT	625	1,268
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	08	0831	OFFICE OF ADMINISTRATIVE	2,789,451	2,789,451
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	08	0846	COPIER LEASE	5,998	7,641
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	09	0902	OFFICE SUPPLIES	5,335	3,225
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	09	0926	PERSONAL COMPUTER SUPPLIE	21,947	15,490
10030	26100	PC:DEL:ADMIN ADJUDICATION	0300	09	0993	PRINTSHOP SUPPLIES	9,594	7,298
	26100 Total						**7,379,670**	**6,756,476**
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	01	0101	SALARIES-REGULAR EARNINGS	2,566,022	2,044,821
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	01	0102	SALARIES-STUDENTS	20,266	120,984
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	01	0104	SALARIES-OVERTIME		443
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	01	0151	FICA REGULAR	188,849	159,405
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	01	0152	HOSPITAL INSURANCE	482,185	321,410
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	01	0154	HEALTH INSURANCE RETIRED	156,145	142,491

MHSO
COSP Matching Actuals YTD 05-29-15
FY 2015

PCA	INDEX_ CODE	INDEX_TITLE	FUND	AGY_OBJ_ GRP	AOBJ	AOBJ_TITLE	Budgeted	FY15 Expenditures as of of 05/29/2015
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	01	0162	PENSION	423,712	341,862
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	01	0174	UNEMPLOYMENT	7,188	5,834
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	01	0189	TURN OVER EXPECTANCY	(97,067)	
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	02	0203	TEMPORARY EMPLOYEES	80,713	76,512
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	02	0213	FICA-CONTRACTUAL		-
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	02	0214	UNEMPLOYMENT-CONTRACTUAL		-
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	02	0220	CONTRACTUAL EMPLOYEES SAL		-
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	04	0401	TRVL-IN-ST-ROUT OPERATION	34	
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	08	0804	PRINTING/REPRODUCTION	125	1,936
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	08	0806	SCANNING / MICROFILMING	14,317	25,806
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	08	0818	REGISTRATION FEES - CONF		150
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	08	0846	COPIER LEASE	9,345	7,677
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	09	0902	OFFICE SUPPLIES	2,197	1,950
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	09	0926	PERSONAL COMPUTER SUPPLIE	19,666	18,174
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	09	0993	PRINTSHOP SUPPLIES	7,589	5,905
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	10	1046	REPLACEMENT OFFICE FURNIT		226
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	13	1305	ASSOCIATION DUES	433	350
	26200 Total						**3,881,719**	**3,275,936**
10030	26500	PC:DEL:DRIVER INSTRUTIONA	0300	01	0101	SALARIES-REGULAR EARNINGS	599,652	108,956
10030	26500	PC:DEL:DRIVER INSTRUTIONA	0300	01	0102	SALARIES-STUDENTS		9
10030	26500	PC:DEL:DRIVER INSTRUTIONA	0300	01	0104	SALARIES-OVERTIME		204
10030	26500	PC:DEL:DRIVER INSTRUTIONA	0300	01	0151	FICA REGULAR	43,775	8,068
10030	26500	PC:DEL:DRIVER INSTRUTIONA	0300	01	0152	HOSPITAL INSURANCE	105,204	17,695
10030	26500	PC:DEL:DRIVER INSTRUTIONA	0300	01	0154	HEALTH INSURANCE RETIRED	34,068	7,868
10030	26500	PC:DEL:DRIVER INSTRUTIONA	0300	01	0162	PENSION	99,016	18,649
10030	26500	PC:DEL:DRIVER INSTRUTIONA	0300	01	0174	UNEMPLOYMENT	1,679	323
10030	26500	PC:DEL:DRIVER INSTRUTIONA	0300	01	0189	TURN OVER EXPECTANCY	(22,681)	
10030	26500	PC:DEL:DRIVER INSTRUTIONA	0300	02	0213	FICA-CONTRACTUAL		-
10030	26500	PC:DEL:DRIVER INSTRUTIONA	0300	08	0804	PRINTING/REPRODUCTION		1,078
10030	26500	PC:DEL:DRIVER INSTRUTIONA	0300	08	0874	MEETING EXPENSES	2,880	164
10030	26500	PC:DEL:DRIVER INSTRUTIONA	0300	09	0902	OFFICE SUPPLIES		149
	26500 Total						**863,593**	**163,162**
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	01	0101	SALARIES-REGULAR EARNINGS		335,293
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	01	0102	SALARIES-STUDENTS		30,075
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	01	0104	SALARIES-OVERTIME	243	442
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	01	0151	FICA REGULAR	18	27,561
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	01	0152	HOSPITAL INSURANCE		28,236

MHSO
COSP Matching Actuals YTD 05-29-15
FY 2015

PCA	INDEX_ CODE	INDEX_TITLE	FUND	AGY_OBJ_ GRP	AOBJ	AOBJ_TITLE	Budgeted	FY15 Expenditures as of of 05/29/2015
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	01	0154	HEALTH INSURANCE RETIRED		12,642
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	01	0162	PENSION		56,069
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	01	0174	UNEMPLOYMENT		1,009
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	02	0203	TEMPORARY EMPLOYEES	46,671	5,249
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	02	0213	FICA-CONTRACTUAL		-
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	02	0214	UNEMPLOYMENT-CONTRACTUAL		-
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	02	0220	CONTRACTUAL EMPLOYEES SAL		-
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	03	0304	MISCELLANEOUS COMMUNICATI	1,608	1,774
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	04	0401	TRVL-IN-ST-ROUT OPERATION	212	
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	04	0403	TRAVEL OUT ST-ROUT OPERAT	1,099	1,099
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	08	0804	PRINTING/REPRODUCTION	7,688	12,110
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	08	0818	REGISTRATION FEES - CONF		600
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	08	0821	CONSULTANTS		0
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	09	0902	OFFICE SUPPLIES	2,270	2,237
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	09	0926	PERSONAL COMPUTER SUPPLIE	3,724	3,658
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	09	0993	PRINTSHOP SUPPLIES	579	483
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	13	1304	SUBSCRIPTIONS		27
	26520 Total						**64,112**	**518,565**
10030	28000	MARYLAND HIGHWAY SAFETY	0300	08	0804	PRINTING/REPRODUCTION		-
	28000 Total						**-**	**-**
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	01	0101	SALARIES-REGULAR EARNINGS	205,827	155,711
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	01	0102	SALARIES-STUDENTS	51,332	49,265
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	01	0104	SALARIES-OVERTIME	162	40
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	01	0151	FICA REGULAR	18,866	15,365
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	01	0152	HOSPITAL INSURANCE	35,068	30,264
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	01	0154	HEALTH INSURANCE RETIRED	11,356	13,352
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	01	0161	RETIREMENT	378	
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	01	0162	PENSION	33,650	26,082
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	01	0174	UNEMPLOYMENT	577	563
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	01	0175	WORKERS COMPENSATION	1,504	1,504
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	01	0189	TURN OVER EXPECTANCY	(7,822)	
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	02	0203	TEMPORARY EMPLOYEES	23,532	25,225
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	02	0213	FICA-CONTRACTUAL		-
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	02	0214	UNEMPLOYMENT-CONTRACTUAL		-
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	02	0220	CONTRACTUAL EMPLOYEES SAL		-
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	03	0302	TELEPHONE	219	(6)
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	03	0304	MISCELLANEOUS COMMUNICATI	218	

MHSO
COSP Matching Actuals YTD 05-29-15
FY 2015

PCA	INDEX_ CODE	INDEX_TITLE	FUND	AGY_OBJ_ GRP	AOBJ	AOBJ_TITLE	Budgeted	FY15 Expenditures as of of 05/29/2015
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	04	0401	TRVL-IN-ST-ROUT OPERATION	6,220	4,992
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	07	0702	MTR VEH-GAS OIL	198	
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	07	0703	MTR VEH-MAINT & REPAIR	2,844	245
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	08	0801	ADVERTISING	7,148	7,078
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	08	0804	PRINTING/REPRODUCTION	4,753	19,536
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	08	0821	CONSULTANTS	103,490	-
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	08	0846	COPIER LEASE	2,711	2,477
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	08	0874	MEETING EXPENSES	8,641	935
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	08	0899	OTHER CONTRACTUAL SERV	300	
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	09	0902	OFFICE SUPPLIES	1,585	1,705
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	09	0903	AUDIO VISUAL		-
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	09	0904	MAINT BLDG SUPPLIES	462	
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	09	0912	WEARING APPAREL UNIFORMS	688	72
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	09	0914	INSTRUCTIONAL SUPPLIES	27,760	22,433
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	09	0926	PERSONAL COMPUTER SUPPLIE	625	1,411
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	09	0993	PRINTSHOP SUPPLIES	966	42
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	13	1305	ASSOCIATION DUES	1,200	1,200
	26510 Total						**544,458**	**379,488**
40010	28000	MARYLAND HIGHWAY SAFETY	0300	01	0102	SALARIES-STUDENTS		(1,755)
40010	28000	MARYLAND HIGHWAY SAFETY	0300	01	0151	FICA REGULAR		(134)
40010	28000	MARYLAND HIGHWAY SAFETY	0300	01	0174	UNEMPLOYMENT		(5)
40010	28000	MARYLAND HIGHWAY SAFETY	0300	02	0213	FICA-CONTRACTUAL		(766)
40010	28000	MARYLAND HIGHWAY SAFETY	0300	02	0214	UNEMPLOYMENT-CONTRACTUAL		(28)
40010	28000	MARYLAND HIGHWAY SAFETY	0300	02	0220	CONTRACTUAL EMPLOYEES SAL		(10,019)
40010	28000	MARYLAND HIGHWAY SAFETY	0300	04	0401	TRVL-IN-ST-ROUT OPERATION		2,360
40010	28000	MARYLAND HIGHWAY SAFETY	0300	08	0818	REGISTRATION FEES - CONF		-
40010	28000	MARYLAND HIGHWAY SAFETY	0300	08	0819	TRAINING		-
40010	28000	MARYLAND HIGHWAY SAFETY	0300	08	0821	CONSULTANTS	34,791	21,431
40010	28000	MARYLAND HIGHWAY SAFETY	0300	12	1202	PAYMENT TO POLITICAL SUBD	480,802	454,063
	28000 Total						**515,593**	**465,145**
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	01	0101	SALARIES-REGULAR EARNINGS	458,699	399,226
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	01	0102	SALARIES-STUDENTS		1,755
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	01	0151	FICA REGULAR	33,485	29,435
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	01	0152	HOSPITAL INSURANCE	52,603	55,174
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	01	0154	HEALTH INSURANCE RETIRED	17,034	24,477
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	01	0161	RETIREMENT	843	
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	01	0162	PENSION	75,103	66,766

6/10/2015 16:03

MHSO
COSP Matching Actuals YTD 05-29-15
FY 2015

PCA	INDEX_ CODE	INDEX_TITLE	FUND	AGY_OBJ_ GRP	AOBJ	AOBJ_TITLE	Budgeted	FY15 Expenditures as of of 05/29/2015
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	01	0174	UNEMPLOYMENT	1,284	1,077
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	01	0189	TURN OVER EXPECTANCY	(16,928)	
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	02	0213	FICA-CONTRACTUAL		766
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	02	0214	UNEMPLOYMENT-CONTRACTUAL		28
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	02	0220	CONTRACTUAL EMPLOYEES SAL		10,019
	28009 Total						**622,123**	**588,723**
	Grand Total						**15,048,088**	**13,030,881**

Appendix E : NHTSA's Certifications and Assurances

APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: Maryland Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that 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 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 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 Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (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:
  (i) the entity in the preceding fiscal year received—
    (I) 80 percent or more of its annual gross revenues in Federal awards;
    (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.

NONDISCRIMINATION
(applies to subrecipients as well as States)

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 (Pub. 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 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
  - The dangers of drug abuse in the workplace.
  - The grantee's policy of maintaining a drug-free workplace.
  - Any available drug counseling, rehabilitation, and employee assistance programs.
  - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - Abide by the terms of the statement.
  - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- 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 –
  - Taking appropriate personnel action against such an employee, up to and including termination.
  - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT
(applies to subrecipients as well as States)

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)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

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
(applies to subrecipients as well as States)

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
(applies to subrecipients as well as States)

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 ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING 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 adopt and enforce workplace safety policies to decrease crashed caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and 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 is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

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 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 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 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The 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 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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:

- Participation in the National 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 seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will 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 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations 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.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Signature Governor's Representative for Highway Safety — Date: 6-15-15

Milton Chaffee

Printed name of Governor's Representative for Highway Safety

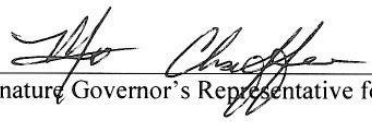
APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)

State: Maryland Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



Signature Governor's Representative for Highway Safety

6-15-15
Date

Milton Chaffee
Printed name of Governor's Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

☑ **Part 1: Occupant Protection (23 CFR 1200.21)**

All States: [*Fill in **all** blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))

- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # page 69-70.

- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # page 65-89.

- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA).

- The State's plan for child passenger safety technicians is provided as HSP attachment or page # www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA).

Lower Seat belt Use States: [*Check **at least 3 boxes** below and fill in **all** blanks under those checked boxes.*]

☐ The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.
Legal citation(s):

☐ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least $25:

- Exemptions from restraint requirements:

☐ The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.

☐ The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.

☐ The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.

☐ The State's **occupant protection program assessment**: [*Check **one box** below and fill in **any** blanks under that checked box.*]

☐ The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;

OR

☐ The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

☑ **Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)**

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[*Fill in **at least one** blank for each bullet below.*]

- A copy of [*check **one box** only*] the ☒ TRCC charter or the ☐ statute legally mandating a State TRCC is provided as HSP attachment # www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA) or submitted electronically through the TRIPRS database on _____.

- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA) or submitted electronically through the TRIPRS database on _____.

- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA) or submitted electronically through the TRIPRS database on _____.

- The name and title of the State's Traffic Records Coordinator is Doug Mowbray.

- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA) or submitted electronically through the TRIPRS database on _____.

- [*Check **one box** below and fill in **any** blanks under that checked box.*]

  ☒ The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA).

  OR

  ☐ If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 7/1/2015.

☑ **Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)**

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- [*Check **one box** below and fill in **any** blanks under that checked box.*]

  ☐ The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;

  OR

  ☐ For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- [*Check **one box** below and fill in **any** blanks under that checked box.*]

  ☐ A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;

  OR

  ☐ For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

- [*Check **one box** below and fill in **any** blanks under that checked box.*]

  ☐ For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;

  OR

  ☐ For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in **all** blanks below.*]

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.
  Legal citation(s):

☐ **Part 4: Distracted Driving (23 CFR 1200.24)**

[*Fill in **all** blanks below.*]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least $25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:
- Definition of covered wireless communication devices:
- Minimum fine of at least $25 for first offense:
- Increased fines for repeat offenses:
- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least $25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:
- Driver license testing of distracted driving issues:
- Minimum fine of at least $25 for first offense:
- Increased fines for repeat offenses:
- Exemptions from youth cell phone use ban:

☑ Part 5: Motorcyclist Safety (23 CFR 1200.25)

[*Check **at least 2 boxes** below and fill in **any** blanks under those checked boxes.*]

☑ Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA).
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA).
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # page 140.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA).
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # page 141.

☑ Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA).
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # www.mva.maryland.gov/nhtsa2015.htm (Username - NHTSA and Password – NHTSA).
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # pages 142-143.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # pages 144-145.
- Copy of the State strategic communications plan is provided as HSP attachment # pages 145-146.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

☐ **Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
  Legal citation(s):

☐ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
  Legal citation(s):

☐ **Use of fees collected from motorcyclists for motorcycle programs:** [*Check **one box** below and fill in **any** blanks under the checked box.*]

☐ Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.
  Legal citation(s):

AND

- The State's law appropriating funds for FY ____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.
  Legal citation(s):

☐ Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

☐ **Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

[*Fill in **all** applicable blanks below.*]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:
- Driving restrictions:
- Minimum duration:
- Applicability to novice drivers younger than 21 years of age:
- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner's permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:
- Minimum duration:
- Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age:
- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner's Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.
Legal citation(s):

Requirement that the driver who possesses a learner's permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.
Legal citation(s):

License Distinguishability (*Check **one box** below and fill in **any** blanks under that checked box.*)

☐ Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.
Legal citation(s):

OR

☐ Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

☐ Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.