

# Maryland Highway Safety Plan

## FFY 2006



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Maryland Highway Safety Office  
**FFY 2006 Highway Safety Plan**

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**The Honorable Robert L. Flanagan**  
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**September 1, 2005**

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# Highway Safety Plan Overview

## MHSO Mission Statement

Dedicated to saving lives and preventing injuries in Maryland by reducing the number and severity of motor vehicle crashes through the administration of a comprehensive and effective network of traffic safety programs.

## Executive Summary

The Maryland Highway Safety Office (MHSO) is a division within the Maryland State Highway Administration's (SHA) Office of Traffic and Safety (OOTS), and serves as Maryland's designated State Highway Safety Office (SHSO). The State Highway Administrator serves as the Governor's Highway Safety Representative and the Chief of the MHSO serves as Maryland's Highway Safety Coordinator. Maryland's highway safety program is facilitated by the MHSO's staff and supported by a combination of federal highway safety incentive and innovative program funds, as well as state and local funds.

Every year, the MHSO produces and submits a Highway Safety Plan (HSP) to the National Highway Traffic Safety Administration (NHTSA). The Federal Fiscal Year (FFY) 2006 document provides information on the management of the MHSO, financial disclosures, information on the political environment within the State, traffic safety priorities and programs, and data pertinent to the operation of the agency. In brief summary, the HSP allows the MHSO the chance to recognize state-specific safety needs to identify traffic safety goals for the entire State of Maryland, to justify spending in specific program areas, and to request the allocation of funds to specific highway safety projects.

Maryland relies on a tight-knit group of federal, state, and local government entities, as well as private sector organizations, to accomplish its mission. The HSP identifies many of the major contributors to Maryland's success with regard to highway safety and also addresses the State's future needs and the roles of the MHSO's partners in meeting those needs. As in the past, Maryland emphasizes an approach to highway safety that combines the "Four Es" of Education, Enforcement, Engineering, and Emergency Medical Services (EMS) to work toward its ultimate goal of saving lives and preventing injuries on its roadways.

In conjunction with a recent effort to provide uniformity in HSP reporting among all 50 states and additional territories, the MHSO has chosen to utilize a template provided by the Governors Highway Safety Association (GHSA). At every opportunity, the MHSO has utilized this template for reporting purposes and, in brief summary, the template provides the following:

- **The Performance Plan**, including an explanation of the MHSO's overall problem identification process, an outline of target areas, as well as a summary of goals;
- **The Highway Safety Plan**, containing information on the MHSO's Program Areas;
- **The Certifications and Assurances**, containing all relevant legal information pertaining to the MHSO, signed by the Governor's Representative for Highway Safety, Mr. Neil J. Pedersen, also the Administrator of the Maryland SHA; and

- **The Program Cost Summary**, including a detailed description of the MHSO's funding source categories and funds allocated for projects.

For the convenience of readers and to eliminate confusing terminology, a list of commonly used terms and acronyms has been provided in *Appendix A: List of Acronyms*.

## Organization & Staffing

### § Section 402. Highway Safety Programs

(a) Each State shall have a highway safety program approved by the Secretary, designed to reduce traffic accidents and deaths, injuries, and property damage resulting therefrom.

In accord with the Highway Safety Act of 1966, Maryland established what is known today as the MHSO to assist in the reduction of crashes throughout the State. The MHSO is divided into two main areas – a Safety Programs Section and a Financial Management Section. The MHSO's Chief, Mr. Vernon F. Betkey, Jr., oversees the operation of the entire office while two Section Chiefs assist in the oversight of section-specific operations. Each staff member within the MHSO has completed the NHTSA Program Management Course and many of the coordinators have completed the NHTSA Instructor Facilitator course as well.

The MHSO hierarchy begins with the Chief of the MHSO and progresses downward to each of the Program Coordinators and the Office Manager. Unless otherwise noted, in the Chief's absence, the Section Chief for Safety Programs is officially tasked with the address of Acting Chief. The Section Chief for the Financial Management Section is the next in line of command for the division. The MHSO's Chief retains the ability to name an Acting Chief and will routinely name either Section Chief, depending upon their respective availability during the Chief's absence.

A complete staff listing, including positions and the names of the individuals currently assigned to these positions within the MHSO, is provided in *Appendix B: Staff Listing*.

## Statewide Demographics

As of 2004, the United State Census Bureau estimated that roughly 5.55 million people lived in Maryland's 23 counties, representing a 4% increase from the 2000 estimate. Maryland ranks as the 19<sup>th</sup> most populated state in the United States (U.S.), despite being just the 42<sup>nd</sup> largest in terms of land size. The Maryland Motor Vehicle Administration (MVA) estimates that there are approximately 3.6 million licensed drivers throughout the State of Maryland and more than 3.7 million vehicles are registered within the State as well. These numbers have remained relatively consistent over the past several years.

As with FFY 2005, Anne Arundel County, Baltimore City, Baltimore County, Montgomery County, and Prince George's County constitute the statistically densest regions in Maryland in terms of population. Roughly two-thirds of all Maryland residents live within these five areas. Although population growth has slowed from 2002 to 2004 in these five jurisdictions, Calvert, Carroll, Cecil, Frederick, Harford, Howard, and Washington Counties continued to experience significant statistical growths in population sizes.

Maryland's population estimates from 2000 through 2003, with respect to age for both sexes combined, can be found below in Table 1. Age-related information is vital to the MHSO's comprehension of the needs and risks associated with various age groups. Analysis of this data allows the MHSO to generate programming specifically focused on delivering messages to various at-risk populations, most notably younger and older drivers.

TABLE 1 - Maryland Population Estimates by Age

Annual Estimates of the Population by Sex and Age for Maryland: April 1, 2000 to July 1, 2003						
Sex and age	Population estimates				April 1, 2000	
	July 1, 2003	July 1, 2002	July 1, 2001	July 1, 2000	Estimates base	Census
<b>BOTH SEXES</b>	<b>5,508,909</b>	<b>5,450,525</b>	<b>5,383,377</b>	<b>5,311,531</b>	<b>5,296,485</b>	<b>5,296,486</b>
Under 5 years	364,507	360,191	356,504	354,347	353,393	353,393
5 to 9 years	369,378	374,633	382,274	389,372	391,318	391,318
10 to 14 years	409,468	407,530	402,284	394,139	392,135	392,135
15 to 19 years	386,908	379,181	369,338	358,424	356,119	356,119
20 to 24 years	355,306	341,200	327,365	316,851	314,129	314,129
25 to 29 years	328,847	326,723	330,865	339,385	342,870	342,870
30 to 34 years	391,805	400,499	403,696	405,386	405,651	405,651
35 to 39 years	439,426	449,789	458,099	462,902	464,788	464,788
40 to 44 years	469,356	467,621	462,075	453,472	451,368	451,368
45 to 49 years	435,693	424,426	413,375	401,655	399,390	399,390
50 to 54 years	380,832	377,507	372,324	360,083	355,642	355,642
55 to 59 years	318,147	301,438	284,782	270,698	268,647	268,647
60 to 64 years	234,256	222,604	210,354	203,171	201,729	201,729
65 to 69 years	174,920	171,396	170,344	168,499	168,242	168,242
70 to 74 years	149,617	151,447	152,100	152,859	153,043	153,043
75 to 79 years	128,081	128,233	128,560	128,773	128,490	128,491
80 to 84 years	94,867	91,831	88,053	83,542	82,629	82,629
85 years or more	77,495	74,276	70,985	67,973	66,902	66,902

Source: Maryland Department of Planning  
Release Date: September 30, 2004

In addition to understanding and analyzing vital age-based information, the MHSO also analyzes population estimates by race and gender. Analysis of ethnicity information is vital as it allows the MSHO to recognize gaps in traffic safety messaging and adjust outreach efforts to meet the needs of diverse communities. The MHSO has utilized such information to adjust media placement, to create new messaging that is appealing to diverse audiences, and to assist in the conduct of enforcement activities, namely assisting enforcement officers and other traffic safety partners in communicating with Maryland's diverse communities. Table 2 provides an ethnic breakdown of Maryland's population

TABLE 2 - Maryland Population Estimates by Race

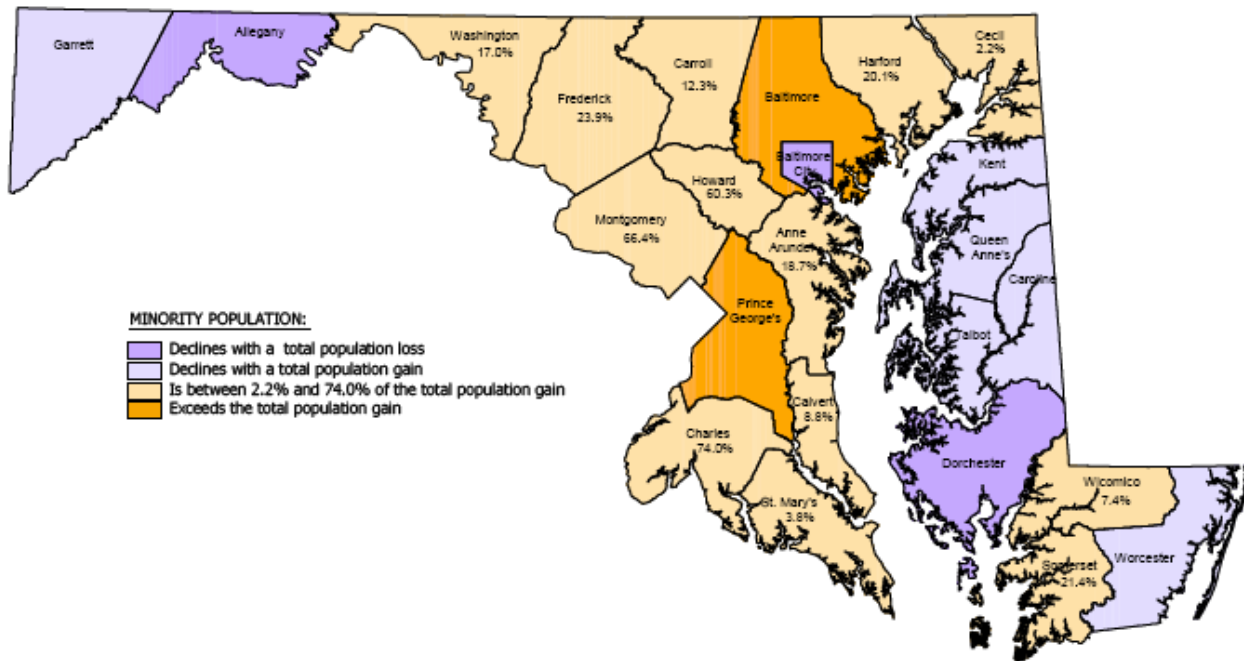
Annual Estimates of the Population by Sex, Race and Hispanic or Latino Origin for Maryland: April 1, 2000 to July 1, 2003						
Race	Population estimates				April 1, 2000	
	July 1, 2003	July 1, 2002	July 1, 2001	July 1, 2000	Estimates base	Census
<b>Total Population</b>	<b>5,508,909</b>	<b>5,450,525</b>	<b>5,383,377</b>	<b>5,311,531</b>	<b>5,296,485</b>	<b>5,296,486</b>
White	3,615,861	3,582,662	3,543,557	3,500,045	3,493,503	3,493,504
African American	1,547,381	1,534,515	1,519,535	1,505,045	1,499,606	1,499,606
American Indian & Alaskan native	17,626	17,334	17,110	16,899	16,784	16,784
Asian	247,690	238,710	228,915	218,387	215,981	215,981
Native Hawaiian & Pacific Islander	3,147	3,040	2,916	2,768	2,761	2,761
Two or more races	77,204	74,264	71,344	68,387	67,850	67,850

Source: Maryland Department of Planning  
Release Date: September 30, 2004

Map 1, below, provides a graphic representation of Maryland's growth with regard to race and total population density. The areas of Prince George's and Baltimore Counties

continued their trend from Maryland's FFY 2005 HSP of statistically having the largest surges in minority population, most notably the African American segment. Prince George's, Montgomery, Baltimore, and Howard Counties experienced the largest amounts of overall minority population growth.

**Map 1 - Minority Population Change as a Percent of Total Population Change in Maryland - April 1, 2000- July 1, 2003**



MDP Source: Population Division, U.S. Census Bureau. Release Date: September 29, 2004. Prepared by the Maryland Department of Planning, Planning Data Services.

As measured by the Federal Highway Administration (FHWA) in 2004, Maryland's roadway system, including all Federal, state, and local roads, exceeds 30,600 miles. Total Vehicle Miles Traveled (VMT) for 2004, according to the SHA's Traffic Safety Analysis Division (TSAD) exceeded 55 billion miles. Local roadways clearly dominate the landscape within Maryland but the State is also dependent upon several key interstate routes, including I-95, I-495, I-695, I-97, and I-70, to maintain an efficient flow of traffic across its relatively small 9,700 square miles.

Per 2004 statistics for Maryland's Department of Business and Economic Development (DBED), more than 2.9 million people work in Maryland. The mobility of these employees on a daily basis is a prime factor concerning Maryland when considering the State's highway safety efforts. Maryland has experienced a 10-year workforce growth rate of 8.9% and this growth has continued to challenge Maryland's already congested roadways. Maryland is the home of 47 hospitals and more than 150,000 government and private sector employers. Greater than 60% of Maryland's expansive workforce is located within Montgomery, Prince George's, and Anne Arundel Counties, and Baltimore City. Maryland has developed an expansive employer-relations program, entitled the Traffic-Safety Awareness for Employers (T-SAFE) Project, in an attempt to reach out to employers throughout Maryland and involve those organizations in the overall traffic safety effort. More information on T-SAFE is provided in the Business and

Community Outreach sub-section contained within the *General Driver Safety* segment of this document.

Drive times in both the morning and the afternoon represent some of the busiest on Maryland's roadways. As in the past, commuters will continue to be one of the primary targets for the MHSO's messaging during FFY 2006.

## **Political Status**

Maryland will hold a gubernatorial election on November 7, 2006 and the offices of Governor and Lieutenant Governor will be up for vote. The winning candidates will serve from 2007 to 2011.

Maryland's Governor, Robert L. Ehrlich, Jr. is a member of the Republican party and is the first such individual to hold office since Spiro Agnew vacated the office in 1969. Governor Ehrlich, while likely to enjoy the advantages of incumbency, will likely face a tough re-election campaign period. Complicating matters is the fact that the current Lieutenant Governor, Michael Steele, is likely going to opt to run for the United States Senate seat being vacated by current Senator Paul Sarbanes.

The gubernatorial election is also likely to be impacted by the Maryland General Assembly. The current Primary election date of September was initially selected to aid incumbent politicians, mostly of the Democratic party at the time. In all likelihood, this date will be changed to June of 2006 and the ensuing period will likely boost the chances of a Democratic candidate in securing the positions of Governor or US Senator in Maryland.

These possible changes in Maryland's overall state political status during FFY 2006 will likely impact the MHSO in an as-yet undetermined capacity and, therefore, pose a significant potential threat to Maryland's highway safety program.

## **Major State Issues**

As with all states, Maryland has faced a great deal of uncertainty with regard to highway safety funding and difficulties are anticipated to exist at least for the short-term. Details concerning the financial management rules and regulations under the new SAFETEA-LU legislation are uncertain and will not be forthcoming until well into FFY 2006. Limited funding amounts and uncertain conditions have also caused one specific and significant casualty, namely the discontinuation of Maryland's Safe Communities Program.

There is a continual threat of legislation being enacted that would have an adverse safety impact, such as the repeal of the motorcycle helmet use law by adults. However, no legislation that would impede the planning, development or implementation of Maryland's highway safety programs is anticipated.

Although a hiring freeze has been in existence in Maryland's state government for several years, the restrictions have not greatly impacted the ability to hire vital personnel, such as program coordinators or financial management staff. All of the MHSO's coordinators are contracted through the University of Maryland at College Park. However, delays have persisted in filling the vacancy of the Financial and Program Management Specialist, a position vacated in



May 2005. Any other unexpected vacancy in the Financial Management Section, all of whom are state employees, would also likely face similar delays in position fulfillment.

The MHSO and its employees continue to be subject to certain travel restrictions that have limited, but not yet prohibited, representation in essential out-of-state meetings and trainings.

# Performance Plan

## Problem Identification Process & Data Sources

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

The MHSO uses the Maryland Statewide Accident Profiles, the Maryland Fatal Crash Trends Report, the Maryland Traffic Safety Facts, and the Maryland Research Note; all developed by the SHA's TSAD to better guide its efforts. Crash data is obtained from MAARS, a system that compiles data from crash reports submitted by Maryland's 144 law enforcement agencies. The Maryland State Police (MSP) is responsible for maintaining the data contained within this system and shares information with TSAD for a wide range of analyses. Outputs include:

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

Ranking of program areas by their average annual number of crashes and determining over-representation of person, time and location related factors further focuses both educational and enforcement efforts. Factors analyzed include:

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

Beginning in FFY 2004, the MHSO worked with the National Study Center for Trauma & EMS (University of Maryland, School of Medicine) to improve the problem identification process used by the MHSO and its grantees. Data sources included the Comprehensive Crash Outcome Data Evaluation System, the Health Services Cost Review Commission, the Maryland Ambulance Information System, and the Maryland Trauma Registry. Supplemental data factors included:

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

As a result, the National Studies Center (NSC) annually provides the following data to all 24 local CTSPs, in an effort to better focus programming efforts:

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

This data is analyzed for trends and substantial deviations from these trends. Inter-jurisdictional comparisons and comparisons with regional and national data are also used in the identification process. Ultimately, the data is used to determine target areas for action in each jurisdiction, countermeasures for which are enumerated in the CTSP Project Agreements for FFY 2006.

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

- MSP
- MVA
- Office of the Chief Medical Examiner (OCME)
- Administrative Office of the Courts, Judicial Information Systems
- Maryland Institute for Emergency Medical Services Systems (MIEMSS)

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

## Summary of Goals

Each year, the NHTSA establishes national priority program areas for the states to follow. However, each state is given the ability to adjust their priority areas using their own state and local data. Impaired driving prevention and occupant protection will continue to be the lead program priorities for Maryland's highway safety program in FFY 2006. Data Enhancement has assumed the third priority during the grant year and Maryland continues to strive for automated mobile reporting capabilities and real-time data capture. In addition, Maryland seeks to enhance the accessibility to this data for highway safety partners. Real-time data and subsequent analysis of this data will ultimately allow Maryland to make significant programmatic adjustments to achieve the results desired by the MHSO and its highway safety partners. A more efficient and effective use of funding would allow the targeting of those populations most at risk not only in the areas of occupant protection and impaired driving prevention, but also pedestrian/bicycle/school zone safety, aggressive driving prevention, motorcycle safety, inattentive driving prevention, and those programs administered for general driver safety. The following listing identifies Maryland's top priority traffic safety areas during FFY 2006:

<b>PRIORITY PROGRAM AREAS</b>	
1	<b>Impaired Driving Prevention</b>
2	<b>Occupant Protection</b>
3	<b>Data Enhancement</b>
4	<b>Community Traffic Safety Programs</b>
5	<b>Aggressive Driving Prevention</b>
6	<b>Pedestrian – Pedalcycle Safety</b>
7	<b>Motorcycle Safety</b>
8	<b>Inattentive Driving Prevention</b>
9	<b>General Driver Safety</b>
10	<b>Police Traffic Services</b>
11	<b>Diversity in Traffic Safety</b>
12	<b>Emergency Medical Services</b>

An overall goal has been established for Maryland's highway safety program for FFY 2006 and several objectives have also been identified as being critical to the program's success. Individual program and general area objectives have also been set for the various priority program areas as well. Objectives have been broken down into two categories: Impact Objectives, which focus on the crash data, and Administrative Objectives, which focus on the countermeasures used to address the problems and issues identified by data. Each program area has its own set of Impact and Administrative Objectives. The general areas, such as Police Traffic Services, use a general set of overall Impact Objectives, but have their own set of Administrative Objectives. The overall Impact Objectives are listed below.

Combining variables that the MHSO's governing agencies desire the State to follow allowed the development of Maryland's highway safety program impact Objectives. These agencies include the NHTSA, the GHSA, and the Maryland SHA. The objectives are written in

such a way that they are specific, measurable, action-oriented, realistic and time-bound (S.M.A.R.T.). They are broken down into three main areas:

- **Number (N)** – number of total crashes / fatal crashes / injury crashes / fatalities / injuries
- **Rate per Vehicle Miles Traveled (VMT)** – total crash rate / fatal crash rate / injury crash rate / fatality rate / injury rate
- **Rate per Population** – total crash rate / fatal crash rate / injury crash rate / fatality rate / injury rate

<b>OVERALL PROGRAM GOAL</b>
<ul style="list-style-type: none"> <li>• To substantially reduce motor vehicle-related crashes, thereby reducing the fatalities, injuries, and resulting property damage.</li> </ul>

<b>OVERALL IMPACT OBJECTIVES</b>
<ul style="list-style-type: none"> <li>• To decrease the total number of crashes from 99,302 in 2000 to 99,252 in 2006.</li> <li>• To decrease the total number of fatal crashes from 574 in 2000 to 543 in 2006.</li> <li>• To decrease the total number of injury crashes from 37,743 in 2000 to 33,448 in 2006.</li> <li>• To decrease the total number of fatalities from 617 in 2000 to 586 in 2006.</li> <li>• To decrease the total number of injuries from 58,885 in 2000 to 50,217 in 2006.</li> <li>• To reduce the overall crash rate per 100M VMT from the 2000 rate of 197.4 to 180.3 in 2006.</li> <li>• To reduce the fatal crash rate per 100M VMT from the 2000 rate of 1.14 to 1.06 in 2006.</li> <li>• To reduce the injury crash rate per 100M VMT from the 2000 rate of 75.0 to 60.7 in 2006.</li> <li>• To reduce the fatalities rate per 100M VMT from the 2000 rate of 1.23 to 1.13 in 2006.</li> <li>• To reduce the injuries rate per 100M VMT from the 2000 rate of 117.1 to 91.2 in 2006.</li> <li>• To reduce the overall crash rate per 100K Population from the 2000 rate of 1,873.6 to 1,807.9 in 2006.</li> <li>• To reduce the fatal crash rate per 100K Population from the 2000 rate of 10.83 to 10.66 in 2006.</li> <li>• To reduce the injury crash rate per 100K Population from the 2000 rate of 712.1 to 609.3 in 2006.</li> <li>• To reduce the fatalities rate per 100K Population from the 2000 rate of 11.64 to 11.29 in 2006.</li> <li>• To reduce the injuries rate per 100K Population from the 2000 rate of 1,111 to 914.7 in 2006.</li> </ul>

Each program area has been assigned 15 Impact Objectives that have been developed based on progress in the previous five-year period. For example, if aggressive driving crashes decreased by three percent in the past five years, then the objective for the following five-year period would be a decrease of another three percent. Conversely, if impaired driving crashes increased by eleven percent over the past five years, then the five-year average is used as the measure. In every case, there has been a decrease and an appropriately sound measure.

Unless otherwise indicated, the MHSO is projected to meet its stated objectives by the end of 2006. Progress toward achieving these objectives in the interim is expected to be linear. This date was chosen in order for the MHSO's goal and objectives to fall more closely in line with those addressed in the Maryland SHA's Business Plan.

## State of the State

In 2004, 643 people were killed in the 104,103 police-reported traffic crashes in Maryland, while 53,753 people were injured and 66,914 crashes involved property damage only. In total, 392 drivers (329 vehicle drivers and 63 motorcycle drivers), 107 pedestrians and 144 passengers were killed on Maryland highways. On the average day, 1.76 people were killed in traffic crashes (one death every 13.6 hours), 147 people were injured (6 injuries every hour), and 285 police-reported traffic crashes occurred.

Decreases in all crash sub-categories demonstrated a clear progress towards meeting Maryland's highway safety goals. Over the past year, total injuries decreased by 4,365 (7.5%), injury crashes decreased by 2,097 (5.4%), and property damage collisions decreased by 2,908 (4.2%). Fatal crashes decreased by 20 (3.0%) and total fatalities decreased by 8 (1.0%).

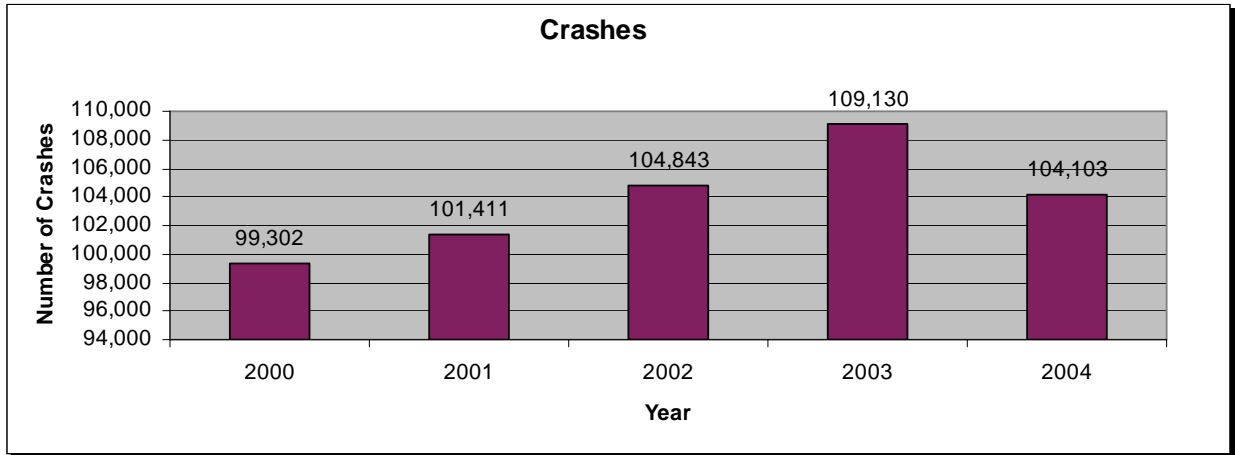
TABLE 3 – Statewide Total Crashes, Injury Crashes, Fatal Crashes, Injuries & Fatalities

<b>Statewide Crashes</b>							
	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>5-Year Average</b>	<b>% All Crashes</b>
Total Number Injured	58,885	60,051	59,517	58,118	53,753	<b>58,065</b>	
Total of All Fatalities	617	661	661	651	643	<b>647</b>	
Property Damage Only	60,985	62,286	65,362	69,824	66,914	<b>65,075</b>	<b>62.7%</b>
Injury Crashes	37,743	38,523	38,875	38,710	36,613	<b>38,374</b>	<b>36.7%</b>
Fatal Crashes	5574	602	506	596	576	<b>591</b>	<b>0.6%</b>
Total Crashes	99,302	101,411	104,843	109,130	104,103	<b>103,758</b>	<b>100.0%</b>

Source: Maryland State Highway Administration, Traffic Safety Analysis Division

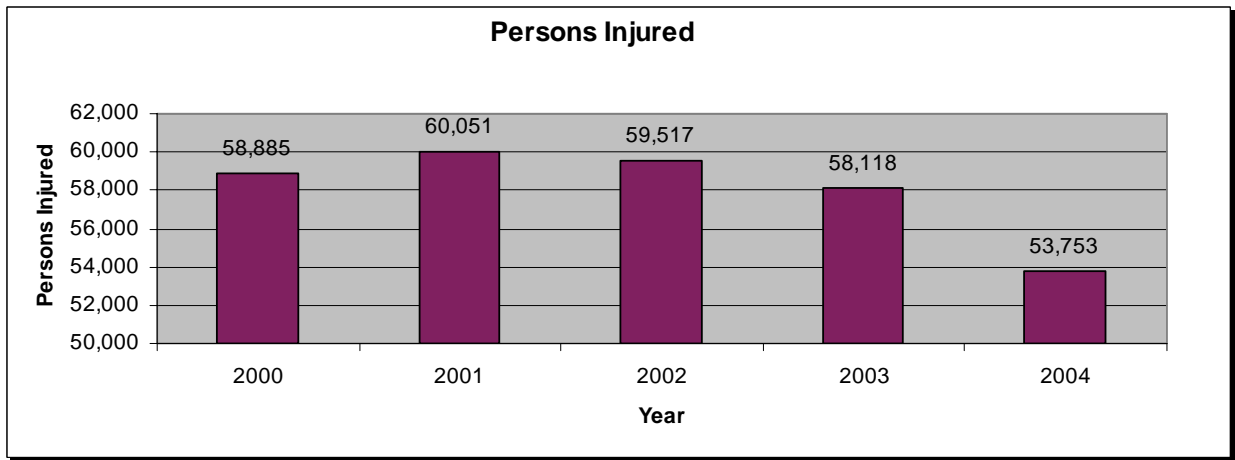
Comparing 2004 to the past four years, a marked decrease has occurred during 2004 in every sub-category of crashes, as noted in Graphs 1, 2 and 3 on the following page. A marked decrease has also been seen in every Program Area, in either fatalities or injuries, except for motorcycle and pedalcycle crashes. Maryland's highway safety education and enforcement efforts have substantially contributed to this trend. However, economic trends such as rising fuel costs and the costs of operating motor vehicles have also likely positively influenced the measurements in these categories.

GRAPH 1 – Statewide Crashes



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 2 – Statewide Persons Injured



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

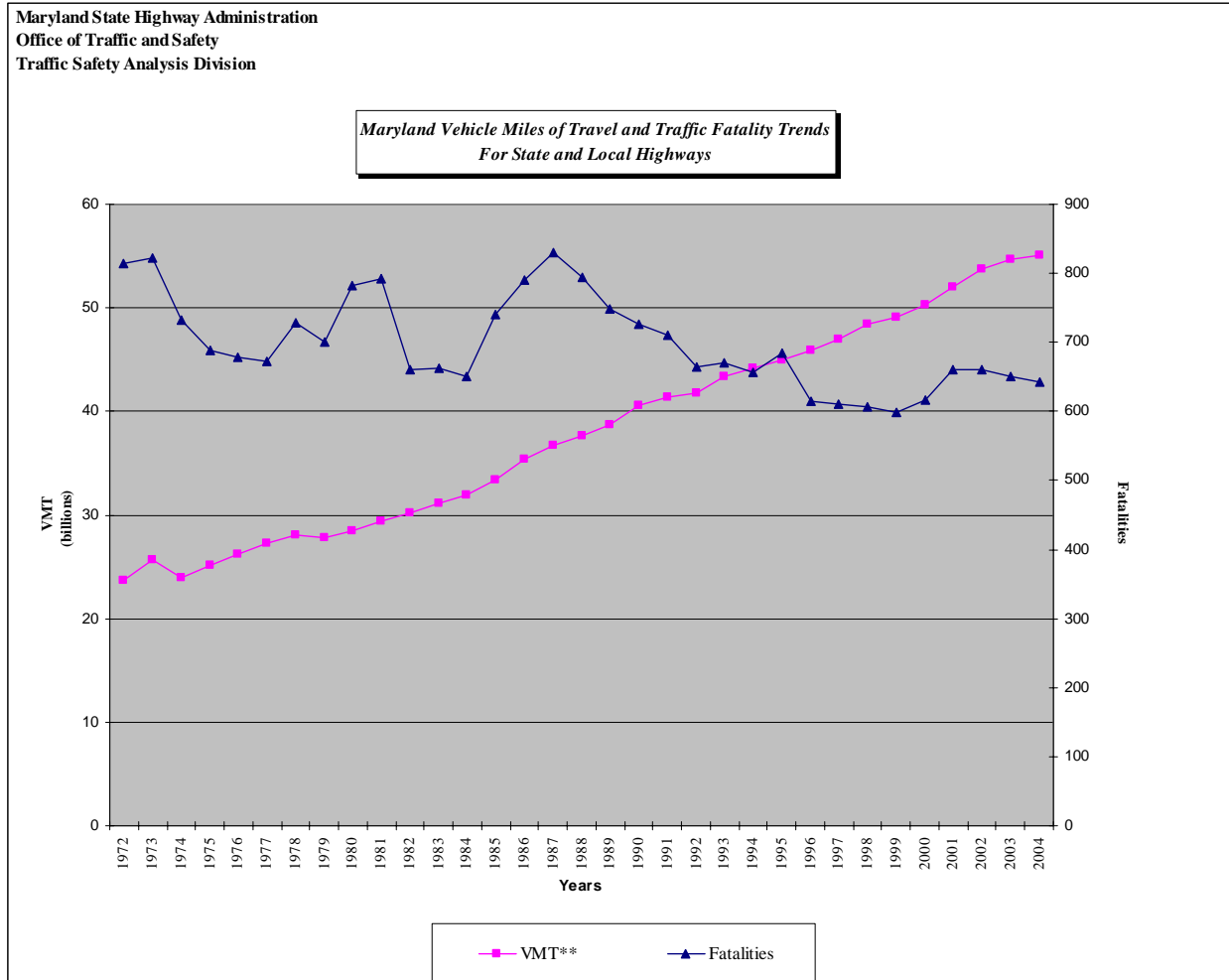
GRAPH 3 – Statewide Persons Killed



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

Several positives are to be noted with regard to Maryland's traffic safety statistics during 2004. For a second year in a row, total statewide fatalities decreased, from 651 in 2003 to 643 in 2004. Overall, fatalities have decreased for each of the past four years, from a five-year high of 661 in 2001, as noted in the graph below.

GRAPH 4 – Maryland Vehicle Miles of Travel & Traffic Fatality Trends for State & Local Highways

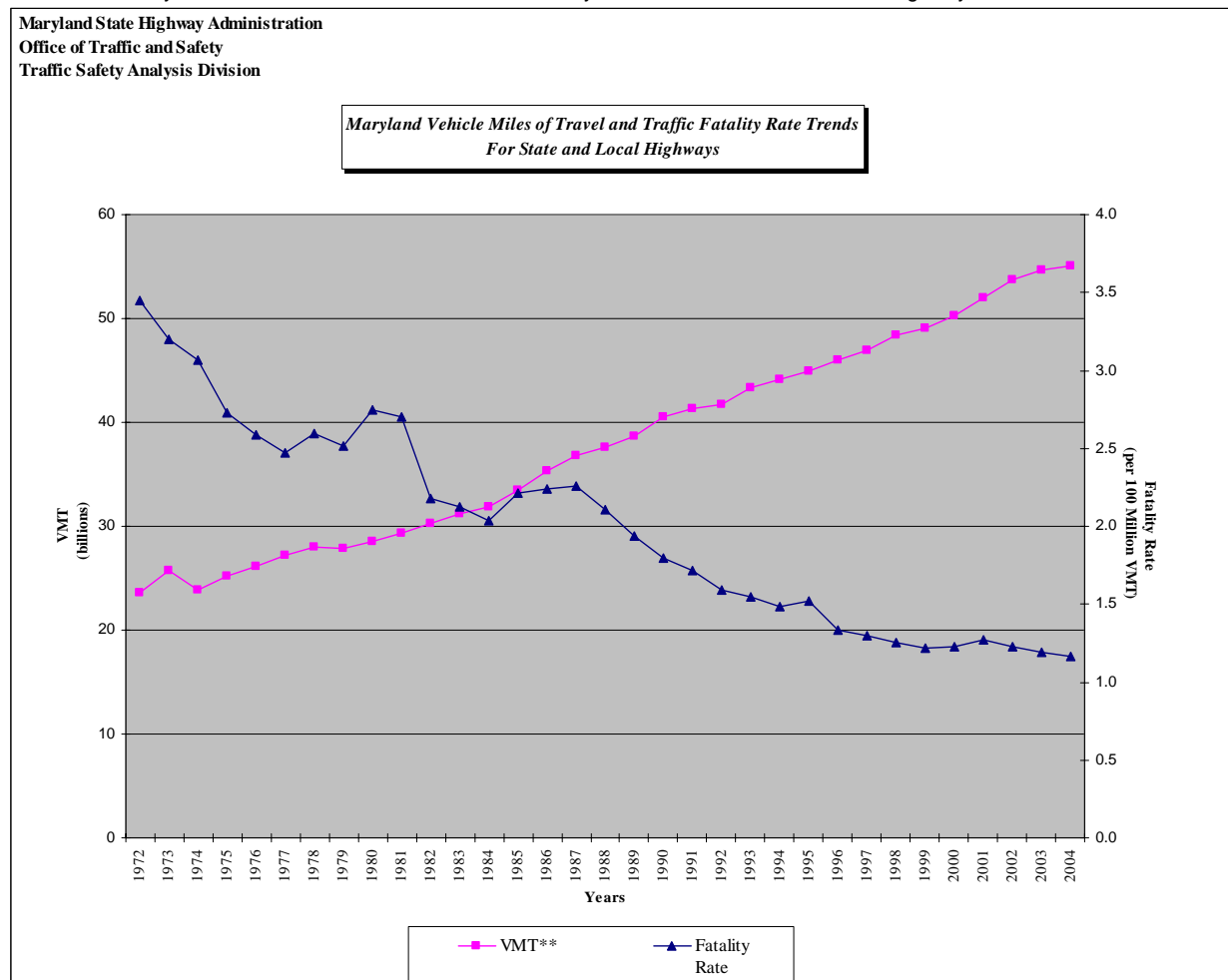


Source: Maryland State Highway Administration, Traffic Safety Analysis Division

Additionally, the twelve-year fatality rate trend for Maryland continued to decrease from a high of over 1.59 in 1992 to a low of 1.19 in 2004. Maryland's overall fatality rate has also consistently been lower than the national fatality rate for every year since 1992, and 2004 was no exception. Finally, the total multiple injury crashes significantly decreased in 2004, and property and fatal crashes also decreased. The total crash rate decreased (2%), while the injury and fatal crash rates decreased, per 100 million VMT. Total VMT increased by slightly less than 1% to 55.1 billion in 2004. When the increase in VMT is factored into the crash statistics, the marked improvement in crash trends becomes clear, as noted in the graph on the following page, which illustrates the downward trend in the fatality rate and the upward trend of VMT.



GRAPH 5 – Maryland Vehicle Miles of Travel & Traffic Fatality Rate Trends for State & Local Highways



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

### 3-YEAR CRASH TRENDS

The table on the following page illustrates Maryland’s highway safety crash trends over the past 3 years. Individual program areas are ranked by total crashes, injuries and fatalities. The rankings are computed using 3-year averages – 2002 through 2004. The table reveals that on average, the highest number of total crashes and injuries involve inattentive, young, older, and alcohol impaired drivers. However, a slightly different pattern emerges among fatalities. Persons involved in inattentive, impaired, young and older driver crashes suffer more fatal injuries.

TABLE 4 – Statewide Crashes, Injuries & Fatalities by Program Area

	2002	2003	2004	5 Yr Avg
<b>TOTAL CRASHES*</b>				
<b>Inattentive</b>	44,131	47,969	44,972	<b>45,690</b>
<b>Young</b>	22,430	22,354	20,882	<b>21,889</b>
<b>Older</b>	10,620	10,600	10,226	<b>10,482</b>
<b>Alcohol/Drug Impaired</b>	9,056	9,089	8,859	<b>8,980</b>
<b>Aggressive</b>	3,183	3,912	3,909	<b>3,668</b>
<b>Pedestrian</b>	2,946	3,131	2,843	<b>2,973</b>
<b>Motorcycle</b>	1,258	1,323	1,570	<b>1,384</b>
<b>Pedalcycle</b>	904	847	875	<b>875</b>
<b>INJURIES*</b>				
<b>Inattentive</b>	26,868	27,200	24,860	<b>26,309</b>
<b>Young</b>	15,300	14,373	12,980	<b>14,218</b>
<b>Older</b>	7,821	7,517	6,726	<b>7,355</b>
<b>Alcohol/Drug Impaired</b>	5,821	5,187	4,837	<b>5,499</b>
<b>Pedestrian</b>	2,737	2,925	2,626	<b>2,763</b>
<b>Aggressive</b>	2,421	2,745	2,626	<b>2,597</b>
<b>Motorcycle</b>	1,165	1,235	1,388	<b>1,263</b>
<b>Pedalcycle</b>	757	676	702	<b>712</b>
<b>FATALITIES*</b>				
<b>Inattentive</b>	201	173	187	<b>187</b>
<b>Alcohol/Drug Impaired</b>	195	179	239	<b>205</b>
<b>Young</b>	135	146	122	<b>134</b>
<b>Older</b>	108	108	104	<b>107</b>
<b>Pedestrian</b>	101	119	96	<b>105</b>
<b>Aggressive</b>	71	62	58	<b>64</b>
<b>Motorcycle</b>	52	58	68	<b>59</b>
<b>Pedalcycle</b>	7	6	12	<b>8</b>

Source: Maryland State Highway Administration, Traffic Safety Analysis Division

(Note: Figures do not take into account exposure data such as VMT, population, registered vehicles and licensed drivers. Categories may also overlap (i.e. 16 year old alcohol/drug impaired driver). For this table, alcohol/drug impaired refers to crashes in which the operator of the motor vehicle was reported on the crash report to be under the influence of alcohol or drugs. Young drivers are between the ages of 16 and 20, and older drivers are age 65 and over.)

Programmatic and fiscal proposals for FFY 2006 were developed utilizing the aforementioned information. The MHSO used all available data to determine levels of funding for the various program areas, a process which became especially vital in this year funding cuts and limited financial resources.

## ALTERNATE SOURCES OF DATA

The MHSO continued to collaborate with the NSC to improve the problem identification process for FFY 2006. The following tables and graphs were compiled by the NSC to allow for an alternative look at the progress and/or continuing issues of those areas addressed by the Maryland highway safety program.

## HOSPITAL DISCHARGES

The Health Services Cost Review Commission (HSCRC) collects data on all patients discharged from Maryland hospitals. The following three representations contain data on 6,627 patients discharged from Maryland hospitals in 2004, after involvement in a motor vehicle crash. During the past year, victims of motor vehicle crashes accumulated over \$87.4 million in hospital charges alone. The number of motorcycle admissions increased by 23% compared to 2002 data.

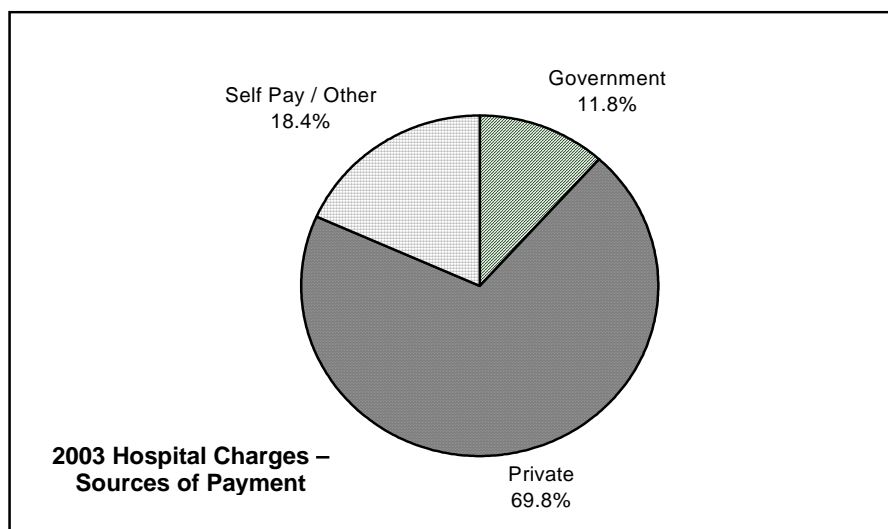
TABLE 5 – 2003 Distribution of Total Hospital Charges, Percents & Percentiles

Mechanism	Number	Charge (\$in1,000's)	Percent (%)	Percentile (\$)		
				25th	Median	75th
Driver	3,445	41,499	47.5	3,465	4,333	10,509
Passenger	1,373	17,032	19.5	3,539	4,411	11,482
Motorcyclist	705	11,614	13.3	3,872	6,446	17,229
Pedalcyclist	114	1,106	1.3	3,793	5,395	13,582
Pedestrian	722	12,370	14.2	3,896	7,241	16,880
Unspecified	268	3,778	4.3	3,588	5,073	13,492
Total	6,627	87,401	100.0	3,568	4,641	12,331

Source: National Study Center for Trauma & EMS

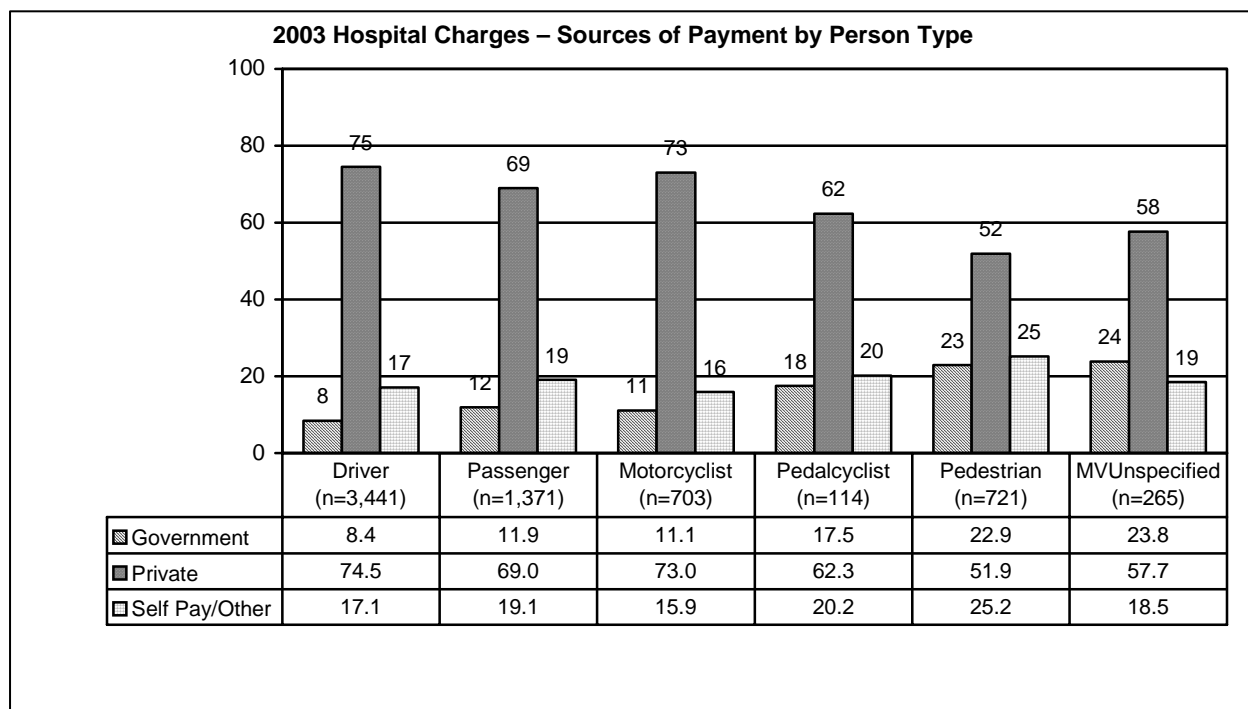
When combined across all hospital visits in Maryland, drivers and passengers accounted for two-thirds of all motor vehicle related hospital charges (47.5% and 19.5%, respectively). Yet pedestrians and motorcyclists accumulated the highest median hospital charges per hospital visit (\$7,241 and \$6,446, respectively).

GRAPH 6 – 2003 Principal Source of Payment of Hospital Charges



Source: National Study Center for Trauma & EMS

GRAPH 7 – 2003 Principal Source of Payment of Hospital Charges by Person Type



Source: National Study Center for Trauma & EMS

Slightly more than two-thirds of all payments were attributed to private insurance carriers. Pedestrians were highest in terms of payment by government sources (23%), and also had the highest percentage of self-payers (25%).

## AMBULATORY CARE

The HSCRC also collects data on each outpatient hospital encounter, i.e. emergency department (ED) visit, in Maryland hospitals. However, the file does not contain information on patients treated by private physicians. The following three representations contain data on 70,812 outpatient ambulatory care visits in 2004, after involvement in a motor vehicle crash.

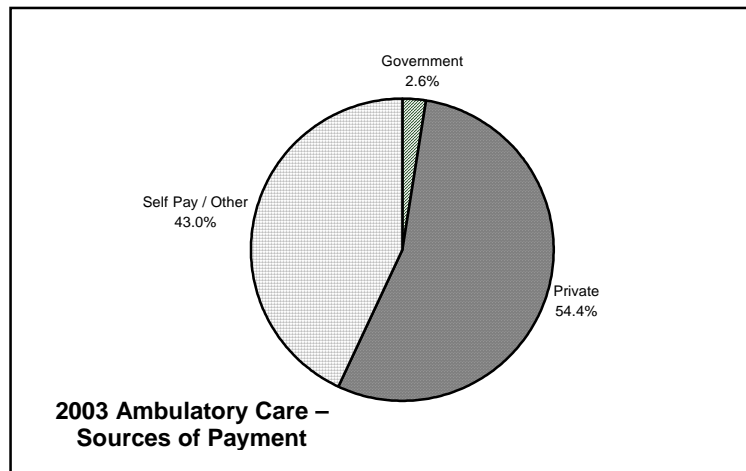
TABLE 6 – 2003 Distribution of Total Emergency Department Charges, Percents & Percentiles

Mechanism	Number	Charge (\$ in 1,000's)	Percent (%)	Percentile (\$)		
				25th	Median	75th
Driver	42,533	14,142	59.0	154	256	393
Passenger	20,077	6,183	25.8	141	236	365
Motorcyclist	1,790	901	3.8	250	375	618
Pedalcyclist	459	227	0.9	218	352	650
Pedestrian	2,561	1,348	5.6	230	364	627
Unspecified	3,392	1,164	4.9	167	258	396
<b>Total</b>	<b>70,812</b>	<b>23,967</b>	<b>100.0</b>	<b>153</b>	<b>257</b>	<b>399</b>

Source: National Study Center for Trauma & EMS

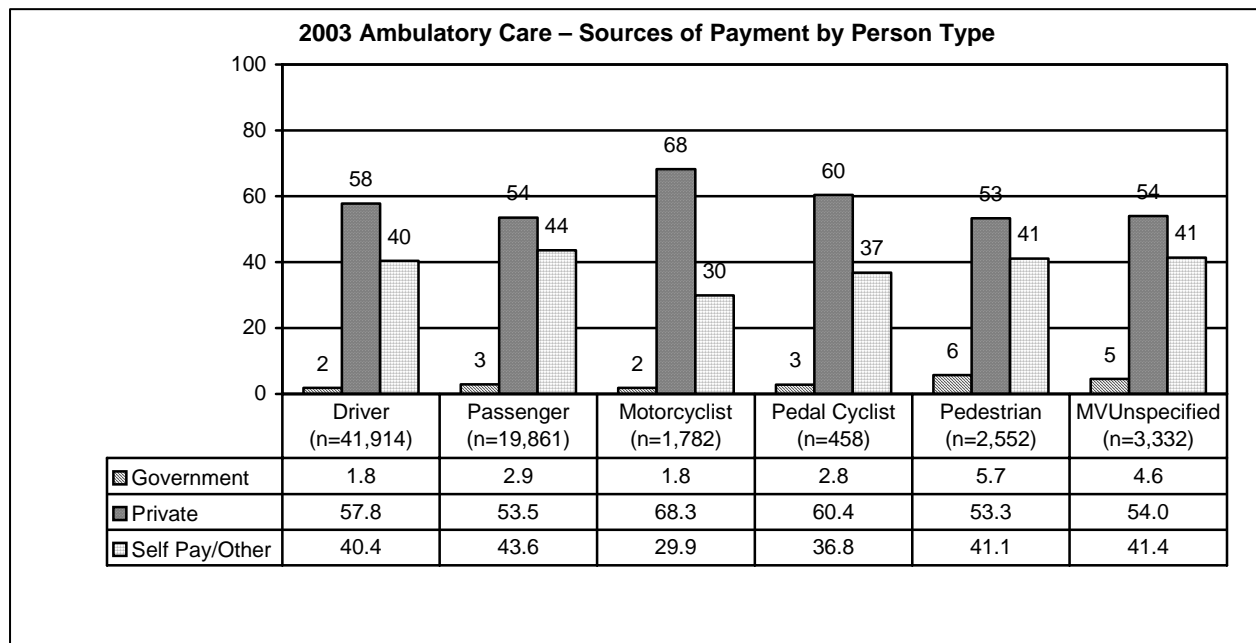
The distribution of ED charges (not including professional fees) among persons injured in a motor vehicle crash is displayed in the chart above. Motor vehicle crashes accounted for nearly \$24 million in ED charges in 2004. This, when combined with in-patient charges, brings the total in excess of \$110 million. Here, drivers and passengers accounted for nearly 85% of the total (59.0% and 25.8%, respectively). Once again, pedestrians and motorcyclists had the highest median charges per visit (\$364 and \$375, respectively).

GRAPH 8 – 2003 Principal Source of Payment of Ambulatory Care\*



Source: National Study Center for Trauma & EMS

GRAPH 9 – 2003 Principal Source of Payment of Ambulatory Care by Person Type\*



Source: National Study Center for Trauma & EMS

\* There are 1,165 cases with missing source of payment

More than half of all ED visit payments were attributed to private insurance carriers. As found in the hospital discharge data, pedestrians were highest in terms of payment by government sources (5.7%), although the proportion of the total bill paid by the government was

much smaller. Passengers were highest in terms of those who self-paid or used other insurance means (approximately 44%), and motorcyclists were most likely to be covered by private insurance.

## CITATIONS / COURT

The table displayed below contains data on the ten most commonly issued citations in Maryland in 2004. Each citation identifies a violation of the state transportation article. Through October, more than 1.1 million citations had been issued throughout the state. More than a third were issued to motorists due to a speeding violation, and another 11% were issued for improper seatbelt use. Guilt was determined in the vast majority of improper seatbelt use cases (87%) and in two-thirds of cases cited for speeding violations.

**TABLE 7 – Top Ten Types of Traffic Citations, 2003**

Rank	Type	Number	% Guilty
1	Speeding	382,014	66
2	Improper belt use	127,053	87
3	Expired registration	67,689	57
4	DWI / DUI	54,307	11
5	Failure to carry registration card	51,934	68
6	Suspended / revoked license	46,742	15
7	Registration violation (with canceled registration)	45,386	31
8	Failure to carry license	39,403	58
9	Failure to obey traffic control device	37,159	61
10	Driving without required license and authorization	24,047	29
Total		875,734	59

Source: National Study Center for Trauma & EMS

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

**TABLE 8 – Citation Type by Court Disposition, 2003**

Type	Guilty	Not Guilty	Probation Before Judgment	Dismissed	Nol Pross	Jury Trial	Merge with Other Citation	Fail to Appear	Inactive Docket
Speeding	251,670	14,094	71,733	6,685	5,856	454	185	27,390	3,739
Belt Use	110,064	1,221	1,157	727	2,045	164	133	10,939	537
DWI/DUI	5,897	1,126	8,852	111	23,662	4,000	928	3,006	6,206

Source: National Study Center for Trauma & EMS

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

# Highway Safety Plan

## Program Area Details

The following sections describe the planned FFY 2006 programs, projects, and activities to be supported with federal funds that are expected to lead to the achievement of the aforementioned goals and objectives. For FFY 2006, these Program Areas have been arranged to coincide with their position in the MHSO's overall set of priority Program Areas, as defined in the "Summary of Goals" section. Crash data, Impact Objectives, and Administrative Objectives will be stated for each section. However, roughly half of the Program Areas identified utilize a general set of Impact Objectives, namely Data Enhancement, the Community Traffic Safety Programs, General Driver Safety, Police Traffic Services, Diversity in Traffic Safety, Emergency Medical Services, Engineering, and Planning and Administration. In each of these sections, only the areas' Administrative Objectives will be stated as these will differ according to the Program is being discussed.

The use of federal Section 402, 157, 157 Innovative, 408, 405a, and 163 funds (in accordance with fund use limitations) is planned and the activities for which these funds will be used are included in the appropriate program area descriptions. The Program Cost Summary section identifies the specific planned uses of the various grant funds in FFY 2006. Additionally, basic program cost summaries are provided at the end of each individual Program Area section.

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

**NOTE:** Unless otherwise noted, all tables and graphs included in each of the Program Areas are provided by the SHA's TSAD.



# IMPAIRED DRIVING PREVENTION

TABLE 8 – Crash Summary: Driver or Pedestrian Involved Alcohol or Drug Impaired

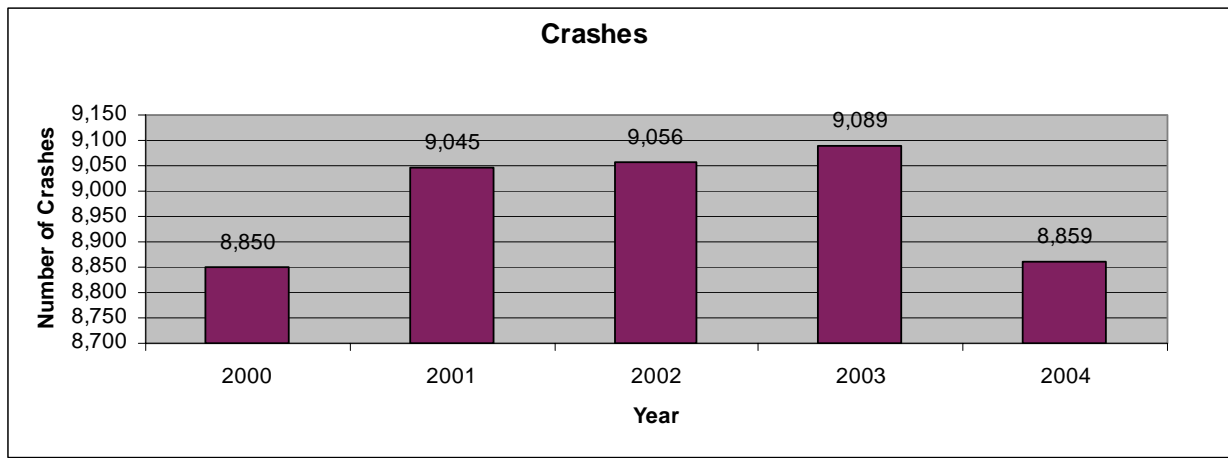
## Driver or Pedestrian Involved - Alcohol or Drug Impaired Crash Summary

	2000	2001	2002	2003	2004	5 Year AVG.	%	SW %
<b>Fatal Crashes</b>	179	197	182	163	207	186	2.1	0.6
<b>Injury Crashes</b>	3,675	3,762	3,765	3,500	3,329	3,606	40.2	36.7
<b>Property Damage Only</b>	4,996	5,086	5,109	5,426	5,323	5,188	57.8	62.7
<b>Total Crashes</b>	8,850	9,045	9,056	9,089	8,859	8,980	100.0	100.0
<b>Total of All Fatalities</b>	195	216	195	179	239	205		
<b>Total Number Injured</b>	5,806	5,844	5,821	5,187	4,837	5,499		

\* Averages for all pages are 5 year averages. SW - Statewide

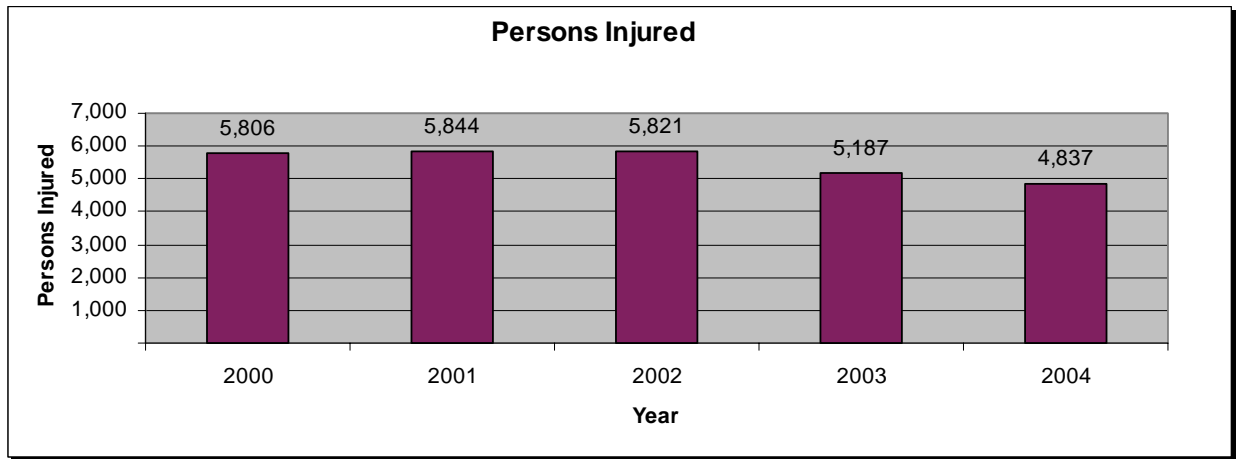
Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 10 – Crashes: Driver or Pedestrian Involved Alcohol or Drug Impaired



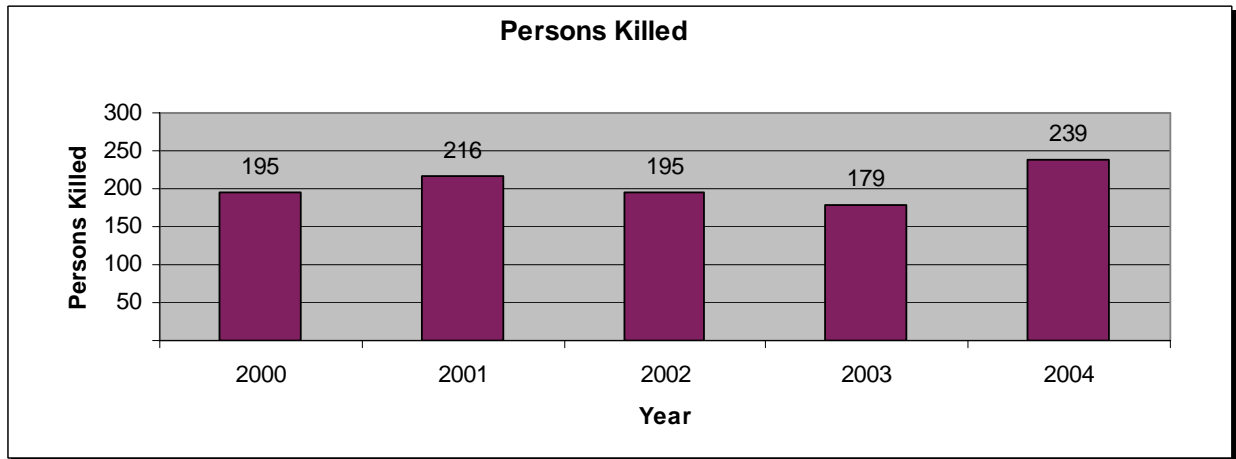
Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 11 – Persons Injured: Driver or Pedestrian Involved Alcohol or Drug Impaired



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 12 – Persons Killed: Driver or Pedestrian Involved Alcohol or Drug Impaired



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

Over the past three years, an average of 9,001 crashes has occurred annually on Maryland’s roadways where the operator of the vehicle was identified on the crash report as being impaired by alcohol or drugs. On average, 204 people have lost their lives each year. This loss of life represents nearly one-third of all of Maryland’s traffic fatalities. In addition, an average of 5,282 people have been injured, accounting for nearly one-tenth of all of Maryland’s traffic injuries. The breakdown below summarizes where over-representation occurs in the various categories listed on crash reports for impaired driving-related crashes. In FFY 2006, the MHSO will use this data to target its educational efforts by age and gender, while focusing its enforcement efforts by month, day of week, time of day, road type and county.

- **AGE** – Drivers 21 to 24 accounted for 17% of impaired drivers involved in a motor vehicle crash. Sixty-two percent of fatalities during 2004 involved drivers between the ages of 21 and 44.
- **GENDER** – Men are significantly over-represented in impaired driving, comprising 75% of all drivers involved in total crashes, 77% of injuries and 83% of fatalities.

- **MONTH** – Total and injury crashes exhibit similar trends as total statewide crashes with the highest number of impaired driving crashes occurring in August and December. The highest number of fatalities occurred in May and August.
- **DAY OF WEEK** – A higher percentage of total and injury crashes occurs on Saturday and Sunday. A higher percentage of fatal crashes occurs on Friday, Saturday and Sunday. (Please note that Sunday begins at one minute past midnight and may be a carry over from Saturday evening.) Sixty three percent of the fatalities occurred between Friday and Sunday.
- **TIME OF DAY** – In 2004, impaired driving crashes peaked between the hours of 1:00am and 3:00am. Sixty eight percent occurred between 8:00pm and 4:00am.
- **COUNTY** – Caroline and Worcester counties each exhibited a fourth consecutive year of increased impaired driving crashes, increasing 129% (37 to 85) and 18% (189 to 224) respectively.

#### IMPACT OBJECTIVES

- To decrease the total number of crashes from 8,850 in 2000 to 8,355 in 2006.
- To decrease the total number of fatal crashes from 179 in 2000 to 157 in 2006.
- To decrease the total number of injury crashes from 3,675 in 2000 to 3,036 in 2006.
- To decrease the total number of fatalities from 195 in 2000 to 165 in 2006.
- To decrease the total number of injuries from 5,806 in 2000 to 4,547 in 2006.
- To reduce the overall crash rate per 100M VMT from the 2000 rate of 17.6 to 15.2 in 2006.
- To reduce the fatal crash rate per 100M VMT from the 2000 rate of .36 to .29 in 2006.
- To reduce the injury crash rate per 100M VMT from the 2000 rate of 7.3 to 5.5 in 2006.
- To reduce the fatalities rate per 100M VMT from the 2000 rate of .39 to .30 in 2006.
- To reduce the injuries rate per 100M VMT from the 2000 rate of 11.5 to 8.3 in 2006.
- To reduce the overall crash rate per 100K Population from the 2000 rate of 167 to 152.2 in 2006.
- To reduce the fatal crash rate per 100K Population from the 2000 rate of 3.4 to 2.9 in 2006.
- To reduce the injury crash rate per 100K Population from the 2000 rate of 69.3 to 55.3 in 2006.
- To reduce the fatalities rate per 100K Population from the 2000 rate of 3.7 to 3.0 in 2006.
- To reduce the injuries rate per 100K Population from the 2000 rate of 109.5 to 82.8 in 2006.

#### ADMINISTRATIVE OBJECTIVES

- To hold 100 sobriety checkpoints by September 30, 2006.
- To make 26,000 impaired driving arrests by September 30, 2006.
- To develop 3 new pieces of impaired driving educational material by September 30, 2006.
- To distribute 230,000 pieces of impaired driving educational material by September 30, 2006.
- To hold 4 *Impaired Driving Coalition* meetings by September 30, 2006.
- To make 5,000,000 media impressions by September 30, 2006.
- To distribute, collect and analyze 300 Law Enforcement/Judiciary Surveys by September 30, 2006.

Maryland's overall Impaired Driving Prevention Program is funded from Section 157 and 402 monies. A total of \$948,900 was granted to this program area for FFY 2006. In addition, a total of \$1,103,700 was matched by grantee agencies, for a grand total of \$2,052,600 in funds to be spent on the Impaired Driving Prevention Program in FFY 2006. Costs associated with the Impaired Driving Program Coordinator are covered in this area.

In FFY 2006, the MHSO will purchase \$150,000 of paid media for the statewide *Checkpoint StrikeForce (CPSF)* campaign. The campaign will be designed to support the NHTSA Mid-Atlantic Region's objectives and will target Maryland-specific issues. The evaluation plan for this campaign will include the number of spots purchased, the time of day the Public Service Announcement (PSA) runs, the stations it runs on, as well as the demographic population the announcement targeted, and the number of media impressions.

In FFY 2006, the MHSO will partner for the second year in a row with Virginia and the District of Columbia in the tri-jurisdictional CPSF media campaign, its mission being to curb impaired driving through the use of education, enforcement and accompanying outreach efforts throughout an expanded Central Maryland/Baltimore area, Washington Metro area, Hagerstown, and Salisbury markets of Maryland. The efforts of this campaign, while independent of neighboring states, compliment the MHSO's overall messaging. Continued coordination of the campaign message and materials will continue throughout FFY 2006.

This year, a new impaired driving law brochure will be developed to target 21 to 44 year old drivers, as well as young drivers. This brochure will list all impaired driving laws and consequences of drunk driving. The distribution plan for the brochures includes sending them to the CTSPs, handing them out at *Impaired Driving Coalition (IDC)* meetings, and using them as informational pieces at health fairs and public events. Again, in FFY 2006, the law card (a pocket sized summary of Maryland's laws used by all of Maryland's law enforcement officers) will be updated for distribution to every law enforcement officer within the state.

In FFY 2006, the MHSO will continue to serve as the lead agency with regard to statewide impaired driving prevention efforts. Maryland's *IDC*, facilitated and supported by the MHSO, meets quarterly and is aimed at providing networking possibilities for advocates, organizations, agencies and businesses having an interest and desire in making a contribution in the field of impaired driving prevention. The *IDC* will continue to consist of a diverse membership, including state agencies, local agencies, and law enforcement representation. Speakers will be invited to present cutting-edge information, new initiatives, and data research to maintain better insight into the problems and solutions in the impaired driving area. In FFY 2005, the *IDC* kicked-off a new organizational approach where the Sub-Committees of the *IDC* were restructured to include the following Sub-Committees: Public Awareness, Checkpoint StrikeForce, Improved Practice of Law, Creating Effective Legislation, Data Collection, and Education to Prevent Impaired Driving. These committees will work toward meeting set objectives and will meet at least two times a year. Some of the objectives include: legislative analysis of state impaired driving laws, the study of best practices from other states on legislative successes, needs assessment for law enforcement and judiciary, training/brown bag lunches for law enforcement and judiciary, improved media involvement in *IDC* and its events/campaigns, increased cooperative efforts amongst law enforcement agencies and local prevention advocates, and the catalogue existing education and public awareness materials and resources to ensure concerted statewide distribution and use. Additionally, the *IDC* legislative brochure will be reprinted, listing the issues the *IDC* deems relevant for 2006, and shall be distributed to every interested organization.

Major initiatives for FFY 2006 will include the Law Enforcement/Judges' Brown Bag Lunches/Trainings, the Prosecutors' Brown Bag Lunches/Trainings, the Law Enforcement Awards Ceremony, *Maryland Remembers*, a memorial service recognizing impaired driving victims during *National Drunk and Drugged Driving Prevention (3D) Month*, a Statewide Law Enforcement Day to support the National Crackdown on Impaired Driving, continuation of the *CPSF* campaign, and two press events, one announcing *CPSF* and *Maryland Remembers* activities, and another the results of annual campaigns.

In addition in FFY 2006, the MHSO will fund the following projects, to work toward accomplishing its impaired driving prevention objectives:

#### **Maryland District Court – *DUI/Drug Court Expansion – 2<sup>nd</sup> Year***

- State agency
- Target audience – convicted subsequent DUI offenders
- Target area – Anne Arundel, Harford and Howard County Courts

The *DUI/Drug Court* will be designed to address individuals over the age of 18, who have been charged with a DUI/DWI or a violation of probation, on those charges, offering them a rehabilitative treatment program. Eligible individuals will have a prior history of DUI or DWI convictions, no pending sentences or warrants, and will not currently be on parole or probation. A maximum of 20 individuals from each county will be eligible for this special consideration. The program will divert offenders from long periods of incarceration. However, they must serve any minimum mandatory sentence prior to entering the treatment program. This pilot program is a post-conviction, voluntary program that utilizes a multi-faceted approach to rehabilitation. The program proposes to decrease the number of repeat DUI offenders in those participating counties and increase abstinence from alcohol by 50 percent. Offenders will be monitored by frequent alcohol and drug checks. They will meet with their team, consisting of a judge, probation monitor, treatment personnel, and their supervising officer. These meetings are likely to be weekly in the first phase and less frequent in the second and third phases. Participants will be tracked for one year following discharge to assess recidivism, drug use, and social functioning.

#### **Maryland State Police – *Maryland Drug Recognition Expert Program***

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

The main goal of this program is to maintain a coordinated statewide Drug Recognition Expert (DRE) effort. There are currently 106 certified DRE's employed by state, county and local police agencies in Maryland. This program is coordinated by the MSP, which maintains officer certification information as well as evaluation data and current drug-impaired driving arrest trends. Additionally, the MSP's state coordinator is responsible for providing training for new DRE candidates and maintaining an informational network of national drug trends. This program also supports the chemical testing of evidentiary blood kits obtained by DRE's from impaired driving arrests. A statewide notification/paging system has recently been established and will be evaluated and refined over the coming year.

#### **Maryland State Police – *High Visibility Enforcement Program***

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

The main goal of this program is to increase traffic patrols and sobriety checkpoints in areas and at specific times where impaired driving has been identified as a problem in local communities and local roadways. Increased enforcement will be conducted during heavily advertised enforcement waves, building the perception of coordinated enforcement across the state. Almost all law enforcement agencies in the state devote some portion of their traffic enforcement efforts to reducing impaired driving, and many are supported at the local level through their CTSP Coordinator. Additionally, the MHSO Law Enforcement Program Coordinator will work closely with newly formed Checkpoint task forces across the state, providing them technical support as well as facilitating instruction in the form of Checkpoint Manager's training to police supervisors. Best practices of previous pilot projects and innovative operations will be shared across the state. And, training for patrol officers will continue to be offered to police agencies across the state in the form of *Catch 'em If You Can* seminars which assist officers in identifying strategies for dealing with circumstances that might otherwise discourage the arrest of an impaired driver.

### **Mothers Against Drunk Driving – *Choices for Change***

- Non-profit
- Target audience – 21 to 34 year olds
- Target area – State of Maryland

The Young Adult Coordinator (YAC) for Mothers Against Drunk Driving (MADD) will serve as the community outreach liaison for the MHSO and the IDC. The YAC will coordinate with victim advocates statewide to personalize sobriety checkpoint dedications as a component of *Maryland Remembers*. In addition, the program coordinator will encourage and coordinate more MADD presence at DUI Checkpoints throughout the State by working directly with local CTSP Coordinators and MADD Chapters and volunteers. The coordinator will also play an important role in gathering information regarding Maryland DUI laws and use it to help support a prioritization of proposed legislation for the Legislative Sub-Committee and other IDC Sub-Committee items that can benefit from MADD support.

### **Washington Regional Alcohol Program – *Impaired Driving PI&E Program***

- Non-profit
- Target audience – general public
- Target area – Montgomery and Prince George's Counties; Statewide

The focus of this program is multi-faceted, addressing the problem of impaired driving in the Washington Metro region through public education and innovative health education. Through partnering with AT&T Wireless, GEICO Direct, Washington Area New Automobile Dealers Association and ExxonMobil, the Washington Regional Alcohol Program (WRAP) will present programs on the effects of impaired driving. The support of these businesses provides an avenue to the target population that data shows is over-represented in crashes, fatalities and injuries. Programs such as *Safe And Vital Employee*, the distribution of 5,000 Corporate Guides to Safe Driving and Safe Celebrating, and WRAP's *SoberRide*, providing free taxi cab rides to well over 100 people during major holidays, will create an extensive public awareness program. Through the combination of efforts by Maryland, Virginia, and DC, WRAP will coordinate a media campaign and press event for the NHTSA *CPSF* advertising buy as well as ancillary media material. Maryland's contribution to this effort will be \$150,000. WRAP will provide support for the DUI Law Enforcement Awards and *Maryland Remembers* event in December, which culminates overall impaired driving activities throughout the grant year. WRAP will also develop and pilot a designated driver program in one of the over-represented counties of the state.

## IMPAIRED DRIVING PREVENTION: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
06-049	DUI/Drug Court Expansion – 2 <sup>nd</sup> Year	164,400	402
06-114	DRE Program	58,200	402
06-019	High Visibility Enforcement Program	\$283,300	157
06-056	Choices for Change	33,800	402 & 157
06-027	Impaired Driving PI&E	285,100	402
<b>402 Total</b>		<b>\$538,200</b>	
<b>Total All Funds</b>		<b>\$948,900</b>	

## OCCUPANT PROTECTION

From 2000 to 2004 in Maryland, 872 vehicle drivers and occupants who were killed in fatal crashes were reported as not using available safety equipment (seat belts, child safety seats, and booster seats). Using NHTSA research regarding the effectiveness of seat belts and child safety seats, nearly half of those killed could have been saved had they simply taken the time to restrain themselves and their child passengers properly. In 2004 alone, 240 (more than 51%) of the 468 Marylanders who were fatally injured as drivers or occupants in motor vehicle crashes were improperly restrained or totally unrestrained.

Maryland's statewide seat belt use rate increased to 91.1% in 2005, from a 2004 use rate of 89.0%. This figure corresponds to a conversion rate of 19%, signifying that more than 19% of former seat belt non-users have now gotten into the habit of buckling up. Passenger car drivers and front seat occupants were buckled up 92.4% of the time (up from 90.8% in 2004). Pickup truck drivers and passengers continued to lag behind at 83.7% usage. Although this percentage is a significant increase from the 2004 rate of 79.8%, pickup truck drivers and occupants remain a population that continues take unnecessary risks by not buckling up. This lower use rate also is evidenced by an analysis of crash data. For example, from 1999-2003, nearly 70% of pickup truck fatalities were unbelted (167 of 248 total pickup truck fatalities).

As with other areas of crash over-representation, males 18-34 continue to buckle up less than other populations. Additionally, in 2003, slightly more than 31% of total crashes took place during the hours of darkness. However, nearly 53% of all fatal crashes took place during these same hours, indicating higher-risk driving and lower restraint use. In fact, over the past ten years, despite nearly 50% belt use in overall fatal crashes, belts were used only 30% of the time in fatal crashes taking place between the hours of 8 pm and 5 am.

Listed on the next page are the overall seat belt rates in counties that contain NHTSA survey sites, along with their percent change from 2004-2005. There are several important increases to note, primarily the nearly 13 percentage point increase in Prince George's County, as well as the increase in Howard County from 94% to 97% - all of which contributed to Maryland meeting and exceeding its use rate goal.

	2004	2005	% CHANGE
ANNE ARUNDEL	91.00%	94.28%	3.28%
BALTIMORE CITY	83.05%	87.43%	4.38%
BALTIMORE COUNTY	82.52%	85.45%	2.93%
CARROLL	89.73%	92.15%	2.42%
CHARLES & ST. MARY'S	88.60%	93.48%	4.88%
FREDERICK	92.24%	90.67%	-1.57%
HARFORD	87.04%	83.50%	-3.54%
HOWARD	93.88%	97.21%	3.33%
MONTGOMERY	89.20%	91.56%	2.36%
PRINCE GEORGE'S	76.27%	88.96%	12.69%
WASHINGTON	84.91%	83.60%	-1.31%

Although Prince George's County increased its use rate exponentially during FFY 2005, this county—which is Maryland's most populous, and consequently also has the greatest number of traffic fatalities and injuries each year—will continue to be a major focus of the MHSO's efforts during FFY 2006. Other counties in which observed seat belt use rates were either significantly lower than the statewide average, or decreased from 2004 to 2005, include Caroline, Frederick, Harford, Kent, Queen Anne's, Somerset, Talbot, Washington, Wicomico, and Worcester Counties. Therefore, these geographical areas will be a focus of the MHSO's program in partnership with each of their respective CTSP Coordinators.

While conducting observational safety belt use surveys, the MHSO and the Maryland Committee For Safety Belt Use (MCFBSBU) continued to observe that the older driver population tends to buckle up somewhat less than the general population—despite the fact that in many cases, they are driving in motor vehicles that contain the latest safety equipment, such as head curtain air bags, which work best in conjunction with properly used seat belts. To address the issue of older driver-involved crashes and the consequent injuries and fatalities to the 65 and older age group, the MHSO and the MCFBSBU have created an occupant protection campaign entitled *Traveling Safely with the Grandkids*. During FFY 2006, the campaign will be incorporated into an overall older driver program, *Seniors on the M.O.V.E.*, created and piloted during FFY 2005 by the Central Maryland Safe Communities Center and other safety partners. Another observation made during this year's seat belt surveys was the fact that too many children continue to ride in the front seats of vehicles, even when there are rear seating positions available. The *Occupant Protection Task Force (OPTF)* has created a Sub-Committee to address this issue by creating an educational campaign to be unveiled during FFY 2006.

#### IMPACT OBJECTIVES

- To increase the statewide seat belt use rate from the 85% in 2000 to 92.5% in 2006.

#### ADMINISTRATIVE OBJECTIVES

- To gain *Maryland Chiefs' Challenge* participation by 120 agencies/barracks by June 30, 2006.
- To make 1,000,000 paid media impressions by September 30, 2006.
- To develop 3 new pieces of occupant protection educational material by September 30, 2006.
- To distribute 550,000 pieces of educational material on occupant protection by September 30, 2006.
- To hold 4 *OPTF* meetings by September 30, 2006.
- To hold 3 *Child Passenger Safety Advisory Board* meetings by September 30, 2006.



Maryland's overall Occupant Protection Program is funded from Sections 157 Innovative and 405a monies. A total of \$825,200 was granted to this program area for FFY 2006. In addition, a total of \$481,000 was matched by grantee agencies, for a grand total of \$1,306,200 in funds to be spent on the Occupant Protection Program in FFY 2006. Costs for the Occupant Protection Program Coordinator are covered in this area.

In FFY 2006, the MHSO will purchase at least \$150,000 of paid media for the statewide *Click It Or Ticket (CIOT)* Campaign. This figure may increase, pending the availability of new occupant protection funds. Print ads, radio, and TV PSAs will continue to utilize a strong enforcement message. Once again, the primary focus for the TV airtime buy will be on the young male risk-taking driver, with PSAs being played on such channels as ESPN, BET, and MTV.

Evaluation of this media outreach and enforcement campaign will include a pre-Mobilization mini-observational survey in April, and the annual statewide observational seat belt use survey during the month of June to measure increases in belt use. Additionally, a comparison of fatal and injury traffic crash data, as well as enforcement data, will be performed. Results of the enforcement and evaluation efforts will be publicized following the campaign.

In FFY 2006, the MHSO will use this data to target its educational efforts by age, gender, and type of vehicle driven, while focusing its specialized enforcement efforts during the national *CIOT* in May 2006. To that end, a law enforcement advisory board, which will include Maryland's Occupant Protection Law Enforcement Liaisons, along with representation from the NHTSA Mid-Atlantic Region Office, the MCFSBU, and the MHSO, will convene to discuss ways of safely and effectively increasing seat belt use at night. However, Maryland law enforcement also will continue to give special attention to seat belt compliance throughout the year during regular patrols.

In FFY 2006, Maryland's *OPTF* will continue to be led and supported by the MHSO. This group consists of a diverse membership from State agencies, local CTSP Coordinators, advocacy groups, businesses, and private organizations. Special education and technical assistance are provided by agencies and groups such as the MCFSBU, Maryland Kids In Safety Seats (KISS) program, Safe Kids Maryland State Coalition (and local chapters), Maryland Child Passenger Safety Association, Maryland Chiefs of Police Association (MCPA), and the MIEMSS. The *Maryland Child Passenger Safety Advisory Board*, co-coordinated by the MHSO, will continue to provide guidance and direction for Maryland's overall child passenger safety (CPS) initiatives.

Major initiatives for FFY 2006 will include the *Maryland Chiefs' Challenge* campaign (or similar campaign, depending on funding availability); the *Pacesetter Seat Belt Awards Program*; participation in the *CIOT* mobilization; numerous 32-hour Standardized CPS Trainings; and TOPS trainings. *Buckle Up Religiously* again will be a focus in Prince George's County, Baltimore City, and in many other diverse communities throughout Maryland. *Buckle Up Prince George's County*, a campaign focusing on increasing seat belt and child safety seat compliance in the most populous county in the state, will continue to be a focus for the MHSO and its partners, as the County attempts to maintain or even increase its new use rate of 89%. In addition, the *Road Rules* teen/young adult campaign will be utilized during the school year throughout the State, as will the two State-owned *Seat Belt Convincers*. Maryland also will continue to use PSAs and print ads featuring a strong law enforcement message, and ideally using Maryland law enforcement personnel as spokespersons. Press events will be held to

announce *National CPS Awareness Week* in February, and the *Maryland Chiefs' Challenge/Click It or Ticket Mobilization* campaigns in May. Additionally, press releases will be distributed to announce Maryland's new safety belt use rate, the results of a CPS observational survey, and on other topics as the need arises. Awards ceremonies will be held in appreciation of *Pacesetter Award* recipients and for participants in the *Maryland Chiefs' Challenge*.

This year, a brochure about seat belt use among pickup truck drivers and passengers will be developed—focusing particularly on the workplace, i.e., for contractors, landscapers, and others who drive trucks as part of their employment. Maryland's premier CPS brochure, *Every Child Deserves a Safe Ride*, was translated into Spanish during FFY 2005 and will continue to be provided to Hispanic community centers, CTSP Coordinators in areas with Spanish-speaking residents, and to health departments and WIC programs. The MHSO also will work with the MCFSBU to update and add items to the *Seat Belt Convincer Teaching Kit*, which is used by law enforcement and other traffic safety advocates to conduct training and awareness programs.

In addition in FFY 2006, the MHSO will fund the following projects, to work toward accomplishing its occupant protection objectives:

#### **Maryland Committee For Safety Belt Use, Inc. – Statewide Comprehensive OP Outreach Effort**

- Non-profit
- Target audience – general public; special focus on low-use populations
- Target area – State of Maryland; special emphasis on lower-use geographical areas

The primary grant-funded programs of this project will include the *Maryland Chiefs' Challenge*, a two-month, intensified enforcement & education campaign about the lifesaving benefits of child safety seats, booster seats, & safety belt use. The MCFSBU hopes to maintain statewide participation in the *Challenge* in FFY2006 by recruiting at least 120 agencies/barracks, and obtaining final entries from at least 75% of participants. In addition, the MCFSBU partners with the MHSO on the *Pacesetters* program, media outreach (including the creation and airing of PSAs), the *Saved by the Belt* program, nighttime seat belt observational surveys, and other occupant protection initiatives, particularly as related to law enforcement. The MCFSBU will continue to place a special focus on Prince George's County during FFY 2006, and will work with the MHSO to publicize the special pickup truck promotion, the *Killer in the Back Seat* campaign (to emphasize the importance of buckling up in all seating positions in all vehicles), and the need for moving young children from the front seat into the back seat. The MCFSBU serves as the parent organization for the *Safe Kids Maryland State Coalition* (SKMSC), which provides technical assistance and other resources for member agencies to conduct childhood unintentional injury prevention programs throughout the State. *Safe Kids Maryland* also provides outstanding assistance to Maryland's CPS program.

#### **Maryland Department of Health & Mental Hygiene – Maryland Kids In Safety Seats Program**

- State agency
- Target audience – children, low income families, general public, parents and caregivers
- Target area – State of Maryland

The main grant-funded programs of this project include providing information to the public about CPS, coordinating CPS trainings for professionals and families, providing child restraint installation instruction to parents and caregivers at permanent and mobile fitting stations/events, monitoring a CPS hotline and website, and coordinating child safety loaner programs throughout

the State. In the coming fiscal year, KISS will develop state-specific guidelines for Permanent Fitting Stations; take the lead on *National CPS Awareness Week* in February; pilot a booster seat distribution program in one Maryland jurisdiction; and conduct at least six observational child safety seat surveys at designated locations, as a follow-up to those conducted in 2004. KISS will continue to identify and recruit more senior checkers and potential CPS instructors in each region of the State; serve in a leadership role and provide the latest technical information for CPS technicians/instructors; co-coordinate the *Maryland CPS Advisory Board*; and recruit and support child safety seat loaner programs.

### **Maryland Regional Law Enforcement Liaisons – Baltimore Metro Region OP LEL, Eastern Shore OP LEL, and Western Maryland OP LEL**

- State and local agencies
- Target audience – law enforcement and the general public
- Target area – State of Maryland (by region—Western, Baltimore Metropolitan, and Eastern Shore)

The main grant-funded programs of these projects include attempting to gain further endorsement and enforcement of Maryland's Occupant Protection laws by law enforcement in each region; obtaining more agency participation in such initiatives as the *Maryland Chiefs' Challenge*, *National CPS Awareness* and *Buckle Up America Weeks*, *Buckle Up Religiously*, and *Click It or Ticket Mobilizations*; assisting MHSO & MCFBSU with implementation of the *Pacesetter Awards* program, media kickoff events for special emphasis weeks, the law enforcement subcommittee of the Maryland *OPTF*, and in marketing programs to their respective regional law enforcement agencies; and assisting with the implementation of *Click It or Ticket* throughout Maryland. Other duties include helping to coordinate statewide seat belt observational surveys (at both NHTSA and non-NHTSA sites), helping *Chiefs' Challenge* participants with final entry submission, and providing technical support for the implementation of the *ECAMM (Enrollment Centered Approach to Media Marketing)* statewide media plan.

### **Maryland State Police – Family Occupant Protection**

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

The focus of this program is to provide uniform instruction and demonstration of proper child safety seat use to drivers, parents, grandparents and caregivers, as well as educating the general public about the benefits of properly utilizing safety restraint systems. The MSP conducts scheduled child safety seat checks each month at each of their barracks across the state providing convenient access to this important educational program to all residents. Additionally the MSP maintains two 'Child Safety Seat Trailers' that are used at safety fairs and events across the state. These trailers support troopers' efforts at mobile fitting stations, by providing safety equipment and educational materials to members of the public who attend the instructional demonstrations, along with actual child safety seats for persons in need. Likewise this program supports the MSP's efforts in training and certifying troopers as new Safety Seat Technicians, as well as re-certifying current troopers actively involved in this public educational project.

**MIEMSS EMS for Children Program—CPS Hospital Assessment/Special Populations Project**

- State agency
- Target audience – hospital personnel and other health care providers, CPS technicians and instructors, general public, parents and caregivers of children with special health care and transportation needs
- Target area – State of Maryland

The primary grant-funded initiatives of this project will include providing on-site SWOT (*Strengths, Weaknesses, Opportunities and Threats*) consultations with six hospitals regarding their abilities to provide the latest CPS information to their patients; conducting physician, nurse, and nurse practitioner trainings at Maryland AAP (*American Academy of Pediatrics*) and Maryland ENA (*Emergency Nurses Association*) meetings; organizing and conducting two *Transporting Children with Special Needs* workshops in conjunction with KISS; providing a web-based, interactive teaching conference call on a CPS topic (to be determined by a physician survey) for Maryland AAP members in February; contributing to an overall 10% increase in the number of persons receiving CPS training at any level (hospital employees, public safety professionals, and the general public); and maintaining the liaisons between CPS technicians and each of Maryland’s 47 hospitals to ensure that hospitals receive the latest training and educational materials, which are necessary for them to update and implement their CPS policies appropriately. This year, project staff also will distribute the new Maryland booster brochure that was developed and produced during FFY 2005.

**OCCUPANT PROTECTION: PROJECT BUDGET SUMMARY**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
06-024	Statewide Comprehensive OP Outreach Effort	\$301,200	405a
06-021	MD Kids In Safety Seats	\$144,500	405a
06-015	Baltimore Metro Region OP LEL	\$17,700	157 Innovative
06-014	Eastern Shore OP LEL	\$17,700	157 Innovative
06-016	Western MD OP LEL	\$16,100	157 Innovative
06-032	Family Occupant Protection	\$12,400	405a
06-020	CPS Hospital Assessment/Special Populations Project	\$38,600	405a
<b>402 Total</b>		<b>\$0</b>	
<b>Total All Funds</b>		<b>\$825,200</b>	

## DATA ENHANCEMENT

### IMPACT OBJECTIVES

- To decrease the total number of crashes from 99,320 in 2000 to 99,252 in 2006.
- To decrease the total number of fatal crashes from 574 in 2000 to 543 in 2006.
- To decrease the total number of injury crashes from 37,743 in 2000 to 33,448 in 2006.
- To decrease the total number of fatalities from 617 in 2000 to 586 in 2006.
- To decrease the total number of injuries from 58,885 in 2000 to 50,217 in 2006.
- To reduce the overall crash rate per 100M VMT from the 2000 rate of 197.4 to 180.3 in 2006.
- To reduce the fatal crash rate per 100M VMT from the 2000 rate of 1.14 to 1.06 in 2006.
- To reduce the injury crash rate per 100M VMT from the 2000 rate of 75.0 to 60.7 in 2006.
- To reduce the fatalities rate per 100M VMT from the 2000 rate of 1.23 to 1.13 in 2006.
- To reduce the injuries rate per 100M VMT from the 2000 rate of 117.1 to 91.2 in 2006.
- To reduce the overall crash rate per 100K Population from the 2000 rate of 1,873.6 to 1,807.9 in 2006.
- To reduce the fatal crash rate per 100K Population from the 2000 rate of 10.83 to 10.66 in 2006.
- To reduce the injury crash rate per 100K Population from the 2000 rate of 712.1 to 609.3 in 2006.
- To reduce the fatalities rate per 100K Population from the 2000 rate of 11.64 to 11.29 in 2006.
- To reduce the injuries rate per 100K Population from the 2000 rate of 1,111 to 914.7 in 2006.

### ADMINISTRATIVE OBJECTIVES

- To hold 2 full *Traffic Records Coordinating Committee* meetings by September 30, 2006.
- To hold 6 core *Traffic Records Coordinating Committee* meetings by September 30, 2006.
- To develop and implement an MSCAN central records data collection infrastructure by September 30, 2006.

Maryland's overall Data Enhancement Program is funded from Section 157 and 408 monies. A total of \$524,300 was granted to this program area for FFY 2006. In addition, a total of \$461,200 was matched by grantee agencies, for a grand total of \$985,500 in funds to be spent on Data Enhancement in FFY 2006. Costs associated with the Data Analyst & TRCC Coordinator are covered in this area.

In FFY 2006, the MHSO will continue its proactive effort to move the automation and accessibility of traffic records forward in Maryland. Maryland's *Traffic Records Coordinating Committee (TRCC)*, facilitated and supported by the MHSO, will meet twice during FFY 2006. Membership on the Committee includes representatives from the MDOT, the NHTSA, the FHWA, the FMCSA, the MSP, the MVA, the MIEMSS, the MdTA, the DHMH, the National Study Center for Trauma & EMS, Johns Hopkins University, the University of Maryland, Morgan State University, the Chesapeake Region Safety Council, the Office of the Chief Judge, the District Court and the OCME, as well as various local agencies, including departments of public works, law enforcement agencies and health departments. In addition, a Sub-Committee of "core" TRCC members, the TRCC Steering Committee, most of which are grantees of the MHSO for their part in the effort, will meet bi-monthly as well.

The anticipated result of the Data Enhancement Program is real-time data collection and analysis, to encompass licensing, citation, crash, EMS, trauma, inpatient, outpatient, toxicology and mortality data. Mobile reporting capabilities and enhanced reporting are also in the plan. In May 2005, the NHTSA conducted a Traffic Records Assessment. As a result, the Maryland Traffic Records Strategic Plan will be updated, and countermeasures and improvements will be aggressively put into place. In the meantime, a Maryland Law Enforcement Technology Survey will take place to assess the infrastructure present in the law enforcement community and the feasibility of implementing the plan statewide. Memorandums of Understanding are presently being drafted by the major state agencies involved, to ensure communal commitment to the plan.

In addition in FFY 2006, the MHSO will fund the following projects, to work toward accomplishing its Traffic Records objectives:

#### **Maryland Judicial Information Systems – *ACT SAFE Project***

- State Agency
- Target audience – State agencies & other public traffic safety stakeholders
- Target area – State of Maryland

The goal of this program is to develop an electronically integrated and efficient traffic citation system, designed to improve traffic safety. In the initial phases, the Court will develop project plans and specifications necessary to enhance its present system, define enhanced citation data elements to be determined by the Chief Judge of the District Court with input from MSP and SHA, and establish a central data repository for the purposes of collecting citation data transmitted from the MSP.

#### **National Study Center for Trauma & EMS / University of Maryland –*Comprehensive Crash Outcome Data Evaluation System (CCODES)***

- Institution of Higher Education
- Target audience – State agencies & other public traffic safety stakeholders
- Target area – State of Maryland

The main goal of this program is to provide a resource for motor vehicle related injury data and information to state and local agencies. During FFY 2004, the MHSO worked with the Center to improve the problem identification process used by the MHSO and its grantees. Data supplied to the MHSO and its grantees includes: statewide demographics, exposure data (vehicle miles traveled, population, number of registered vehicles, number of licensed drivers), traffic citation & conviction data, driver & vehicle records, offender & post-mortem alcohol test results, and statewide observational seat belt use rates (provided as a service to certain local CTSPs). The Center will continue to meet with the CTSPs at the MHSO's Annual Training Meeting (ATM) and Semi-Annual Meeting (SAM). Data provided to each jurisdiction includes: data summaries per program area, Impact Objectives per program area, ranking of program areas, density maps per program area, driver residence & overall crash data, citations per program area, citations vs. crashes, crime-crash clock, adjudication per program area, hospital data per program area – showed number of inpatients, hospital days & hospital charges, and the top ten causes of death, all using local data.

#### **Office of the Chief Medical Examiner – *Data Sharing & Data Quality Initiative***

- State Agency
- Target audience – State agencies & other public traffic safety stakeholders
- Target area – State of Maryland

The main goal of this program is to improve the accuracy of vehicular crash fatality data quality and establish interagency, computer-based data-sharing linkages. The OCME and the NSC have been working to establish a collaborative relationship between the state computer systems managers and the traffic safety professionals for whom accurate and comprehensive data is essential. Crucial linkages with various police department crash investigation units have been developed and enhanced. With the successful implementation of this network, the project will enhance the ability of traffic safety professionals across the state to access, track and analyze critical crash fatality data.

### DATA ENHANCEMENT: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
06-030	ACT SAFE Project	\$185,000	408
06-053	Data Sharing & Data Quality Initiative	67,100	157 & 408
06-054	CCODES	90,400	408
<b>402 Total</b>		<b>\$0</b>	
<b>Total All Funds</b>		<b>\$524,300</b>	

## COMMUNITY TRAFFIC SAFETY PROGRAMS

### IMPACT OBJECTIVES

- To decrease the total number of crashes from 99,320 in 2000 to 99,252 in 2006.
- To decrease the total number of fatal crashes from 574 in 2000 to 543 in 2006.
- To decrease the total number of injury crashes from 37,743 in 2000 to 33,448 in 2006.
- To decrease the total number of fatalities from 617 in 2000 to 586 in 2006.
- To decrease the total number of injuries from 58,885 in 2000 to 50,217 in 2006.
- To reduce the overall crash rate per 100M VMT from the 2000 rate of 197.4 to 180.3 in 2006.
- To reduce the fatal crash rate per 100M VMT from the 2000 rate of 1.14 to 1.06 in 2006.
- To reduce the injury crash rate per 100M VMT from the 2000 rate of 75.0 to 60.7 in 2006.
- To reduce the fatalities rate per 100M VMT from the 2000 rate of 1.23 to 1.13 in 2006.
- To reduce the injuries rate per 100M VMT from the 2000 rate of 117.1 to 91.2 in 2006.
- To reduce the overall crash rate per 100K Population from the 2000 rate of 1,873.6 to 1,807.9 in 2006.
- To reduce the fatal crash rate per 100K Population from the 2000 rate of 10.83 to 10.66 in 2006.
- To reduce the injury crash rate per 100K Population from the 2000 rate of 712.1 to 609.3 in 2006.
- To reduce the fatalities rate per 100K Population from the 2000 rate of 11.64 to 11.29 in 2006.
- To reduce the injuries rate per 100K Population from the 2000 rate of 1,111 to 914.7 in 2006.

## ADMINISTRATIVE OBJECTIVES

- To hold an Annual Training Meeting by September 30, 2006.
- To hold a Semi-annual Meeting by September 30, 2006.
- To conduct an Annual Evaluation of the Community Traffic Safety Programs by September 30, 2006.
- To facilitate 2 MHSO/CTSP Advisory Committee meetings by September 30, 2006.

Maryland's overall Community Traffic Safety Program (CTSP) is funded from Section 402, 157, 405, 163, and State monies. A total of \$2,005,100 was granted to this program for FFY 2006 and another \$500,000 was supplied in Maryland funding for a total of \$2,505,100 to be spent on the CTSP in FFY 2006. Costs associated with the Statewide CTSP Coordinator are covered in this area.

Before establishing FFY 2006 funding levels for the CTSP Program, the MHSO worked very closely with the Department of Public and Community Health at the University of Maryland to review the existing CTSP funding formula. As a result, the formula was revised and funds were reallocated. Special emphasis was placed on Maryland's metropolitan areas, with less emphasis on rural jurisdictions where fatalities and injuries have less of an impact.

The four Maryland Regional Safe Communities Programs (SCP) submitted requests for FFY 2006 funding, including initiatives for local colleges, training, military projects, and a bystander care program. Due to the anticipated reduced funding level for FFY 2006, all four requests were denied.

Major initiatives include the Annual Training Meeting which will be geared towards programmatic issues and will include Best Practice Panels, an open forum with SHA Assistant District Engineers for Traffic, and a Human Factors session. The Semi-Annual Meeting will focus on financial issues such as SAFETEA-LU and any new procedures implemented by the MHSO. The MHSO will continue to implement its annual CTSP evaluation, as well as track other vital information pertinent to the successful management of the program.

In FFY 2006, the MHSO will fund the following CTSPs, to work toward accomplishing its objectives:

Allegany County	Allegany County Health Department
Anne Arundel County	Anne Arundel County Police Department
Baltimore County	Baltimore County Police Department
Calvert County	Maryland State Police – Prince Frederick Barracks
Carroll County	Carroll County Health Department
Cecil County	Cecil County Health Department
Charles County	Charles County Sheriff Office
Dorchester County	Dorchester County Health Department
Frederick County	State Highway Administration – District # 7
Garrett County	Garrett County Health Department
Harford County	Harford County Risk Management Office
Howard County	Howard County Police Department
Kent County	Kent County Health Department
Montgomery County	Montgomery County Health Department
Prince George's County	Prince George's County Police Department
Queen Anne's County	Queen Anne's County Sheriff Office



Saint Mary's County  
 Somerset County  
 Talbot County  
 Washington County  
 Wicomico County  
 Worcester County  
 Baltimore City

Saint Mary's County Health Department  
 Somerset County Sheriff's Office  
 Talbot County Health Department  
 Washington County Health Department  
 Wicomico County Sheriff Office  
 Worcester County Health Department  
 Baltimore City Health Department

**CTSP: PROJECT BUDGET SUMMARY**

Project Number	Project Title	Budget	Budget Source
Local	Local CTSP	\$927,400	402 & 405a
Local	Local CTSP Enforcement	1,000,000	402 & 163
<b>402 Total</b>		<b>\$1,076,700</b>	
<b>Total All Funds</b>		<b>\$2,505,100</b>	

**AGGRESSIVE DRIVING PREVENTION**

TABLE 9 – Crash Summary: Aggressive Driver Involved

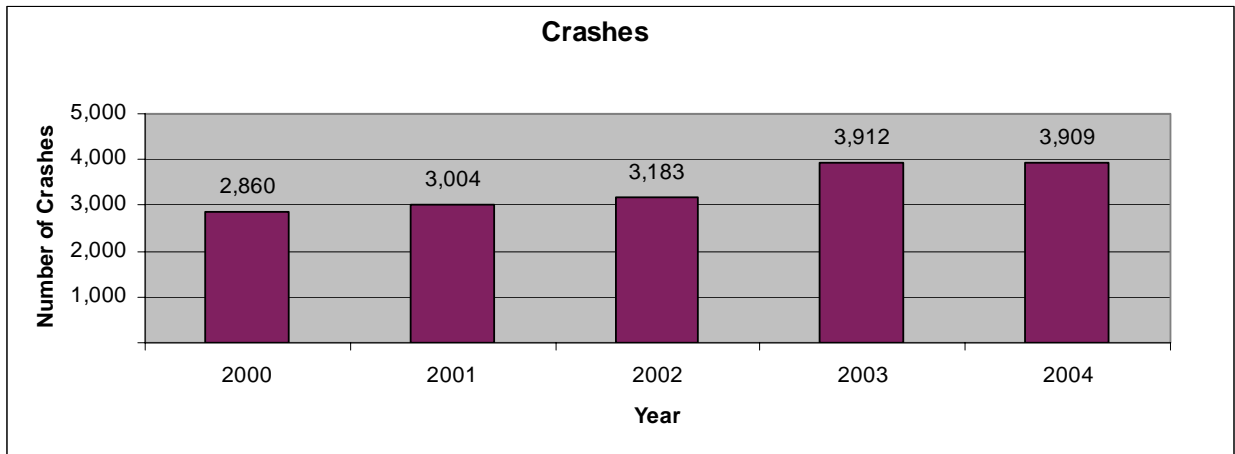
**Aggressive Driver Involved  
 Crash Summary**

	2000	2001	2002	2003	2004	5 Year AVG.	%	SW %
<b>Fatal Crashes</b>	52	55	63	55	52	55	1.6	0.6
<b>Injury Crashes</b>	1,292	1,341	1,383	1,640	1,623	1,456	43.2	36.7
<b>Property Damage Only</b>	1,516	1,608	1,737	2,217	2,234	1,862	55.2	62.7
<b>Total Crashes</b>	2,860	3,004	3,183	3,912	3,909	3,374	100.0	100.0
<b>Total of All Fatalities</b>	60	61	71	62	58	62		
<b>Total Number Injured</b>	2,247	2,420	2,421	2,745	2,626	2,492		

\* Averages for all pages are 5 year averages. SW - Statewide

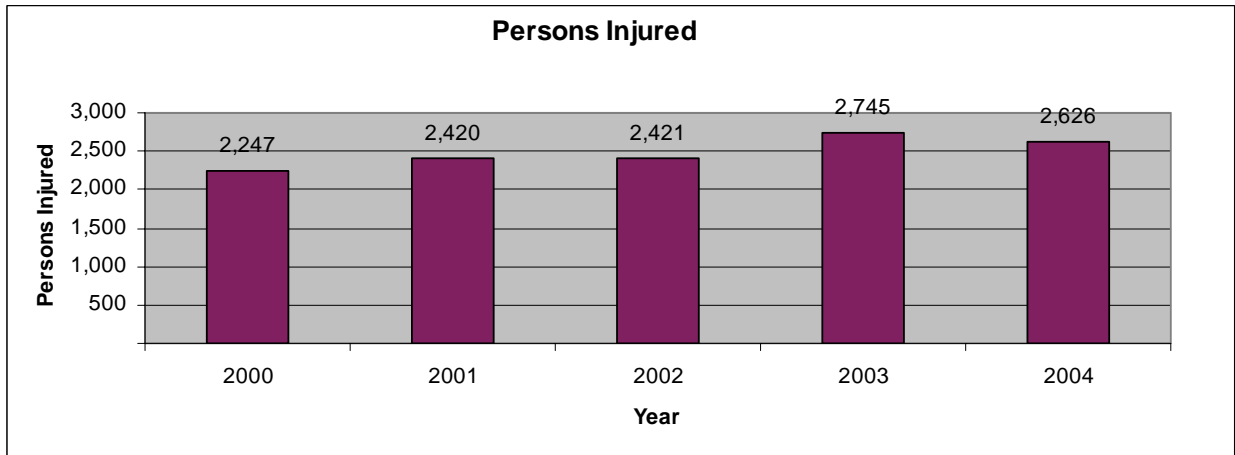
Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 13 – Crashes: Aggressive Driver Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 14 – Persons Injured: Aggressive Driver Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 15 – Persons Injured: Aggressive Driver Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

Over the past three years, an average of 3,668 aggressive driving crashes has occurred annually on Maryland's roadways. On average, 64 people have lost their lives each year, representing nearly ten percent of all of Maryland's traffic fatalities. In addition, 2,597 people, on average, have been injured annually, representing nearly five percent of all of Maryland's traffic injuries. The breakdown below summarizes where over-representation occurs in the various categories listed on crash reports for aggressive driving-related crashes. In FFY 2006, the MHSO will use this data to target its educational efforts by age and gender, while focusing its enforcement efforts by month, day of week, time of day, road type and county.

- **AGE** – Drivers 21 to 44 are over-represented in total crashes and injuries. Drivers 16 to 29 are over-represented in fatalities. Drivers in the 17 to 20 age group are involved in 18% of the total number of aggressive crashes.
- **GENDER** – Men are over-represented in total drivers, injuries and fatalities. They outnumber women two to one in total crashes and accounted for 90% of the fatalities.
- **MONTH** – The month of year distribution for total crashes is similar to statewide crashes. However, aggressive driving crashes increased over the last two months of 2004.
- **DAY OF WEEK** – Thursday and Friday had the highest percentage of aggressive driving crashes in 2004. Fatalities were more likely to occur on Saturday and Sunday.
- **TIME OF DAY** – Aggressive driving crashes peaked between 4pm and 6pm during the past year.
- **COUNTY** – Compared to total crashes, Baltimore County and Anne Arundel County had proportionately higher aggressive driving crashes.

<b>IMPACT OBJECTIVES</b>
<ul style="list-style-type: none"> <li>• To decrease the total number of crashes from 2,860 in 2000 to 2,410 in 2006.</li> <li>• To decrease the total number of fatal crashes from 52 in 2000 to 49 in 2006.</li> <li>• To decrease the total number of injury crashes from 1,292 in 2000 to 980 in 2006.</li> <li>• To decrease the total number of fatalities from 60 in 2000 to 57 in 2006.</li> <li>• To decrease the total number of injuries from 2,247 in 2000 to 1,586 in 2006.</li> <li>• To reduce the overall crash rate per 100M VMT from the 2000 rate of 5.7 to 4.4 in 2006.</li> <li>• To reduce the fatal crash rate per 100M VMT from the 2000 rate of .10 to .09 in 2006.</li> <li>• To reduce the injury crash rate per 100M VMT from the 2000 rate of 2.6 to 1.8 in 2006.</li> <li>• To reduce the fatalities rate per 100M VMT from the 2000 rate of .12 to .11 in 2006.</li> <li>• To reduce the injuries rate per 100M VMT from the 2000 rate of 4.5 to 2.9 in 2006.</li> <li>• To reduce the overall crash rate per 100K Population from the 2000 rate of 54.0 to 43.9 in 2006.</li> <li>• To reduce the fatal crash rate per 100K Population from the 2000 rate of .98 to .93 in 2006.</li> <li>• To reduce the injury crash rate per 100K Population from the 2000 rate of 24.4 to 17.9 in 2006.</li> <li>• To reduce the fatalities rate per 100K Population from the 2000 rate of 1.13 to 1.07 in 2006.</li> <li>• To reduce the injury rate per 100K Population from the 2000 rate of 42.4 to 28.9 in 2006.</li> </ul>

## ADMINISTRATIVE OBJECTIVES

- To oversee police involvement across the state in 4 *Smooth Operator* enforcement waves by September 30, 2006.
- To make 140,000 aggressive driving contacts during the enforcement waves by September 30, 2006.
- To develop and place 2,500 radio spots by September 30, 2006.
- To make 5 million regional media impressions by September 30, 2006.
- To create and distribute 125,000 pieces of educational material on aggressive driving by September 30, 2006.
- To attend and facilitate 10 monthly *Smooth Operator* Meetings by September 30, 2006.

Maryland's overall Aggressive Driving Program is funded from Section 402 and 157 monies. A total of \$376,600 was granted to this program area for FFY 2006. In addition, a total of \$1,148,600 was matched by grantee agencies, for a grand total of \$1,525,200 in funds to be spent on the Aggressive Driving Program in FFY 2006.

In FFY 2006, the MHSO will purchase \$100,000 of paid media for the tri-jurisdictional *Smooth Operator* Campaign. The evaluation plan for this campaign will include the contracting of an independent research firm that will develop a polling tool to survey motorists in the targeted areas both before and after the campaign to gauge their perceptions of aggressive driving and their awareness of the *Smooth Operator* Campaign. Additionally, an evaluation of the media campaign will include a comparison of the number of media impressions made regionally during this campaign as compared with media impressions made during previous campaigns.

In FFY 2006, the MHSO will partner for the ninth year in a row with Virginia and DC in the tri-jurisdictional *Smooth Operator Task Force (SOTF)*, its mission being to curb aggressive driving through the use of enforcement waves and accompanying public awareness efforts throughout an expanded Washington Metro area, including the entire state of Maryland. Membership in the SOTF includes representatives from the MD/VA/DC highway safety offices, departments of motor vehicles/motor vehicle administrations, state & municipal law enforcement agencies, the FHWA, the NHTSA, the Insurance Institute for Highway Safety, the Injury Prevention Center at INOVA Fairfax Hospital, private safety organizations, and other technical experts. Sub-Committees of the *SOTF* consist of Law Enforcement, Media, Engineering and Evaluation. Additionally for the upcoming year the MHSO will continue to provide a Program Coordinator for the tri-jurisdictional *SOTF*. This coordinator will provide the administrative oversight of the program and facilitate the implementation of initiatives, as well as the fulfillment of directives, agreed upon by the Smooth Operator Executive Advisory Committee.

Major initiatives for FFY 2006 will include the annual four major enforcement waves, which include media and enforcement mobilizations. These waves will primarily be one-week waves with a two-week final wave to coincide with the opening of school around the region. These enforcement waves are preceded as well by at least one major press event in either the Washington Metro or Baltimore area to kick off the program. This year, new brochures and posters will be developed to target at-risk operators, specifically those males in the 16-29 age categories. The PI&E plan will include media spots on radio whose target demographics similar to those targeted by the *SOTF*. Additionally, posters and brochures will be distributed to each CTSP across the state for use in safety fairs and community forums.

In addition in FFY 2006, the MHSO will fund the following projects, to work toward accomplishing its Aggressive Driving prevention objectives:

#### **INOVA Regional Trauma Center – *Aggressive Driving Data Evaluation Project***

- Hospital
- Target Audience – Law Enforcement Community & SOTF
- Target Area – State of Maryland

The focus of this program is to provide a comprehensive and multi-method evaluation system that will measure the degree to which the education and enforcement campaigns are affecting public levels of awareness, intent and behavior regarding aggressive driving. Additionally, this component will assess the effects of the Smooth Operator Program on hospital emergency department (ED) visits related to car crashes on the basis of an on-going ED-based surveillance system. Part of this project will include the expansion of sampling data by enlisting additional area hospitals and developing a system to combine disparate data bases for the purpose of extracting relevant evaluation information. The evaluation component of the program will assist in developing targeted and effective media messages, track trends over the life of the program, and quantitatively demonstrate the impact of both the media and enforcement components of the program, and provide recommendations.

#### **Local Law Enforcement / Statewide – *Aggressive Driving Enforcement***

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

The main goal of this program is to gain additional involvement of municipal police and county sheriff's offices in the statewide *Smooth Operator* program. The focus is to increase traffic patrols in areas and at specific times where aggressive driving has been identified as a problem in local communities and local roadways. Increased enforcement will be conducted during heavily advertised enforcement waves, building the perception of coordinated enforcement across the state. Almost all law enforcement agencies in the state devote some portion of traffic enforcement efforts to reducing aggressive driving, and many are supported at the local level through their CTSP. Continued distribution of the recently produced *Aggressive Driving Enforcement Roll Call* training video will assist in raising the awareness level within the law enforcement community of the problem of Aggressive Driving within the state, as well as the strategies in place to combat the problem.

#### **Maryland Motor Vehicle Administration – *Smooth Operator Aggressive Driving Campaign***

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

The focus of this program is to conduct a massive education and awareness campaign through a collaborated effort between Maryland, Virginia and DC Metropolitan area highway safety offices and law enforcement. This public education campaign focuses on four enforcement waves intended to raise awareness not only of the aggressive driving problem, but also of the stepped-up enforcement activity targeting these unsafe behaviors. Included in the media portion of the program are radio spots, as well as distributed posters & brochures, and outdoor advertising such as Metro busbacks. Electronic media outlets for the program include Baltimore, DC, Salisbury, and Hagerstown markets, and provide air coverage for the vast majority of the State's driving population, especially those statistically over-represented counties. The public awareness campaign for which these funds will be used begins in May, 2006 and continues

through the summer months, culminating with a recognition program in October to honor the efforts of the law enforcement community.

**Maryland State Police – Aggressive Driving Enforcement / Speed Enforcement**

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

The focus of this program is to increase patrols in areas and at specific times where aggressive driving and speeding have been identified as problems. The MSP projects enhancement of its traffic law enforcement on the Capital and Baltimore Beltways, and has focused a substantial portion of their efforts on aggressive driving and excessive speed detection. MSP troopers will be deployed to areas prone to incidents of aggressive driving during those times that historically aggressive driving incidents are most likely to occur. Troopers will continue to utilize both conventional and non-conventional methods to identify and apprehend aggressive drivers. In-car video camera systems, obtained through general agency funds, will be used to document aggressive driving violations and introduce, if necessary, to provide the best evidence possible in support of the troopers' testimony. Additionally, the Aggressive Driving Enforcement grant will facilitate the training, support, and education of law enforcement officers in a number of areas, including continued distribution and display of a professionally made roll call training video. This video is being utilized to aid officers/troopers in developing enforcement strategies and counter-measures in aggressive driving enforcement. Finally, this agency will continue to participate in the Smooth Operator program and will continue to provide an agency representative to sit on the Executive Advisory Committee.

**AGGRESSIVE DRIVING: PROJECT BUDGET SUMMARY**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
06-022	Aggressive Driving in MD: Impact of Smooth Operator Program	\$29,300	402
06-118	Aggressive Driving Enforcement	52,800	157
06-051	Smooth Operator Aggressive Driving Campaign	100,000	157
06-018	Speed Enforcement	187,000	157
<b>402 Total</b>		<b>\$29,300</b>	
<b>Total All Funds</b>		<b>\$376,600</b>	

# PEDESTRIAN-PEDALCYCLE SAFETY

Table 10 – Crash Summary: Pedestrian On Foot Involved

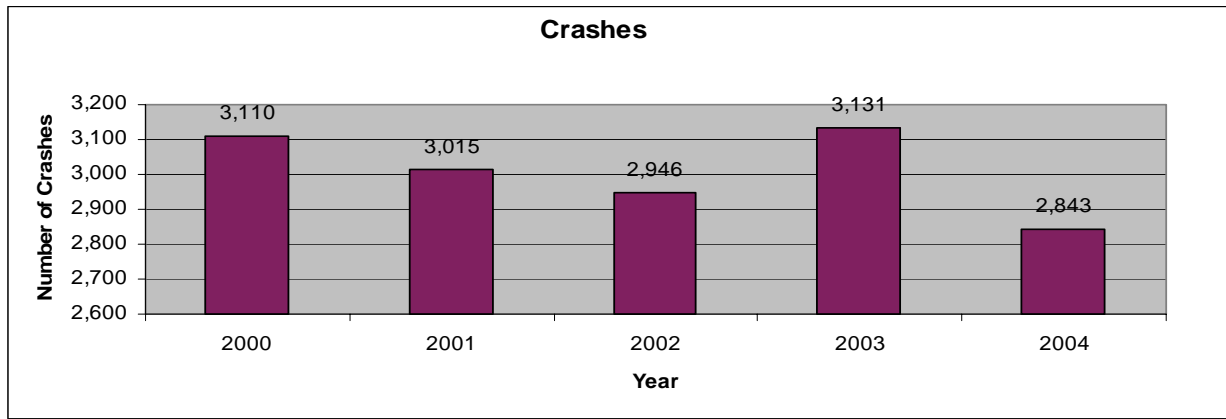
## Pedestrian On Foot Crash Summary

	2000	2001	2002	2003	2004	5 Year AVG.	%	SW %
<b>Fatal Crashes</b>	96	100	100	118	95	102	3.4	0.6
<b>Injury Crashes</b>	2,647	2,555	2,486	2,633	2,405	2,545	84.6	36.7
<b>Property Damage Only</b>	367	360	360	380	343	362	12.0	62.7
<b>Total Crashes</b>	3,110	3,015	2,946	3,131	2,843	3,009	100.0	100.0
<b>Total of All Fatalities</b>	100	102	101	119	96	104		
<b>Total Number Injured</b>	2,946	2,845	2,737	2,925	2,626	2,816		

\* Averages for all pages are 5 year averages. SW - Statewide

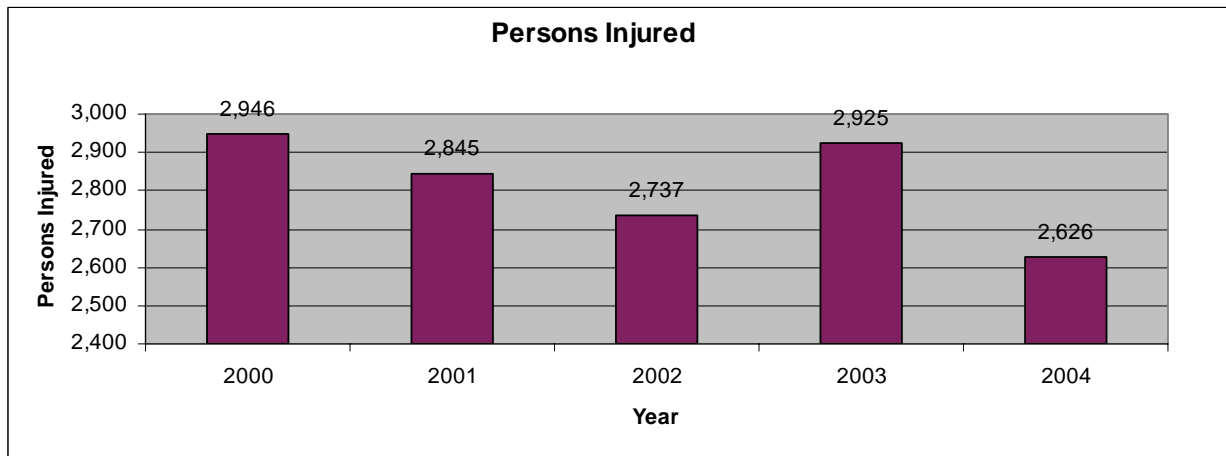
Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 16 – Crashes: Pedestrian On Foot Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 17 – Persons Injured: Pedestrian On Foot Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 18 – Persons Killed: Pedestrian On Foot Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

TABLE 11– Crash Summary: Bicycle or Other Pedalcycle Involved

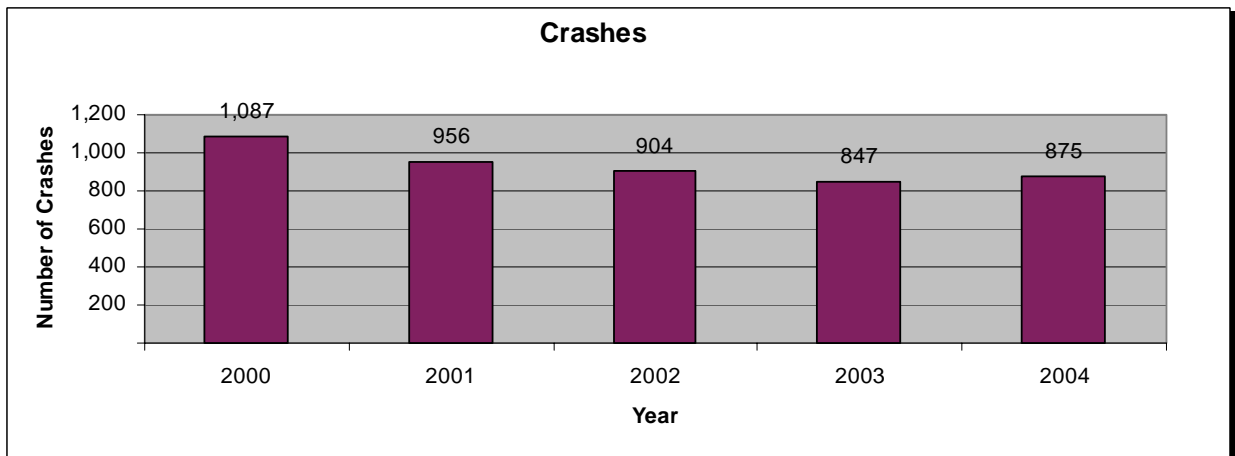
### Bicycle or Other Pedalcycle Involved Crash Summary

	2000	2001	2002	2003	2004	5 Year AVG.	%	SW %
<b>Fatal Crashes</b>	6	13	7	6	12	9	0.9	0.6
<b>Injury Crashes</b>	872	754	727	653	665	734	78.6	36.7
<b>Property Damage Only</b>	209	189	170	188	198	191	20.4	62.7
<b>Total Crashes</b>	1,087	956	904	847	875	934	100.0	100.0
<b>Total of All Fatalities</b>	6	13	7	6	12	9		
<b>Total Number Injured</b>	909	792	757	676	702	767		

\* Averages for all pages are 5 year averages. SW - Statewide

Source: Maryland State Highway Administration, Traffic Safety Analysis Division

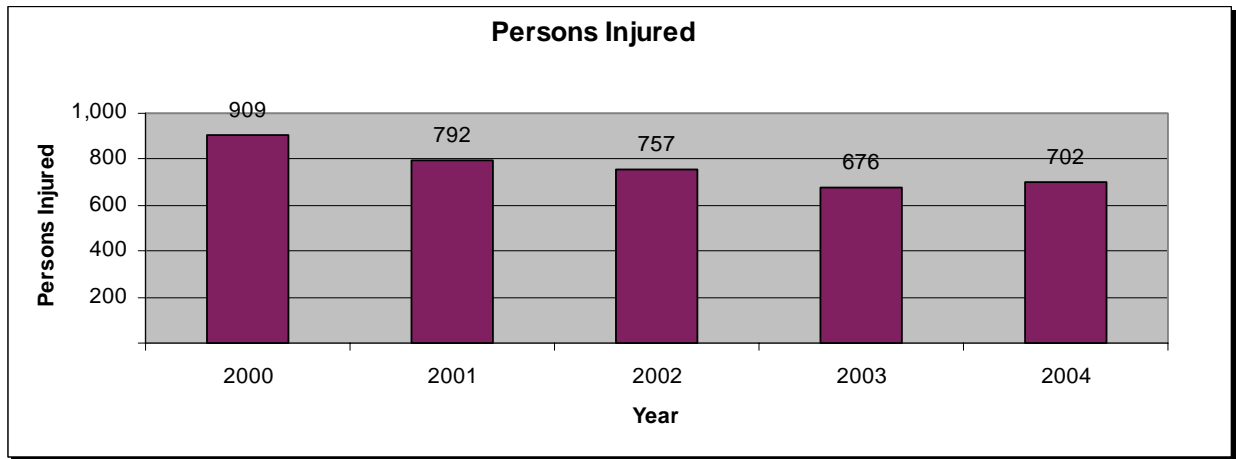
GRAPH 19 – Crashes: Bicycle or Other Pedalcycle Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

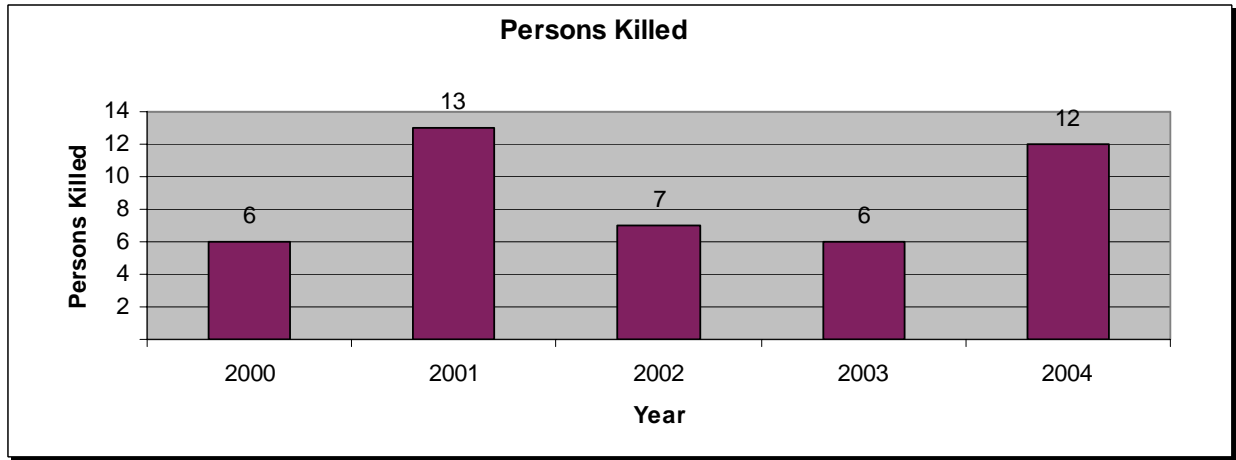


GRAPH 20 – Persons Injured: Bicycle or Other Pedalcycle Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 21 – Persons Killed: Bicycle or Other Pedalcycle Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

Over the past three years, an average of 2,973 pedestrian and 875 pedalcyclist crashes have occurred on Maryland’s roadways. On average, 105 pedestrians and 8 pedalcyclists have lost their lives each year, representing nearly one-sixth of Maryland’s traffic fatalities. In addition, an average of 2,763 pedestrians and 712 pedalcyclists has been injured annually. The breakdown below summarizes where over-representation occurs in the various categories listed on crash reports for pedestrian and pedalcyclist crashes. In FFY 2006, the MHSO will use this data to target educational efforts by age and gender, while focusing enforcement and engineering efforts by month, day of week, time of day, road type, and county.

- **AGE** – Pedestrians and pedalcyclists 5-15 are involved in nearly 25% of all pedestrian and pedalcycle total crashes and they are also the highest percentage of pedestrians and pedalcyclists injured in crashes.
- **GENDER** – Male pedestrians and pedalcyclists are over-represented in pedestrian and pedalcycle crashes, injuries, and fatalities.
- **MONTH** – Fatal pedestrian crashes occurred more frequently occur during the October, November and December. Conversely, a higher percentage of pedalcycle crashes occurs during

the warmer months of the year (May through September). The number of fatal pedalcycle crashes is small and difficult to ascertain differences from month to month.

- **DAY OF WEEK** – Although a higher percentage of pedestrian total crashes and injuries occur on Friday, a higher percentage of pedestrian fatal crashes occurs between Tuesday and Thursday. Day of week crash trends for pedalcycle crashes is similar to the statewide trends.
- **TIME OF DAY** – Pedestrian crashes are more likely to occur between 2:00pm and 8:00pm.
- **COUNTY** – Baltimore City is significantly over-represented in total, injury and fatal pedestrian crashes. Montgomery and Prince George’s Counties are also over-represented in fatal pedestrian crashes. Almost 35% of pedestrian crashes occur in Baltimore City compared to 19% of total crashes.

#### **IMPACT OBJECTIVES (Pedestrian)**

- To decrease the total number of crashes from 3,110 in 2000 to 2,816 in 2006.
- To decrease the total number of fatal crashes from 96 in 2000 to 77 in 2006.
- To decrease the total number of injury crashes from 2,647 in 2000 to 2,342 in 2006.
- To decrease the total number of fatalities from 100 in 2000 to 81 in 2006.
- To decrease the total number of injuries from 2,946 in 2000 to 2,583 in 2006.
- To reduce the overall crash rate per 100M VMT from the 2000 rate of 6.2 to 5.1 in 2006.
- To reduce the fatal crash rate per 100M VMT from the 2000 rate of .19 to .14 in 2006.
- To reduce the injury crash rate per 100M VMT from the 2000 rate of 5.3 to 4.3 in 2006.
- To reduce the fatalities rate per 100M VMT from the 2000 rate of .20 to .15 in 2006.
- To reduce the injuries rate per 100M VMT from the 2000 rate of 5.9 to 4.7 in 2006.
- To reduce the overall crash rate per 100K Population from the 2000 rate of 58.7 to 51.3 in 2006.
- To reduce the fatal crash rate per 100K Population from the 2000 rate of 1.81 to 1.41 in 2006.
- To reduce the injury crash rate per 100K Population from the 2000 rate of 49.9 to 42.7 in 2006.
- To reduce the fatalities rate per 100K Population from the 2000 rate of 1.89 to 1.47 in 2006.
- To reduce the injuries rate per 100K Population from the 2000 rate of 55.6 to 47.1 in 2006.

### **IMPACT OBJECTIVES (Pedalcycle)**

- To decrease the total number of crashes from 1,087 in 2000 to 962 in 2006.
- To decrease the total number of fatal crashes from 6 in 2000 to 3 in 2006.
- To decrease the total number of injury crashes from 872 in 2000 to 739 in 2006.
- To decrease the total number of fatalities from 6 in 2000 to 3 in 2006.
- To decrease the total number of injuries from 909 in 2000 to 755 in 2006.
- To reduce the overall crash rate per 100M VMT from the 2000 rate of 2.1 to 1.7 in 2006.
- To reduce the fatal crash rate per 100M VMT from the 2000 rate of .010 to .006 in 2006.
- To reduce the injury crash rate per 100M VMT from the 2000 rate of 1.7 to 1.3 in 2006.
- To reduce the fatalities rate per 100M VMT from the 2000 rate of .010 to .006 in 2006.
- To reduce the injuries rate per 100M VMT from the 2000 rate of 1.8 to 1.4 in 2006.
- To reduce the overall crash rate per 100K Population from the 2000 rate of 20.1 to 17.5 in 2006.
- To reduce the fatal crash rate per 100K Population from the 2000 rate of .09 to .06 in 2006.
- To reduce the injury crash rate per 100K Population from the 2000 rate of 16.2 to 13.5 in 2006.
- To reduce the fatalities rate per 100K Population from the 2000 rate of .09 to .06 in 2006.
- To reduce the injuries rate per 100K Population from the 2000 rate of 16.8 to 13.8 in 2006.

### **ADMINISTRATIVE OBJECTIVES (Pedalcycle)**

- To distribute 100,000 pieces of educational material on pedestrian/bicycle/school zone safety by September 30, 2006.
- To distribute 65,000 Walk Your Child to School Day educational incentive items by September 30, 2006.
- To conduct 3 pedestrian and bicycle education train-the-trainer classes by September 30, 2006.
- To conduct 1 pedestrian enforcement workshop in Baltimore City by September 30, 2006.
- To conduct pedestrian and bicycle safety education in 15 new schools by September 30, 2006.
- To conduct Walkability Workshop sessions in 25 Maryland communities by September 30, 2006.
- To conduct 100 pedestrian safety law enforcement events by September 30, 2006.
- To gain media coverage of 25 pedestrian safety law enforcement events by September 30, 2006.
- To make 3,000,000 paid media impressions by September 30, 2006.
- To facilitate 4 *Pedestrian Safety Task Force* meetings by September 30, 2006.
- To co-facilitate 1 *School Zone Safety Task Force* meeting by September 30, 2006.

Maryland's overall Pedestrian, Pedalcycle, and School Zone Safety Program is funded from Section 402 monies. A total of \$303,800 was granted to this program area for FFY 2006. In addition, a total of \$93,900 was matched by grantee agencies, for a grand total of \$397,700 in funds to be spent on the Pedestrian, Pedalcycle, and School Zone Safety Program in FFY 2006. Costs associated with the Pedestrian, Bicycle and School Zone Coordinator are covered in this area.

In FFY 2006, the MHSO will purchase \$100,000 of paid media for the Washington and Baltimore Metro regions' *StreetSmart* pedestrian, bicycle, and traffic safety campaign. This campaign targets young male drivers, pedestrians and cyclists with PSAs that emphasize the

aggressive enforcement of pedestrian and bicycle safety laws. The evaluation plan for this campaign may include pre- and post-campaign telephone to gauge the effectiveness of the campaign in raising the awareness of pedestrian and bicycle safety.

In FFY 2006, the MHSO will continue its active role in pedestrian, pedalcycle, and school zone safety. Maryland's *Pedestrian Safety Task Force (PSTF)*, facilitated and supported by the MHSO, meets quarterly and serves as a clearinghouse for pedestrian safety information, activities, and best practices in pedestrian safety in Maryland and from around the nation. The PSTF includes staff from the SHA and the MHSO, the CTSP Coordinators, law enforcement officers, state and local traffic engineers, planners, health and injury prevention specialists, pedestrian advocates, and elected officials. Sub-Committees include: Enforcement, Education, and Engineering.

The MHSO will continue to be active in school area safety initiatives through the *Maryland School Zone Safety Task Force (SZTF)*, co-coordinated by the MHSO, but presently in need of a partner agency. The mission of the *SZTF* is to provide recommendations, guidelines, and resources that enable local communities to ensure a safer journey to and from school for every child in Maryland. The *SZTF* includes school transportation officials, local traffic engineers, law enforcement officials, elected officials, and other school zone safety stakeholders.

Major initiatives for FFY 2006 will include several enforcement and education efforts across the State. The MHSO will continue to expand the *Maryland Pedestrian Enforcement Initiative*, which provides training, resources and funding for overtime pedestrian enforcement activities in ten of the State's most populated and affected jurisdictions – Anne Arundel, Baltimore, Charles, Howard, Harford, Montgomery, Prince George's, Washington and Worcester Counties, as well as Baltimore City. Using overtime grant funds, training, educational and enforcement resources from the MHSO, police departments will target high-risk motorist and pedestrian behaviors and locations. A Maryland-specific Training and Operations Manual, previously developed for police departments, will be updated and distributed to law enforcement agencies as needed. Special attention will be given in FFY 2006 to Baltimore City. To promote increased enforcement activity, a refresher training workshop will be conducted in Baltimore City to renew interest and commitment in pedestrian safety issues, as well as to instruct officers from across the State on the latest enforcement methods.

The MHSO will also coordinate the Annual Pedestrian Enforcement Recognition Luncheon for officers around the State who participate and excel in pedestrian safety enforcement. This event will serve to reward front-line officers for valuable pedestrian safety efforts, and to create an incentive for increased enforcement activity. In addition, a special emphasis will be placed on gaining greater levels of earned media attention of enforcement activities during FFY 2006.

In addition in FFY 2006, the MHSO will fund the following projects, to work toward accomplishing its Pedestrian and Pedalcyclist safety objectives:

**Metropolitan Washington Council of Governments – *Street Smart- Washington Regional Pedestrian, Bicycle, and Traffic Safety Media Campaign***

- Municipal planning organization
- Target audience – younger male drivers and all pedestrians and cyclists
- Target area – Metropolitan Washington DC region

The *StreetSmart* media campaign is a regional campaign aimed at drivers, pedestrians, and cyclists. A regional approach is used since the Washington metropolitan area is one media market that can be effectively tapped. The campaign promotes safe driving, pedestrian, and cycling behaviors through radio and print PSAs, bus and transit system posters, and promotional brochures. The campaign message features an emphasis on pedestrian safety enforcement that will coincide with and promote local law enforcement efforts made possible by the *Maryland Pedestrian Enforcement Initiative*.

### **National Center for Bicycling and Walking – *Maryland Walkable Communities Workshops***

- Non-profit
- Target audience – local community stakeholders and officials
- Target area – populated urban and suburban areas of the state

The focus of this program is to provide tools for communities to improve conditions for walking and bicycling, and enhance pedestrian and bicycle safety. The Workshops bring together community stakeholders, such as planners, engineers, advocates and political officials, in focused sessions designed to increase awareness and understanding of the problems and opportunities for improving pedestrian and bicycle safety and access. Participants consider how other communities are responding to similar challenges, and local stakeholders take an expert-guided walking tour of the community to assess conditions and create an action plan to begin interventions. The approach is to adopt a flexible notion of the term “walkability,” that allows the instructors to respond to specific interests or concerns of participants, including traffic safety problems, safe routes to school, bicycling trails, economic development, and context sensitive design issues among others. This year, there will be an increased effort in two areas – enhancing community participation in the workshops and focusing on child safety.

### **Washington Area Bicyclist Association – *Maryland Statewide Pedestrian & Bicycle Safety Education Program Expansion***

- Non-profit
- Target audience – K-5 elementary school children and their teachers and parents
- Target area – those jurisdictions over-represented for pedestrian and bicycle related accidents

The focus of this program is to provide an elementary-age curriculum that consists of traffic safety lessons for kindergarten through 5<sup>th</sup> grade students, aimed at reducing bicycle and pedestrian injuries and fatalities. The FFY 2006 program will continue to utilize the three trailers containing bicycles, equipment and supplies for use in the education program. During the 2005-2006 school year, WABA will continue to offer the expansion of the *Maryland Pedestrian and Bicycle Safety education Program* to elementary schools in high crash areas of Montgomery, Prince George’s, Howard, Anne Arundel, Baltimore, Harford and Cecil counties and the City of Baltimore by means of teacher trainings and mentoring, rather than by direct teaching of classes by WABA staff as was done in the previous grant year. The program will conduct three new train-the-trainer workshops and will deliver the program to jurisdictions in the Central Maryland region. The program will also host a website that will be a forum for disseminating information on the program and technical assistance to all interested schools, organizations, and individuals.

## PEDESTRIAN-PEDALCYCLE SAFETY: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
06-118	Pedestrian-Safe Schools & Communities	28,300	402
06-022	StreetSmart – Pedestrian, Bicycle & Traffic Safety Awareness	50,000	402
06-051	Statewide Pedestrian & Bicycle Safety Expansion	65,900	402
<b>402 Total</b>		<b>\$303,800</b>	
<b>Total All Funds</b>		<b>\$303,800</b>	

## MOTORCYCLE SAFETY

TABLE 12 – Crash Summary: Motorcycle Involved

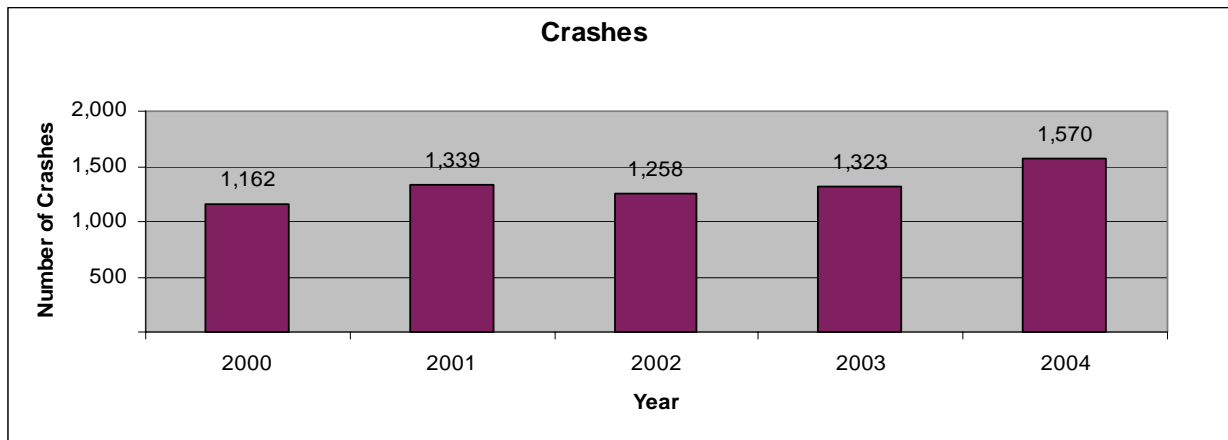
### Motorcycle Involved Crash Summary

	2000	2001	2002	2003	2004	5 Year AVG.	%	SW %
<b>Fatal Crashes</b>	51	53	52	56	65	55	4.2	0.6
<b>Injury Crashes</b>	897	1,031	992	1,026	1,212	1,032	77.5	36.7
<b>Property Damage Only</b>	214	255	214	241	293	243	18.3	62.7
<b>Total Crashes</b>	1,162	1,339	1,258	1,323	1,570	1,330	100.0	100.0
<b>Total of All Fatalities</b>	53	53	52	58	68	57		
<b>Total Number Injured</b>	1,091	1,237	1,165	1,235	1,388	1,223		

\* Averages for all pages are 5 year averages. SW - Statewide

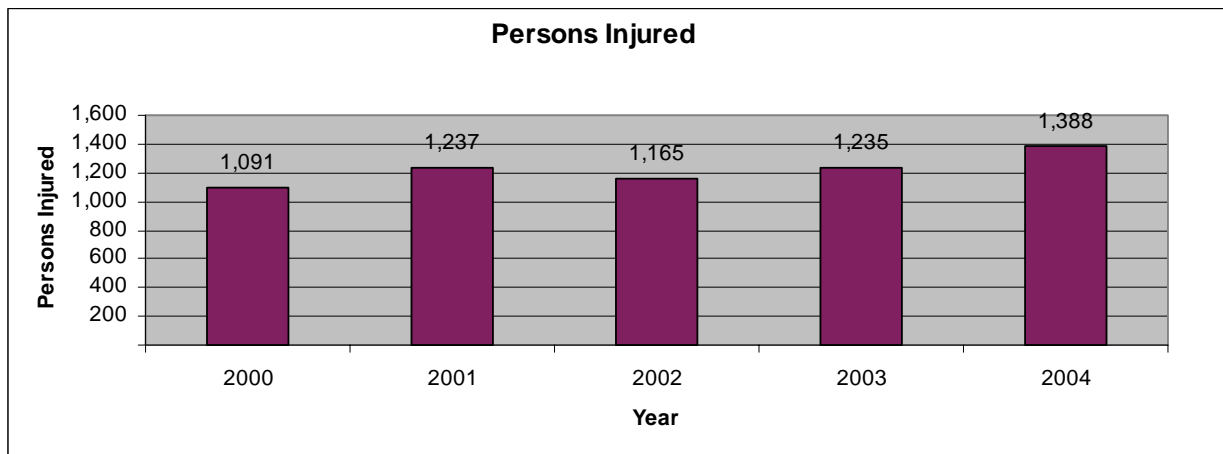
Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 22 – Crashes: Motorcycle Involved



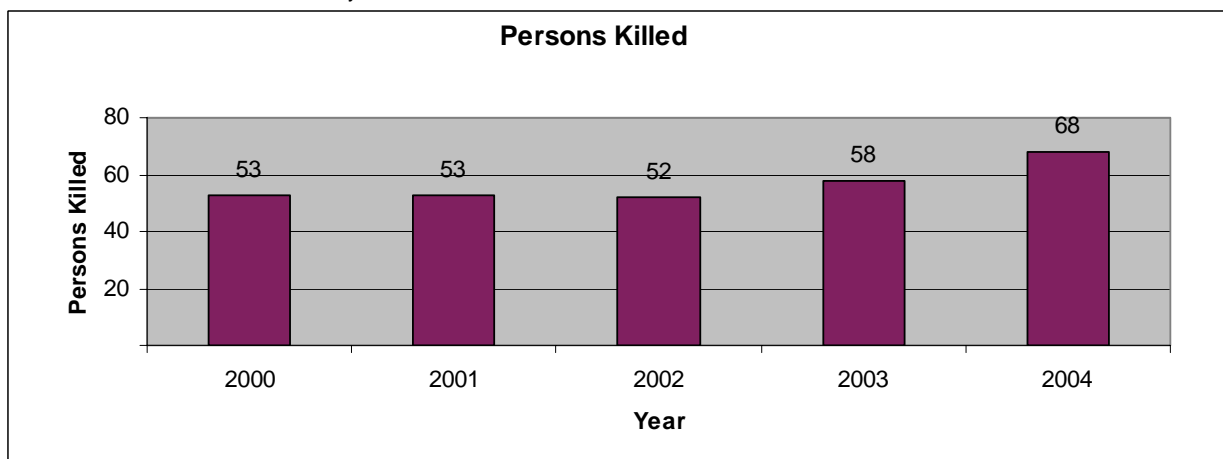
Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 23 – Persons Injured: Motorcycle Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 24 – Persons Killed: Motorcycle Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

Over the past three years, an average of 1,384 motorcycle crashes has occurred on Maryland’s roadways. On average, 59 people have lost their lives each year, representing over nine percent of all of Maryland’s traffic fatalities. In addition, an average of 1,263 people has been injured annually, representing nearly two percent of all of Maryland’s traffic injuries. The breakdown below summarizes where over-representation occurs in the various categories listed on crash reports for motorcycle crashes. In FFY 2006, the MHSO will use this data to target its educational efforts by age and gender, while focusing its enforcement efforts by month, day of week, time of day, road type and county.

- **AGE** – Maryland has shown consistent increases in the number of crashes involving motorcycle operators over the age of 35 over the past several years. Since 2001, this number has increased from 466 to 775 (66%).
- **GENDER** – Male drivers are involved in a significantly higher percentage of total, injury, and fatal crashes. Males represent 89% of drivers involved in total crashes, 92% of injuries, and 97% of fatalities.

- **MONTH** – A higher percentage of total, injury, and fatal motorcycle crashes occurs during the warmer months, April through September.
- **DAY OF WEEK** – Total, injury, and fatal crashes are more likely to occur on Saturday and Sunday than other days of the week. In 2004, thirty-five percent of fatal crashes occurred on Sunday.
- **TIME OF DAY** – The highest percentage of motorcycle total, injury and fatal crashes occurs between 2:00 pm and 9:00 pm.
- **COUNTY** – Anne Arundel (99 to 187), Baltimore (147-198), and Prince Georges (192-263) counties have had the largest increases in the number of motorcycle crashes over the past several years. Thirty-seven percent of the fatalities in 2004 occurred in Anne Arundel and Prince George's county.

#### **IMPACT OBJECTIVES**

- To decrease the total number of crashes from 1,162 in 2000 to 1,104 in 2006.
- To decrease the total number of fatal crashes from 51 in 2000 to 48 in 2006.
- To decrease the total number of injury crashes from 897 in 2000 to 852 in 2006.
- To decrease the total number of fatalities from 53 in 2000 to 50 in 2006.
- To decrease the total number of injuries from 1091 in 2000 to 1036 in 2006.
- To reduce the overall crash rate per 100M VMT from the 2000 rate of 2.3 to 2.1 in 2006.
- To reduce the fatal crash rate per 100M VMT from the 2000 rate of .10 to .09 in 2006.
- To reduce the injury crash rate per 100M VMT from the 2000 rate of 1.8 to 1.4 in 2006.
- To reduce the fatalities rate per 100M VMT from the 2000 rate of .11 to .10 in 2006.
- To reduce the injuries rate per 100M VMT from the 2000 rate of 2.2 to 1.7 in 2006.
- To reduce the overall crash rate per 100K Population from the 2000 rate of 21.9 to 21.1 in 2006.
- To reduce the fatal crash rate per 100K Population from the 2000 rate of .96 to .95 in 2006.
- To reduce the injury crash rate per 100K Population from the 2000 rate of 16.9 to 14.4 in 2006.
- To reduce the fatalities rate per 100K Population from the 2000 rate of 1.00 to .70 in 2006.
- To reduce the injuries rate per 100K Population from the 2000 rate of 20.6 to 17.0 in 2006.

#### **ADMINISTRATIVE OBJECTIVES**

- To make 25 motorcyclist contacts during enforcement waves by August 1, 2006.
- To develop and place 3 radio spots by September 30, 2006.
- To make 50,000 regional media impressions by September 30, 2006.
- To create and distribute 20,000 pieces of educational material on motorcycle safety by September 30, 2006.
- To attend and facilitate 4 quarterly Motorcycle Task Force Meetings by September 30, 2006.

Maryland's overall Motorcycle Program is funded from Section 402 monies. A total of \$64,000 was granted to this program area for FFY 2006. In addition, a total of \$44,400 was matched by grantee agencies, for a grand total of \$108,400 in funds to be spent on Maryland's Motorcycle Safety Program in FFY 2006.



In FFY 2006, the MHSO will expand its partnerships for motorcycle safety, including conducting motorcycle safety activities within the SHA and other MDOT modal agencies. Outreach will also be conducted to traffic safety partners and stakeholders in motorcycle safety, including motorcycle dealers, special event sponsors, the full diversity of rider clubs and others.

Major initiatives for FFY 2006 will include a coordinated motorcycle safety awareness week with the MVA, a state-sponsored motorcycle safety ride, an earned media campaign to be implemented in overrepresented counties, and special outreach to new and newly-returning riders.

In addition in FFY 2006, the MHSO will fund the following projects, to work toward accomplishing its motorcycle safety objectives:

**Maryland Motor Vehicle Administration – *Motorcycle Rider & Driver Awareness***

- State agency
- Target audience – general driving public and motorcycle riders
- Target area – State of Maryland

The focus of this program is to educate motorists on the importance of being aware of motorcyclists while driving.. The program will also conduct outreach to current and prospective motorcyclists about the importance of formal motorcycle rider training.

**Calvert County Sheriff’s Office – *Motorcycle Aggressive Driving Pilot***

- State agency
- Target audience – Motorcyclists driving aggressively
- Target area – Calvert County

The focus of this pilot program is to pilot an aggressive enforcement program to control aggressive driving by motorcyclists and to countermeasure evasion tactics by suspect motorcyclists. Calvert County Sheriff ground units will coordinate with Maryland Department of Natural Resources to provide standby air support to track suspect motorcyclists without engaging in high-speed ground pursuits. Prosecution of offenders will be coordinated with the State’s Attorney’s Office. This program is both an immediate control measure and a deterrent to future aggressive driving by motorcyclists.

**MOTORCYCLE SAFETY: PROJECT BUDGET SUMMARY**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
06-012	MC Rider & Driver Awareness	20,000	402
06-011	MC Aggressive Driving Pilot	\$9,200	402
<b>402 Total</b>		<b>\$64,000</b>	
<b>Total All Funds</b>		<b>\$64,000</b>	

# INATTENTIVE DRIVING PREVENTION

TABLE 13 – Crash Summary: Inattentive Driver Involved

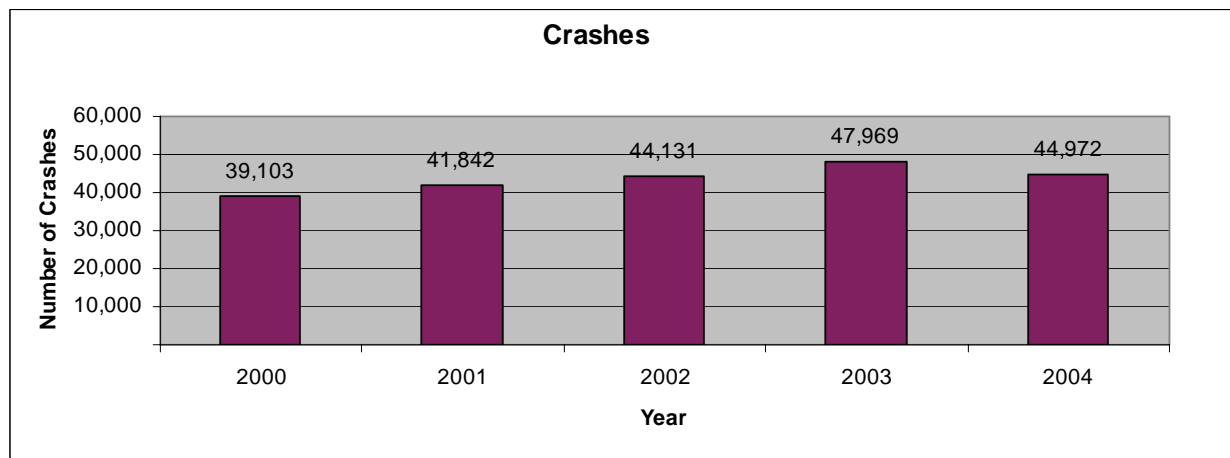
## Inattentive Driver Involved Crash Summary

	2000	2001	2002	2003	2004	5 Year AVG.	%	SW %
<b>Fatal Crashes</b>	175	193	177	156	161	172	0.4	0.6
<b>Injury Crashes</b>	15,736	16,735	17,193	17,857	16,539	16,812	38.6	36.7
<b>Property Damage Only</b>	23,192	24,914	26,761	29,956	28,272	26,619	61.0	62.7
<b>Total Crashes</b>	39,103	41,842	44,131	47,969	44,972	43,603	100.0	100.0
<b>Total of All Fatalities</b>	187	217	201	173	187	193		
<b>Total Number Injured</b>	25,172	26,636	26,868	27,200	24,860	26,147		

\* Averages for all pages are 5 year averages. SW - Statewide

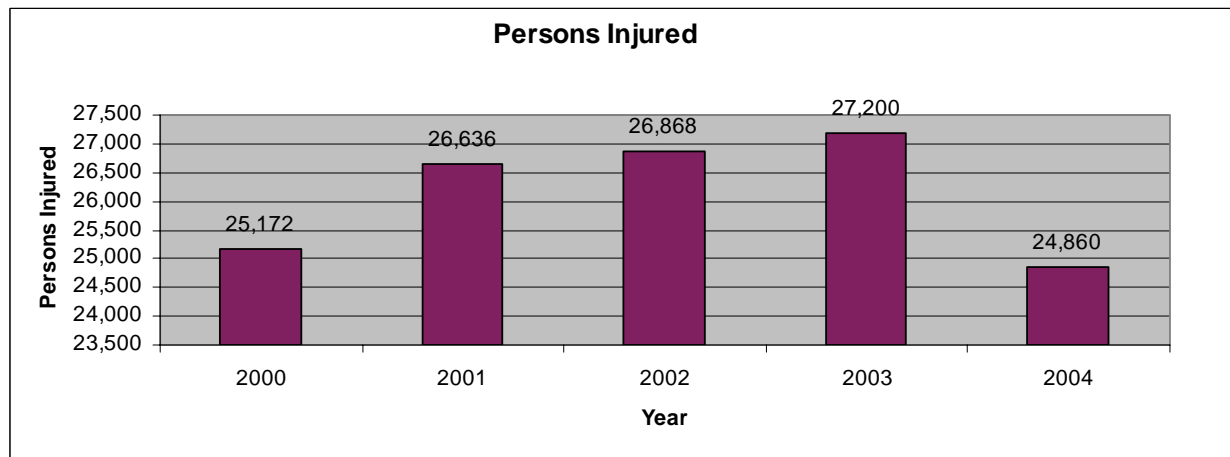
Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 25 – Crashes: Inattentive Driver Involved



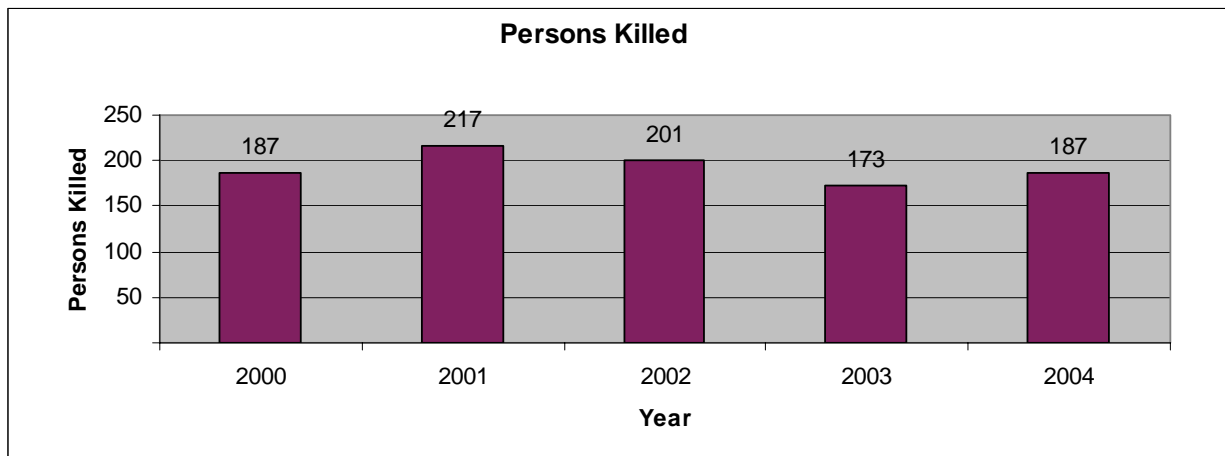
Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 26 – Persons Injured: Inattentive Driver Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 27 – Persons Killed: Inattentive Driver Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

Over the past three years, averages of 45,690 inattentive driving crashes have occurred on Maryland roadways. On average, 187 people lost their lives each year, representing nearly one-third of all of Maryland’s traffic fatalities. In addition, an average of 26,309 people has been injured annually, representing over 45 percent of all of Maryland’s traffic injuries. The breakdown below summarizes where over-representation occurs in the various categories listed on crash reports for inattentive driving-related crashes. In FFY 2006, the MHSO will use this data to target its educational efforts by age and gender, while keeping month, day of week, time of day, road type, and county in mind as well.

- **AGE** – Drivers 16 to 20 accounted for 16% of all inattentive driving crashes in 2004. Forty-six percent of the driver fatalities resulting from inattentive driving were in the 16-29 year age group.
- **GENDER** – Driver gender is similar to statewide crashes for all crash types.
- **MONTH** – Distributions are similar to the statewide crash trends with one exception. A higher percent of fatal crashes occurs during July.
- **DAY OF WEEK** – Although the day of week trends for total, injury, and fatal crashes is similar to the statewide crash trends, the highest percentage of crashes occurred on Friday, the lowest on Mondays.
- **TIME OF DAY** – Maryland averaged over 3,000 inattentive driving crashes an hour between 2pm and 6pm.
- **COUNTY** – Carroll and Howard County exhibited the sharpest declines in inattentive driving crashes during that past several years.

IMPACT OBJECTIVES
<ul style="list-style-type: none"> <li>• To decrease the total number of crashes from 39,103 in 2000 to 37,148 in 2006.</li> <li>• To decrease the total number of fatal crashes from 175 in 2000 to 166 in 2006.</li> <li>• To decrease the total number of injury crashes from 15,736 in 2000 to 15,258 in 2006.</li> </ul>

- To decrease the total number of fatalities from 187 in 2000 to 178 in 2006.
- To decrease the total number of injuries from 25,172 in 2000 to 23,848 in 2006.
- To reduce the overall crash rate per 100M VMT from the 2000 rate of 77.7 to 75.0 in 2006.
- To reduce the fatal crash rate per 100M VMT from the 2000 rate .35 of to .34 in 2006.
- To reduce the injury crash rate per 100M VMT from the 2000 rate of 31.3 to 27.7 in 2006.
- To reduce the fatalities rate per 100M VMT from the 2000 rate of .37 to .36 in 2006.
- To reduce the injuries rate per 100M VMT from the 2000 rate of .50 to 43.3 in 2006.
- To reduce the overall crash rate per 100K Population from the 2000 rate of 737.8 to 712 in 2006.
- To reduce the fatal crash rate per 100K Population from the 2000 rate of 3.3 to 3.25 in 2006.
- To reduce the injury crash rate per 100K Population from the 2000 rate of 296.9 to 277.9 in 2006.
- To reduce the fatalities rate per 100K Population from the 2000 rate of 3.53 to 3.42 in 2006.
- To reduce the injuries rate per 100K Population from the 2000 rate of 474.9 to 434.4 in 2006.

#### **ADMINISTRATIVE OBJECTIVES**

- To develop and place 2 radio spots by September 30, 2006.
- To make 500,000 regional media impressions by September 30, 2006.
- To create and distribute 50,000 pieces of educational material on inattentive driving by September 30, 2006.

Maryland's overall Inattentive Driving Program is funded from Section 402 funds. A total of \$83,500 was granted to this program area for FFY 2006. No match was contributed by outside agencies. Monies for the Inattentive Driving Program Coordinator are covered in this area.

In FFY 2006, the MHSO will purchase \$8,000 of paid media for the Maryland statewide *JUST DRIVE* and *Pay the Price* education campaigns. The evaluation plan for this campaign will include information and comments received from a fax back form.

In FFY 2006, the MHSO will partner for the fourth year in a row with the National Sleep Foundation (NSF) on its *Sleep Awareness Week Campaign*. The mission of the campaign is to address fatigued-related crashes, sleep deprived individuals, and to increase the awareness of the importance of sleep. According to NHTSA, 37% of all drivers have fallen asleep or nodded off for at least a minute while driving. Recent research has identified shift workers, commercial drivers, and people with untreated sleep disorders or chronic sleep deprivation as individuals most at risk for drowsy driving. These groups will form the core of the MHSO's target audience for inattentive/drowsy driving prevention messaging.

Major initiatives for FFY 2006 will include the 2006 Driving Awareness Seminar. Approximately 58% of inattentive driving crashes involve a male driver. As a result, this year, the *JUST DRIVE* Campaign materials will be distributed specifically to reach male drivers. The distribution plan will include working with the MHSO Special Programs Coordinator, the T-SAFE Project, statewide CTSP Program Coordinators and the MVA. The PI&E plan will include distributing the educational materials through MHSO's network of partners.

In FFY 2006, due to the significant cut in funding and based on the identified priority areas, statewide data and the Expressions of Interest (EOI) received from potential grantees, no grants were funded for inattentive driving prevention. Despite the growing concern over cell phones, drowsy driving, and other driver behaviors, which takes driver's attention away from the road, the MHSO will continue efforts to change driver behavior and reduce inattentive driving-related fatalities and injuries.

## **GENERAL DRIVER SAFETY**

Several programs within the MHSO are not contained to any one specific Program Area. Consequently, the efforts listed in this section contribute to the overall decrease of crashes throughout the State and benefit all Program Areas. These General Areas share many similar attributes, including universal data and Impact Objectives for FFY 2006. Some General Areas have specific data breakdowns and each General Area maintains separate Administrative Objectives. These are provided for FFY 2006 at the beginning of the narratives.

TABLE 14 – Crash Summary: Statewide

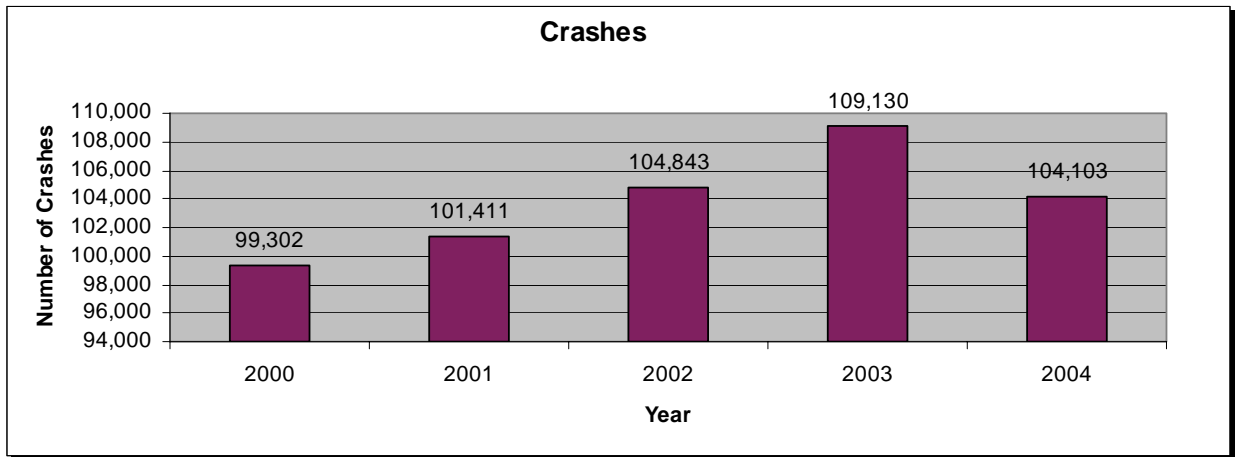
### **Statewide Crash Summary**

	2000	2001	2002	2003	2004	5 Year AVG.	%	SW %
<b>Fatal Crashes</b>	574	602	606	596	576	591	0.6	0.6
<b>Injury Crashes</b>	37,743	38,523	38,875	38,710	36,611	38,092	36.7	36.7
<b>Property Damage Only</b>	60,985	62,286	65,362	69,824	66,916	65,075	62.7	62.7
<b>Total Crashes</b>	99,302	101,411	104,843	109,130	104,103	103,758	100.0	100.0
<b>Total of All Fatalities</b>	617	661	661	651	643	647		
<b>Total Number Injured</b>	58,885	60,051	59,517	58,118	53,753	58,065		

**\* Averages for all pages are 5 year averages. SW - Statewide**

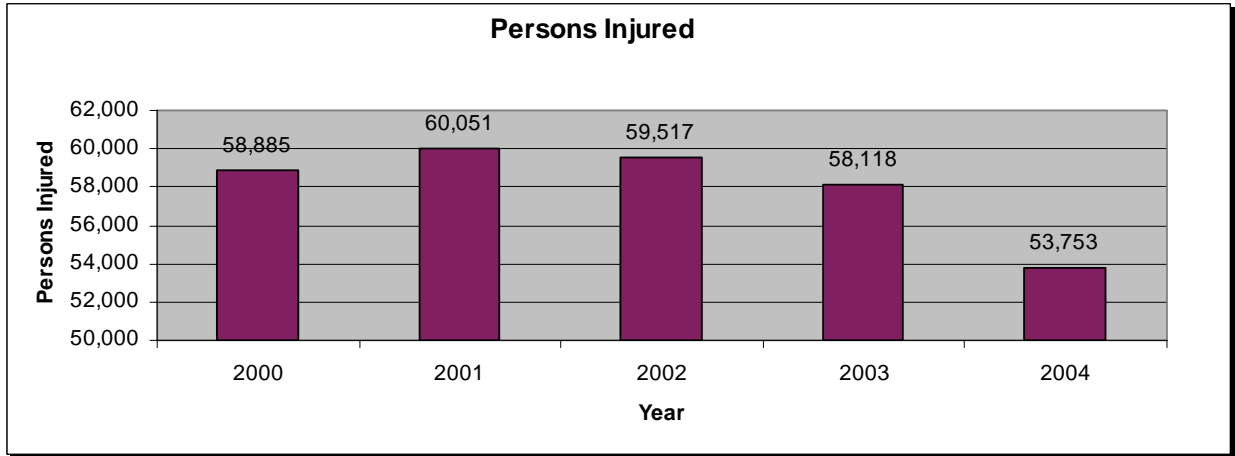
Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 28 – Crashes: Statewide



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 29 – Persons Injured: Statewide



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 30 – Persons Killed: Statewide



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

Over the past three years, an average of 106,025 total crashes occurred on Maryland's roadways and an average of 647 people have lost their lives each year. In addition, an average of 57,129 people has been injured annually. For FFY 2006, the MHSO has been provided with detailed statistical breakdowns for all crashes. Key areas include the age of the driver, the driver's gender, the month, day of the week, and time of day of the crash, the road type where the crash took place, and the county where the crash occurred. The breakdown below summarizes where over-representation occurs in the various categories listed on crash reports for all of Maryland's traffic crashes. In FFY 2006, the MHSO will use this data to target educational efforts by age and gender, while focusing enforcement efforts by month, day of week, time of day, road type, and county.

- **AGE** – Younger and older drivers are over-represented in fatalities. The 16-24 year old group makes up 13% of the state's population, yet comprise 24% of motor vehicle fatalities, and persons age 65-79 comprise 6% of Maryland's population and 11% of fatalities.
- **GENDER** – Men are over-represented in fatalities, accounting for 52% percent of Maryland's population, but 76% of fatalities. Approximately 51% of all driver injuries are sustained by men.
- **MONTH** – Total crashes are more likely to occur in October, May, November and December, injury crashes in May and October, and fatal crashes between August and November.
- **DAY OF WEEK** – A higher percentage of total and injury crashes occur on Friday than any other day of the week. However, more fatal crashes occur on Saturday than on Friday and Sunday. These three days account for 51% of all fatal crashes.
- **TIME OF DAY** – Nearly 50% of total and injury crashes occur between noon and 8:00 pm. Approximately 60% of fatal crashes occur between 3:00 pm and 3:00 am.
- **ROAD TYPE** – A significant percentage of total, injury and fatal crashes occur on state and county roads. A very high percentage of fatal crashes occur on state roads (44%), in addition to the 23 % that occur on county roads, and the 12% and 11% that occur on US and interstate roads, respectively. Baltimore City roads rank 3<sup>rd</sup> in terms of total and injury crashes.
- **COUNTY** – The highest percentage of total crashes occur in Baltimore City and Prince George's, Montgomery, and Baltimore Counties. A higher percentage of fatal crashes occur in Prince George's, Baltimore and Montgomery Counties. These findings are not surprising, however, because these jurisdictions have the highest populations in the state.

<b>IMPACT OBJECTIVES</b>
<ul style="list-style-type: none"> <li>• To decrease the total number of crashes from 99,320 in 2000 to 99,252 in 2006.</li> <li>• To decrease the total number of fatal crashes from 574 in 2000 to 543 in 2006.</li> <li>• To decrease the total number of injury crashes from 37,743 in 2000 to 33,448 in 2006.</li> <li>• To decrease the total number of fatalities from 617 in 2000 to 586 in 2006.</li> <li>• To decrease the total number of injuries from 58,885 in 2000 to 50,217 in 2006.</li> <li>• To reduce the overall crash rate per 100M VMT from the 2000 rate of 197.4 to 180.3 in 2006.</li> <li>• To reduce the fatal crash rate per 100M VMT from the 2000 rate of 1.14 to 1.06 in 2006.</li> <li>• To reduce the injury crash rate per 100M VMT from the 2000 rate of 75.0 to 60.7 in 2006.</li> <li>• To reduce the fatalities rate per 100M VMT from the 2000 rate of 1.23 to 1.13 in 2006.</li> </ul>

- To reduce the injuries rate per 100M VMT from the 2000 rate of 117.1 to 91.2 in 2006.
- To reduce the overall crash rate per 100K Population from the 2000 rate of 1,873.6 to 1,807.9 in 2006.
- To reduce the fatal crash rate per 100K Population from the 2000 rate of 10.83 to 10.66 in 2006.
- To reduce the injury crash rate per 100K Population from the 2000 rate of 712.1 to 609.3 in 2006.
- To reduce the fatalities rate per 100K Population from the 2000 rate of 11.64 to 11.29 in 2006.
- To reduce the injuries rate per 100K Population from the 2000 rate of 1,111 to 914.7 in 2006.

## Older Driver Safety

TABLE 15 – Crash Summary: Older Driver Involved

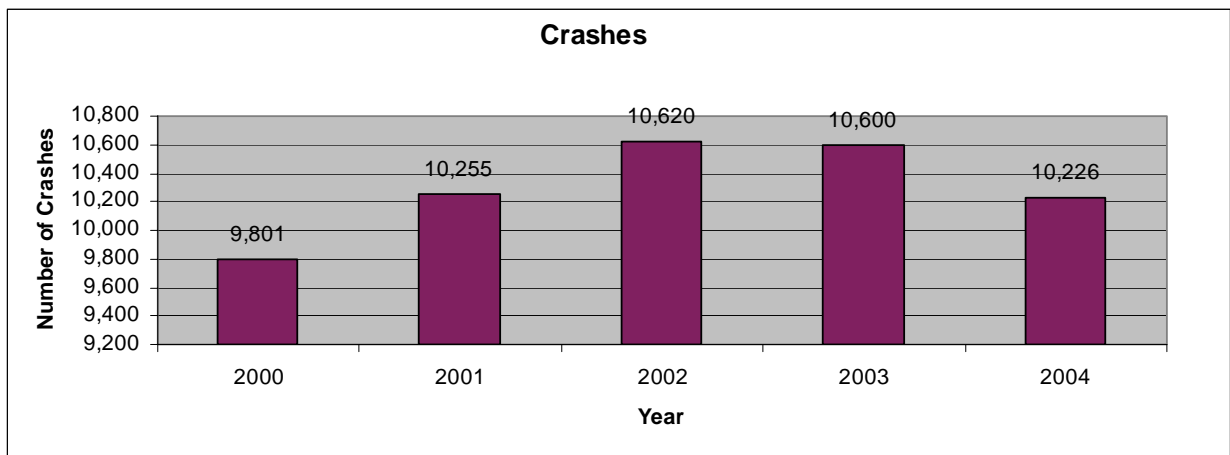
### Driver Age 65 & Above Involved Crash Summary

	2000	2001	2002	2003	2004	5 Year AVG.	%	SW %
<b>Fatal Crashes</b>	94	102	96	100	90	96	0.9	0.6
<b>Injury Crashes</b>	4,442	4,758	4,815	4,714	4,348	4,615	44.8	36.7
<b>Property Damage Only</b>	5,265	5,395	5,709	5,786	5,788	5,589	54.3	62.7
<b>Total Crashes</b>	9,801	10,255	10,620	10,600	10,226	10,300	100.0	100.0
<b>Total of All Fatalities</b>	104	113	108	108	104	107		
<b>Total Number Injured</b>	7,233	7,750	7,821	7,517	6,726	7,409		

**\* Averages for all pages are 5 year averages. SW - Statewide**

Source: Maryland State Highway Administration, Traffic Safety Analysis Division

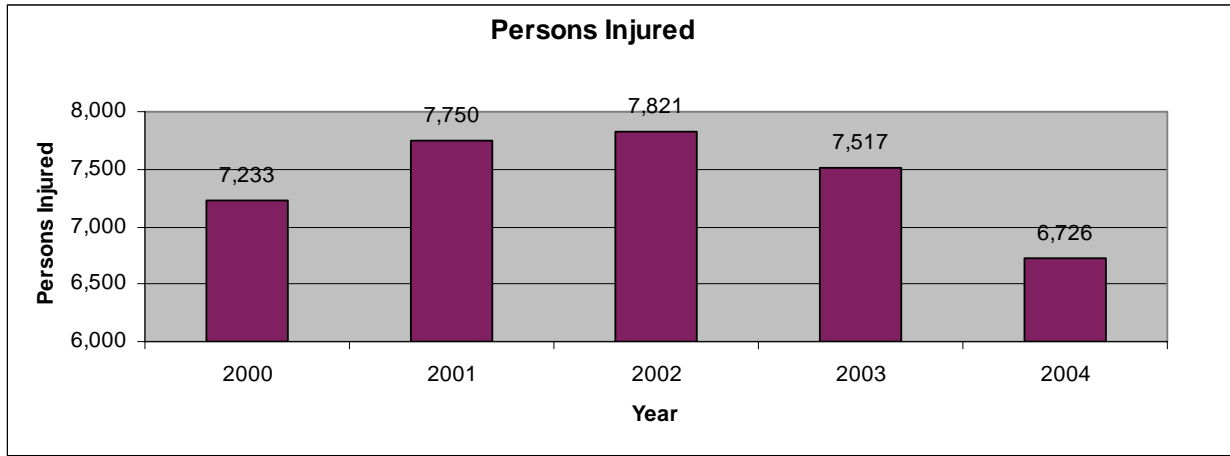
GRAPH 31 – Crashes: Older Driver Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

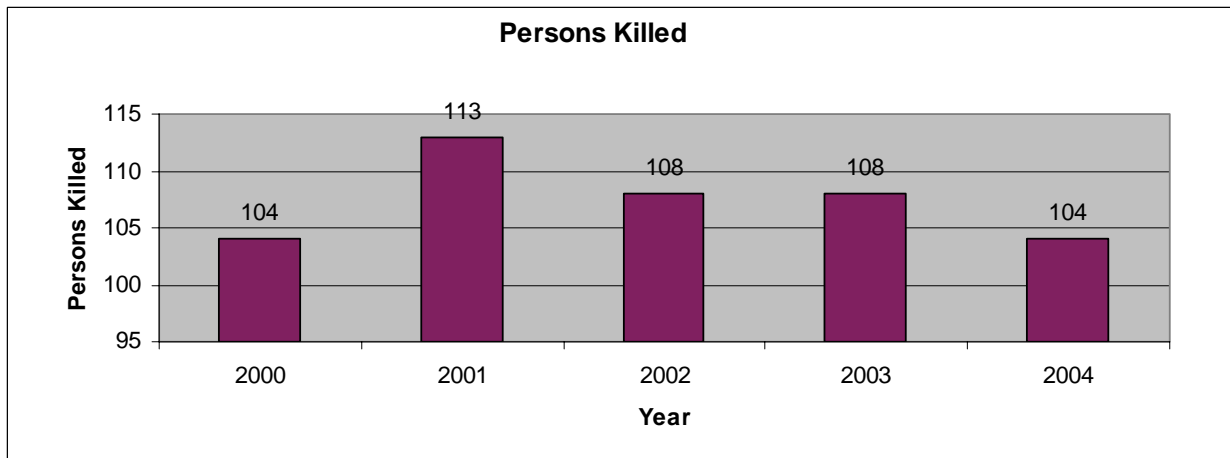
GRAPH 32 – Persons Injured: Older Driver Involved





Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 33 – Persons Killed: Motorcycle Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

Over the past three years, an average of 10,482 older driver crashes (age 65 and up) have occurred on Maryland's roadways. On average, 107 older drivers have lost their lives each year, representing 23% of all Maryland traffic fatalities. In addition, an average of 7,355 older drivers has been injured annually, representing 18% of all of Maryland's traffic injuries. The breakdown below summarizes where over-representation occurs in the various categories listed on crash reports for older driver crashes. In FFY 2006, the MHSO will use this data to target educational efforts by age and gender, while keeping month, day of week, time of day, road type, and county in mind as well.

- **AGE** – Drivers 70 to 79 are injured more often than other older drivers.
- **GENDER** – Male drivers are over-represented in total crashes, and female drivers are over-represented in fatalities when compared to the statewide averages.
- **MONTH** – Total crashes and injury crashes exhibit the same distribution as the statewide crash trend with 2004 showing a peak in October.
- **DAY OF WEEK** – In 2004, total crashes were occurred most often on Fridays and least often on Sundays.
- **TIME OF DAY** – The majority of crashes involving drivers over the age of sixty five occurred

between 11am and 5pm.

- **COUNTY** – In 2004, Montgomery and Baltimore counties had the highest number of older driver crashes.

<b>ADMINISTRATIVE OBJECTIVES</b>
<ul style="list-style-type: none"> <li>• To deliver 12 <i>Seniors on the M.O.V.E.</i> older driver training seminars by September 30, 2006.</li> <li>• To train 400 older drivers using the <i>Seniors on the MOVE</i> curriculum by September 30, 2006.</li> <li>• To create and distribute 10,000 pieces of educational material on older driver safety by September 30, 2006.</li> <li>• To attend and facilitate participation in four quarterly meetings of the Maryland Research Consortium on older drivers by September 30, 2006.</li> </ul>

Maryland’s overall Older Driver Safety Program is funded from Section 402 monies. An additional \$24,600 is being provided to the project by way of matching funds. Additionally, educational materials for distribution at Senior Centers and other outlets will be purchased.

In FFY 2006, the MHSO will fund the following projects, to work toward accomplishing its older driver prevention objectives:

**Johns Hopkins University – *Central Maryland Seniors on the M.O.V.E.***

- Institution of Higher Education
- Target audience – Maryland licensed drivers aged 65 and older
- Target area – Central Maryland

The focus of this pilot program is to help reduce the risk of injury to the mature driver (drivers aged 55 and older) in Central Maryland by increasing drivers’ awareness of safe driving, and by assessing and enhancing their driving abilities. This training is an interactive multi-session initiative available for scheduling upon request for groups of 20-30. Classes are held sequentially, for a total of four weeks, with a two-hour training session held each week. All sessions have been designed to complement all other sessions and to build from one session to the next. Session include a Skills Assessment, Driving Skills Enhancement, Occupant Protection, and Medication Management. The project will include an extensive evaluation component and the training model will be refined using the evaluation outcomes.

**OLDER DRIVER: PROJECT BUDGET SUMMARY**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
06-005	Central MD Seniors on the M.O.V.E.	\$31,500	402
<b>402 Total</b>		<b>\$31,500</b>	
<b>Total All Funds</b>		<b>\$31,500</b>	

## Young Driver Safety

TABLE 16 – Crash Summary: Young Driver Involved

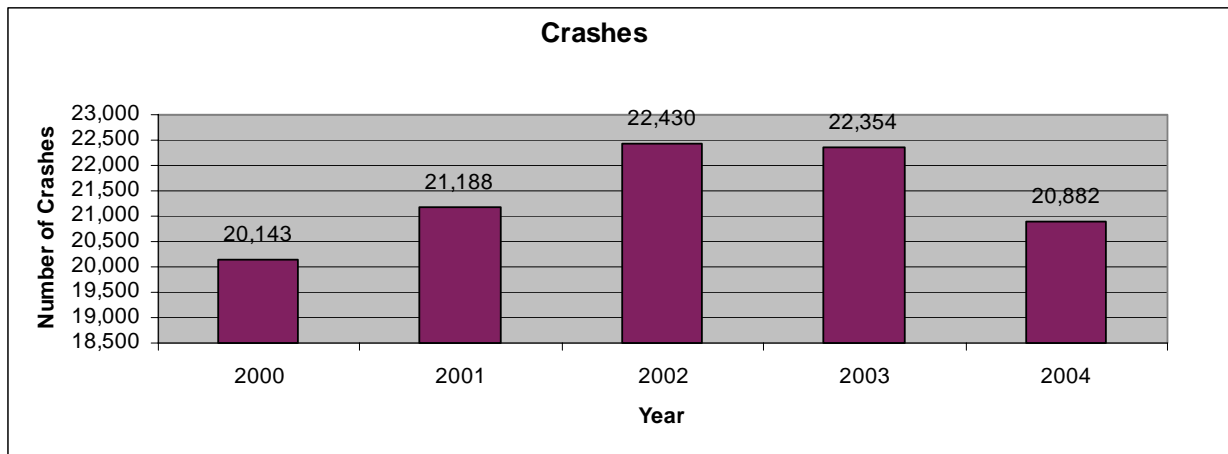
### Driver Age 16-20 Involved Crash Summary

	2000	2001	2002	2003	2004	5 Year AVG.	%	SW %
<b>Fatal Crashes</b>	124	121	115	125	109	119	0.6	0.6
<b>Injury Crashes</b>	8,766	9,029	9,368	8,855	8,315	8,867	41.4	36.7
<b>Property Damage Only</b>	11,253	12,038	12,947	13,374	12,458	12,414	58.0	62.7
<b>Total Crashes</b>	20,143	21,188	22,430	22,354	20,882	21,399	100.0	100.0
<b>Total of All Fatalities</b>	134	135	135	146	122	134		
<b>Total Number Injured</b>	15,062	15,059	15,300	14,373	12,980	14,555		

**\* Averages for all pages are 5 year averages. SW - Statewide**

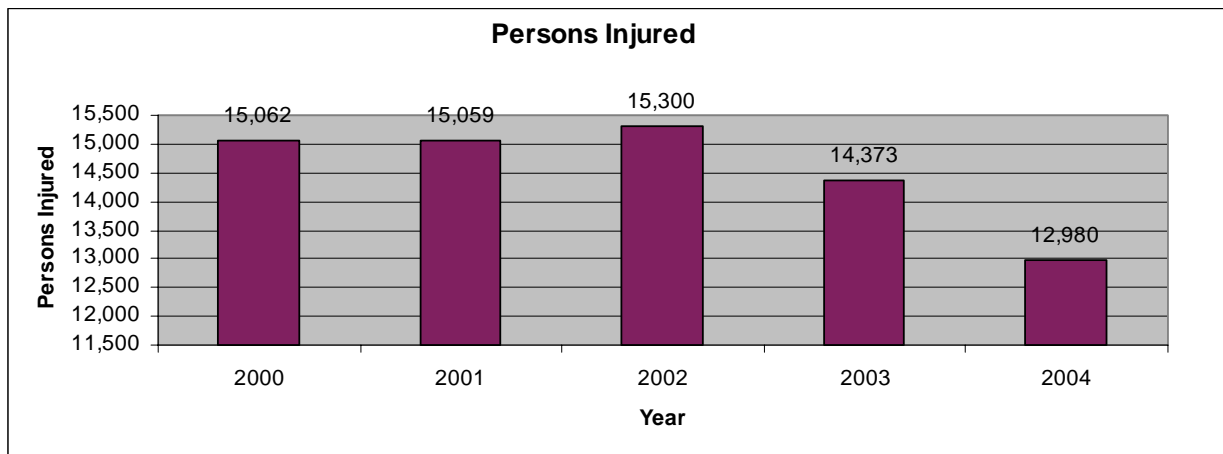
Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 34 – Crashes: Young Driver Involved



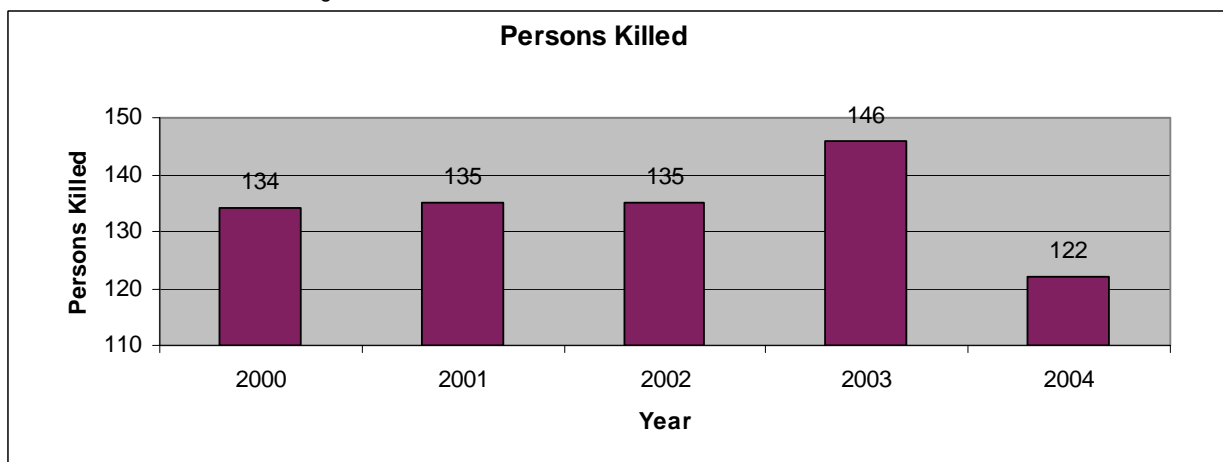
Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 35 – Persons Injured: Young Driver Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

GRAPH 36: Persons Killed: Young Driver Involved



Source: Maryland State Highway Administration, Traffic Safety Analysis Division

Over the past three years, an average of 21,889 crashes involving young drivers has occurred on Maryland’s roadways. On average, 134 people have lost their lives each year. This loss of life represents twenty-two percent of all of Maryland’s traffic fatalities. In addition, an average of 14,218 people has been injured annually, accounting for nearly one-quarter of all of Maryland’s traffic injuries. The breakdown below summarizes where over-representation occurs in the various categories listed on crash reports for young driver-related crashes. In FFY 2006, the MHSO will use this data to target its educational efforts by specific age and gender, while keeping month, day of week, time of day, road type and county in mind as well.

- **AGE** – Eighteen year old drivers were involved in more total crashes in 2004 than other young drivers.
- **GENDER** – Young male drivers are involved in a high percent of total crashes. Yet, young female drivers are just as likely to be involved in injury crashes.
- **MONTH** – Young drivers crashes were highest during the April-June and October-December time periods during the past year.

- **DAY OF WEEK** – A higher percent of total crashes occurs on Friday. Fifty four percent of driver fatalities occurred between Friday and Sunday.
- **TIME OF DAY** – Young drivers were more likely to be involved in total, injury, and fatal crashes between 2:00 pm and 8:00 pm. Fatal crashes involving young drivers peaked at midnight in 2004.
- **COUNTY** – Charles and St. Mary’s counties had the sharpest increases in young driver crashes over the past several years.

<b>ADMINISTRATIVE OBJECTIVES</b>
<ul style="list-style-type: none"> <li>• To develop and place 2 radio spots by September 30, 2006.</li> <li>• To make 100,000 regional media impressions by September 30, 2006.</li> <li>• To create and distribute 50,000 pieces of educational material on young driver safety by September 30, 2006.</li> <li>• To hold 4 quarterly meetings of the Young Driver Task Force by September 30, 2006.</li> <li>• To attend 4 quarterly meetings of the Underage Drinking Prevention Coalition by September 30, 2006.</li> </ul>

Maryland’s overall Young Driver Program is funded from Section 402 monies. A total of \$61,300 was granted to this program area for FFY 2006. In addition, a total of \$ 70,600 was matched by grantee agencies, for a grand total of \$131,900 in funds to be spent on the Young driver Program in FFY 2006. Costs associated with the Special Programs Coordinator are covered in this area.

The MHSO will continue as the lead agency for Maryland’s *Young Driver Safety Task Force (YDTF)*. This group typically meets quarterly and provides networking possibilities for advocates, organizations, agencies and businesses with an interest and desire in making a contribution in the field of young driver safety. The *YDTF* will meet four times throughout FFY 2006 and the MHSO’s Special Programs Coordinator will serve as facilitator for the group. The *YDTF*, with its diverse membership of state and local agency personnel, law enforcement, driver educators, and parents, will continue to be a place where members can obtain updated information on young driver safety, share ideas, and coordinate efforts to reduce the risk of death and injury for the 16-20 year-old age group.

Major initiatives for young driver safety for FFY 2006 will include the publicity of Maryland’s new laws related to young drivers, as well as programs promoting alcohol-free after-prom parties, reducing alcohol availability to minors through community partnerships, and underage drinking/driving and fake ID enforcement. As available, agencies across Maryland will continue to use the Safety Bug, Fatal Vision Goggles, and Mock Crashes to get traffic safety messages to young drivers.

In addition in FFY 2006, the MHSO will fund the following projects, to work toward accomplishing its young driver prevention objectives:

**Maryland Motor Vehicle Administration – Parent Outreach Program**

- State agency
- Target audience – New drivers and parents/guardians
- Target area – State of Maryland

The focus of this program is to reach young drivers and their parents/guardians early in the driver learning and licensing process. This initiative will combine direct intervention with an earned media campaign with collateral materials.

**Safe Smart Women – *Take it to the Streets Parent-Teen Presentation***

- Not-for-profit
- Target audience – High School Students and parents/guardians
- Target area – State of Maryland

The focus of this program is to reach young drivers in high schools at targeted times of the year – during school orientations and before the spring prom/graduation period. The materials developed and tested during this project will be replicated for use statewide by CTSPs at the county level.

**YOUNG DRIVER: PROJECT BUDGET SUMMARY**

Project Number	Project Title	Budget	Budget Source
06-008	Young Driver Parent Involvement	\$25,000	<b>402</b>
06-009	Take it to the Streets	\$10,200	<b>402</b>
<b>402 Total</b>		<b>\$35,200</b>	
<b>Total All Funds</b>		<b>\$35,200</b>	

**Public Awareness**

<b>ADMINISTRATIVE OBJECTIVES</b>
<ul style="list-style-type: none"> <li>• To coordinate 6 major press events by September 30, 2006.</li> <li>• To achieve at least 15,000 broadcasts of Non-Commercial Sustained Announcements (NCSA) by September 30, 2006.</li> <li>• To achieve at least an 8:1 return on NCSA grant funding by September 30, 2006.</li> <li>• To develop 4 new PSAs by September 30, 2006.</li> </ul>

Maryland’s overall Public Awareness effort is funded from Section 402 and 405a monies. A total of \$100,000 was granted to this program area for FFY 2006. Matching funds for this grant are slightly unusual in that the Broadcaster’ Association guarantees a minimum rate of return of 4:1, meaning that for every dollar invested, the MHSO will receive \$4 in unused airtime value. A minimum of \$400,000 will be provided by way of unused airtime value. However, the grant has historically achieved a much higher rate of return and during FFY 2005, returned a total value in excess of \$2 million worth of airtime, or a ratio of 20:1. Costs associated with the Writer & Public Relations Coordinator are covered in this area.

Throughout FFY 2006, the MHSO will continue to be very proactive in public awareness efforts. With its focus on educating the general public through targeted messaging, the MHSO relies on this program to provide the most exposure to the MHSO’s programs and traffic safety materials. New methods of attaining the greatest possible exposure are always explored and

the MHSO continually seeks partnerships with state agencies, private sector businesses, advocacy groups, victim's services organizations, other SHSOs, and traffic safety organizations. These partnerships enhance the viability of the MHSO and serve to further disseminate vital traffic safety messages.

Major Public Awareness initiatives for FFY 2006 will include organizing and hosting press conferences and events, including, but not limited to those for *CIOT*, *CPSF*, *Maryland Remembers*, and *Smooth Operator*. The MHSO is targeting six major public events throughout FFY 2006 to coincide with various outreach efforts in the Program Areas of Aggressive Driving Prevention, Impaired Driving Prevention, Occupant Protection, and Young Driver Safety. In addition, the MHSO helps the CTSP Coordinators schedule, organize and facilitate local events as requested. Throughout the year, the MHSO utilizes various toolkits developed by the NHTSA. Many of these kits relate directly to safety belt use and impaired driving prevention and the goal is to ultimately place this material in the hands of CTSP Coordinators.

In addition in FFY 2006, the MHSO will fund the following project, to work toward accomplishing its public awareness objectives:

**Maryland/D.C./Delaware Broadcasters Association – Non-Commercial Sustaining Announcement Program**

- Association
- Target audience – general public
- Target area – State of Maryland

The main goal of this program is to coordinate the release of Non-Commercial Sustained Announcements (NCSA), similar in nature to PSAs, to radio stations throughout Maryland for broadcast during unused commercial airtime. Paid media on both television and radio, while extremely effective under the correct circumstances, is costly. The MHSO has granted funding to the Maryland/D.C./Delaware Broadcaster's Association for its innovative NCSA Program to bridge the gap between the extraordinary costs for expensive paid media and the ability to successfully deliver media messaging. The grant provides the MHSO with the capacity to deliver a massive amount of messaging with some ability to target those messages by location and station format, at a very reasonable cost. This grant achieved an airplay value of over 20:1 during FFY 2005 and the MHSO has set a target return rate of 8:1, based upon the fact that in the event the Broadcaster's Association takes on new clients, it will reduce the MHSO's return rate due to increased volume of NCSA's throughout the State.

**PUBLIC AWARENESS: PROJECT BUDGET SUMMARY**

Project Number	Project Title	Budget	Budget Source
06-026	NCSA Program	\$100,000	402 & 405a
<b>402 Total</b>		<b>\$75,000</b>	
<b>Total All Funds</b>		<b>\$100,000</b>	

**Business & Community Outreach**

<b>ADMINISTRATIVE OBJECTIVES</b>
<ul style="list-style-type: none"> <li>• To increase general T-SAFE membership by 25 percent by September 30, 2006</li> </ul>

- To hold 1 training seminar with the MHSO Program Coordinators by May 30, 2006.
- To hold *Drive Safely Work Week* Symposium and kick-off event by October 31, 2006.
- To make 1,500,000 paid media impressions by September 30, 2006.
- To develop and distribute 2,500 new general T-SAFE toolkits by September 30, 2006.
- To hold a minimum of 2 Executive Council meetings by September 30, 2006.
- To increase general T-SAFE membership by 25% by September 30, 2006

Maryland's overall Business and Community Outreach Program is funded from Sections 402 and 157 monies. A total of \$83,400 was granted to this program area for FFY 2006. In addition, a total of \$57,200 matched by grantee agencies for a grand total of \$ 140,600 in funds to be spent on Business and Community Outreach in FFY 2006. Costs associated with the T-SAFE/Community Outreach Coordinator are covered in this area.

In FFY 2006, federal funds will be used to purchase a minimal amount of paid media for the statewide *DSWW* Campaign and overall T-SAFE outreach. The majority of the paid media will be covered by T-SAFE board member agencies.

During FFY 2006, T-SAFE will continue to serve as the lead employer traffic-safety program for the state. The *T-SAFE Executive Council (EC)*, made up of a diverse group of top Maryland employers, will meet twice a year in the spring and fall. The Council's main initiatives this year will include the following tasks: restructure and expand the *EC*, ensure that the *EC* is diversely represented; and strategize on further recruitment options for general membership.

The following items include the major initiatives for FFY 2006. First, T-SAFE will continue to develop employer traffic-safety seminars and programs in coordination with each of the MHSO program area coordinators, as well as sponsor a *DSWW* Symposium in coordination with the national Network of Employers for Traffic Safety (NETS). The *DSWW* campaign will be promoted in conjunction with the national campaign. T-SAFE will continue to promote and increase employer participation in the Pacesetters Program. In an effort to promote all program areas, T-SAFE will continue to work to promote and distribute the *Drive Safe. Or Pay The Price* campaign employer toolkits in conjunction with the following program areas: Impaired Driving, Aggressive Driving, and Inattentive Driving. In addition, T-SAFE will use the PSAs developed in FFY 2004 for the *Drive Safe. Or Pay The Price* campaign and purchase airtime to promote the campaign.

The T-SAFE website will continue to be managed and expanded. Furthermore, existing program area education and information materials will be revised with assistance from the MHSO Program Coordinators for continued distribution of useful education and information to employers. T-SAFE will seek to exhibit at least on major statewide annual business conference, as well as other statewide conferences relevant to the expansion of the T-SAFE Project. T-SAFE will continue to provide on-going information to members and make contact with them at least once per quarter or more often as required depending on projects and events, via e-mail and the T-SAFE e-newsletter distributed quarterly.

Finally, T-SAFE will continue to recognize *EC* Members for their exemplary commitment, support and promotion of the T-SAFE Project, recruitment efforts and overall workplace traffic-safety campaigns through an annual recognition program.



In addition in FFY 2006, the MHSO will fund the following projects, to work toward accomplishing its community outreach objectives:

**Chesapeake Region Safety Council – *Comprehensive Highway Safety Training***

- Non-profit
- Target audience – employers
- Target area – State of Maryland

The main goals of this program include: training professional drivers through corporate fleets or general employers, encouraging employers to conduct regular traffic safety training/education programs, and encouraging employers to establish and enforce corporate policies regarding traffic safety. The project will promote and present programs related to the hazards of speeding, alcohol/drug impaired driving, and the importance of an occupant protection program. In FYY 2006 the program will expand to include problem groups outside the workplace (i.e. younger/older drivers).

**Positive Alternative to Dangerous and Destructive Decisions, Inc. – *Positive Alternatives to Dangerous Actions***

- Non-profit
- Target audience – employers & judicial system
- Target area – State of Maryland

The goal of this program is the implementation of traffic-safety presentations to at-risk drivers appointed to the program through the court system and via employers and their employees. The program will focus on impaired driving, inattention, speeding, safety belt use, and aggressive driving. It is expanding statewide and targeting the 16-45+ year olds with 27 dedicated classes for this group. The presentations are unique in that the presenters include paramedics, a funeral home director, law enforcement personnel, a recovered patient of a traffic crash, and a trauma nurse. The program will help inform and educate employers and other at risk drivers of the serious consequences of dangerous driving behaviors.

**BUSINESS & COMMUNITY OUTREACH: PROJECT BUDGET SUMMARY**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
06-035	Comprehensive Corporate Highway Safety Training	\$ 19,500	402
06-048	Positive Alternatives to Dangerous and Destructive Decisions	37,800	157
<b>402 Total</b>		<b>\$ 19,500</b>	
<b>157 Total</b>		<b>\$ 37,800</b>	
<b>Total All Funds</b>		<b>\$ 83,400</b>	

## **POLICE TRAFFIC SERVICES**

### **ADMINISTRATIVE OBJECTIVES**

- To increase the overall number of police agencies across the state participating in the 4 *Smooth Operator* enforcement waves by September 30, 2006.
- To make 140,000 aggressive driving contacts by Maryland police officers during the *Smooth Operator* enforcement waves by September 30, 2006.
- To conduct 8 regional Grants Overview / Training seminars for Maryland Law Enforcement by September 30, 2006.
- To conduct 1 pedestrian enforcement training / refresher workshop in Baltimore City by September 30, 2006.
- To conduct 10 *Catch 'em If You Can* Training sessions by September 30, 2006.
- To attend and assist in the facilitation of 8 monthly meetings of the Maryland Crash Reconstruction Committee by September 30, 2006.
- To conduct 1 accredited Police Administration / Traffic Management School by September 30, 2006.

Maryland's overall Police Traffic Services Program is funded from Section 402 monies and a total of \$218,200 was granted to this program area for FFY 2006. Additionally, a total of \$153,300 was matched by grantee agencies, for a grand total of \$371,500 in funds to be spent on the Police Traffic Services Program in FFY 2006. Costs associated with the Law Enforcement Program Coordinator are covered in this area.

The MHSO administers a variety of federally funded highway safety programs and projects. A major portion of almost every program includes a law enforcement component. Given the number of enforcement agencies across Maryland on the state, county and local levels, a need for coordination of the law enforcement response in highway safety initiatives has been identified. Training, program overviews, and needs assessments are required for the most efficient deployment of enforcement resources. Site visits, statewide meetings, and training symposiums offered to the MSP and allied agencies afford the MHSO an opportunity to implement effective techniques for maximum impact in the various project areas.

Needs assessments that have been conducted across Maryland have identified gaps in training and in the coordination of targeted enforcement at the state level. To resolve these issues in FFY 2006, frequent contacts with the MSP Grants Management Unit and scheduled regional meetings for law enforcement across the state will be conducted to provide project guidance and coordination of enforcement efforts as well as identify and assess the various needs at the street enforcement level. Likewise, continued meetings and liaison with key law enforcement executives through the MCPA and the Maryland Sheriff's Association will provide the opportunity to reaffirm the role these agencies play in an effective highway safety program as well as identify for them, resources available through the MHSO.

In addition in FFY 2006, the MHSO will fund the following projects, to work toward accomplishing its police traffic services objectives:

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

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

The main goal of this program is to increase the number of highly trained traffic crash reconstruction investigators across the state. The MSP and other allied police departments have experienced a drastic reduction of officers trained in traffic crash reconstruction methods. This program will provide training in the most advanced techniques of crash investigation and reconstruction to various state police troopers. Additionally, through partnership and participation in the Maryland Crash Reconstruction Committee, the Baltimore County Police Department will facilitate training for troopers and allied police officers in advanced collision investigation and various levels of crash reconstruction. This centralized training program will provide uniform reporting and investigative procedures across the state for all police officers, as well as cover pending topics of concern.

### **Maryland Police & Correctional training Commission – Ten Week School of Police Staff & Command Traffic Management**

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

The main goal of this program is to provide accelerated command training to law enforcement executives, with an intense focus on Traffic Safety Management. This training, provided by the Northwestern University’s Center for Public Safety (School of Police Staff and Command), consists of ten weeks of extensive instruction for police managers with a strong emphasis on traffic related topics that include academic principals along with practical applications. Training at this level will provide present and future law enforcement executives from across the state a strong background in Police Traffic Services, enabling them to integrate traffic enforcement as part of a comprehensive, agency-wide operational plan.

### **POLICE TRAFFIC SERVICES: PROJECT BUDGET SUMMARY**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
06-013	Police Crash Reconstruction Training	\$22,000	402
06-023	School of Police Staff & Command / Traffic Management	\$121,400	402
<b>402 Total</b>		<b>\$143,400</b>	
<b>Total All Funds</b>		<b>\$218,200</b>	

## DIVERSITY IN TRAFFIC SAFETY

### ADMINISTRATIVE OBJECTIVES

- To create 1 multi-cultural traffic safety PSA by September 30, 2006.
- To complete the Maryland Diversity in Traffic Safety Resource Guide by September 30, 2006
- To develop 2 new pieces of educational material concerning diverse populations by September 30, 2006.
- To distribute 25,000 pieces of educational material related to diversity in traffic safety by September 30, 2006
- To recruit 10 new members to the Diversity in Traffic Safety Task Force by September 30, 2006.

Maryland's overall Diversity in Traffic Safety Program is funded from Section 157 funds. A total of \$8,700 was granted to this program area for FFY 2006.

In FFY 2006, the MHSO will continue its active role as the lead agency in diversity in traffic safety in Maryland and will work closely with other SHSOs across the nation. Maryland's *Diversity in Traffic Safety Task Force (DTS)* is facilitated and coordinated by the MHSO. The *DTS* meets quarterly and is aimed at increasing the level of awareness of traffic safety issues amongst diverse communities, developing/designing culturally specific messages and creating new ways to enhance existing programs to provide education and assistance to all populations in Maryland. A special focus in FFY 2006 will be addressing the dangerous mix of risk factors among young Hispanic males, as well as the decrease in seatbelt use among African American males. Sub-Committees of the *DTS* are: Age, Ethnicity, Education Level and Physical Ability.

Major initiatives for FFY 2006 will include supporting the goals and programs implemented by the statewide CTSP Program and complimenting the work of the various program areas within the MHSO. Outreach materials previously developed by the MHSO will be distributed to target audiences through core and non-core grantees, as well as a wide range of organizations, coalitions, and associations in Maryland.

In FFY 2006, the MHSO experienced a significant cut in funding. Based on the identified priority areas, statewide data, the current funding situation, and the Expressions of Interest received from potential grantees, no grants were funded for diversity in traffic safety. Nevertheless, the MHSO will continue to reach diverse audiences and provide awareness to Maryland's driving public as noted above.

## **EMERGENCY MEDICAL SERVICES**

### **ADMINISTRATIVE OBJECTIVES**

- To recruit 15 businesses to attend Bystander Care sessions by January 31, 2006.
- To train 5 instructors for the Bystander Care Program by February 28, 2006.
- To conduct 15 Train-the-Trainer programs in the Western Maryland region by May 30, 2006.
- To conduct 30 Bystander Care training session by September 30, 2006.
- To develop a Bystander Care Program evaluation tool by September 30, 2006.

Maryland's overall EMS effort is funded from Section 402 monies. A total of \$146,800 was granted to this program area for FFY 2006. In addition, a total of \$ 823,000 was matched by grantee agencies, for a grand total of \$ 969,800 in funds to be spent on EMS in FFY 2006.

In FFY 2006, the MHSO will work closely with the MIEMSS, Region I to roll out the Bystander Care Program. The program had been in the works in FFY 2000 and 2001, but had been put on hold for years due to conflicting priorities, as well as the unresolved issue of target audience, which has been changed from high school students to the employer community.

In addition in FFY 2006, the MHSO will fund the following projects, to work toward accomplishing its EMS objectives:

#### **Maryland Institute For Emergency Medical Services Systems – *Statewide EMS Equipment Project***

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

The main goal of this program is to promote crash response education and scene safety during motor vehicle crashes, an integral part of keeping Maryland roadways safe and secure. As a function of this grant, the MIEMSS will provide mini-grants to Fire/EMS companies to purchase eligible equipment necessary for scene safety and effective crash response, including rescue and extrication equipment, medical equipment for first responders, scene safety equipment, and training equipment. This year the MIEMSS will develop tags to identify MHSO-purchased equipment, determine ways to track use of equipment purchased with grant monies, and design a draft evaluation tool to verify use data.

#### **Maryland Institute For Emergency Medical Services Systems, Region I – *Bystander Care Program, Western Maryland Pilot***

- State agency
- Target audience – employers, including State and local agencies, with fleets
- Target area – Western Maryland, including Allegany, Frederick, Garrett and Washington Counties

The main goal of this program is to provide participants with the knowledge, skills and confidence to act in roadside emergency situations. The program emphasizes five critical steps to successfully handling a roadside emergency: 1) Recognize the emergency, 2) Stop to help, 3) Call 9-1-1, 4) Start the Breathing, and 5) Stop the Bleeding. The program will use a curriculum, a video, and supporting materials developed through past collaborations between the MHSO and

the MIEMSS. The program's coordinator, working out of the MIEMSS Region I office, will work jointly with the CTSPs in the region to coordinate training sessions. Recruitment of instructor candidates will begin with pre-hospital care providers and emergency room nurses. The program will be piloted in the four western-most counties and will aim to target employers whose workforce spends the majority of their day on the roadways. In addition to T-SAFE partners from the private sector, the initial push will be made with public sector partners with fleets – the SHA, for example.

**EMERGENCY MEDICAL SERVICES: PROJECT BUDGET SUMMARY**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
06-070	Bystander Care Program	\$46,800	402
06-071	Equipment and Training	100,000	402
<b>402 Total</b>		<b>\$146,800</b>	
<b>Total All Funds</b>		<b>\$146,800</b>	

## Financial & Office Management Details

### **FINANCIAL MANAGEMENT SECTION**

#### **ADMINISTRATIVE OBJECTIVES**

- To complete documentation of the MHSO's Project Administration Policy by September 30, 2006.
- To complete documentation of the MHSO's Project Monitoring Policy by September 30, 2006.
- To update the MHSO's Rules for Financial Management of Highway Safety Projects, utilizing the forthcoming NHTSA model, by September 30, 2006.

The Financial Management Section (FMS) has been reviewing, updating and committing to writing a number of MHSO's policies and procedures. During FFY 2006, the MHSO will finalize a policy on Project Administration dealing with all phases of a project, from solicitation through processing of the final reports. This policy is currently under review by the SHA's Office of Counsel to make sure it satisfies the requirements for legal form and sufficiency. Once implemented, it will provide the MHSO with the tools necessary to tighten up and streamline the agency's grant administration process.

Another policy dealing with Project Monitoring is undergoing final drafting and should be ready by the end of the first quarter of FFY 2006. The monitoring policy will facilitate more timely and thorough monitoring by the MHSO's staff.

The FMS has completed documenting the entire grant process of the MHSO, from the first contact with a potential project entity through to the close out of each project and the respective federal fiscal year. A number of recommendations for improvement have already been formulated and implemented. Maryland is now in the process of evaluating additional recommendations that will be proposed in conjunction with an on-going effort within the OOTS to more effectively use manpower and other resources. The MHSO will be exploring ways to integrate and/or improve communication among our Grant Management System (GMS), the State Financial Management Information System (FMIS) and NHTSA's Grants Tracking System (GTS). This will enhance the MHSO's ability to manage the program and associated projects.

The Rules for Financial Management of Highway Safety Projects will be reviewed, revised or updated as needed based on the reauthorization of the previous TEA-21 legislation. When revisions are made to the NHTSA Grants Management Manual, the MHSO will incorporate those revisions as well as other updates to existing materials to improve the overall operation and management of the program. As the MHSO's effectiveness and efficiency improves, the MHSO will be able to expand its on-site monitoring. The long-term goal is to visit each project agency at least one time each fiscal year.

## **OFFICE MANAGEMENT**

### **ADMINISTRATIVE OBJECTIVES**

- To convert the MHSO's grant forms to a web-based format by September 30, 2006.
- To add 1 major resource tracking component to the MHSO's resource database by September 30, 2006.
- To convert 3 office forms to web-based forms by September 30, 2006.

The MHSO's Office Management Section includes one full-time Office Manager and one full-time Administrative Assistant. The Administrative Assistant works along with the Office Manager to provide administrative support to the Chief of the MHSO, the Section Chiefs, and the ten Program Coordinators.

In FFY2006 the administrative staff will be working with other staff members to transform MHSO's grant process forms that are currently electronic into web-based forms. Through this process, the MHSO's grantees will have easier access to the most current forms. These forms will be submitted electronically allowing the MHSO Financial and Administrative staff to download the information into existing databases. Currently, information listed on the forms is re-typed into multiple applications.

During FFY 2006, the administrative staff will be adding new components to the Resource Inventory database. The new component will tally the number of items ordered and distributed over a given year and will also produce a report for each Coordinator to track current resources on-hand, as well as the materials and quantities used throughout the grant year. This report will notify the coordinators when supply is low of a particular resource so that it may be ordered in a timely fashion.

The office staff will continue to provide administrative support by continuing to develop Policies and Procedures, automating general use office forms and templates. With the increasing responsibilities of the MHSO, the Administrative staff is vital to the continued success and positive growth.



## Grant Process Description

The following section outlines the steps the MHSO and its grantees take throughout the year to establish, implement, monitor and close out projects. The MHSO has put a considerable amount of effort not only into documenting the process, but in tweaking and improving the existing process. This has been done in an effort to create accountability and efficiency for Maryland's Highway Safety Program. A formal report will be forwarded the NHTSA Mid-Atlantic Region office upon completion.

The following outline covers two calendar years of activity, in the sense that preparation for the FFY begins well in advance of its formal starting date (October 1), and closeout extends beyond its formal ending date (September 30).

### **A - Establish Program Direction (January - March)**

- 1) The Planning Team (PT) consists of the MHSO Chief, Safety Program Section (SPS) Chief, Financial Management Section (FMS) Chief, Financial and Program Monitoring Specialist (F&PMS) and Data Analyst and TRCC Coordinator (DA&TC). It meets several times in the months before the grant application process begins.
- 2) The Financial Parameters Team (FPT) consists of the MHSO Chief, FMS Chief, and SPS Chief. It meets several times in the months before the grant application process begins.

### **B1 - Disseminate Information to Existing NON-CORE & Potential NON- CORE Grantees (January - February)**

- 1) A non-core grantee mailing list is developed for the dissemination of materials. The list includes existing non-core grantee agencies (includes state agencies, non-profits, not-for-profits, associations, hospitals, institutions of higher education, etc.) and potential non-core grantee agencies. New potential grantee non-core agencies are sought according to the priorities determined at the PT & FPT meetings, as well as general new contacts that are desired. Non-core grantee agencies vary from year to year, according to the data priorities determined for that FFY year – unlike the core grantee agencies, that remain fairly consistent over the years.
- 2) Marketing materials are developed to advertise the upcoming Grant Applicant Seminars (GAS).
- 3) GAS Binders are developed for distribution at the seminars. Contents are broken down by General Information, Grant Information, Grant Forms, Problem Identification, and Presentations. A disk with grant application forms is included. For existing grantees, MHSO/SHA logos and logo policies are also included. Contents are updated each year, depending upon administrative updates and programming priorities set during PT & FPT meetings.
- 4) GAS Presentations are developed by Project Managers who have identified problem areas and are seeking counter measures to address these specific issues.

- 5) Two seminars are held, the Grant Applicant Seminar-Existing Grantees (GAS-E) & Grant Applicant Seminar-Potential Grantees (GAS-P) for non-core grantees (March), to educate grantees on:
  - what types of highway safety funding are available (attendees are given rough estimates of appropriate funding request levels & how requests are being rated)
  - where Maryland stands data-wise & what upcoming FFY priorities will be
  - what highway safety programs are already being funded
  - new administrative grant requirements
  - applicants must attend the appropriate seminar to be considered for grant funds.

#### **B2 - Disseminate Information to Existing CORE Grantees (January - March)**

- 1) A core grantee mailing list is developed, using updated information from the MHSO's contact database, maintained in the ACT! software. Core grantee agencies (those housing the CTSPs and the SCPs) remain fairly consistent over the years – unlike the non-core grantee agencies, that vary each year according to the data priorities determined for that FFY. The consistency of these agencies over the years is important, as the CTSP has a vital role in fulfilling the goals of the State's overall highway safety program, and the SCP exists to support the CTSPs. One-third of the CTSP programs are housed in health departments, one-third in law enforcement agencies, and the rest in various county offices. Three of the SCPs are located on college/university campuses, while one is located at a health department.
- 2) Marketing materials are developed to advertise the upcoming SAM.
- 3) SAM Binders are developed for distribution at the seminars. Contents are broken down by General Information, Grant Information, Grant Forms, Problem Identification, and Presentations. A disk with grant application forms and MHSO/SHA logos is also included. Contents are updated each year, depending upon administrative updates and programming priorities set during PT & FPT meetings.
- 4) SAM Presentations are developed by Project Managers who have identified problem areas and are seeking counter measures to address these specific issues.
- 5) A mandatory Semi-Annual CTSP/SC Project Directors' Meeting for core grantees (April) is held to educate grantees on fiscal and administrative issues (same as above) pertinent to the CTSP and SCP.

#### **C1 - NON-CORE Grantees Submit Expressions of Interest (EOIs) to MHSO (Late April)**

- 1) The NON-CORE Grants Review Team (GRT) is established. The central part of the NON-CORE GRT is comprised of the SPS Chief, FMS Chief, F&PMS, and Maryland's Regional Program Manager from NHTSA-Region III. The

MHSO Project managers join the GRT during the review of the EOIs that relate to their program areas.

- 2) Existing and potential non-core agencies submit EOIs each year. Since the data priorities are determined year by year, the agencies that can effectively address these priorities from year to year might change as well.
- 3) Various members of the MHSO input information from the EOIs into the NON-CORE GRT Database. The NON-CORE GRT is an in-house database that logs tracking, contact, budgetary and revisions information from the EOIs. A similar CORE GRT Database is established as well.
- 4) F&PMS inputs information from the EOIs into the GMS.
- 5) Office Manager (OM) creates binder (contains EOIs broken down by Project Manager & blank EOI Review Sheets) for each member of the NON-CORE GRT.

#### **C2 - CORE Grantees Submit Project Agreements (PAs) to MHSO (Early June)**

- 1) The CORE GRT is established. The central part of the CORE GRT is comprised of the SPS Chief, F&PMS, and MHSO's Statewide CTSP/SCP Project Manager.
- 2) Core agencies submit PAs each year. The core agencies address the full gamut of highway safety program areas and thus need not "apply" each year. Instead, they submit a PA that addresses their proposed program, which varies from year to year according to their local data priorities. Various members of MHSO input information from the EOIs into the CORE GRT Database.
- 3) F&PMS inputs data into GMS.
- 4) OM creates binder (contains PAs broken down by county & blank PA Review Sheets) for each member of the CORE GRT.

#### **D1 - MHSO Coordinator & NON-CORE Grants Review Team Review EOIs & Develop Funding Recommendations (Mid-May)**

- 1) FMS GRT members review EOIs for financial issues. SPS GRT members review EOIs for programmatic issues. Questions are referred to the appointed MHSO Program Manager for that EOI, to be answered before the GRT meetings. Each GRT member establishes a score for each EOI using EOI Review Sheet. The EOIs are graded according to weighted categories, equaling 100 points:
  - Expression of Interest Complete (5 points)
  - Problem Identification (20 points)
  - Project Description (10 points)
  - Project Objectives (15 points)
  - Project Activities (15 points)
  - Project Evaluation (15 points)
  - Estimated Expenditures (5 points)

- Innovation (10 points)
  - Administrative Performance (5 points)
- 2) The NON-CORE GRT meets to formally review each EOI. The SPS Chief leads a discussion of the Grant Program Direction Sheet, which illuminates issues concerning funding and data, as well as any changes in NHTSA directives. If any emerging trends have appeared in the EOI submittals (for instance, increases in requests for travel, equipment, incentive items, etc. from the previous year), the SPS leads a discussion on what areas might be best considered for overall cuts. The NON-CORE GRT does the following:
    - a) Establishes a group score (percentage) for each EOI. A score above the mean for each program area qualifies the agency for the possibility of funding. This score does not determine the percentage of funding committed to the agency in terms of the total funds for which they applied.
    - b) Recommends financial and programmatic revisions to each EOI using the codes found in the EOI /PA Revisions Legend.
  - 3) F&PMS updates GRT database with proposed revised figures and revision codes.

**D2 - Statewide CTSP/SC Program Coordinator & CORE Grants Review Team Review PAs & Develop Funding Recommendations (mid-June)**

- 1) Financial Management Section (FMS) GRT members review PAs for financial issues. SPS GRT members review PAs for programmatic issues. Questions are referred to the CTSP/SC Program Coordinator, to be answered before the GRT meeting. Each GRT member establishes a score for each PA as noted above.
- 2) The CORE GRT meets to formally review each EOI. The SPS Chief leads a discussion of the FFY Grant Program Direction Sheet, which illuminates issues concerning funding and data, as well as any changes in the NHTSA directives. The CTSP/SC Program Coordinator provides financial programmatic breakdowns of past FFY expenditures (salary, travel, equipment, incentive items, etc.), for review purposes. The CORE GRT does the following:
  - a) Establishes a group score (percentage) for each EOI.
  - b) Establishes base funding levels according to the UMCP formula. This formula produces a weighted value for each county that determines the level of funding they will receive based on variables such as fatality rate (VMT), injury rate (VMT), crash rate, population, and the alcohol impaired driving crash rate (VMT)
  - c) Pre-set guidelines are used for additional funds for individual projects when available (for instance, incentive enforcement funds – guidelines include mandatory designated weeks, set number of sobriety checkpoints required, etc).

- d) Additional funds may also be included for Stellar Awards, awarded to counties that have submitted stellar PAs, as noted by above-average group score, and run an exemplary program.
  - e) Develop funding recommendations.
- 3) F&PMS logs the recommended figures into GRT files by PAs.

#### **E - MHSO Develops Program & Obtains Approval (June)**

- 1) SPS Chief generates the FFY GRT Recommendation Worksheet from the Core and Non-Core GRT EXCEL files. SPS Chief and FMS Chief meet with MHSO Chief to discuss recommendations.
- 2) F&PMS makes necessary programmatic and financial changes to GRT files by EOI/PA. At this point, EOI/PA funding requests may be in excess of estimated available funding.
- 3) F&PMS and SPS Chief discuss programmatic and/or financial changes with Program Coordinators.
- 4) MHSO Chief, SPS Chief and FMS Chief approve updated GRT Recommendation Report.
- 5) FMS Chief updates the FFY Projected Funding and generates FFY Highway Safety Program Summary from information in the updated GRT Recommendation Report. The FFY Projected Funding is adjusted frequently and reflects the latest estimated funds available. The FFY Highway Safety Program Summary becomes the basis of the Annual Application for Federal Highway Safety Funds (Benchmark Report) to NHTSA.
- 6) SPS Chief develops FFY Proposed Program Overview Report from the GRT Recommendation Report and FFY Highway Safety Program Summary.
- 7) OOTS Directors and MHSO Chiefs meet to review Program Overview Report, GRT Recommendation Report and FFY Highway Safety Program Summary.
- 8) OOTS Directors and MHSO Chiefs meet with SHA Administrator to review Program Overview Report, GRT Recommendation Report and FFY Highway Safety Program Summary.
- 9) SHA Administrator, OOTS Directors and MHSO Chiefs approve the program. (At any time during Steps 6, 7 and 8, changes may be made resulting in updates to the program recommendation package.)

#### **F - MHSO Commits Funding to NON-CORE Grantees (July)**

- 1) F&PMS sends a letter to each agency that submitted an EOI based on the approved program recommendation package. This is performed through a mail merge of the GRT Database (in Excel) with the Commitment Letter templates (in Word).
  - a) A Commitment Letter is sent to each agency that submitted EOI & was included in the final program, either funded in full or in part, and includes:

- total amount committed to the project, as well as by fund category
  - suggested programmatic, financial, or general revisions to the grant
  - key grant requirements
  - instructions on the paperwork which needs to be returned to MHSO, including Project Conditions
- b) A Denial Letter is sent to each agency that submitted an EOI that was not included in the final program.
- 2) F&MMS sets up a project file for each committed project. A MHSO Project number is assigned and folders are made for the main project file.
  - 3) F&PMS updates GRT files with the date the letters are sent.

**G - Establish Financial Data for new Federal fiscal year (June)**

- 1) The FFY Funding Summary with Federal Account/Project Numbers worksheet is created using the FFY Highway Safety Program Summary (Excel spreadsheet) by the FMS Chief.
- 2) Financial Data is entered into three different systems:
  - a) GTS
  - b) GMS
  - c) FMIS
- 3) Reports generated include:
  - a) Highway Safety Plan Cost Summary Transaction Report
  - b) Highway Safety Plan Cost Summary Report

**H - Grantees submit corrected/signed Project Agreements to MHSO (August)**

- 1) MHSO receives (2 original) revised PAs (initially called EOIs) from non-core grantees and revised PAs from core grantees, which are signed by grantee agency's Project Director & Authorizing Official.
- 2) MHSO Program Coordinators and F&PMS verify against the GRT Excel files and the project files that requested changes have been made.

**I - Executed Project Agreements are Sent to CORE and NON-CORE Grantees (August - September)**

- 1) MHSO Chief signs two original Project Agreement pages from each grantee.
- 2) F&PMS sends an Executed Agreement letter, along with one original, back to the grantee. The other original is kept at MHSO in the project file.
- 3) Following GMS application instructions, F&PMS converts the EOI file to a PA file.

**J - Update Financial Systems (August - September)**

- 1) Update GMS.
- 2) Update FMIS.

**K - Submit Annual Application for Federal Highway Safety Funds (Benchmark Report) to NHTSA (September 1)**

- 1) The Application (required by the NHTSA) is the formal plan resulting from the final budget and program approved by Maryland's Governor's Highway Safety Representative (GR)/SHA Administrator (during the June meeting). The Application is coordinated by the SPS Chief and the MHSO's Writer & Public Relations Coordinator, but written in large part by the MHSO's DA&TC and Project Managers.
- 2) Each September 1<sup>st</sup>, MHSO submits Maryland's Annual Application for Federal Highway Safety Funds (Benchmark Report) to the NHTSA Mid-Atlantic Region Office. Typically, the NHTSA approves the application on or around October 1 through a formal letter. Any issues are resolved prior to approval by the NHTSA.
- 3) FMS Chief electronically submits HSP-1 in GTS and NHTSA electronically approves HSP-1.

**L - NHTSA Notifies MHSO of Federal Funding Available and MHSO Updates Financial Systems (On or after October 1)**

- 1) On or after October 1<sup>st</sup>, the MHSO Chief is notified by letter of the federal funds available (Obligation Limitation) for the new federal fiscal year.
- 2) The FMS Chief is notified by e-mail that a new Obligation Limitation is available for obligation in GTS.
- 3) FMS Chief uses HSP-1 (the approved plan) as a guide to allocating and obligating the federal funds received.
- 4) FMS Chief reviews Project Obligation Report and Status of Funds Report in GMS to confirm and aid in determining federal fund allocation in GMS.
- 5) The funds allocated to the federal accounts codes in GMS are then input to the NHTSA GTS to create the Obligation Cost Summary (HCS-1).
- 6) On-going prior FFY projects are reviewed by MHSO staff for potential unexpended balances from prior year's approved application/program.
- 7) HCS-1 is electronically verified (edits) within GTS, and submitted to the NHTSA for review.

**M - MHSO monitors grantees to ensure compliance with standards & Agreement (October - September)**

- 1) MHSO conducts a limited number of site visits with grantees each grant year based on project difficulties or random selection.
- 2) MHSO staff attends grantee functions and meetings.

**N - Pre-approval of Equipment, Travel, Educational Materials, Incentive Items, Media for all Grantees, & Activity Requests for Core Grantees, are processed (October - September)**

- 1) Core and Non-Core Grantees submit Equipment Pre-Approval Requests. If a grantee submits an Equipment Pre-Approval Request for which the federal share will be more than \$1,000 per unit cost, written pre-approval must be obtained from MHSO. Equipment costing \$5,000 or more per unit cost must also be pre-approved by NHTSA.
- 2) Core and Non-Core Grantees submit Educational Material/Incentive Item/Media Requests. If **Educational Materials, Incentive Items, or Media** are to be purchased as a part of the grant, an Educational Material/Incentive Item/Media Request must be submitted and approved before procurement is performed on the requested items and any money is spent by the grantee agency.
- 3) Non-Core Grantees submit Travel Requests. If **Travel** is to be taken as part of the grant, and is not specifically outlined in the grantee's Project Agreement, a Travel Request must be made to the MHSO.
- 4) Core Grantees submit Activity Requests. These Requests are reviewed and approved/denied by their MHSO Project Manager (the CTSP/SCP Coordinator) and forwarded to F&PMS for concurrence. In some cases, the MHSO Chief and SPS Chief are given final review before a decision is made.

**O - Grantees submit Required Reports (October - September)**

- 1) At the conclusion of each activity, core grantees complete an evaluation of the activity and submit an Activity Evaluation form.
- 2) MHSO receives quarterly reports from core and non-core grantees for each project agreement as specified in the Project Agreement Conditions by the following dates – January 31 (October – December), April 30 (January – March) and July 31 (April – June).
- 3) MHSO receives and processes the report package, which includes the Status Report, Reimbursement Claim, Reimbursement Itemization Report, and Equipment Accountability Report (if necessary).
  - a) **Status Report** - summarizes activities performed during the project period.
  - b) **Reimbursement Claim** - summarizes the monies for which the grantee agency requests to be reimbursed for the reporting period.
  - c) **Reimbursement Itemization Report** - details the expenses summarized on the claim.
  - d) **Equipment Accountability Report** - submitted if equipment has been purchased or disposed.

**P - Budget Modifications made to Project Agreements (October – September)**



- 1) Budget Modification - made to the grants during the FFY to add funds, change cost categories, or change fund type. They may be initiated by the grantee or MHSO Project Manager.
- 2) The MHSO PM puts the request in writing, including the amount of funds, the type of fund, the change in cost categories, the change or addition of activities, and a clear and concise reason for the change.
- 3) A Budget Modification Form is prepared with a letter (signed by the MHSO's Chief) and sent to the grantee for signatures of the Project Director and Authorizing Official and returned.
- 5) Budget Modifications are then executed, one set of originals is sent to the grantee and one set is put in main Project File. The Budget Modification Form is placed in front of the subsequent first page of the Project Agreement.
- 6) The F&PMS makes changes in GMS and to the Blanket Purchase Orders in FMIS, if necessary.
- 7) Copies of the Executed Letters are sent to the SPS Chief, the MHSO Project Manager, and the FMS Chief, who then initiates any necessary changes to GTS.

**Q - Grantees submit Final Narrative Evaluation Report, Final Reimbursement Claim & Final Reimbursement Itemization Report (October 31)**

- 1) **Final Narrative Evaluation Report** - summarizes and evaluates activities performed during the entire project period. All final reports are used to develop the Annual Report submitted to the NHTSA.
- 2) **Final Reimbursement Claim** - summarizes the monies for which the grantee agency requests to be reimbursed for the final project period.
- 3) **Final Reimbursement Itemization Report** - details the expenses summarized on the Claim.

**R - Project Closeout (October - December)**

- 4) FMS Chief reviews project file for completeness.
- 5) Most projects are completed by September and closed out of the system by December 31<sup>st</sup>.

**S - Submit Annual Report to the NHTSA (December 31)**

- 1) The Annual Report, required by the NHTSA, evaluates the overall program presented in the Annual Application for Federal Highway Safety Funds (Benchmark Report), as well as any additional components of the program that were approved and added throughout the FFY.
- 2) Each December 31<sup>st</sup>, MHSO submits Maryland's Annual Report to the NHTSA Mid-Atlantic Region Office.

**T - Closeout of Federal Fiscal Year (October 1 - December 31)**

- 1) Reconcile GMS to GTS.

- 2) Place unexpended funds in the new FFY program. Determine where these funds are needed based on new project obligations and assign funds accordingly.
- 3) Prepare new HCS-1 from GTS for each fiscal year, including the year being closed and the current FY.
- 4) Prepare and Process a final voucher for (\$0), as required by NHTSA.

## Conclusion

Funding limitations for FFY 2006 will pose many challenges to the MHSO. Nonetheless, Maryland remains adamant in its dedication to reducing traffic crashes and the associated injuries and fatalities throughout Maryland. The MHSO will depend upon its vast network of traffic safety partners, including CTSP Coordinators, state and local agencies, community-based groups, associations, non-profit organizations, hospitals, institutions of higher learning, and the private sector, to effect real and lasting change throughout the State. Strategies to improve the planning and development of highway safety programs will receive continual attention throughout the year as will methods to enhance data collection and dissemination. Periodic assessments conducted to monitor progress and to ensure accountability for both programmatic and fiscal responsibilities will continue to receive appropriate attention.

While the 1.2% overall reduction in fatalities for FFY 2005 was encouraging, the MHSO is certain that even greater achievements can be attained in the coming year. Anchored by an impressive safety belt use rate and a dedicated network of partners, Maryland stands poised to make some significant inroads to reducing fatalities in the next several years. Federal funding levels are critical to Maryland's success in achieving this goal. With the recent authorization of the SAFETEA-LU bill, and the anticipated implementation of new financial management rules by the NHTSA, the MHSO looks forward to funding a stable, efficient, and effective highway safety program and is staunchly committed to saving lives.

## **Certifications & Assurances**

The following six pages contain the requisite Certifications and Assurances for FFY 2006, as secured through the Governor's Highway Safety Representative and Administrator of the State Highway Administration, Mr. Neil J. Pedersen.

## **STATE CERTIFICATIONS AND ASSURANCES**

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

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

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

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges;

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of

housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

### **The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

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

- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

### **POLITICAL ACTIVITY (HATCH ACT).**

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

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

is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of



a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

- (1) By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
- (2) The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
- (3) The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
- (4) The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
- (5) The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

- (6) The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
- (7) A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
- (8) Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
- (9) Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year **2006** highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

*Neil J. Pedersen*

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**Neil J. Pedersen**  
**Maryland State Highway Administrator &**  
**Governor's Representative for Highway Safety**

*Sept. 1, 2005*  
 \_\_\_\_\_  
 Date

# Program Cost Summary & HSP-1

Project No.	Agency Abbr.	Program Area/Projects	Sect 402 Funds	Sect 157 Funds	Sect 157 Inn Funds	Sect 408 (New) Funds	Sect 405a Funds	Sect 163 Funds	Total Federal	State Funds	TOTALS	State/Local Match	Grand Totals
<b><u>Impaired Driving Prevention</u></b>													
06-027	WRAP	Impaired Driving Public Information and Education Program	\$ 285,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 285,100	\$ -	\$ 285,100	\$ 320,400	\$ 605,500
06-056	MADD	Choices for Change: Outreach & Education for MD Men Aged 21-34	\$ 30,500	\$ 3,300	\$ -	\$ -	\$ -	\$ -	\$ 33,800	\$ -	\$ 33,800	\$ -	\$ 33,800
06-002	UMCP	UMCP-Impaired Driving Coordination	\$ 74,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,800	\$ -	\$ 74,800	\$ -	\$ 74,800
06-019	MSP	High Visibility Enforcement Program	\$ -	\$ 283,300	\$ -	\$ -	\$ -	\$ -	\$ 283,300	\$ -	\$ 283,300	\$ 605,200	\$ 888,500
06-049	District Court	DUI/Drug Court Expansion - 2nd Year	\$ 164,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 164,400	\$ -	\$ 164,400	\$ 125,400	\$ 289,800
06-114	MSP	Maryland Drug Recognition Expert (DRE) Program	\$ 58,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,200	\$ -	\$ 58,200	\$ 52,700	\$ 110,900
06-206	MHSO	MHSO-Impaired Driving Program	\$ 49,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,300	\$ -	\$ 49,300	\$ -	\$ 49,300
<b>Total Impaired Driving Prevention</b>			<b>\$ 662,300</b>	<b>\$ 286,600</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 948,900</b>	<b>\$ -</b>	<b>\$ 948,900</b>	<b>\$ 1,103,700</b>	<b>\$ 2,052,600</b>
<b><u>Occupant Protection</u></b>													
06-015	Ridgely	Baltimore Metro Region Occupant Protection LEL	\$ -	\$ -	\$ 17,700	\$ -	\$ -	\$ -	\$ 17,700	\$ -	\$ 17,700	\$ 18,600	\$ 36,300
06-024	MCFSBU	Statewide Comprehensive Occupant Protection Outreach Effort	\$ -	\$ -	\$ -	\$ -	\$ 301,200	\$ -	\$ 301,200	\$ -	\$ 301,200	\$ 300,000	\$ 601,200
06-016	Md SHA, D 7	Western Maryland Occupant Protection LEL	\$ -	\$ -	\$ 16,100	\$ -	\$ -	\$ -	\$ 16,100	\$ -	\$ 16,100	\$ 12,000	\$ 28,100
06-014	Ridgely	Eastern Shore Occupant Protection LEL	\$ -	\$ -	\$ 17,700	\$ -	\$ -	\$ -	\$ 17,700	\$ -	\$ 17,700	\$ -	\$ 17,700
06-020	MIEMSS	MD CPS Hospital Assess/Special Pops Project	\$ -	\$ -	\$ -	\$ -	\$ 38,600	\$ -	\$ 38,600	\$ -	\$ 38,600	\$ 27,000	\$ 65,600
06-021	DHMH	Maryland Kids In Safety Seats (KISS)	\$ -	\$ -	\$ -	\$ -	\$ 144,500	\$ -	\$ 144,500	\$ -	\$ 144,500	\$ 108,100	\$ 252,600
06-032	MSP	Family Occupant Protection	\$ -	\$ -	\$ -	\$ -	\$ 12,400	\$ -	\$ 12,400	\$ -	\$ 12,400	\$ 15,300	\$ 27,700
06-205	MHSO	MHSO-Occupant Protection Program	\$ -	\$ -	\$ -	\$ -	\$ 52,200	\$ -	\$ 52,200	\$ -	\$ 52,200	\$ -	\$ 52,200
06-002	UMCP	UMCP-Occupant Protection Coordination	\$ -	\$ -	\$ -	\$ -	\$ 74,800	\$ -	\$ 74,800	\$ -	\$ 74,800	\$ -	\$ 74,800
06-003	MHSO	Click It Or Ticket (C.I.O.T.)	\$ -	\$ -	\$ 127,900	\$ -	\$ 22,100	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -	\$ 150,000
<b>Total Occupant Protection</b>			<b>\$ -</b>	<b>\$ -</b>	<b>\$ 179,400</b>	<b>\$ -</b>	<b>\$ 645,800</b>	<b>\$ -</b>	<b>\$ 825,200</b>	<b>\$ -</b>	<b>\$ 825,200</b>	<b>\$ 481,000</b>	<b>\$ 1,306,200</b>
<b><u>Data Enhancement</u></b>													
06-054	UMD/NSC	Comprehensive Crash Outcome Data Evaluation System (CCODES)	\$ -	\$ -	\$ -	\$ 90,400	\$ -	\$ -	\$ 90,400	\$ -	\$ 90,400	\$ 143,800	\$ 234,200
06-053	OCME	Data Sharing & Data Quality Initiative	\$ -	\$ 42,500	\$ -	\$ 24,600	\$ -	\$ -	\$ 67,100	\$ -	\$ 67,100	\$ 46,200	\$ 113,300
06-030	JIS	ACT SAFE Project of Maryland Judiciary	\$ -	\$ -	\$ -	\$ 185,000	\$ -	\$ -	\$ 185,000	\$ -	\$ 185,000	\$ 271,200	\$ 456,200
	UMCP	UMCP-Data Coordination	\$ -	\$ 74,800	\$ -	\$ -	\$ -	\$ -	\$ 74,800	\$ -	\$ 74,800	\$ -	\$ 74,800
06-002	MHSO	MHSO-Traffic Records Program	\$ -	\$ 7,000	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ -	\$ 7,000	\$ -	\$ 7,000
	SHA	SHA Data (M-SCAN Project)	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ 100,000
<b>Total Data Enhancement</b>			<b>\$ -</b>	<b>\$ 124,300</b>	<b>\$ -</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 524,300</b>	<b>\$ -</b>	<b>\$ 524,300</b>	<b>\$ 461,200</b>	<b>\$ 985,500</b>
<b><u>Community Traffic Safety Programs</u></b>													
	Local	Local Community Traffic Safety Programs	\$ 871,900	\$ -	\$ -	\$ -	\$ 55,500	\$ -	\$ 927,400	\$ 500,000	\$ 1,427,400	\$ -	\$ 1,427,400
	Local	CTSP Enforcement	\$ 204,800	\$ -	\$ -	\$ -	\$ -	\$ 795,200	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
06-211	MHSO	MHSO-CTSP Program	\$ -	\$ 2,900	\$ -	\$ -	\$ -	\$ -	\$ 2,900	\$ -	\$ 2,900	\$ -	\$ 2,900
06-002	UMCP	UMCP-CTSP Coordination	\$ 74,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,800	\$ -	\$ 74,800	\$ -	\$ 74,800
<b>Total Community Traffic Safety Programs</b>			<b>\$ 1,151,500</b>	<b>\$ 2,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 55,500</b>	<b>\$ 795,200</b>	<b>\$ 2,005,100</b>	<b>\$ 500,000</b>	<b>\$ 2,505,100</b>	<b>\$ -</b>	<b>\$ 2,505,100</b>
<b><u>Aggressive Driving Prevention</u></b>													
06-022	INOVA	Aggressive Driving in MD: Impact of Smooth Operator Program	\$ 29,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,300	\$ -	\$ 29,300	\$ 66,200	\$ 95,500
06-051	MVA	Smooth Operator Aggressive Driving Campaign	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ 195,000	\$ 295,000
06-118	MSP	Aggressive Driving/Smooth Operator Enforcement	\$ -	\$ 52,800	\$ -	\$ -	\$ -	\$ -	\$ 52,800	\$ -	\$ 52,800	\$ 117,400	\$ 170,200
06-018	MSP	Speed Enforcement Program	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ 187,000	\$ 770,000	\$ 957,000
06-210	MHSO	MHSO-Law Enforcement/Aggressive Driving Program	\$ 7,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,500	\$ -	\$ 7,500	\$ -	\$ 7,500
<b>Total Aggressive Driving Prevention</b>			<b>\$ 36,800</b>	<b>\$ 339,800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 376,600</b>	<b>\$ -</b>	<b>\$ 376,600</b>	<b>\$ 1,148,600</b>	<b>\$ 1,525,200</b>

Project No.	Agency Abbr.	Program Area/Projects	Sect 402 Funds	Sect 157 Funds	Sect 157 Inn Funds	Sect 408 (New) Funds	Sect 405a Funds	Sect 163 Funds	Total Federal	State Funds	TOTALS	State/Local Match	Grand Totals
<b><u>Pedestrian &amp; Bicycle Safety</u></b>													
06-006	N.C.F.B.W.	Pedestrian-Safe Schools & Communities	\$ 28,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,300	\$ -	\$ 28,300	\$ 40,900	\$ 69,200
06-061	Wash COG	Street Smart: Pedestrian, Bicycle & Traffic Safety Awareness Campaign	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 50,000
06-007	WABA	Statewide Pedestrian & Bicycle Safety Expansion	\$ 65,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,900	\$ -	\$ 65,900	\$ 53,000	\$ 118,900
	BMC	Pedestrian Safety PR	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 50,000
06-207	MHSO	MHSO-Pedestrian/Bicycle Safety Program	\$ 34,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,800	\$ -	\$ 34,800	\$ -	\$ 34,800
06-002	UMCP	UMCP-Pedestrian/Bicycle Safety Coordination	\$ 74,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,800	\$ -	\$ 74,800	\$ -	\$ 74,800
<b>Total Pedestrian &amp; Bicycle Safety</b>			<b>\$ 303,800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 303,800</b>	<b>\$ -</b>	<b>\$ 303,800</b>	<b>\$ 93,900</b>	<b>\$ 397,700</b>
<b><u>Motorcycle Safety</u></b>													
06-011	Calvrt Co Sher	Motorcycle Aggressive Driving Pilot - Calvert County	\$ 9,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,200	\$ -	\$ 9,200	\$ 6,400	\$ 15,600
06-012	MVA	Motorcycle Rider & Driver Awareness	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ 38,000	\$ 58,000
06-212	MHSO	MHSO-Motorcycle Safety Program	\$ 34,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,800	\$ -	\$ 34,800	\$ -	\$ 34,800
<b>Total Motorcycle Safety</b>			<b>\$ 64,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 64,000</b>	<b>\$ -</b>	<b>\$ 64,000</b>	<b>\$ 44,400</b>	<b>\$ 108,400</b>
<b><u>Inattentive Driving Prevention</u></b>													
06-208	MHSO	MHSO-Inattentive Driving Program	\$ 8,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,700	\$ -	\$ 8,700	\$ -	\$ 8,700
06-002	UMCP	UMCP-Inattentive/Diversity Program Coordination	\$ 74,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,800	\$ -	\$ 74,800	\$ -	\$ 74,800
<b>Total Inattentive Driving Prevention</b>			<b>\$ 83,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 83,500</b>	<b>\$ -</b>	<b>\$ 83,500</b>	<b>\$ -</b>	<b>\$ 83,500</b>
<b><u>General Traffic Safety</u></b>													
06-048	PADDD	Positive Alternatives to Dangerous Decisions	\$ -	\$ 37,800	\$ -	\$ -	\$ -	\$ -	\$ 37,800	\$ -	\$ 37,800	\$ 37,200	\$ 75,000
	UMCP	Monitoring/Evaluating Md's Traffic Safety Programs	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 60,000
06-026	MD BC Assn	NCSA Public Awareness Media Campaign	\$ 75,000	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ 800,000	\$ 900,000
06-009	S2W, Inc.	Taking It To The Streets - In-School Education/Awareness Program	\$ 10,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,200	\$ -	\$ 10,200	\$ 39,500	\$ 49,700
06-035	Ches Reg SC	Comprehensive Corporate Highway Safety Training	\$ 19,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,500	\$ -	\$ 19,500	\$ 20,000	\$ 39,500
06-008	MVA	Young Driver Parent Involvement	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ 31,100	\$ 56,100
06-005	JHU	Central Maryland Seniors on the M.O.V.E.	\$ 31,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,500	\$ -	\$ 31,500	\$ 24,600	\$ 56,100
	JHU	Training and Evaluation	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 90,000	\$ -	\$ 90,000	\$ -	\$ 90,000
06-209	MHSO	MHSO-T-SAFE Program	\$ 26,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,100	\$ -	\$ 26,100	\$ -	\$ 26,100
06-212	MHSO	MHSO-Young Driver Program	\$ 26,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,100	\$ -	\$ 26,100	\$ -	\$ 26,100
06-002	UMCP	UMCP-Special Programs Coordination	\$ 74,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,800	\$ -	\$ 74,800	\$ -	\$ 74,800
06-002	UMCP	UMCP-Public Information Coordination	\$ 74,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,800	\$ -	\$ 74,800	\$ -	\$ 74,800
06-002	UMCP	UMCP-Community Outreach Coordination	\$ 74,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,800	\$ -	\$ 74,800	\$ -	\$ 74,800
	MHSO	RFP - Information & Education	\$ 75,000	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ 100,000
	MHSO	Strategic Highway Safety Plan	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ 100,000
<b>Total General Traffic Safety</b>			<b>\$ 762,800</b>	<b>\$ 37,800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 50,000</b>	<b>\$ -</b>	<b>\$ 850,600</b>	<b>\$ -</b>	<b>\$ 850,600</b>	<b>\$ 952,400</b>	<b>\$ 1,803,000</b>
<b><u>Police Traffic Services</u></b>													
06-023	Md. PCTC	Ten Week School of Police Staff & Command Traffic Management	\$ 121,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 121,400	\$ -	\$ 121,400	\$ 110,700	\$ 232,100
06-013	Balt Co PD	Police Crash Reconstruction Training	\$ 22,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,000	\$ -	\$ 22,000	\$ 42,600	\$ 64,600
06-002	UMCP	UMCP-Law Enforcement Coordination	\$ 74,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,800	\$ -	\$ 74,800	\$ -	\$ 74,800
<b>Total Police Traffic Services</b>			<b>\$ 218,200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 218,200</b>	<b>\$ -</b>	<b>\$ 218,200</b>	<b>\$ 153,300</b>	<b>\$ 371,500</b>

Project No.	Agency Abbr.	Program Area/Projects	Sect 402 Funds	Sect 157 Funds	Sect 157 Inn Funds	Sect 408 (New) Funds	Sect 405a Funds	Sect 163 Funds	Total Federal	State Funds	TOTALS	State/Local Match	Grand Totals
<b><u>Diversity in Traffic Safety</u></b>													
06-208	MHSO	MHSO-Diversity Program	\$ -	\$ 8,700	\$ -	\$ -	\$ -	\$ -	\$ 8,700	\$ -	\$ 8,700	\$ -	\$ 8,700
<b>Total Diversity in Traffic Safety</b>			<b>\$ -</b>	<b>\$ 8,700</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,700</b>	<b>\$ -</b>	<b>\$ 8,700</b>	<b>\$ -</b>	<b>\$ 8,700</b>
<b><u>Emergency Medical Services</u></b>													
06-071	MIEMSS	Statewide EMS Equipment Project	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ 328,000	\$ 428,000
06-070	MIEMSS	Bystander Care Program - Western Maryland Pilot	\$ 46,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,800	\$ -	\$ 46,800	\$ 495,000	\$ 541,800
<b>Total Emergency Medical Services</b>			<b>\$ 146,800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 146,800</b>	<b>\$ -</b>	<b>\$ 146,800</b>	<b>\$ 823,000</b>	<b>\$ 969,800</b>
<b><u>Engineering</u></b>													
MD T2 Center		Highway Safety Training for Local Agencies							\$ -	\$ -	\$ -	\$ 62,400	\$ 62,400
MSHA		Work Zone Safety Training							\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Engineering</b>									<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b><u>Planning &amp; Administration</u></b>													
MHSO		MHSO Business Operations	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ 75,000	\$ 125,000
06-002	UMCP	UMCP-Safety Programs Coordination	\$ 74,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,800	\$ -	\$ 74,800	\$ -	\$ 74,800
06-002	UMCP	UMCP-Office Management	\$ 74,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,800	\$ -	\$ 74,800	\$ -	\$ 74,800
06-002	UMCP	UMCP-Clerical and Administrative Support	\$ 37,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,400	\$ -	\$ 37,400	\$ -	\$ 37,400
<b>Total Planning &amp; Administration</b>			<b>\$ 237,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 237,000</b>	<b>\$ -</b>	<b>\$ 237,000</b>	<b>\$ 75,000</b>	<b>\$ 312,000</b>
<b>Total Programmed</b>			<b>\$ 3,666,700</b>	<b>\$ 800,100</b>	<b>\$ 179,400</b>	<b>\$ 400,000</b>	<b>\$ 751,300</b>	<b>\$ 795,200</b>	<b>\$ 6,592,700</b>	<b>\$ 500,000</b>	<b>\$ 7,092,700</b>	<b>\$ 5,336,500</b>	<b>\$ 12,429,200</b>
<b>Totals Available (Est. as of 07/29/05)</b>			<b>\$ 3,666,700</b>	<b>\$ 800,100</b>	<b>\$ 179,400</b>	<b>\$ 400,000</b>	<b>\$ 751,300</b>	<b>\$ 795,200</b>	<b>\$ 6,592,700</b>	<b>\$ 500,000</b>	<b>\$ 7,092,700</b>	<b>\$ 5,336,500</b>	<b>\$ 12,429,200</b>

### **Note Concerning Maryland's HSP-1**

As of the printing date for this document, codes specific to the completion of Maryland's HSP-1 form have not yet been received. Upon receipt of those codes, the HSP-1 will be completed and submitted to the NHTSA as an attachment to this report.

## APPENDIX A: List of Acronyms

<b>3D</b>	Drunk and Drugged Driving
<b>AAA</b>	American Automobile Association
<b>AAMVA</b>	American Association of Motor Vehicle Administrations
<b>BAC</b>	Blood Alcohol Content
<b>CIOT</b>	Click It or Ticket
<b>CPS</b>	Child Passenger Safety
<b>CPSF</b>	Checkpoint StrikeForce
<b>CTSP</b>	Community Traffic Safety Program
<b>DA&amp;TC</b>	Data Analyst & TRCC Coordinator
<b>DBED</b>	Department of Business and Economic Development
<b>DC</b>	District of Columbia
<b>DHMH</b>	Department of Health and Mental Hygiene
<b>DRE</b>	Drug Recognition Expert
<b>DSWW</b>	Drive Safely Work Week
<b>DTF</b>	Diversity Task Force
<b>DUI</b>	Driving Under the Influence
<b>DWI</b>	Driving While Intoxicated
<b>EC</b>	Executive Council
<b>ECAMM</b>	Enrollment Centered Approach to Media Marketing
<b>ED</b>	Emergency Department
<b>EOI</b>	Expression of Interest
<b>EMS</b>	Emergency Medical Services
<b>F&amp;PMS</b>	Financial and Program Monitoring Specialist
<b>FFY</b>	Federal Fiscal Year
<b>FHWA</b>	Federal Highway Administration
<b>FMIS</b>	Financial Management Information System
<b>FMS</b>	Financial Management Section
<b>GAS</b>	Grant Applicant Seminar
<b>GAS-E</b>	Grant Applicant Seminar for Existing Grantees
<b>GAS-P</b>	Grant Applicant Seminar for Potential Grantees
<b>GHSA</b>	Governor's Highway Safety Association
<b>GMS</b>	Grants Management System

<b>GRT</b>	Grants Review Team
<b>GTS</b>	Grants Tracking System
<b>HCS-1</b>	Obligation Cost Summary
<b>HD</b>	Health Department
<b>HSCRC</b>	Health Services Cost Review Commission
<b>HSP</b>	Highway Safety Plan
<b>IDC</b>	Impaired Driving Coalition
<b>KISS</b>	Kids in Safety Seats
<b>MAARS</b>	Maryland Automated Accident Reporting System
<b>MADD</b>	Mothers Against Drunk Driving
<b>MCFSBU</b>	Maryland Committee for Safety Belt Use
<b>MCPA</b>	Maryland Chiefs of Police Association
<b>MCR</b>	Maryland Crash Report
<b>MdTA</b>	Maryland Transportation Authority
<b>MHSO</b>	Maryland Highway Safety Office
<b>MIEMSS</b>	Maryland Institute for Emergency Medical Services Systems
<b>MSP</b>	Maryland State Police
<b>MSTF</b>	Motorcycle Safety Task Force
<b>MVA</b>	Motor Vehicle Administration
<b>NAACP</b>	National Association for the Advancement of Colored People
<b>NCSA</b>	Non-Commercial Sustaining Announcement
<b>NETS</b>	Network of Employers for Traffic Safety
<b>NHTSA</b>	National Highway Traffic Safety Administration
<b>OC</b>	Office of Communications (SHA)
<b>OM</b>	Office Manager
<b>OOTS</b>	Office of Traffic and Safety
<b>OPTF</b>	Occupant Protection Task Force
<b>PA</b>	Project Agreement
<b>PD</b>	Police Department
<b>PI&amp;E</b>	Public Information and Education
<b>PSA</b>	Public Service Announcement
<b>PSTF</b>	Pedestrian Safety Task Force
<b>SAFETEA</b>	Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003
<b>SAM</b>	Semi-Annual Meeting
<b>SFST</b>	Standardized Field Sobriety Testing



<b>SHA</b>	State Highway Administration
<b>SHSO</b>	State Highway Safety Office
<b>SO</b>	Sheriff's Office
<b>SOTF</b>	Smooth Operator Task Force
<b>TEA-21</b>	Transportation Equity Act for the 21st Century
<b>TF</b>	Task Force
<b>TRCC</b>	Traffic Records Coordinating Committee
<b>TSAD</b>	Traffic Safety Analysis Division (of the SHA)
<b>T-SAFE</b>	Traffic-Safety Awareness For Employers
<b>UMCP</b>	University of Maryland at College Park
<b>US</b>	United States
<b>VMT</b>	Vehicle Miles Traveled
<b>WIC</b>	Women, Infants, and Children
<b>WRAP</b>	Washington Regional Alcohol Program
<b>YAC</b>	Young Adult Coordinator
<b>YDTF</b>	Young Driver Task Force

## Appendix B: Staff Listing

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