



Maryland

HIGHWAY SAFETY OFFICE

FFY 2014

MARYLAND HIGHWAY SAFETY PLAN



Motor Vehicle Administration
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EXECUTIVE SUMMARY

On behalf of Maryland's Governor's Highway Safety Representative and Administrator of the Maryland Department of Transportation's Motor Vehicle Administration (MVA), Mr. John Kuo, I am pleased to present Maryland's Federal Fiscal Year (FFY) 2014 Highway Safety Plan (HSP). As Chief of the Maryland Highway Safety Office (MHSO), a division of the MVA, I am proud of the tremendous declines in traffic fatalities on Maryland's roadways in recent years. The entire staff of the MHSO is committed to a goal of eliminating needless tragedies on our roadways and the FFY 2014 HSP is geared toward continuing reaching toward the goal of moving *Toward Zero Deaths*.

The MHSO is distributing \$12.3 million in highway safety funding to support 146 traffic safety grants to state and local agencies, hospitals, not for profit agencies, and universities for the FFY 2014 grant year that begins on October 1, 2013. The new grants are a combination of successful programs and new endeavors to tackle both Maryland's past and emerging traffic safety issues.

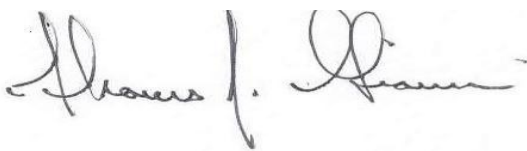
Under this HSP, the MHSO will coordinate multiple grants aimed at combating impaired driving, including sobriety checkpoints, saturation patrols, the hiring of a Traffic Safety Resource Prosecutor (TRSP), and the continuation of a dedicated statewide DUI enforcement team. Education and awareness programs for youth and other target audiences include MADD's *The Power of Parents*, as well as a program called *Every 15 Minutes*. Maryland's Occupant Protection Program grants focus upon increasing the seat belt use and child passenger safety seat use among vehicle occupants through media and enforcement efforts, with particular emphasis on night time seat belt use. Motorcycle safety efforts include education of ridership groups, media, rider training, and enforcement. Agencies that work on behalf of pedestrian and bicyclist safety are also represented in this HSP, as are older drivers and other high risk groups. Grants have also been awarded in areas such as Traffic Systems Improvements, and these will greatly enhance Maryland's ability to collect and analyze data, making trend analysis and problem identification more accurate and timely.

This document outlines the problems identified on Maryland's roadways through extensive data analysis and the projects that Maryland is taking to address those identified critical traffic safety needs. This planning document was created according to the new guidelines set forth by MAP-21 and outlines the MHSO's efforts to improve and increase the efficiency of our operations through a data-driven approach to traffic crash countermeasures and effective utilization of resources to impact the highest priority traffic safety programs.

Neither the staff at the MHSO nor the people in the State of Maryland would enjoy the enhanced safety on our highways without the partners that help with all of our efforts. Their continued support and dedication is paramount on our journey *Toward Zero Deaths*. Careful implementation of this HSP will be a focal point for the MHSO throughout FFY 2014 and beyond. This plan allows every member of the MHSO staff, as well as partners, to implement strategies and activities aimed at meeting the goals of the MHSO and its highway safety partners.

I look forward to continued statewide success throughout FFY 2014 and beyond.

Sincerely,



Thomas J. Gianni
Chief, Maryland Highway Safety Office

INTRODUCTION

Overview of Maryland's Highway Safety Program

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

To receive Section 402 grant funds, Maryland must assure that it will implement activities in support of national goals that also reflect the primary data-related factors within the state, as identified by the state highway safety planning process. In addition to the Section 402 funding, Maryland is also committing to the certifications necessary to receive funding for Section 405, which under MAP-21 has been renamed the National Priority Safety Program areas. Maryland qualifies for the following 405 Programs:

- Occupant Protection
- State Traffic Safety Information Systems Improvements
- Impaired Driving Countermeasures
- Motorcyclist Safety

Maryland's Highway Safety Office

Maryland's MVA Administrator, John T. Kuo, serves as the state's Governor's Highway Safety Representative (GR). The MHSO is housed within the MVA's Central Operations and Safety Programs (COSP) division and is under the direct oversight of Christine Nizer, the MVA's Deputy Administrator in charge of the COSP. The MHSO, through the MVA's COSP and in coordination with state, regional and local stakeholders, provides leadership and coordination for the state's overall highway safety program. Maryland's highway safety program is supported by federal highway safety grant funds, provided by the NHTSA, as well as state and local funds. The functions of the MHSO are:

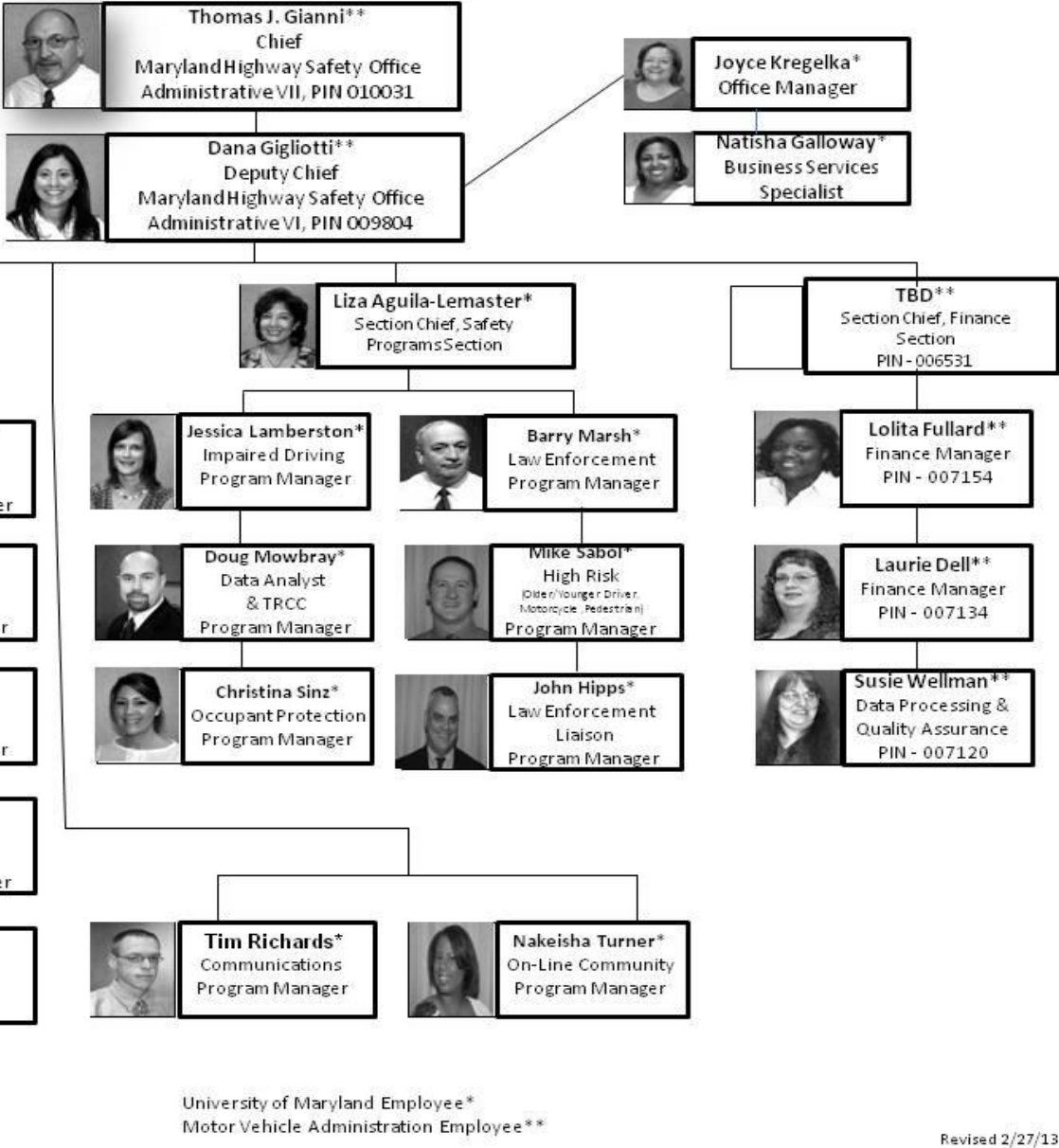
- Problem Identification;
- Goal and Strategy Setting;
- Planning and Coordination;
- Grants Administration;
- Public Information and Education; and
- Program Monitoring and Evaluation

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

1. The Safety Programs Section is comprised of Program Managers that are specifically in charge of such areas as Occupant Protection, Impaired Driving Prevention, Aggressive Driving Prevention, and High-Risk Areas or Populations. The Program Managers oversee the programs and grants within their specific area. The MHSO also employs a Law Enforcement Program Manager and a Law Enforcement Liaison to handle special projects and outreach to law enforcement. Additionally, the Safety Program Section includes a Traffic Records Program Manager, responsible for managing the State Traffic Safety Information Systems Improvements program as well as the State Traffic Records Coordinating Committee (TRCC).

2. The MHSO's Finance Section manages and coordinates the financial operations of the MHSO and its various programs. In addition, this section supports personnel that may not fall within the guidelines of a program, such as the MHSO's data analysis personnel.
3. The Regional Traffic Safety Program (RTSP) Section is a collaboration of eight field offices, with one or two RTSP Managers (total of 10 Managers) in each office. These RTSP Managers coordinate statewide objectives and goals at the local level, foster grassroots partnerships and serve as grants managers for Maryland's 24 jurisdictions.
4. The MHSO's Administrative Section is under the purview of the MHSO's Office Manager and includes a Business Services Specialist. This section provides human resource and administrative support for the MHSO.
5. The MHSO's Communications Section is comprised of two individuals, a Communications Manager and an Online Community Resource Manager. Internal MHSO Program Managers, RTSPs and external partners are regularly engaged by the Communications Section staff to augment ongoing enforcement and education activities through the active use of the media and online resources such as Facebook and Twitter.

A full organizational chart is provided on the following page:



University of Maryland Employee*
Motor Vehicle Administration Employee**

Revised 2/27/13

MHSO Business Model

The MHSO is dedicated to preventing motor vehicle related crashes, injuries and fatalities on Maryland roads. The office is able to achieve success through its cohesive office structure, dedicated staff and strong leadership. The MHSO employs several team models to ensure optimal business operations. These include bi-monthly management team meetings, monthly section team meetings, grant management and SHARP team meetings to guide policy and programming.

Management Teams and Sections

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

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

Grants Management Team

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

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

SHARP Team

The Safe Highways Application & Reporting Program (SHARP) Team is a subcommittee of the Grants Management Team. This group is responsible for the creation of new forms in SHARP, changes to existing forms, testing new forms/changes on the demo site, conducting training for applicants, grantees, and internal staff on new forms and changes to the workflow/process of how documents move along the approval path. This team, which meets monthly, is composed of various statewide program managers, Deputy Chief, Finance Chief, both Finance & Grants Managers, Section Chiefs for both Safety Programs and for the RTSP, some RTSP Program managers, and two project managers from the COSP Section of the MVA.

Partnerships

Strong partnerships with federal, state and local entities, as well as with the private sector, enhance Maryland's Highway Safety Program and contribute to its overall success. The MHSO works with law enforcement, judicial personnel, engineers, private sector organizations and community advocates to coordinate activities and initiatives relating to behavioral issues in highway safety. Enforcement, education, engineering and emergency medical services form the "4-Es" of highway safety and the MHSO staff members seek to partner with agencies from across all these disciplines to continue to drive down highway crashes, injuries and fatalities.

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

1. **Federal government** – Agencies such as NHTSA and FHWA play key roles in goal-setting, grants management, the development of education and media campaigns, and assisting the MHSO with oversight of Maryland's entire traffic safety grants program;
2. **State government** – All modes of Maryland's Department of Transportation comprise roles in the MHSO's programs, from integrating the SHSP into planning documents and business plans and contributing to SHSP emphasis areas, to coordinating media messaging. In addition, other agencies participate in media campaigns or function as leads in grants for child passenger safety activities and other public health initiatives;
3. **Law enforcement** – Law enforcement agencies at all levels, from state law enforcement down to the smallest local department, as well as the Maryland Chiefs of Police and Maryland Sheriff's Associations, are critical to driving Maryland toward its goal of zero traffic fatalities. In addition to participating in SHSP emphasis areas and enforcing Maryland's traffic laws, these agencies participate in localized media efforts and contribute manpower to grassroots-level education campaigns;
4. **Colleges, universities and schools** – Maryland employs educational campaigns at all levels, from bicycle rodeos in elementary schools, to prom activities in high schools, to educational campaigns for young drivers in high schools and colleges. Representatives from educational institutions are also key contributors to Maryland's SHSP teams and assist the MHSO with problem identification activities.
5. **Employers** – Employer groups hold captive audiences and have a vested interest in the safety of employees. These employers give input into programs that contribute to the safety of all Maryland workers and once again form a core group for grassroots-level traffic safety activities;
6. **Religious institutions** – Very similar to employers, outreach efforts are conducted with churches and other places of worship to spread traffic safety messaging and ensure the safety of the congregations.

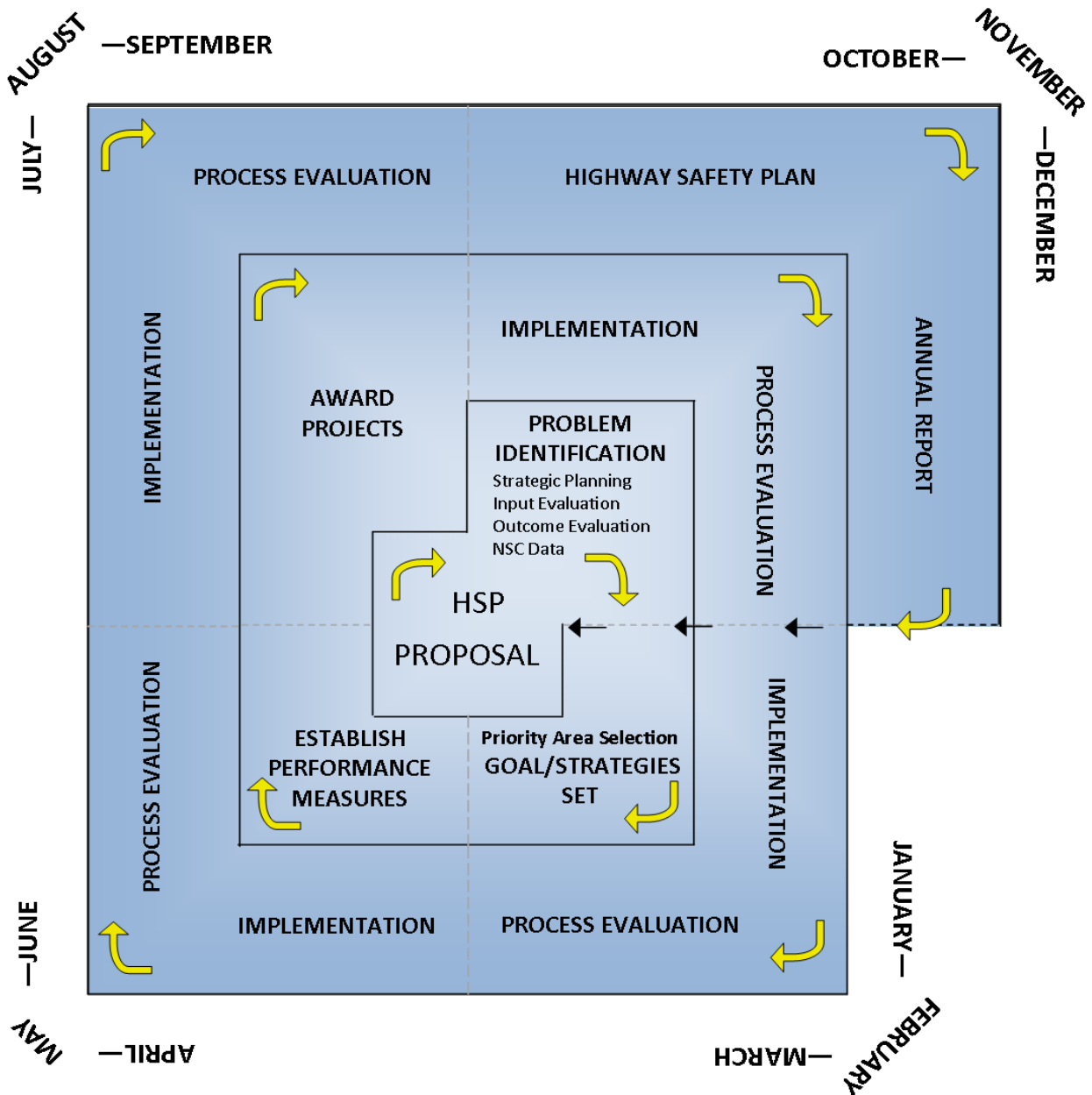
Working together to achieve Maryland's vision of *Toward Zero Deaths* is critical to MHSO's success. A full list of the MHSO's grant-funded agencies is provided in **Attachment A**. Building and continuing to develop partnerships is vital to the long-term reduction in crashes and the MHSO, as always, remains committed to finding proactive partners in traffic safety throughout FFY 2014.

HIGHWAY SAFETY PLANNING PROCESS

Maryland's Highway Safety Planning (HSP) Process

The MHSO uses a 12 month process to plan and develop Maryland's HSP. The planning process is continuous and the following diagram outlines steps involved in Maryland's HSP Process:

HIGHWAY SAFETY PLANNING PROCESS



The first step is Problem Identification. The purpose of the problem identification process is to understand the scope of Maryland’s crash problems and causation factors so that effective countermeasures and evaluation mechanisms can be developed to reduce and or measure the problems. The results of the problem identification process assist the MHSO in establishing the state’s priority areas, setting goals and selecting strategies for each program area using a documented planning process. In an effort to track progress from a baseline toward meeting a goal by a specified target date, the MHSO establishes performance measures for projects where grant funds are utilized.

MHSO’s grant solicitation process begins once the problem identification, program areas and goals and strategy phases are completed by the MHSO. Grant proposals are received and evaluated based upon the ability of the project to meet the qualifications in addressing the highway safety problem as well as their merit in addressing strategies within the SHSP. Immediately after, proposals that meet the criteria are awarded funding and the implementation process begins. During each quarter, the implementation of projects is closely monitored by MHSO staff. Each quarter brings a requirement to complete a progress report and a reimbursement claim, and any issues with project implementation are evaluated and corrected as necessary. While the implementation and evaluation phases are proceeding, the MHSO is also concurrently working towards establishing targets and performance measures, as well as coordinating the state’s HSP and Annual Reports, effectively creating a circular two-year cycle.

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

Quarter	Highway Safety Performance Plan Development Activity
Quarter 1 (Oct. - Dec.)	<ul style="list-style-type: none"> • Implement HSP, grants and contracts. • Begin preparation of annual evaluation report for previous federal fiscal year. • Submit annual evaluation report to NHTSA Region 3 Office. • Continue problem identification processes and evaluation of current federal fiscal year projects, and begin to conduct problem identification processes for the next federal fiscal year, including review of state highway crash data and other related data sources. • Host an annual internal planning session to guide funding distribution and overall direction of the highway safety program.
Quarter 2 (Jan. – Mar.)	<ul style="list-style-type: none"> • Debrief the previous year’s program results with staff and review the NHTSA Regional Office Priority Letter to help set state goals. • Continue problem identification processes, including review of Maryland’s highway crash data and other related data sources. • Post potential MHSO grantee announcement on MHSO website/send press release. • Convene program area sessions to assist with creating specific goals, strategies and performance measures within each program area. • Request input from partner agencies and stakeholders on program area direction and potential strategies.
Quarter 3 (Apr. – Jun.)	<ul style="list-style-type: none"> • Determine revenue estimates and draft an initial HSP budget. • Invite MHSO Grant Review Team to review project proposals. • Review project proposals and make selections. • Develop MHSO internal grants. • Draft the HSP components—Performance Plan and Highway Safety Plan—for internal review.

Quarter	Highway Safety Performance Plan Development Activity
	<ul style="list-style-type: none"> • Review draft HSP with department officials and other appropriate local, state and Federal officials. • Submit HSP for approval by Governors Highway Safety Representative. • Finalize HSP budget. • Conduct MHSO final internal review of HSP for compliance with Federal requirements, completeness and accuracy. • Submit the final HSP to NHTSA Regional 3 Office for review.
<p>Quarter 4 (Jul. – Sept.)</p>	<ul style="list-style-type: none"> • Notify successful applicants and develop final grant agreements. • Obtain approval for grants and contracts from the department officials. • Issue “Notice To Proceed” to selected grantees. • Conduct Pre-Award meetings with selected grantees. • Use the most recently available data for problem identification (for the next federal fiscal year). • Use the latest data to update the formula for regional funding allocation (for the next federal fiscal year).

MHSO’s Allocation of Funds

In alignment with the problem identification process, the MHSO employs two strategies in determining funding to Maryland’s jurisdictions and selecting grantees to receive highway safety funds to improve traffic safety in Maryland. Strategy one involves allocating funds (for the most part) to law enforcement agencies to conduct priority area specific overtime enforcement based on problem identification. The majority of these funds are allocated to the MHSO’s RTSP Program. However, local outreach and educational grants are also managed through the RTSP program. The same methodology used for allocating law enforcement funds in the RTSP program will also be applied to the comprehensive law enforcement activities carried out by the Maryland State Police and each of its Barracks. Strategy two involves soliciting grant applications from a variety of partners to fund non law enforcement projects designed to reduce the number of deaths and serious injuries from motor vehicle crashes. These projects are characterized as statewide grants and are managed by MHSO’s statewide program managers.

Regional Funding Allocations

The MHSO employs the following process in determining the Regional Traffic Safety Program Funding Allocations (part of strategy one).

1. For each of the 24 jurisdictions in Maryland, the following data were collected for each of 3 calendar years (2009, 2010, 2011):
 - a. Census population
 - b. Vehicle miles traveled (VMT) in millions
 - c. Number of injury crashes based on KABCO¹ values 2,3, and 4
 - d. Number of fatal crashes

¹ (K) Fatal, (A) Incapacitating Injury, (B) Non-Incapacitating Injury, (C) Possible Injury, (O) Property Damage Only

- e. Number of DUI arrests
 - f. Number of speeding citations
 - g. Number of unbelted citations
2. Within each year, the following rates per 100 million VMT were calculated per jurisdiction by dividing the corresponding yearly figure by jurisdiction VMT and multiplying by 100:
 - a. Injury crashes per 100M VMT
 - b. Fatal crashes per 100M VMT
 - c. DUI per 100M VMT
 - d. Speed citations per 100M VMT
 - e. Unbelted citations per 100M VMT
 3. For each jurisdiction, the overall mean level across 3 years was calculated for each of the following data elements by adding together the values for 2009, 2010 and 2011 and dividing by 3:
 - a. Census population
 - b. VMT
 - c. Injury crashes per 100M VMT
 - d. Fatal crashes per 100M VMT
 - e. DUI per 100M VMT
 - f. Speed citations per 100M VMT
 - g. Unbelted citations per 100M VMTThe remaining calculations are based on the 3-year mean values for each jurisdiction computed up to this point.
 4. Jurisdictions were then ranked in descending order by mean population and aggregated into 3 groups. The 8 most populous counties comprised the top group, the 8 least populated comprised the third group, and the remaining 8 counties comprised the middle group.
 5. Within each of the 3 jurisdictional groupings, the following data elements were ranked in order from 1 to 8, with 1 indicating the smallest value and 8 reflecting the largest value:
 - a. Injury crashes per 100M VMT
 - b. Fatal crashes per 100M VMT
 - c. DUI per 100M VMT
 - d. Speed citations per 100M VMT
 - e. Unbelted citations per 100M VMT
 6. The mean crash rank per jurisdiction was calculated by adding together the following values and dividing by 2:
 - a. Rank of injury crashes per 100M VMT
 - b. Rank of fatal crashes per 100M VMT
 7. The mean citation rank per jurisdiction was calculated by adding together the following values and dividing by 3:
 - a. Rank of DUI per 100M VMT
 - b. Rank of speed citations per 100M VMT
 - c. Rank of unbelted citations per 100M VMT

8. Within each of the 3 jurisdictional groupings, the following data elements were ranked in order from 1 to 8, with 1 indicating the smallest value and 8 reflecting the largest value. This step reflects the final overall ranking of crash and citation data for each jurisdictional group:
 - a. Mean crash rank
 - b. Mean citation rank
9. Within each of the 3 jurisdictional groupings, the revised funding proportion was computed per jurisdiction by adding together the final overall rankings of mean crash rank and mean citation rank for that jurisdiction and dividing by the sum of the final overall ranks across all jurisdictions in the group.
10. The proportional amount of funding (within a given federal fiscal year) received for each of the 3 groups was determined by summing the funds received by all 8 jurisdictions within a group and dividing by the total amount of funds disbursed across all 24 jurisdictions.
11. The new funding amount for each jurisdiction was computed by multiplying the revised jurisdictional funding proportion determined in Step 9 by the proportional amount received by its group in the prior federal fiscal year, as calculated in Step 10. This final step assures that the sum of the new funding amounts in each group equals the same total that was allocated for the 8 jurisdictions of that group for the same federal fiscal year.

Crash and enforcement data were solely used to determine the proper percentage of funding that would be dispersed to agencies within the respective groups. Subjective measures such as demographics, enforcement and outreach capacity, geographical considerations, seasonal fluctuations in traffic and past performance were used to hone the figures. From that process, each jurisdiction received a total allocation of funding to be used in the coming fiscal year.

Certain considerations were given outside of the funding formulas, such as specialized enforcement monies that could only be allocated to certain jurisdictions. For instance, funding for pedestrian safety initiatives was made available only to Anne Arundel, Baltimore, Montgomery, Prince George's and Worcester Counties, and Baltimore City due to the geography of those jurisdictions and the prevalence of pedestrian-related crashes. In addition, motorcycle safety funding was allocated according to data, capacity and specialized events that occur throughout Maryland.

The MHSO used several sources of available data to determine funding allocations. Jurisdictions were initially divided into 3 groups based on average population figures over the most recent three years. The most populous jurisdictions comprised the top group and the least populated comprised the third group. Within each group, ranks of crashes (injury and fatal) and citations (driving under the influence (DUI), speed and unbelted) per VMT were calculated by jurisdiction. Average ranks per jurisdiction were computed across crash and citation fields and applied to the previous year's funding allocations to determine revised funding proportions. The MHSO will continue to work with the Maryland Center for Traffic Safety Analysis (MCTSA) to ensure funding allocations are based on the most recent data available and formulas are accurate, reasonable and achievable.

Problem Identification Process & Data Sources

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

Constant monitoring and evaluation of available data must be thoroughly completed and a clear statement of goals must be made to ensure that the proper information is collected prior to program development. The MHSO conducts an extensive problem identification process, and as a result, directs resources to the most appropriate projects that will help Maryland reach its highway safety goals. The Problem Identification Process for FFY 2014 in Maryland will include:

- **A collection and analysis of traffic safety data.** The collection of at least the preceding three to five years of crash data will take place. These data are analyzed to determine traffic fatality and injury trends, as well as Maryland's overall highway safety status;
- **A comprehensive review of available data sources.** Maryland routinely looks to improve the availability of data, and will continue to examine both new sources of usable data, as well as the viability of existing data sources. Currently, the MHSO utilizes numerous sources of statewide data, including, but not limited to:
 - **The Electronic Maryland Automated Accident Reporting System (eMAARS) and the State Highway Administration's Maryland Safety Crash Analysis Network (MSCAN),** a system that compiles data from crash reports submitted by Maryland's law enforcement agencies. The Maryland State Police and the State Highway Administration are responsible for maintaining these data and each have signed an agreement with the Motor Vehicle Administration to ensure crash data are shared to continue the support of MHSO's safety programs.
 - **NHTSA's Fatality Analysis Reporting System (FARS);**
 - **The Maryland District Court,** which provides citation and adjudication data;
 - **Census data** from the United States Census Bureau;
 - **Driver licensing and vehicle registration data from the MVA;**
 - **Vehicle miles traveled (VMT) data** (exposure) from the State Highway Administration;
 - **Statewide observational seat belt use surveys; and**
 - **An evaluation of the MHSO's programs and grants,** which typically occurs by way of multiple means, including grants monitoring, the achievement of state goals and objectives, and formalized surveys that measure knowledge attitudes and behaviors.

In addition to these resources, the MHSO continues to work with the Maryland Center for Traffic Safety Analysis (MCTSA), a grant-funded project of the University of Maryland School of Medicine's Shock, Trauma and Anesthesiology Research (STAR) Organized Research Center Charles "McC" Mathias National Study Center for Trauma and EMS (NSC), to improve the problem identification process used by the MHSO and its grantees. A major data source provided by the MCTSA is the Comprehensive Crash Outcome Data Evaluation System (CODES). CODES data are utilized to provide a much

broader range of information than eMAARS and MSCAN, including injury severity data and hospitalization data. With the support of the MHSO Data Processing and Quality Assurance Specialist, the Traffic Records Program Manager, and through its partnership with the MCTSA, the MHSO provides data used to create Statewide Crash Profiles and Benchmark Reports, Fatal Crash Trends Reports, Factbooks, and other products used to focus problem identification on both a state and local level. Specific outputs of the data collected by the MHSO and its partners are as follows:

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

Ranking of program areas by their average annual number of crashes and determining overrepresentation of person, time and location related factors further focuses both educational and enforcement efforts. Specifically, age and sex are used to focus educational efforts and most of the remaining categories listed below are utilized to focus enforcement efforts. Factors analyzed including age, gender, illumination, time of day, day of week, location, weather, vehicle body type, crash type, route type, and contributing circumstances.

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

MHSO also utilizes geo-spatial mapping technologies to help provide a visual perspective to the highway safety problems affecting the state. As more MHSO staff and MHSO partners become familiar with the capabilities of the mapping analysis software, the maps are becoming more sophisticated and useful for marketing, media, and law enforcement deployment strategies.

Demographic Data

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

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

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

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

MOTOR VEHICLE DATA - MARYLAND			
	LICENSED DRIVERS	REGISTERED VEHICLES	VMT
	(MILLIONS)	(MILLIONS)	(MILLIONS)
2002	3,662	4,333	53,702
2003	3,745	4,421	54,701
2004	3,789	4,538	55,284
2005	3,846	4,604	56,319
2006	3,895	4,690	56,302
2007	3,937	4,752	56,503
2008	3,995	4,774	55,023
2009	4,049	4,736	55,293
2010	4,070	4,740	56,126
2011	4,084	4,783	56,051
2012	4,122	4,822	55,921

Source: MVA, FHWA

Maryland Annual Driving Survey

The MHSO uses survey data as part of its problem identification process. The office conducts an annual driver survey. The Maryland Annual Driving Survey (MADS) is a self-report survey tool and distributed through convenience sampling. The focus is to assess the motoring public’s knowledge, attitudes and behaviors about highway safety in Maryland.

The ultimate goal is to obtain survey responses from as many individuals in the community from across the state—serving as a representative sample of the state’s demographic population.

In addition, based on objective data, results can be used to prioritize follow up actions, implement sound data driven decisions, and address important issues immediately rather than relying on subjective, instinctual feelings. Results in this format serve as a snapshot in time of the target population and can be used as a baseline from which the target population’s responses can be correlated with the survey responses and their change over time by repeating the survey in the future.

Profile Data Reports and Crash Data Trend Analysis

In 2011, 488 people were killed in the 90,015 police-reported traffic crashes in Maryland, while 44,541 people were injured and 59,129 crashes involved property damage only. In total, 306 drivers (239 vehicle drivers and 67 motorcycle operators), 112 pedestrians and bicyclists, and 70 passengers were killed on Maryland highways. On average, one person was killed every 18 hours, 122 people were injured each day (5 injuries every hour), and 246 police-reported traffic crashes occurred every day.

Vehicle Miles Travelled, Fatality and Injury Information, 2007-2011

Year	VMT (billion miles)	Fatalities*	Fatality Rate*	Number Injured*	Alcohol-related Fatalities**
2007	56.8	615	1.083	51,729	178
2008	56.1	592	1.055	48,148	145
2009	55.6	550	0.989	47,370	165
2010	56.2	496	0.882	44,474	154
2011	56.0	488	0.870	44,541	162

* Source: Crash data reported by Maryland Highway Safety Office (MHSO) are derived from the State Highway Administration Safety Information Database (SHA-SID), based on crash reports submitted to, and processed by, the Maryland State Police Central Records Division (CRD) utilizing the Enhanced Maryland Automated Accident Reporting System (eMAARS).

** Source: NHTSA, Fatality Analysis Reporting (FARS) (BAC 0.08+)

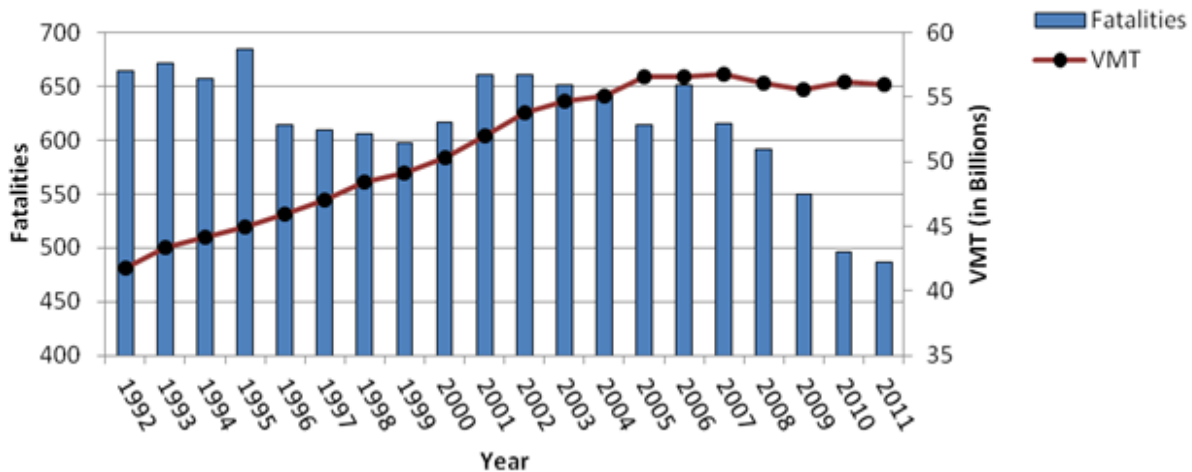
Statewide Total Crashes, Injury Crashes, Fatal Crashes, Injuries & Fatalities

	2007	2008	2009	2010	2011	% Change
Fatal Crashes	558	539	516	462	458	-17.9
Injury Crashes	34,867	32,775	32,384	30,513	30,428	-12.7
Property Damage Only	65,518	62,040	63,558	59,621	59,129	-9.8
Total Crashes	100,943	95,354	96,458	90,596	90,015	-10.8
Total of All Fatalities	615	592	550	496	488	-20.6
Total Number Injured	51,729	48,148	47,380	44,487	44,541	-13.9

Source: Crash data reported by Maryland Highway Safety Office (MHSO) are derived from the State Highway Administration Safety Information Database (SHA-SID), based on crash reports submitted to, and processed by, the Maryland State Police Central Records Division (CRD) utilizing the Enhanced Maryland Automated Accident Reporting System (eMAARS).

There were decreases in every sub-category of crashes. Between 2010 and 2011 (the most recent year complete data are available), total crashes decreased by 581 and injury crashes decreased by 85 while total injuries decreased by 54. The five-year fatality rate trend for Maryland decreased from a high of over 1.08 in 2007 to a low of 0.87 in 2011. The overall fatality rate has also consistently been lower than the national fatality rate for every year since 1992, and 2011 was no exception. Total VMT decreased by slightly more than 1 percent to 56 billion in 2011.

Maryland Vehicle Miles of Travel and Traffic Fatality Trends For State and Local Highways



Observational Seatbelt Surveys

In FFY 2012, Maryland implemented new protocols and utilized a much more comprehensive list of survey sites across the state. The MHSO surveyed 140 sites within the 14 selected counties. In addition, the MHSO surveyed 30 sites in the remaining 9 counties and is proud to have a use rate of 91.17 percent.

It should be noted that the new survey methodology is far more dependent upon secondary and local roads, and while likely more accurate in the actual use rate calculation, will produce results lower than historically seen in Maryland. In FFY 2013, the surveys will be conducted immediately following the *Click it or Ticket (CIOT)* wave in May 2013, thereby giving a more consistent result with past seat belt surveys that have taken place in Maryland.

Results of the statewide study, following weighted adjustment by probability of road segment selection and proportion of jurisdictional level vehicle miles traveled (VMT), were as follows:

	All Vehicles		Passenger Cars/SUVs		Pick-up Trucks	
	N of Occupants	Usage Rate	N of Occupants	Usage Rate	N of Occupants	Usage Rate
All Roadways	43,988	91.1 %	37,829	92.3 %	6,159	85.4 %
Primary Roads	17,678	96.9 %	15,712	97.3 %	1,966	93.6 %
Secondary Roads	23,372	87.2 %	19,532	89.1 %	3,840	79.1 %
Local Roads*	2,938	83.5 %	2,585	84.9 %	353	76.9 %

Statewide Crash Trends

The table below illustrates Maryland’s highway safety crash trends over the past 5 years. Individual program areas are ranked by the 5-year average of crashes, injuries and fatalities. The rankings are computed using 5-year averages – 2007 through 2011. On average, the highest number of total crashes and injuries involve distracted, younger, older and alcohol/drug impaired drivers; however, a different pattern emerges among fatalities. The majority of fatalities resulted from distracted, alcohol/drug impaired and pedestrian crashes.

Statewide Crashes, Injuries & Fatalities by Program Area

	2007	2008	2009	2010	2011	5 Yr Avg
TOTAL CRASHES*						
Distracted Driving	61,002	56,937	55,187	52,286	52,818	55,646
Younger Driver (age 16 - 20)	18,993	17,345	16,392	13,776	12,519	15,805
Older Driver (65 & older)	10,166	9,885	10,128	10,052	10,219	10,090
Alcohol/Drug Impaired Driving	8,610	8,145	8,805	7,887	7,633	8,216
Aggressive Driving	6,205	6,112	6,149	5,711	5,777	5,991
Pedestrian	2,928	2,822	2,716	2,725	2,545	2,747
Motorcycle Involved	1,841	1,803	1,886	1,926	1,881	1,867
Bicycle	809	799	686	734	700	746

INJURIES*						
Distracted Driving	34,224	31,325	30,190	28,872	29,097	30,742
Younger Driver (age 16 - 20)	11,666	10,311	9,801	8,309	7,657	9,546
Older Driver (65 & older)	6,822	6,546	6,645	6,462	6,484	6,592
Alcohol/Drug Impaired Driving	4,820	4,291	4,531	4,089	4,031	4,352
Aggressive Driving	4,242	4,184	4,053	3,791	3,894	4,033
Pedestrian	2,667	2,618	2,506	2,491	2,294	2,515
Motorcycle Involved	1,661	1,568	1,596	1,557	1,513	1,579
Bicycle	662	652	578	610	588	618
FATALITIES*						
Distracted Driving	284	270	252	249	231	257
Alcohol/Drug Impaired Driving	221	171	173	177	181	185
Pedestrian	112	118	112	102	105	110
Younger Driver (age 16 - 20)	112	106	88	64	66	87
Older Driver (65 & older)	79	85	101	80	79	85
Motorcycle Involved	96	83	67	73	70	78
Aggressive Driving	76	62	54	47	44	57
Bicycle	7	7	10	8	5	7

Source: Crash data reported by Maryland Highway Safety Office (MHSO) are derived from the State Highway Administration Safety Information Database (SHA-SID), based on crash reports submitted to, and processed by, the Maryland State Police Central Records Division (CRD) utilizing the Enhanced Maryland Automated Accident Reporting System (eMAARS).

Figures do not take into account exposure data such as VMT, population, registered vehicles and licensed drivers. Categories may also overlap (i.e. 16 year old alcohol/drug impaired driver). For this table, alcohol/drug impaired refers to crashes in which the operator of the motor vehicle was reported to be under the influence of alcohol and/or drugs. Alcohol/Drug Impaired will not match the FARS-reported impaired fatalities.

The following breakdown summarizes over-representation in the various categories listed on crash reports for all of Maryland’s traffic crashes. In FFY 2014, the MHSO will use these data to target educational and media efforts by age and sex, while focusing enforcement efforts by month, day of week, time of day, road type, and county.

General Crash Factors (average 2007-2011), Over-representation

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

Programmatic and fiscal proposals for FFY 2014 were developed utilizing the aforementioned information. The MHSO used all available data to determine levels of funding for the various program areas and jurisdiction allocations at the local level (see page 20), a process which remains especially vital in times of limited financial resources.

Citations/Court

The following table contains data on the most commonly issued citations in Maryland in 2012. Each citation identifies a violation of the state transportation article. More than 1.1 million citations had been issued throughout the state. Close to one-quarter were issued for speeding violations, and another seven percent were issued for improper seatbelt use.

Top Types of Traffic Citations, 2012

Rank	Type (charge code)	Number
1	Speeding (21801.1)	228,416
2	Improper belt use (22412.3B)	84,892
3	Suspended license (16303C)	57,712
4	Suspended registration (13401H)	53,548
5	Failure to display registration card on demand (13409B)	46,385
6	Driving without a license (16101A)	44,981
7	Driving while impaired/under the influence (DWI/DUI) (21902)	44,360
8	Failure to display license on demand (16112C)	41,820
9	Failure to obey traffic control device (21201A1)	33,360
10	Driving while license suspended (16303H)	26,336
11	Expired license tags (13411F)	24,125
12	Failure to stop at stop sign (21707A)	22,563
13	Negligent driving (21901.1B)	22,203
Total		730,152

Source: National Study Center (NSC)

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

Citation Type by Court Disposition, 2012

Type	Guilty	Not Guilty	Probation Before Judgment	Dismissed	Nolle Pross	Jury Trial	Merge with Other Citation	Fail to Appear	Inactive Docket
Speeding	144,597	7,265	38,116	3,427	6,577	391	185	2,712	1,380
Belt Use	71,359	614	546	214	2,247	185	91	636	290
DWI/DUI	3,879	844	7,160	101	22,853	3,807	718	1,794	2,770

Source: NSC

The MHSO recognizes that achievements in the problem identification process are not solely dependent upon the activities performed within the MHSO but rather are inclusive of collaborative efforts from a multitude of partners. These partners include team members from organizations including the MVA, MCTSA, SHA, MSP, NHTSA and GHSA.

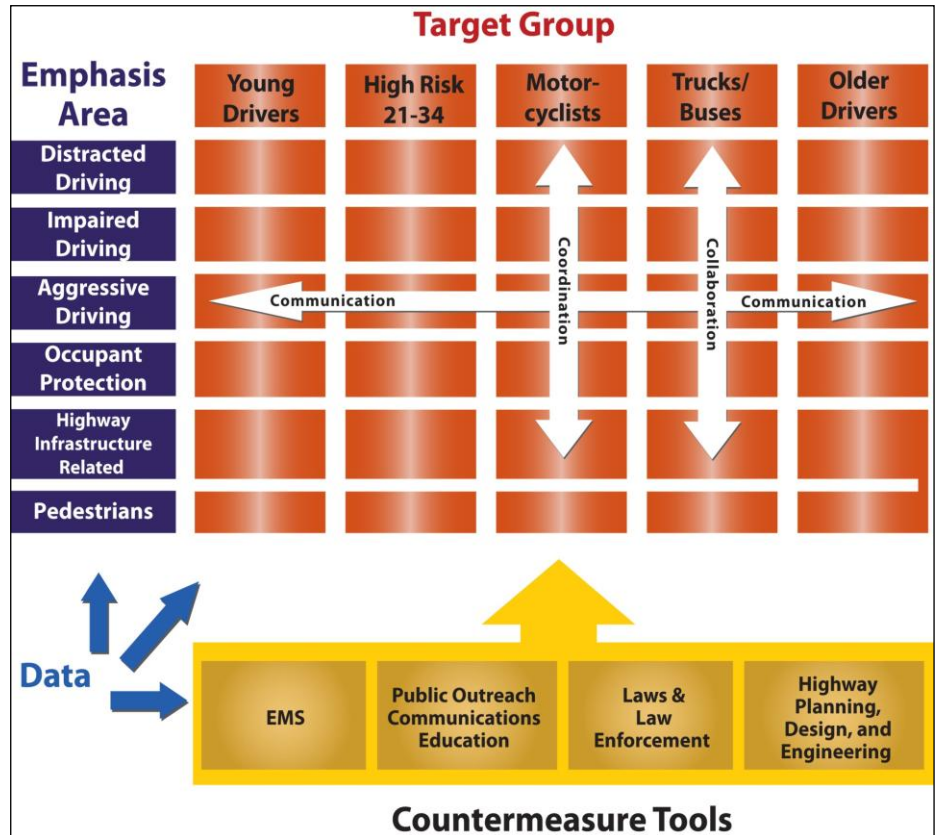
SHSP Integration & Strategy Selection

Maryland’s Strategic Highway Safety Plan (SHSP) falls under the direction and day-to-day control of the Maryland Highway Safety Office. The SHSP currently spans the calendar years of 2011-2015 and provides a comprehensive framework for reducing the number of deaths and serious injuries on all public roads within the state. The SHSP serves as the Maryland Department of Transportation’s (MDOT) “umbrella” plan that identifies the state’s key safety needs and priorities, and establishes a program of strategies to reduce or eliminate identified safety issues. It is integrated into other state transportation plans including the HSP and the State Highway Administration’s (SHA) Highway Safety Improvement Plan (HSIP). Fatality, injury and overall crash goals are coordinated throughout the state to ensure uniformity and consistency with those stated in the SHSP.

Maryland’s SHSP consists of six major Emphasis Areas, including four behavioral areas of concern, a highway infrastructure area of concern and a high risk user area of concern. Various at-risk user groups, such as motorcyclists and/or younger drivers span across the Emphasis Areas and specific comprehensive

programs are developed addressing those issues as the data may indicate. Emphasis area teams meet regularly to ensure Action Steps have been formulated for each of the strategies as they relate to the ‘at-risk users.’ Program Managers from the MHSO serve as Co-Chairs for the behavioral emphasis areas along with partners and stakeholders from other local or state agencies. The Highway Infrastructure EAT is co-chaired by state highway engineers as well as a representative from the Baltimore Metropolitan Council. Likewise, the Pedestrian Safety EAT is co-chaired by state and local highway engineers. Safety partners have access to common safety databases, analysis and methods for determining safety priorities.

As a part of the plan, Maryland joined other states and organizations in adopting the goal of the national initiative *Toward Zero Deaths: A National Strategy on Highway Safety*², to reduce traffic fatalities by half by 2030. Maryland supports the long-term goal of zero deaths and is committed to adopting strategies



2011-2015 Maryland Strategic Highway Safety Plan Priorities and Process

² <http://safety.fhwa.dot.gov/tzd/>

to achieve that purpose. To establish a benchmark for progress for the SHSP, Maryland approved annual and interim goals to reduce motor vehicle-related fatalities and injuries by half by 2030.

This translates into an average annual decrease of 3.1 percent and 2.6 percent, respectively. Each EAT also adopted measurable fatality and injury objectives to reflect the interim goal.

The SHSP is governed by an Executive Council comprised of the Governor's Highway Safety Representative, and Administrator of the Maryland MVA, Mr John Kuo, the Administrator of the SHA, Ms. Melinda Peters, the Secretary of the Maryland State Police, Colonel Marcus Brown, the Executive Director of the Maryland Institute for EMS Systems, Dr. Robert Bass, and the Chief of Police of the Maryland Transportation Authority, Chief Michael Kundrat. Plans for 2014 include the addition to the Executive Council, the Secretary of Maryland's Department of Health and Mental Hygiene, as well as a policy representative from the MDOT. In 2012, the Executive Council approved the structure of the SHSP and its various strategies. Their guidance ensures integration of the SHSP so that the safety needs of the state can be addressed more strategically and resources can be shared more effectively. This integration includes long range transportation plans as well as Metropolitan Transportation Plans (TIP). The Maryland SHSP is the guiding document for all traffic safety initiatives in the state. To ensure maximum effectiveness, all goals and activities under the SHSP are data-driven, primarily by the statewide crash report data.

Project proposals and grant fund applications to the MHSO from partner agencies across the state are evaluated during Grant Review for their applicability to the strategies contained within the SHSP and are described in detail in the HSP. Likewise, the SHA's Business Plan includes Key Performance Area (KPA) safety objectives that form action steps within the broad strategies of the SHSP. The Chief of the MHSO sits on the Highway Safety KPA Council at SHA to ensure alignment of HSIP strategies with those of the SHSP. Formal agreements between the MVA's MHSO and the SHA's Office of Traffic and Safety (OOTs) include the transfer of HSIP funds for use in MHSO pedestrian outreach programs and the contract maintenance of the SHSP. This integration of operation between the MHSO and the OOTS is ensured by monthly coordination meetings between the MHSO Chief and the Director of OOTS. These various sources of federal funding are utilized to achieve collective safety goals, and progress is measured jointly and regularly.

Implementation of the 2011-2015 SHSP takes a new approach by focusing not only on the issues that cause the greatest number of traffic safety problems, but on geographic areas where traffic crashes are most prevalent. Each EAT will focus on areas where their challenges are most concentrated; in addition, the Teams will work together to focus on high priority corridors to combat the combination of issues present in those locations. This FFY14 HSP supports the SHSP by adopting its goals for injury and fatality reduction and by incorporating the key strategies and countermeasures into the HSP development process.

Evidence-Based Programming

For FFY 2014, states are required to provide a description of the process used to develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets. Strategies chosen by the MHSO and its partners are selected due to their nature in leading logically to overall statewide performance and are linked to the anticipated success of the countermeasures.

In selecting its strategies and projects, the MHSO continues to utilize the HSP and the SHSP, both of which are guided by data analysis, in selecting proposed countermeasures. As a point of convenience, the MHSO has elected to discuss the various countermeasures and strategies within each program area explanation contained later in this report. In each Program Area section, countermeasures are provided, and references to specific resources that prove the validity of the referenced countermeasure are also provided. The full list of references is found in **Attachment B**.

PERFORMANCE PLAN

Performance Targets

The MHSO has adopted the *Toward Zero Deaths* strategy developed by the American Association of State Highway Transportation Officials (AASHTO). To achieve that goal, the following statistical methodology was developed and state crash report data were analyzed: To reduce fatalities by 50 percent (592 in 2008 to 296 in 2030), a reduction of 3.1 percent was applied to each calendar year for subsequent estimates. At the direction of the MHSO, the Maryland Center for Traffic Safety Analysis (MCTSA) at the National Study Center for Trauma & EMS calculated this percentage as the geometric mean reduction over the entire 22-year period. This methodology set annual fatality goals for each emphasis area and assisted Maryland with milestone benchmarks or interim annual goals. In addition, this methodology was used to calculate the required GHSA/NHTSA minimum set of core performance measures as outlined later in this section.

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

All traffic safety goals in the state of Maryland conform to that methodology, including the SHSP, the SHA's Business Plan, and MHSO reports such as the Highway Safety Plan and Annual Report³. Additionally, all planning developed by the Regional Traffic Safety Program Managers and state-level reporting to the Governor also use *Toward Zero Deaths* program area fatality and injury goals. State goals for 2015, and the current progress towards those goals, will be presented in each section of this report and a comprehensive list of all safety goals, including those using data from the Fatality Analysis Reporting System (FARS), is included immediately following the state goals below.

The following performance measures use state crash report data (Maryland Automated Accident Reporting System (MAARS)) unless noted otherwise. In every case, an interim performance measure as of 2011 has been provided to evaluate the progress toward achieving stated goals and past performance. For planning, Maryland focused on fatality and injury goals.

Statewide

- **Fatality Objective:** Reduce the annual number of traffic related fatalities on all roads in Maryland from 592 in 2008 to fewer than 475 by December 31, 2015 (19.8 percent reduction).
 - In 2011, MAARS reported 488 traffic related fatalities. This figure is lower than the 2010 figure (n=496); Maryland is progressing toward the interim and 2015 goals.

³ Note: While the methodology for developing traffic safety goals, or performance measures, across these State plans is the same, the numbers reported may, and will, be different due to the nature of the crash data being subject to change. Numbers within this HSP are internally consistent, but numbers such as baseline measures and recent year updates will not be consistent between reports from SHA and the SHSP. Sources and queries are consistent across these State reports; however, given the changing nature of data, numbers cannot be precisely compared across these separate reports.

- **Injury Objective:** Reduce the annual number of traffic related injuries on all roads in Maryland from 48, 149 in 2008 to fewer than 40,032 (16.8 percent reduction) by December 31, 2015.
 - In 2011, MAARS reported 44,451 traffic related injuries. This figure is higher than the 2010 figure (n=44,487); therefore Maryland is not progressing toward the interim or 2015 goals.

Statewide Interim Goals

	2011	2012	2013	2014	2015
Fatalities	539	522	506	490	475
Total Injuries	44,489	43,333	42,206	41,109	40,040

The chart above lists Maryland’s statewide goals for fatalities and injuries. A chart for each program area is included in the individual program area subsection of this document under the Highway Safety Strategies and Projects section. These interim goals are based upon state crash data.

A chart with interim goals based on FARS data, as required by NHTSA, is provided in **Attachment C**. State and FARS crash data may differ, resulting in some differences.

Aggressive Driving

- **Fatality Objective:** Reduce the annual number of aggressive driving-related fatalities on all roads in Maryland from 62 in 2008 to fewer than 50 by December 31, 2015 (19.8 percent reduction).
 - In 2011, MAARS reported 44 aggressive driving-related fatalities. This figure is lower than the 2010 figure (n=47); Maryland is progressing toward, but has not achieved, the interim or 2015 goals.
- **Injury Objective:** Reduce the annual number of aggressive driving-related injuries on all roads in Maryland from 4,184 in 2008 to fewer than 3,479 by December 31, 2015 (16.8 percent reduction).
 - In 2011, MAARS reported 3,894 aggressive driving-related injuries This figure is higher than the 2010 figure (n=3,791); therefore Maryland is not progressing toward the interim or 2015 goals.

Bicyclists

- **Fatality Objective:** Reduce the annual number of bicycle fatalities on all roads in Maryland from 7 in 2008 to fewer than 6 by December 31, 2015 (19.8 percent reduction).
 - In 2011, MAARS reported 5 bicycle fatalities. This figure is lower than the 2010 figure (n=8); *Maryland has achieved the interim and 2015 goals.*
- **Injury Objective:** Reduce the annual number of bicycle injuries on all roads in Maryland from 652 in 2008 to fewer than 542 by December 31, 2015 (16.8 percent reduction).
 - In 2011, MAARS reported 588 bicycle injuries. This figure is lower than the 2010 figure (n=610); *Maryland has achieved the interim goals and is progressing towards the 2015 goal.*

Distracted Driving

- **Fatality Objective:** Reduce the annual number of distracted driving fatalities on all roads in Maryland from 270 in 2008 to fewer than 217 by December 31, 2015 (19.8 percent reduction).
 - In 2011, MAARS reported 231 distracted driving fatalities. This figure is lower than the 2010 figure (n=249); *Maryland has achieved the interim goals* and is progressing towards the 2015 goal.
- **Injury Objective:** Reduce the annual number of distracted driving injuries on all roads in Maryland from 31,325 in 2008 to fewer than 26,050 by December 31, 2015 (16.8 percent reduction).
 - In 2011, MAARS reported 29,097 distracted driving injuries. This figure is higher than the 2010 figure (n=28,872); Maryland is not progressing towards the interim or 2015 goals.

Impaired Driving

- **Fatality Objective:** Reduce the annual number of impaired driving-related fatalities (BAC 0.08+) on all roads in Maryland from 145 in 2008 to fewer than 116 by December 31, 2015 (19.8 percent reduction). (Source: FARS Annual Report File (ARF), preliminary)
 - In 2011, FARS ARF reported 162 alcohol impaired driving-related fatalities (BAC 0.08+). This figure is higher than the 2010 figure (n=154); Maryland is not progressing toward the interim or 2015 goals.
- **Injury Objective:** Reduce the annual number of impaired driving-related injuries on all roads in Maryland from 4,291 in 2008 to fewer than 3,568 by December 31, 2015 (16.8 percent reduction).
 - In 2011, MAARS reported 4,031 impaired driving-related injuries. This figure is lower than the 2010 figure (n=4,089); Maryland is progressing toward, but has not achieved, the interim or 2015 goals.

Motorcycles

- **Fatality Objective:** Reduce the annual number of motorcycle-related fatalities on all roads in Maryland from 83 in 2008 to fewer than 67 by December 31, 2015 (19.8 percent reduction).
 - In 2011, MAARS reported 70 motorcycle-related fatalities. This figure is lower than the 2010 figure (n=73); *Maryland has achieved the interim goals* and is progressing towards the 2015 goal.
- **Injury Objective:** Reduce the annual number of motorcycle-related injuries on all roads in Maryland from 1,568 in 2008 to fewer than 1,304 by December 31, 2015 (16.8 percent reduction).
 - In 2011, MAARS reported 1,513 motorcycle-related injuries. This figure is lower than the 2010 figure (n=1,557); Maryland is progressing toward the interim and 2015 goal.

Occupant Protection

- **Fatality Objective:** Reduce the annual number of unrestrained occupant fatalities on all roads in Maryland from 166 in 2008 to fewer than 133 by December 31, 2015 (19.8 percent reduction).

- In 2011, MAARS reported 145 unrestrained occupant fatalities. This figure is higher than the 2010 figure (n=132); *Maryland has achieved the interim goals* and is progressing towards the 2015 goal.
- **Injury Objective:** Reduce the annual number of unrestrained occupant injuries on all roads in Maryland from 3,755 in 2008 to fewer than 3,123 by December 31, 2015 (16.8 percent reduction).
 - In 2011, MAARS reported 3,314 unrestrained occupant injuries. This figure is slightly higher than the 2010 figure (n=3,303); *Maryland has achieved the interim goals* and is progressing towards the 2015 goal.

Older Drivers

- **Fatality Objective:** Reduce the annual number of older driver-related fatalities on all roads in Maryland from 85 in 2008 to fewer than 68 by December 31, 2015 (19.8 percent reduction).
 - In 2011, MAARS reported 79 older driver-related fatalities. This figure is slightly lower than the 2010 figure (n=80); Maryland is not progressing toward the interim and 2015 goal.
- **Injury Objective:** Reduce the annual number of older driver-related injuries on all roads in Maryland from 6,546 in 2008 to fewer than 5,444 by December 31, 2015 (16.8 percent reduction).
 - In 2011, MAARS reported 6,484 older driver-related injuries. This figure is higher than the 2010 figure (n=6,462); Maryland is not progressing toward the interim and 2015 goal.

Pedestrians

- **Fatality Objective:** Reduce the annual number of pedestrian fatalities on all roads in Maryland from 118 in 2008 to fewer than 92 by December 31, 2015 (19.8 percent reduction).
 - In 2011, MAARS reported 105 pedestrian fatalities. This figure is higher than the 2010 figure (n=102); *Maryland has achieved the interim goals* and is progressing towards the 2015 goal.
- **Injury Objective:** Reduce the annual number of pedestrian injuries on all roads in Maryland from 2,618 in 2008 to fewer than 2,053 by December 31, 2015 (16.8 percent reduction).
 - In 2011, MAARS reported 2,294 pedestrian injuries. This figure is lower than the 2010 figure (n=2,491); *Maryland has achieved the interim goals* and is progressing towards the 2015 goal.

Younger Drivers

- **Fatality Objective:** Reduce the annual number of younger driver-related fatalities on all roads in Maryland from 106 in 2008 to fewer than 85 by December 31, 2015 (19.8 percent reduction).
 - In 2011, MAARS reported 66 younger driver-related fatalities. This figure is slightly higher than the 2010 figure (n=64); *Maryland has achieved the interim and 2015 goal.*

- **Injury Objective:** Reduce the annual number of younger driver-related injuries on all roads in Maryland from 10,311 in 2008 to fewer than 8,575 by December 31, 2015 (16.8 percent reduction).
 - In 2011, MAARS reported 7,657 younger driver-related injuries. This figure is lower than the 2010 figure (n=8,309); *Maryland has achieved the interim and 2015 goal.*

The above measures were developed using the same methodology (explained below) as the SHSP performance measures. Excepting impaired fatality data, which uses the NHTSA Fatality Analysis Reporting System (FARS) data, MHSO Program Areas are evaluated using the state crash data. State crash data are timelier, and the quality of the data is measurable by the state.

In order to meet federal requirements as expressed in MAP-21, the required minimum set of core performance measures are include below. Please note that base year numbers and 2015 goals will NOT match the base year number and goals indicated above. The differences are slight, but can be confusing to the non-expert reader of this report. Differences in data definitions between the NHTSA FARS system and the state crash data system account for the differences in numbers.

Standardized Performance and Survey Measures	
•	To decrease the annual number of traffic-related fatalities on all roads in Maryland from the 2008 calendar base year average of 592 to fewer than 475 by December 31, 2015.
•	To decrease fatalities/VMT from the 2008 calendar base year average of 1.07 to 0.86 by December 31, 2015.
•	To decrease rural fatalities/VMT from the 2008 calendar base year average of 1.59 to 1.28 by December 31, 2015.
•	To decrease urban fatalities/VMT from the 2008 calendar base year average of 0.90 to 0.73 by December 31, 2015.
•	To decrease serious traffic injuries from the 2008 calendar base year average of 4,544 to 3,671 by December 31, 2015.
•	To decrease the annual number of alcohol-related (BAC 0.08+) on all roads on all roads in Maryland from 145 in 2008 to fewer than 116 by December 31, 2015. Note: this goal includes both vehicle occupants and motorcycle operators and passengers.
•	To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from 165 in 2008 to fewer than 132 by December 31, 2015.
•	To reduce the annual number of fatalities in speed-related crashes on all roads in Maryland from 163 in 2008 to fewer than 131 by December 31, 2015.
•	To decrease motorcyclist fatalities from the 2008 calendar base year average of 83 to 67 by December 31, 2015.
•	To decrease un-helmeted motorcyclist fatalities from the 2008 calendar base year average of 10 to 8 by December 31, 2015.
•	To decrease drivers age 20 or younger involved in fatal crashes from the 2008 calendar base year average of 106 to 85 by December 31, 2015.

Standardized Performance and Survey Measures	
•	To reduce the annual number of pedestrian fatalities on all roads in Maryland from 115 in 2008 to fewer than 92 by December 31, 2015.
•	To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2.0 percent from the 2010 calendar base year average usage rate of 94.7 percent to 96.7 percent by December 31, 2015.
•	To report the number of seat belt citations issued during grant-funded enforcement activities.
•	To report the number of impaired driving arrests made during grant-funded enforcement activities.
•	To report the number of speeding citations issued during grant-funded enforcement activities.

Maryland Performance Measures: Progress as of 2010

According to the IFR, states must provide updates to the core performance measures listed in the previous section. Updates are included in the following table using most recent final FARS data (2010):

Core Outcome Measures		Year					2015 goal
		2006	2007	2008	2009	2010	
Traffic Fatalities	Total	652	614	591	549	493	474
	Rural	285	245	222	203	182	178
	Urban	364	369	368	342	310	295
Fatalities Per 100 Million Vehicle Miles Driven	Total	1.16	1.09	1.07	0.99	0.88	0.86
	Rural	1.97	1.68	1.59	1.44	1.27	1.28
	Urban	0.87	0.88	0.90	0.83	0.74	0.72
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	454	381	365	348	296	293
	Restrained	254	205	202	193	158	162
	Unrestrained	176	148	142	129	125	114
Alcohol-Impaired Driving Fatalities (BAC=.08+)**		189	178	145	165	154	116
Speeding-Related Fatalities		239	216	192	186	154	154
Motorcyclist Fatalities	Total	84	96	91	69	82	73
	Helmeted	72	83	81	59	70	65
	Unhelmeted	12	12	10	10	12	8
Drivers Involved in Fatal Crashes	Total	936	848	815	779	683	654
	Aged Under 15	0	1	1	0	0	0
	Aged 15-20	107	101	92	91	58	74
	Aged Under 21	107	102	93	91	58	75
	Aged 21 and Over	811	728	707	675	609	567
Pedestrian Fatalities		95	116	116	114	101	93

***Goals in red were met/exceeded in 2010

To reduce fatalities by 50 percent by 2030 (591 in 2008 to 296 in 2030), a reduction of 3.1 percent will be applied to each calendar year. This percentage was calculated as the geometric mean reduction over the entire 22 year period. For example, an estimate for 2009 would be 574, then that is multiplied by .969 for an estimate of 556 for 2010. Additional updates not included in the table above:

- In 2012, the MHSO coordinated the first implementation of the new NOPUS seat belt survey methodology, achieving a use rate of 91.17 percent; and
- The number of serious traffic injuries⁴ in 2011 Maryland was 3,798.

⁴ Serious traffic injuries defined as [NSC]

HIGHWAY SAFETY STRATEGIES AND PROJECTS

A Grant Review Team (GRT) was created to establish a fair process for selecting highway safety projects for funding. The GRT awards grants to the projects that demonstrate the greatest potential for success; address priority areas in Maryland's SHSP and that will ultimately help Maryland drive toward zero deaths. Grants must be compatible with MHSO's mission, program directives and eligibility criteria and final awardees include those agencies capable of addressing the strategies and projects that aid Maryland in reaching its goals and objectives.

The GRT consists of MVA's Highway Safety Chief, Deputy Chief, NHTSA Region 3 Program Manager, MVA's Deputy Administrator of Central Operations and Safety Programs and MHSO's Finance Chief. The MHSO's Program Managers present the projects to the GRT and advocate on behalf of the grantees which include local law enforcement, community based organizations, universities, not for profit organizations and government entities.

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

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

Throughout the program area sections, specifically in the listing of countermeasures, references are placed to specific documents and proven countermeasures research. It should be noted that where applicable, the justification for the selection of a specific activity is given in the section named "**Countermeasure Selection.**" There are three categories of countermeasures, including those found in:

- NHTSA's Uniform Guidelines for State Highway Safety Programs;
- U.S. DOT, NHTSA (2013). Countermeasures That Work, Seventh Edition, DOT HS 811 444 (herein simply referred to as Countermeasures That Work); and
- Other research-based journals; when applicable, specific references to the research-based countermeasures contain footnotes and these references are collected and placed at the end of this document in **Attachment B.**

In addition, one of the requirements of MAP-21 is to show the use of not only federal highway safety funding, but to also document other sources of funding dedicated to traffic safety programs. Those funding sources have been detailed within each section, but Maryland also receives funding from other sources for general highway safety efforts. The following is a brief list of the funding sources used for statewide efforts and should be considered complementary to the funding source(s) listed in each Program Area:

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Maryland Highway Safety Office– General Funds	State funds (*note – this funding is the hard match requirement against Section 402 P&A)	State funds pay salary and benefits for the following MHSO positions Chief, Deputy Chief, Finance Section Chief, two finance managers, and Data Processing and Quality Assurance Specialist
Maryland Motor Vehicle Administration	State funds (*note – this funding is the soft match requirement against Sections 402 and 405)	Central Operations and Safety Division staff salary and benefits, projects and events
Maryland State Highway Administration	State funds (*note – this funding is the soft match requirement against numerous funding Sections)	Staff salary and benefits from the Office of Traffic and Safety which includes the Motor Carrier Division, Traffic Operations, and the Traffic Safety Analysis Division. These divisions support data collection and traffic records initiatives including GIS mapping, engineering improvements through the design, construction, operation and maintenance of engineering measures, the coordination of electronic display boards across the state, and Motor Carrier is an active member of the <i>Smooth Operator</i> campaign

Maryland’s Impaired Driving Program (23 CFR1200.23)

I. Program Area Description Impaired Driving

Maryland is taking action to combat impaired driving through collaborative public and private partnerships and statewide initiatives, The MHSO’s Impaired Driving Program dedicates resources toward deterrence, prevention and intervention, communications and outreach, judicial programs and alcohol treatment, and other strategies for the purpose of reducing alcohol-impaired driving. Maryland’s impaired driving countermeasures are driven by a number of research based reports and assessments lead over the years by a comprehensive team of stakeholders. Closely paralleled, Maryland's SHSP, Impaired Driving Emphasis Area, the findings and recommendations adopted by the Governor via the Task Force to Combat Driving Under the Influence of Drugs and Alcohol and finally the recommendations of the 2007 Impaired Driving Assessment orchestrated by the NHTSA, are among the resources referenced and used to build the state’s impaired driving program and strategies. The Impaired Driving EAT has adopted a set of strategies and action items that provide a framework for developing and implementing programs, campaigns, and special initiatives that are intended to enhance Maryland’s overall Impaired Driving Program, ultimately, reduce impaired driving crashes and their associated injuries and fatalities and lead Maryland *Toward Zero Deaths*.

Maryland has been confirmed as a Low-Range State by the NHTSA Region III Office, and is submitting this portion of its HSP as a Low-Range State with an alcohol impaired fatality rate of .276, based on 2008, 2009, and 2010 VMT and FARS 2010 data. The data are provided in the following table:

Year		Alcohol-Impaired Driving Fatalities (BAC = .08+)			
		Total Fatalities in all Crashes	Number	Percent	Per 100 Million VMT
2008	Maryland	591	145	25	0.26
2009	Maryland	549	165	30	0.30
2010	Maryland	496	154	31	0.27
3 year Average					.276

Source: FARS

II. Problem Identification/Needs Assessment

The state definition of an impaired driving crash is at least one of the drivers involved in the crash was reported to be under the influence of alcohol and/or drugs. Impairment is determined through the driver condition, blood alcohol content, substance use and contributing factor fields on the crash report (MAARS). These numbers are provided for comparison only. The fatality goals are based on Fatality Analysis Reporting System (FARS) data. FARS determines impairment through investigation of all data sources and imputation of missing BAC values.

Representations of Impaired Driving

	2009	2010	2011
Driver Alcohol and Drug Impaired Involved Fatalities (MAARS)	173	177	185
Driver Alcohol-Only Impaired Involved Fatalities (MAARS)	167	166	173
Driver Alcohol-Only BAC .08–.50 Impaired Involved Fatalities (MAARS)	138	126	130
Driver Alcohol-Only Impaired (BAC .08+) Involved Fatalities (FARS)^{5*}	165	154	162

MAARS Impaired Driving

	2007	2008	2009	2010	2011	5-Year Average	5-year % Change
Fatal Crashes	192	155	161	163	164	167	-14.6
Injury Crashes	3,151	2,834	3,019	2,730	2,678	2,882	-15.1
Property Damage Only	5,267	5,156	5,625	4,994	4,791	5,167	-9.1
Total Crashes	8,610	8,145	8,805	7,887	7,633	8,216	-11.3
Total of All Fatalities	221	171	173	177	181	185	-18.1
Total Number Injured	4,820	4,291	4,531	4,089	4,031	4,352	-16.4

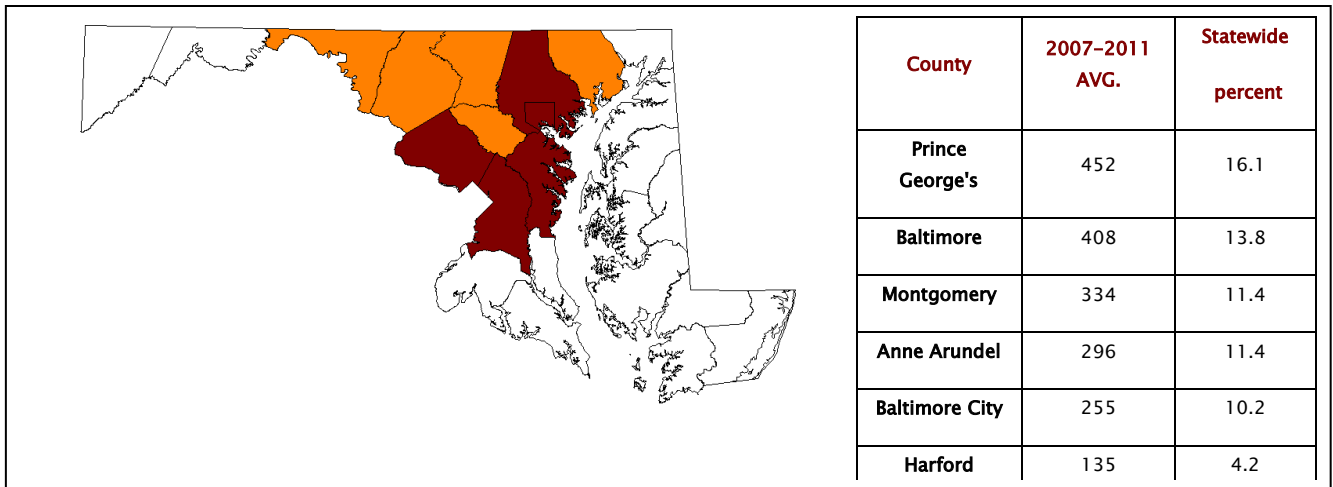
Over the past five years, an average of 8,216 impaired driving crashes has occurred annually on Maryland’s roadways. On average, 185 people have lost their lives and 4,352 were injured each year. This loss of life represents approximately one-third of all of Maryland’s traffic fatalities.

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

- Nearly *one of every three people killed* in traffic crashes in 2011 were involved in a crash with an impaired driver.
- On average, fifteen people are killed each month in a crash involving an impaired driver.
- More than 4,000 people are injured each year in crashes involving an impaired driver.
- Men make up more than 70 percent of impaired drivers involved in traffic crashes, and more than 86 percent of impaired drivers killed in traffic crashes.

⁵ To address the missing data issue, NHTSA uses a statistical model called “multiple imputation” to estimate the blood alcohol concentration (BAC) of the driver at the time of the crash. Maryland (State data) relies on the completeness of the reports officers submit and subsequent supplemental data submitted by or gathered from agencies such as the Medical Examiner, hospitals, and police files containing blood and/or urinalysis testing.

- Younger drivers ages 21 - 29 are affected more heavily by impaired driving crashes, with approximately 30 percent of all drivers involved, injured and killed being within that age range.
- The summer months (May - August) and the weekend nights are most common for impaired driving crashes.
- A disproportionately high number of impaired driving crashes happen during the nighttime hours of 12am - 4am.
- The highest concentration of impaired driving crashes occurs in the metropolitan areas of Baltimore, central Maryland, and Washington, D.C.
 - Prince George's, Baltimore, Montgomery and Anne Arundel Counties and Baltimore City account for more than 60 percent of all impaired driving crashes statewide.
- Annually, approximately 25,000 persons are arrested as a result of driving while impaired in Maryland. (Impaired driving citations reported to Maryland District Court as of 8/1/2012)



Impaired Driving Crashes (2007-2011)

The 2012 Maryland Annual Driving Survey (MADS) results found that more respondents in Maryland reported driving within 2 hours of drinking an alcoholic beverage as compared to the 2008 national (NHTSA, 2010) survey (15 percent vs. 13 percent). Also, fewer males reported 'Never' and close to one-quarter reported driving after drinking 1 - 2 times in the past month.

The majority (72 percent) of all respondents felt they were 'Very Likely' or 'Somewhat Likely' to be arrested if they drove after drinking. However, when analyzing this question among those respondents who also reported drinking and driving three or more times in the past 30 days, the figures shift slightly. While 67 percent still believe they are 'Very Likely' or 'Somewhat Likely' to be arrested, only 27 percent felt it was a 'Very Likely' occurrence as compared to 36 percent of the total respondents. This information illustrates a lower perceived risk of penalty potentially influencing the decision to drive after drinking.

III. Objectives/Relation to Strategic Highway Safety Plan

The following objectives were calculated using the methodology explained in the Performance Targets section.

Fatality Objective: Reduce the annual number of impaired driving-related fatalities (BAC 0.08+) on all roads in Maryland from 145 in 2008 to fewer than 116 by December 31, 2015 (19.8 percent reduction).

Injury Objective: Reduce the annual number of impaired driving-related injuries⁶ on all roads in Maryland from 4,291 in 2008 to fewer than 3,568 by December 31, 2015 (16.8 percent reduction).

Impaired Driving Interim Goals

	2011	2012	2013	2014	2015
Fatalities (BAC 0.08+)*	132	128	124	120	116
Total Injuries	3,965	3,862	3,761	3,664	3,568

*Source: Fatality Analysis Reporting System (FARS)

In 2011, FARS reported 162 alcohol impaired driving-related fatalities (BAC 0.08+). This figure is higher than the 2010 figure (n=154), therefore Maryland is not progressing toward the interim or 2015 goals.

In 2011, MAARS reported 4,031 impaired driving-related injuries. This figure is lower than the 2010 figure (n=4,089), therefore Maryland is progressing toward, but has not achieved, the interim or 2015 goals.

IV. Past Performance

According to *Checkpoint Strikeforce (CPSF)* enforcement reporting forms, approximately 6,061 overtime hours were logged by participating law enforcement agencies and more than 14,000 motorists were stopped by law enforcement officers conducting *CPSF* operations during FFY 2012. A total of 236 impaired driving enforcement operations were conducted between October 1, 2011 and September 30, 2012. Twenty-eight of these operations were sobriety checkpoints and the remaining 208 were saturation patrols, yielding approximately 306 DUI/DWI arrests, over 14,000 vehicle contacts, and 4,896 vehicles stopped by a conservative 294 officers. On average, a total of 97 agencies have participated in the *CPSF* campaign, during high-visibility and sustained enforcement periods. All 23 counties and the City of Baltimore have each reported some type of independent or joint operation targeted at removing impaired drivers from Maryland roadways.

While enforcement oriented, *Maryland’s CPSF Program* also includes the use of television broadcast, radio, outdoor advertising such as billboards and online presence via the web. In FFY 2012, the campaign featured 2,773 television spots and 2,373 radio spots, and achieved more than 47,500,000 media impressions across the state.

Maryland continues to support the DUI Court Program, providing funding to three DUI Courts in Anne Arundel, Howard and Harford Counties. Each court averages 25 active participants, graduating on average 12 participants, and through monitoring, having demonstrated a zero – 17 percent recidivism rate among graduates who have been tracked for anywhere from 12 to 18 months after graduation. Of the two programs featuring graduations, 27 participants completed

⁶ Injuries include all persons reported to suffer an injury of level 2 (injured), 3 (non-incapacitating injury), or 4 (incapacitating injury) on the KABCO scale on the police crash report.

the program and have been reunited with family and either working or in school, and remain sober.

A challenge to the Impaired Driving Program continues to be outreach to the Judiciary and Maryland will invest in the implementation of a Traffic Safety Resource Prosecutor position in FFY 2014.

In FFY 2012 MADD Maryland was able to conduct 17 Parent Workshops for its *Power of Parents, It's Your Influence* project, reaching more than 400 parents with materials to talk to their children about underage drinking prevention. The response to these parent workshops was so great that the number of training materials and parent workbooks was increased partway through the grant year to accommodate the demand for the class and its materials and the effort will be maintained in FFY 2014.

In FFY 2012, the WRAP, with its three person staff, continued to report great strides in removing drunk drivers from the roadways via WRAP's free cab ride service, *SoberRide*. The campaign runs during the following holidays and provided a total of 3,318 rides to would-be drunk drivers. Media coverage has always been a strong point for all free cab ride campaigns. Although no dollars have ever been spent on media buys, earned media for this grant year included:

Media Hits	Reach	Contacts	Press Releases
Halloween	5	117,074	1
New Year's	23	4,291,126	1
St. Patty's	21	910,345	1
Cinco de Mayo	45	3,101,837	2

More than 4,352 students in DC area high schools were reached during WRAP's 93 multi-media outreach presentation, Alcohol Awareness for Students during the FFY 2012. Of the students reached, a total of 2,997 were in Maryland.

V. Countermeasures/Identified Evaluation Method(s)/Details

A. MHSO-Initiated Programs

1. Program Title: Impaired Driving Prevention Program

Project #: 2014-036

Total Cost/Funding Source: \$1,373,000/Section 164

Activity Title: Enhance Prosecution and Adjudication

Activity Overview: The MHSO, via its network of RTSP Managers, the Traffic Safety Resource Prosecutor (TSRP) and Maryland's Problem Solving Courts, will work to expand the DUI Court program across the state. The MHSO Impaired Driving Manager, serving as the co-chair of the SHSP Impaired Driving EAT, will help represent the need for additional courts, as well as represent the needs of the existing and future courts in order to ensure continued growth and expansion of four existing courts. A special sub-committee, comprised of members of the Emphasis Area Team, specifically the Director of the Problem Solving Courts and current DUI Court coordinators, will convene to

discuss and develop plans to increase participation in the DUI Court program. The Impaired Driving Program Manager will work closely with the TSRP to enhance judicial and law enforcement planning and increase conviction rates of impaired driving cases.

Countermeasure Selection:

- **Countermeasures That Work – Impaired Driving**
 - Deterrence: Prosecution and Adjudication (** to ****)

Summary of Research to Validate Implementation: Building community capacity and participation is an important component of any successful project. Through the MHSO several task forces and coalitions have been implemented to help the MHSO share in their decision making processes and to assure community buy-in and partnership. Processes such as these are on-going and continuous so as not to lose momentum and progress.

<p>SHSP Impaired Driving Strategy 2: Enhance the prosecution and adjudication of alcohol and drug impaired driving cases.</p> <ul style="list-style-type: none"> • Action Step 2.4: Conduct an audit of alcohol and drug impaired driving statutes and recommend revisions. • Action Step 2.5: Pursue legislative improvements for impaired driving offenders, including but not limited to the use of ignition interlocks for all alcohol and drug impaired offenders including first time offender and increased penalties for BAC test refusal.
<p>SHSP Impaired Driving Strategy 3: Conduct public awareness initiatives including education and media programs to reduce alcohol and drug impaired driving.</p> <ul style="list-style-type: none"> • Action Step 3.3: Conduct activities during 3-D Month (December). • Action Step 3.4: Coordinate and conduct public awareness activities

Evaluation: This MHSO project will be evaluated at various levels. Basic process measures will be utilized to track the overarching infrastructure and success of the Impaired Driving EATas a whole. Measures collected will include: numbers of times the group meets throughout the year, numbers of individuals participating, list of member organizations, trainings held, as well as agendas and minutes from each meeting.

Activity Title: Integrate DUI Data

Activity Overview: The MHSO will continue to explore the Model Impaired Driving Records Information System (MIDRIS) and its potential for serving as a statewide DUI offender tracking and monitoring system. MIDRIS will pull together DUI offender information from various sources and provide judicial and law enforcement partners with an overview of their DUI history. The MHSO and MVA, in cooperation with the National Study Center and other stakeholders are working on a statewide inventory of systems and databases that would have to be linked in order to make this a reality.

Countermeasure Selection:

- **Countermeasures That Work – Impaired Driving**
 - DWI Offender Monitoring ****

Summary of Research to Validate Implementation: A DUI tracking system will not only improve communications and information exchange between law enforcement, prosecution, adjudication and treatment but will facilitate research on the effectiveness of sanctions in addition to improving the timely transmission of data to the courts and other agencies. NHTSA also recommended this for Maryland in their Impaired Driving Assessment in 2007.

SHSP Impaired Driving Strategy 5: Integrate DUI data to ensure offender information is available to judges, prosecutors, and probation and parole.

- **Action Step 5.1:** Develop and implement a DUI tracking system following the recommendations from the National Highway Traffic Safety Administration (NHTSA) on a model Impaired Driving Records System (IDRIS).

Evaluation: During the years of developing the MIDRIS project, program evaluation will consist of formative and process measures. The group will continue to document assets that are in place along with gaps. In addition, meeting agendas, minutes and partnerships that are developed or maintained will be tracked.

Activity Title: MSP DUI Team Marketing and Program Evaluation

Activity Overview: The MHSO will continue to support the branding and marketing of the newly formed and launched Maryland State Police DUI Enforcement Team. A comprehensive marketing plan will be devised and implemented to support the enforcement efforts of this dedicated enforcement team using geo-targeted approaches to place traditional, outdoor and internet mediums in areas where the team is conducting operations. This media effort will be evaluated using pre/post-wave surveys as well as results such as number of media impressions garnered. In addition, the entire project, the data analysis, targeted enforcement approach, cooperative enforcement efforts with local law enforcement agencies, arrest data, crash data, and process measures will be evaluated by a designated state university. Quarterly reports and an annual report will be presented by the University to help document the impact of the Team.

Countermeasure Selection:

- **Countermeasures That Work – Impaired Driving**
 - Mass Media Campaigns ***
- **Research-based**

Summary of Research to Validate Implementation: Research has identified the benefits of training law enforcement teams who specialize in DUI detection. There is

also evidence that supports the use of highly publicized and visible traffic safety enforcement efforts specifically targeting impaired driving (Fell, 2004).

SHSP Impaired Driving Strategy 3: Conduct public awareness initiatives including education and media programs to reduce alcohol and drug impaired driving.

- **Action Step 3.1:** Conduct public awareness programs that support ongoing enforcement programs such as *Checkpoint Strikeforce (CPSF)*.

Evaluation: This project will provide analytic services to the Statewide Impaired Driving Program with its dual focus on enforcement and education. Process and impact measures will be tracked throughout the life of the project through the collection a pre/post-survey instrument as well information about the materials created and success of media outreach/awareness (numbers of media outlets and people reached with messages).

Activity Title: *Checkpoint Strikeforce*

Activity Overview: *Checkpoint Strikeforce* is a regionally coordinated, research-based, enforcement and public outreach initiative designed to remove impaired drivers off Maryland roads using sobriety checkpoints and saturation patrols when and where drunk driving is most likely to occur as determined through analysis of state crash and citation data. The media component is a six-month, sustained and highly visible enforcement and public information campaign coordinated by the Washington Regional Alcohol Program (WRAP), in cooperation with the MHSO and NHTSA Region III Office.

The state's media plan will support enforcement efforts concentrated predominantly in Central Maryland/Baltimore area, and Washington DC metropolitan area. The comprehensive plan will be complemented by the August "Toward Zero Deaths" awareness effort and during designated waves, in line with the National Impaired Driving Mobilization in August through Labor Day in September, and again in November when a dual safety message will emphasize the importance of seat belt use as a defense against drunk drivers. In addition, the media plan will support the waves periods identified by the Regional *CPSF* committee. The enforcement and media waves include the following holiday periods:

1. August - September, Labor Day
2. October, Halloween
3. November, Thanksgiving
4. Early December, Holiday Period
5. Late December - January, New Year's Eve

Funds will be used to implement impaired driving prevention and awareness advertising using traditional, outdoor, guerilla, television, web-based strategies, and high-profile events.

Countermeasure Selection:

- **Countermeasures That Work – Impaired Driving**

- Publicized Sobriety Checkpoint Programs *****
- Publicized Saturation Patrol Programs ****
- Mass Media Campaigns ***
- **Research-based**
- **Uniform Guidelines**

Summary of Research to Validate Implementation: There is substantial research to validate the use and implementation of sobriety checkpoints as a means of deterrence for impaired driving. Outcomes of some studies have proven reductions in impaired driving fatal crashes by about 20 percent (Fell, 2004) as well as reductions in recidivism. Additional research has outlined the success of well-trained enforcement teams who specialize in DUI detection as well as the implementation of the project through highly publicized, highly visible, and frequent sobriety checkpoints.

SHSP Impaired Driving Strategy 1: Increase enforcement of alcohol and drug impaired laws.

- **Action Step 1.1:** Conduct high visibility enforcement programs including *CPSF* and the National Impaired Driving Crackdown

Evaluation: Process measures have been incorporated into this program including the number of: checkpoints held, citations written, contacts made, and media impressions that corresponded with the event.

Activity Title: DUI is for Losers

Activity Overview: This social-norming outreach and awareness campaign will provide members of the SHSP Impaired Driving EAT with a consistent message that will be heard statewide. The message will be strategically delivered during the month of December.

Countermeasure Selection:

- **Countermeasures That Work – Impaired Driving**
 - Mass Media Campaigns ***
- **Uniform Guidelines**

Summary of Research to Validate Implementation: In comparison to other theoretical frameworks, social norms research is relatively young, having only just begun to be evaluated in the 1980's. Social norming is a social and behavioral sciences approach that utilizes environmental strategies to change the social and cultural environment of the entire community regarding the acceptability of specific behaviors. The utilization of environmental strategies is a promising prevention practice as it seeks to reduce collective risks of the broad targeted community with minimal costs. With impaired driving and the *DUI is for Losers* campaign, a specific focus is on the orientation that impaired driving is unacceptable. Through the campaign, educational materials and media messages are mainstreamed to reach the public.

SHSP Impaired Driving Strategy 3: Conduct public awareness initiatives including education and media programs to reduce alcohol and drug impaired driving.

- **Action Step 3.1:** Conduct public awareness programs that support ongoing enforcement programs such as *CPSF*.

Evaluation: Evaluation of this social norms campaign includes process measures such as the number of items created and distributed as well as the number of media impressions, both paid and earned.

Activity Title: Maryland Remembers

Activity Overview: Maryland Remembers is an annual tribute to Maryland's impaired driving victims and their families. This ceremony will provide keynote remarks during a moving ceremony, which was originally held at the State House during the first week of December and has since been hosted at the Miller Senate Building for the past three years. Honoring those lost in impaired driving crashes, the event will feature victims and their families in a processional in which photographs of victims are displayed. The memorial will likely draw more than 100 family members of impaired driving victims, advocates, key Impaired Driving EAT members, and law enforcement. The event highlights statewide efforts to empower Maryland citizens to report drunk drivers as part of the arsenal to fight drunk driving. The messaging of this event is sobering in its own right, reminding Marylanders to drive sober during the holidays and puts a face to this tragic crime.

Countermeasure Selection:

- **Countermeasures That Work – Impaired Driving**
 - Mass Media Campaigns ***

Summary of Research to Validate Implementation: Utilizing social norms and an environmental strategies approach combined with the voice and power of Mothers Against Drunk Driving (MADD), Maryland Remembers is held annually in Maryland. Its goal and purpose is to let the voices of MADD victims be heard by engaging the media at a motivationally empowering day of remembrance.

SHSP Impaired Driving Strategy 3: Conduct public awareness initiatives including education and media programs to reduce alcohol and drug impaired driving.

- **Action Step 3.3:** Conduct activities during 3-D Month (December).

Evaluation: Evaluation of the Maryland Remembers event includes the collection of process measures such as the number of people reached through attendance at the event as well as the number of media impressions, both paid and earned.

Activity Title: Drunk and Drugged Driving (3-D) Social Norming Campaign - Report Drunk Drivers. Dial 911.

Activity Overview: This outreach/awareness and social-norming campaign will provide members of the SHSP Impaired Driving EAT with a consistent message during the holidays. The message will be strategically delivered during the month of December as an added call to action during the *CPSF* enforcement period and during the holidays when Marylanders will be asked to take personal responsibility for preventing impaired driving. The message will be emphasized in conjunction with the Maryland Remembers memorial and press event.

Countermeasure Selection:

- **Countermeasures That Work – Impaired Driving**
 - Mass Media Campaigns ***

Summary of Research to Validate Implementation: As with the *DUI is for Losers* program, this project focuses on the use of social norming. Social norming utilizes environmental strategies to change the social and cultural environment of the entire community regarding the acceptability of specific behaviors. The utilization of environmental strategies is a promising prevention practice as it seeks to reduce collective risks of the broad targeted community with minimal costs. The public is reached with a variety of messages conveying that impaired driving is unacceptable.

SHSP Impaired Driving Strategy 3: Conduct public awareness initiatives including education and media programs to reduce alcohol and drug impaired driving.

- **Action Step 3.3:** Conduct activities during 3-D Month (December).

Evaluation: Evaluation of this social norms campaign includes process measures such as numbers of items created and distributed as well as the number of media impressions, both paid and earned.

B. Partner-Initiated Programs

1. Program Title: Maryland States Attorney's Association (MSAA) – Traffic Safety Resource Prosecutor

Project #: 2014-031

Total Cost/Funding Source: \$151,182/Sections 164 & 402

Problem ID: On average in Maryland, traffic crashes take the lives of 548 people and injure scores more each year. In 2011, there were 7,633 crashes involving a driver impaired by alcohol and/or drugs resulting in 181 fatalities. Traffic related prosecutions, particularly DUIs and DUI-fatalities, are among the most complicated cases to handle. The conviction rate in Maryland generally ranges between 40 and 50 percent. Statewide law enforcement partners, judges and line prosecutors with substantial caseloads need a specialized prosecutor they can turn to for help. A dedicated Traffic Safety Resource

Prosecutor will focus solely on traffic issues and prosecutions to ultimately increase conviction rate and provide partners with information based support.

Project Overview: The Traffic Safety Resource Prosecutor (TSRP) will provide training, education and technical support to traffic crimes prosecutors and law enforcement agencies throughout the state. Traffic crimes and safety issues include but are not limited to: alcohol and/or drug impaired driving, vehicular homicide, occupant restraint and other highway safety issues. The TSRP will assess the needs and demands unique to the state and work in conjunction with many agencies to meet these needs. The Maryland Highway Safety Office will work closely with MSA and the TSRP to facilitate services to the Maryland Judiciary as well as work closely with judges.

Countermeasure Selection:

- **Countermeasures That Work – Impaired Driving**
 - Deterrence: Prosecution and Adjudication (** to ****)

Summary of Research to Validate Implementation

Following research of Blakey (1997) and recommendations from the National Highway Traffic Safety Administration, the MHSO has identified the need to support a Traffic Safety Resource Prosecutor (TSRP). The individual occupying this position will have past experience as a prosecutor and be well-versed in traffic safety related crimes. Offenses might include: drug or alcohol related, vehicular homicide/manslaughter, occupant protection, and more. The TSRP will work with other prosecutors, law enforcement representatives and others who may need training, education, and other technical support in relation to traffic related crimes.

SHSP Impaired Driving Strategy 2: Enhance the prosecution and adjudication of alcohol and drug impaired driving cases.

- **Action Step 2.1:** Provide training on alcohol and drug impaired driving cases for prosecutors, judges, and officers.

Evaluation: Process evaluation of this project would include the actual hiring of the individual, maintenance and retention of their services as well as the types of activities they coordinate and manage such as trainings and technical support services provided. Additional evaluation could include the impact of their services on the outcomes of individuals being tried or recidivism rates.

2. Program Title: Mothers Against Drunk Driving – *The Power of Parents Program*

Project #: 2014-001

Total Cost/Funding Source: \$50,930/ Section 410

Problem ID: Nationally, teen alcohol use kills about 5,000 people each year, more than all other illegal drugs combined, and injures many more. Additionally, about one in three 8th graders has tried alcohol and one in five teens binge drinks, but only one in 100

parents believes his or her child binge drinks. Nationally, vehicle crashes are the leading cause of death for teens (15 - 20) years old, and 31 percent of teen traffic deaths are alcohol-related. Young drivers are at greater risk for crashing than adult drivers, even with low levels of alcohol in the blood. Statistics for 2012 in Maryland reveal that 115 drivers 16–20 were injured in alcohol or drug-related crashes, and 7 lost their lives; additionally, in this same age group, 94 passengers were injured and 5 lost their lives—all unnecessary and preventable tragedies in our youngest population. Research shows that adolescents' brains respond differently to alcohol on a basic, physiological level, and because teens brains are still developing, underage drinking can cause permanent damage. Nationally, studies indicate that parental involvement can reduce drug/alcohol use and impaired driving. Maryland does not offer any other programs that promote parental involvement.

Project Overview: In response to scientific evidence that parental influence can reduce underage drinking, MADD began a parent initiative called Power of Parents, It's Your Influence®. The parent initiative includes two components: an interactive Parent Website ([madd.org/Power of Parents](http://madd.org/Power%20of%20Parents)), which contains information on underage drinking prevention that is based on peer reviewed research. Parents can also find tips to help keep their teens and community safe and have the opportunity to submit questions to research experts in the alcohol prevention field. The second component, a parent handbook, is designed to reach parents of high school students. The parent handbook will be available free to communities through the website and through 30-minute Parent Workshops facilitated by trained MADD staff and volunteers. The goals of MADD's Maryland parent statewide initiative are to influence parenting behavior to prevent underage drinking and to engage new supporters to carry on MADD's life-saving work. Through joint efforts with community partners, such as school officials, law enforcement, PTA, and coalitions, this community-based program provides ongoing opportunity to fulfill MADD's mission and prevent underage drinking by educating and equipping parents to talk with their teens about alcohol with the research-based parent handbook.

Countermeasure Selection:

- **Countermeasures That Work – Impaired Driving**
 - Youth Programs **
- **Research-based**

Summary of Research to Validate Implementation: Parents have an important role in rearing their children to become functioning, contributing citizens to society. Years of research have proven the effectiveness of parental influence along with characteristics of parenting style to influence young adult decision making. Additional research has shown that capitalizing on specific parenting styles has directly influenced alcohol and drug use outcomes over a lifetime and thereby proves the importance of the role of the parent in influencing their child's behavior (Montgomery, 2008). A specific study by Sherriff, et al. found evidence that many parents lack the guidance and specific instruction they need and therefore seek information to help guide their parenting efforts.

SHSP Impaired Driving Strategy 4: Support implementation of programs to reduce

underage drinking and driving.

- **Action Step 4.3:** Increase parent involvement and the number of parent education programs.

Evaluation: Process measures will be used to evaluate this program including: number of events held, number of individuals trained, and a list of the types of individuals reached.

3. **Project Title:** Washington Regional Alcohol Program – Impaired Driving Outreach

Project #: 2014-035

Total Cost/Funding Source: \$275,482/Section 410

Problem ID: According to WRAP's 2011 Annual impaired driving data report, "How Safe Are Our Roads?", which includes data sets from Baltimore, Washington D.C. and Northern Virginia, there were 56 alcohol-related traffic fatalities in Montgomery and Prince George's Counties. Total traffic fatalities for the two counties increased by 4.3 percent from 2010 to 2011 but the alcohol-related fatalities in 2011 increased by 20 percent in Prince George's County and 54 percent in Montgomery County. These preventable and unacceptable increases illustrate that the fight against drunk driving is far from won. During 2011, there were 930 alcohol-related traffic injuries for the two counties, a decrease of 16 percent from 2010.

Statewide in 2011, alcohol-impaired driving fatalities in Maryland represented 35 percent of the state's 488 total motor vehicle fatalities. The total number of motor vehicle fatalities in the state decreased by two percent from 2010 to 2011; however, Maryland saw a four percent increase in alcohol-impaired fatalities

Project Overview: The Washington Regional Alcohol Program (WRAP), through public education and innovative health programs, will continue to fight drunk driving addressing underage drinking and driving, via presentation at schools, business and military installations upon invitation. WRAP will provide public information and education presentations to youth, parents, and the general adult population via direct outreach, and media campaigns such as the *CPSF* media campaign, Maryland Remembers, and the 3D Month: Report Drunk Drivers, Dial 911 campaign. WRAP will also coordinate the state's annual, uniquely-executed, family oriented, DUI Law enforcement Awards both for Maryland Law Enforcement Awards and WRAP's Annual Law Enforcement Awards. Without question, WRAP will continue to facilitate the highly-successful *SoberRide* campaign and provide technical guidance to Maryland on the reorganization of the Baltimore *Tipsy?Taxi!* campaign. WRAP will continue to provide a leadership role in the SHSP's Impaired Driving EAT and assist Maryland with legislative efforts to pass stronger impaired driving-related laws.

Countermeasure Selection:

- **Countermeasures That Work – Impaired Driving**
 - Mass Media Campaigns ***

- Alternative Transportation **
- **Research-based**
- **Uniform Guidelines**

Summary of Research to Validate Implementation: Building community capacity and participation is an important component of any successful project. Through the MHSO several taskforces and coalitions have been implemented to help the MHSO share in their decision making processes and to assure community buy-in and partnership. Processes such as these need to be on-going and continuous so as not to lose momentum and progress.

SHSP Impaired Driving Strategy 3: Conduct public awareness initiatives including education and media programs to reduce alcohol and drug impaired driving.

- **Action Step 3.1:** Conduct public awareness programs that support ongoing enforcement programs such as *CPSF*.

Evaluation: This MHSO project will be evaluated at various levels. Basic process measures will be utilized to track the overarching infrastructure and success of the Impaired Driving Coalition as a whole. Measures include: the number of meetings held throughout the year will be documented as well as agendas and minutes from each meeting.

4. Program Title: Maryland DUI Courts

Anne Arundel County DUI Court

Project #: 2014-051

Total Cost/Funding Source: \$81,050/ Section 410

Harford County DUI Court

Project #: 2014-044

Total Cost/Funding Source: \$63,500/ Section 410

Howard County District Court DUI Court

Project #: 2014-002

Total Cost/Funding Source: \$118,765/ Section 410

St. Mary's Adult DUI Court

Project #: 2014-041

Total Cost/Funding Source: \$45,362/ Section 410

Problem ID: Maryland's recidivism rate hangs around 30 - 45 percent, annually. This statistic is representative of those offenders actually caught multiple times, but there remains the tragic truth, in Maryland and nationally, that drunk driving arrests are rarely a person's first experience driving under the influence of alcohol. In fact, studies have indicated that a drunk driving arrest occurs, on average, after at least 70 drunk driving

episodes. DUI Courts are designed to identify and provide intensive monitoring and rehabilitative services to the most egregious of repeat drunk driving offenders in an effort to reduce and prevent tragic consequences of driving drunk. Repeat offenders are a difficult population to reach, let alone modify behavior without additional assistance, such as treatment to address addictions to alcohol and/or drugs.

Project Overview: The DUI Courts will provide intensive supervision, treatment and rehabilitative services to repeat DUI offenders over the age of 18. While the DUI Courts will divert offenders from long periods of incarceration, participants in the court program will be obligated to fulfill any minimum, mandatory sentences prior to entering the program. Once an offender is fully enrolled in this post-conviction, voluntary and multi-faceted rehabilitative program, he or she will receive between 12 to 18 months of monitoring, treatment, counseling, drug testing and other screening requirements with a specific outcome to reduce recidivism for the duration of the program. Once a participant graduates from the program, a 12 to 18 month tracking system will be implemented to track the long term impact of the program on participants.

In FFY 2014, four county courts will administer the DUI Court, Anne Arundel, Harford, and Howard County District Courts, and the Circuit Court of St. Mary's County. The DUI Courts are targeting an increase in participants anywhere from 25 - 70 active participants, not including those who have graduated and are being tracked after graduation. The ultimate goal of the DUI courts will be to maintain a low rate of recidivism among active participants and graduates of the program between 9 - 13 percent. Graduates will be tracked for 12 to 18 months after graduation.

Countermeasure Selection:

- **Countermeasures That Work – Impaired Driving**
 - DWI Courts ****
- **Uniform Guidelines**

Summary of Research to Validate Implementation: Dedicated drug courts have been evaluated quite extensively and have proven effectiveness of reducing recidivism. There are several research efforts that prove effectiveness through the utilization of some strategic coordinated approaches including involvement by the prosecution, monitoring with parole and probation, and treatment with area providers. The DUI Courts are a hybrid of the dedicated drug court. They are designed to address individuals over the age of 18 who have been charged with a DUI/DWI or a violation of probation on those charges, offering them a highly intensive monitoring and rehabilitative treatment program. Research regarding these types of initiatives continues to be explored but there has been some proven research that validates the use of such programs.

SHSP Impaired Driving Strategy 2: Enhance the prosecution and adjudication of alcohol and drug impaired driving cases.

- **Action Step 2.2:** Increase the number of DWI Courts from the current 3 to 6.

Evaluation: Proven process and impact measures have been incorporated into this program including documenting the number of offenders seen in court, on-going

meetings with the assigned team as well as the use of alcohol and drug-tests. Additional evaluation consists of tracking cost benefit comparisons and trend data identifying 12-month and 18-month recidivism rates.

5. Program Title: Maryland State Police – DUI Enforcement Team

Project #: 2014-068

Total Cost/Funding Source: \$914,041/Section 164

Problem ID: Impaired driving is one of Maryland's highest priority traffic safety issues. A five year average shows Maryland experiences on average 8,216 impaired driving crashes a year, resulting in 4,352 injuries and 185 fatalities. The highest number of impaired driving crashes occurs among male drivers between the ages of 21 and 49. The highest concentration of impaired driving crashes is recorded in the Baltimore/Washington metropolitan area, which includes Baltimore City, central Maryland, and Washington D.C. 5 jurisdictions—Prince George's, Baltimore, Montgomery, and Anne Arundel counties and Baltimore City—account for more than 60 percent of all impaired driving crashes statewide. Additional data indicate that impaired driving crashes occur on Friday, Saturday and Sunday and most frequently between the hours of 6:00 p.m. and 3:00 a.m.

Project Overview: The Maryland State Police will continue to operate its elite DUI Enforcement Team with the purpose of locating and apprehending impaired drivers and reducing the number of alcohol related crashes occurring in the Baltimore/Washington metropolitan area. The DUI Team will be solely dedicated to conducting impaired driving enforcement in high-risk zones, identified by a comprehensive data analysis and evaluation process conducted by Washington College, a data analysis project designed specifically to support the DUI Team and funded by the MHSO. Enforcement will be launched in data driven zones and in cooperation with local law enforcement agencies. All citation data will be collected and recorded by Washington College to assist with evaluation and redirection of the team when needed.

Countermeasure Selection:

- **Countermeasures That Work – Impaired Driving**
 - Publicized Sobriety Checkpoint Programs *****
 - Publicized Saturation Patrol Programs ****

Summary of Research to Validate Implementation: The Maryland State Police DUI Enforcement Team is a Special Forces unit that has been modeled after the concept of Special Forces in the U.S. military, a highly functioning and defined role. A team of individuals who are highly trained and skilled with a very specific set of goals and objectives are assembled to carry out the mission of the team. While having special expertise in some areas, all team members are cross-trained in an effort to support all other team members.

In the pilot study conducted by Washington State's Target Zero Teams Project promising results were found. The counties implementing the pilot experienced larger declines in alcohol and drug-involved fatalities and speed-related fatalities than the rest of the state.

MHSO and MSP are using the model developed by the Special Forces and the results of the pilot study from Washington State to develop and implement the Maryland program.

SHSP Impaired Driving Strategy 1: Increase enforcement of alcohol and drug impaired laws.

- **Action Step 1.1:** Conduct high visibility enforcement programs including *CPSF* and the National Impaired Driving Crackdown

SHSP Impaired Driving Strategy 3: Conduct public awareness initiatives including education and media programs to reduce alcohol and drug impaired driving.

- **Action Step 3.1:** Conduct public awareness programs that support ongoing enforcement programs such as *CPSF*.

Evaluation: This project will provide analytic services to the Statewide Impaired Driving Program with its dual focus on enforcement and education. Process and impact measures will be tracked throughout the life of the project through the collection of citation data and a pre/post-survey. Analysis of crash trends will also occur over the lifetime of the project.

C. Regionally-Initiated Programs

On a regional level, state, local, and municipal partners implement grant-funded public information, education, outreach and training programs, diverse prevention strategies, special projects and events, and enforcement efforts that complement the Impaired Driving Program's Strategic Highway Safety Plan strategies and action steps. The Impaired Driving projects funded by the MHSO are representative of research-based countermeasures approved by the MHSO and recommended in the NHTSA "Countermeasures That Work" guide (2013 edition) and/or in the Highway Safety Guidelines. Enforcement strategies such as comprehensive DUI patrols, sobriety checkpoints, Project SOLO efforts, Cops in Shops, Party Dispersal, False ID enforcement, and Alcohol Vendor Compliance are among some of the enforcement strategies implemented by law enforcement partners across all jurisdictions. Examples of education, outreach and prevention programs implemented across the state include alternative transportation programs such as *SoberRide* and *Tipsy Taxi*, MADD's *The Power of Parents*, *Parents Who Host Lose the Most*, *Underage Drinking Tip Line*, *Every 15 Minutes*, *Mock Crashes at High Schools*, and *After-Prom* programs, and specialized law enforcement training, among other programs. For a detailed list of partner agencies, specific projects, project identifiers and grant funds expended locally, refer to the Impaired Driving cost summary in the Program Area Cost Summary Section of this HSP.

VI. Enforcement (for each Program Area with an Enforcement component)

The Maryland *CPSF* Enforcement Plan is based on crash and citation data, analyzed and mapped for state, county and municipal law enforcement agencies to target DUI enforcement operations in areas of high-risk. The following plan is intended to provide grant-funded overtime enforcement efforts with a framework for devising impaired driving enforcement efforts during high-visibility enforcement periods, as well as year round maintenance of effort guidelines. The statewide impaired driving enforcement plan provides guidelines and creates a process to enhance enforcement efforts in each county across the state, as well as encourages a pool of resources, both manpower and fiscal.

These criteria are directly tied to impaired driving grant funds and are monitored by the MHSO's network of Regional Traffic Safety Program Managers. Documentation of efforts is captured in quarterly grant reports and law enforcement logs, and on *CPSF* forms during the National Mobilizations. In addition, this plan allows for clear expectations and continuous follow-up with law enforcement partners relative to impaired driving initiatives statewide.

FFY 2014 Impaired Driving Enforcement Plan/Guidelines

Maryland's Impaired Driving Enforcement Plan is measured by county, therefore, coordinated efforts among local, municipal and state police agencies are strongly encouraged to meet these goals.

- ❑ Conduct nine impaired driving enforcement operation per Federal Fiscal Year (Checkpoints or Saturation Patrols, night-time enforcement emphasis, low manpower checkpoints encouraged).
 - Conduct one sobriety checkpoint per quarter.
 - Conduct at least one sobriety checkpoint during the two week national impaired driving mobilization (generally late-August through Labor Day and counts toward 4th quarter guideline).
 - Conduct at least one operation in conjunction with NHTSA Region III *CPSF* waves (4), generally during the months of Aug/Sept, October, November, and December.
- ❑ Nine operations per year is the minimum number of operations per FFY, with the goal of conducting no less than four sobriety checkpoints during the FFY.
- ❑ All operations will be supported by the Maryland State Police enforcement plan.

<u>Sobriety Checkpoints</u>	<u>Highly visible saturation patrols</u>
<ul style="list-style-type: none"> - Low man power checkpoints are highly encouraged. - Phantom checkpoints do not count but still a valuable tool and can be conducted. - Nighttime enforcement emphasis is critical. - Enforcement coupled with speed and seat belt enforcement as key factors allowable and highly encouraged. - DUI enforcement using channelization as an enforcement strategy and additional emphasis on seat belt observations is acceptable. - DUI enforcement using speed observation as an enforcement strategy is an acceptable practice to identify impaired drivers. 	<ul style="list-style-type: none"> - Saturation patrols should include no less than two (2) patrol cars in a county (saturation can occur on separate roadways when necessary). - MSP adheres to an internal policy for saturation patrols - Signage available (DUI Enf. Zone, magnets)

<p>– Data indicate that speed and non-seat belt use are key factors in identifying drunk drivers. Data by county relative to these factors is available.</p>	
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VII. National Mobilization Efforts

The Maryland Highway Safety Office will continue to be an active participant in NHTSA’s National Mobilizations in both August and November each year. Law enforcement efforts will be coordinated to support the national mobilizations through use of media, outreach, education and highly-visible enforcement efforts. Our enforcement plan directly addresses the need for collaboration during national mobilizations.

VIII. Program Cost Summary

A total of \$5,315,553 is obligated for Maryland’s Impaired Driving programs.

Jurisdiction	Section 410/405	Section 164	Section 402
Statewide	\$1,028,951	\$ 2,707,708	\$ 30,228
Local	\$ 348,897	\$ 1,187,519	\$ 12,250

For a full listing of each project, project identifier, fund, and amount obligated, please refer to the tables listed in the Program Area Cost Summary Section.

IX. Other Funding Sources

In addition to funding dedicated to traffic safety programs for Impaired Driving Prevention, funding is provided from other sources. The following is a brief list of those funding sources and the funds that will be used in achieving program area performance targets:

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Maryland State’s Attorney’s Association	State funds	Coordination of statewide efforts in the increase of prosecution and adjudication of DUI cases
Maryland Judicial Training Center	State funds	Coordination of statewide efforts related to training and education involving the prosecution and adjudication of DUI cases, and the promotion of increased specialized DUI Courts, and interaction with the judiciary
Maryland Motor Vehicle Administration	State funds	Responsible for the coordination of administrative sanctions, such as the suspension or revocation of an offender’s driver’s license; the management of the State Ignition Interlock Program, monitoring of Maryland graduated drivers licensing laws (GDL) and provisions associated with these laws, and the

FFY 2014 Maryland Highway Safety Plan

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
		Medical Advisory Board (MAB)
Office of Administrative Hearings (OAH) and courts in local jurisdictions	Jurisdiction, local and municipal funds	Support and maintenance of Hearings for the Opt-in option under points assignment associated with a DWI/DUI mandates for repeat offenders
Maryland State Police	State and federal funds	Support and continued maintenance of systems to support Maryland's citation system is also supported by State and local funds. Law enforcement agencies collect traffic safety information in the issuance of traffic violations (citations)
Department of Health and Mental Hygiene, Alcohol and Drug Abuse Administration (ADAA)	State funds and other solicited/awarded federal funding sources	Support to the Maryland Strategic Prevention Framework – inclusion of MSPF Coordinators on local highway safety task forces, the management team participates in coordinated meetings with the National Study Center and the MHSO to ensure cross pollination of efforts, data support and programmatic initiatives when possible

Maryland’s Occupant Protection Program (23 CFR1200.21)

I. Program Area Description

Maryland's Occupant Protection Program continues to be a highlight of traffic safety efforts throughout Maryland. Its marquee programs include the comprehensive support of the national C/OT Program, engaging enforcement in May and November enforcement-waves, coupled with a diverse media buy, a press event to launch the overall campaign, and seat belt observations modeled after the new national methodology. These surveys are a required component of the Occupant Protection Program and 405 funding criteria. In addition, seat belt messaging is paired with other program areas such as impaired or aggressive driving.

In its final and third year of a special demonstration project, Maryland will carryout its responsibilities as a Nighttime Seat Belt Enforcement Project state, coordinating and evaluating the enforcement outcomes of the nighttime enforcement efforts.

Boasting an overall safety belt use rate of 91.17 percent in 2012, Maryland continues to strive toward 100 percent safety belt use. Emphasis is placed through media on drivers in the 18 to 34 year old demographic and pick-up truck drivers. Maryland's statewide partners from all facets of the “Four E’s” (Engineering, Enforcement, Education, and EMS) are committed to educating the public on the benefits of properly using a safety belt, child safety restraints and aggressively enforcing Maryland's primary safety belt law. The program’s public information, education and media messages are two-fold, raising awareness about increased enforcement efforts and the importance of seat belt and child safety seat use. The overall campaign is supplemented with educational and incentive materials intended for the higher-risk populations that data shows are not wearing a seat belt or properly utilizing child safety seats.

Finally, local programing efforts are executed that include mock crashes, child safety seat inspections, *Every 15 Minutes*, high school prom events, and school presentations among other local initatives to ensure there is consistent exposure of the “Buckle Up” message.

II. Problem Identification/Needs Assessment

The state definition of an unrestrained⁷ occupant is someone under the age of 8 not being in a child safety seat and an occupant age 8 and over reported as wearing no restraint or utilizing the airbag only.

MAARS Unrestrained Occupant Data

	2007	2008	2009	2010	2011	5-Year Average	5-year % Change
Total of All Fatalities	177	166	146	132	145	153	-18.1
Total Number Injured	4,018	3,755	3,396	3,303	3,314	3,557	-17.5

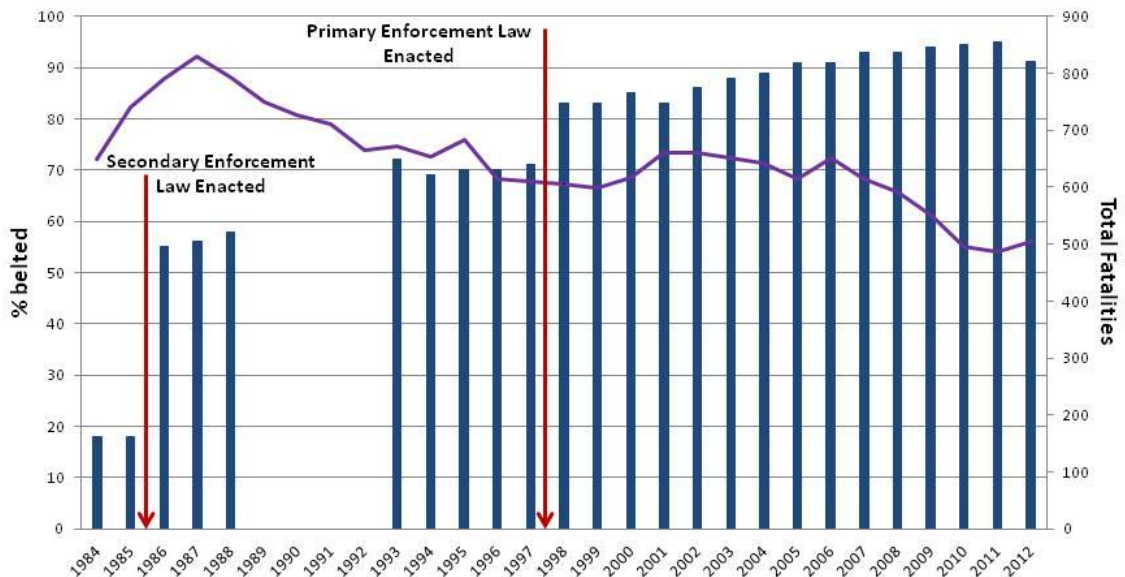
*Source: Maryland Automated Accident Reporting System (MAARS)

⁷ “unrestrained” and “unbelted” are synonymous in this report.

Over the past five years, an average of 153 people lost their lives and 3,557 were injured each year while not being properly restrained in a crash. This loss of life represents close to 28 percent of all of Maryland’s traffic fatalities. Despite the significant increase in seat belt use since the inception of the state’s primary seat belt use law, Maryland has a relatively high percentage of traffic fatalities that were not properly restrained.

In 2012, the observed statewide seat belt use in Maryland was 91.1 percent. The decrease in observed seat belt use between 2011 and 2012 is due to change in the methodology for observing usage (explained in the next section). Roughly 30 percent of driver and passenger fatalities were known to be unrestrained at the time of the crash. It is estimated that on average, proper use of a seat belt with airbags increases the chances of surviving a serious motor vehicle crash by as much as 50 percent in automobiles, and as much as 80 percent in crashes that result in the rollover of pickup trucks or SUVs.

Observed Belt Use in Maryland (front seat occupants only) and Total Fatalities 1984-2012



*observed belt use data not available for 1989-1992

Data obtained through the National Occupant Protection Use Survey - National Highway Traffic Safety Administration and Maryland State Police

From 2007 – 2011, 1,664 passenger vehicle fatalities occurred on Maryland roadways, 657 of which occurred at night.

NHTSA Observational Survey

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

Fourteen of Maryland’s twenty-three jurisdictions account for about 86 percent of the passenger vehicle crash-related fatalities according to FARS data averages for the period 2007 to 2009. Therefore, the MHSO’s new survey model employs 140 sites within 14 counties.

With the delays in approving the MHSO’s survey methodology, the ability to secure a contractor to conduct the surveys was pushed back until roughly September 2012. It should be noted that the new survey methodology is far more dependent upon secondary and local roads, and while likely more accurate in the actual use rate calculation, will produce results lower than historically seen in Maryland. In FFY 2013, the surveys are being conducted immediately following the *C/OT* wave, thereby giving a more consistent result with past seat belt surveys that have taken place in Maryland. The FFY 2014 surveys will occur in the same time period.

Overall results of the statewide study, following weighted adjustment by probability of road segment selection and proportion of jurisdictional level vehicle miles traveled (VMT), were as follows:

	All Vehicles			Passenger Cars/SUVs			Pick-up Trucks		
	N of Occupants	Usage Rate	SE	N of Occupants	Usage Rate	SE	N of Occupants	Usage Rate	SE
All Roadways	43,988	91.1 %	0.6 %	37,829	92.3 %	0.5 %	6,159	85.4 %	1.6 %
Primary Roads	17,678	96.9 %	0.3 %	15,712	97.3 %	0.3 %	1,966	93.6 %	0.9 %
Secondary Roads	23,372	87.2 %	0.9 %	19,532	89.1 %	0.8 %	3,840	79.1 %	2.3 %
Local Roads*	2,938	83.5 %	0.0 %	2,585	84.9 %	0.0 %	353	76.9 %	0.0 %

Citation Data

Maryland has three main seat belt and child passenger safety (CPS) laws; 1) TR 22.412.2D, which deals with child passenger safety, 2) TR 22.412.3B, which covers the mandatory use of seat belts by drivers and all passengers under the age of 16, and 3) TR 22.412.3C, which mandates that every passenger over the age of 16 must wear a seat belt while riding in a front, outboard seating position. A vast majority of \$25 offenses are prepaid, meaning that violators do not contest the citations in court.

Since 2008, more than 92,000 citations have been issued, on average, for OP and CPS-related offenses and the MHSO continues to vigorously promote the issuance of citations rather than warnings for all seat belt-related offenses. Citation reporting to MHSO is only requested of law enforcement partners during *C/OT* waves, although Maryland does not allocate funds to police agencies for specific seat belt enforcement. It should be noted that as of October 1, 2013, Maryland seat belt laws will be strengthened with an increased fine and coverage of rear-seat occupants by way of a secondary offense. The number of citations issued in Maryland after the enactment of the law are expected to show fluctuations and variations depending on drivers awareness of the laws and law enforcement focus on the enforcing the new laws.

Many law enforcement agencies have reported that officers and deputies are finding that fewer violations are observed, and this is consistent with Maryland's increase in the observed seat belt use rate. Regardless, throughout FFY 2014, agencies will be encouraged to continue being vigilant with regard to seat belt enforcement and emphasis will be placed on nighttime enforcement between the hours of 9:00 p.m. and 3:00 a.m.

Additional Maryland motor vehicle occupant restraint statistics are as follows:

- Backseat unrestrained⁸ occupants
 - For the years 2007–2011, there were a total of 68,151 backseat occupants of passenger vehicles involved in a reported crash in Maryland. Of these, there were 127 fatalities, 75 percent of which were reported to be unbelted. Additionally, there were 6,243 occupants who sustained a moderate or severe injury (KABCO 3 or 4). Those who were reported as unbelted were 67 percent more likely to sustain a moderate to fatal injury (KABCO 3, 4, or 5).
 - Belted drivers were 50 percent more likely to sustain a moderate to fatal injury (KABCO 3, 4, 5) as the result of a motor vehicle crash when the occupant seated directly behind them was unbelted as compared to drivers who were seated in front of a reportedly belted occupant (all crash configurations included).
- Frequency and injury severity of occupants in seating position 2 (middle front)
 - For the years 2007–2011, there were 1,613 occupants of passenger vehicles identified in seating position 2 (middle front). The majority (88 percent) were reported to be belted. Of the total, 132 were reported to have sustained a moderate to fatal injury. (Similarly, 88 percent of those injured were also reported to be belted.)
- Occupants with unknown seat belt status and their injury severity
 - In 2011, five percent (9,966) of passenger vehicle occupants had an unknown belt status on the crash report. Of those, six percent were reported to have sustained a moderate to fatal injury.
- Multiple citations issued for seatbelt violations
 - Between January 2007 and July 2012 there were approximately 344,000 drivers with a Maryland license who were issued a citation for violation of 22.412.2 or 22.412.3 (any paragraph). Twenty-four percent were issued seatbelt citations on at least two separate occasions. More than 10,000 drivers were issued a seatbelt citation on at least 4 different occasions.
- Occupant restraint question from the Maryland Annual Driving Survey (MADS, 2012)
 - Question reads: What is your level of support for making seat belt use mandatory in all vehicle seating positions (front seat and back seat)?
 - Very supportive 68 percent
 - Somewhat supportive 17 percent

⁸ Unrestrained is defined as safety equipment use reported as 'None' or 'Airbag only'. Missing and unknown values were excluded.

- Not very supportive 6 percent
- Not supportive at all 6 percent
- Undecided 2 percent

III. Objectives/Relation to Strategic Highway Safety Plan

The following objectives were calculated using the methodology explained in the Introduction/Statewide section.

Unrestrained Occupants

Fatality Objective: Reduce the annual number of unrestrained occupant fatalities on all roads in Maryland from 166 in 2008 to fewer than 133 by December 31, 2015 (19.8 percent reduction).

Injury Objective: Reduce the annual number of unrestrained occupant injuries⁹ on all roads in Maryland from 3,755 in 2008 to fewer than 3,123 by December 31, 2015 (16.8 percent reduction).

Occupant Protection (Unrestrained Occupants) Interim Goals

	2011	2012	2013	2014	2015
Fatalities	151	146	142	137	133
Total Injuries	3,470	3,379	3,292	3,206	3,123

In 2011, MAARS reported 145 unrestrained occupant fatalities. This figure is higher than the 2010 figure (n=132); *Maryland has achieved the interim goals* and is progressing towards the 2015 goal.

In 2011, MAARS reported 3,314 unrestrained occupant injuries. This figure is slightly higher than the 2010 figure (n=3,303); *Maryland has achieved the interim goals* and is progressing towards the 2015 goal.

IV. Past Performance

In late 2012, seat belt observation surveys were finalized for the entire state of Maryland. The state achieved a seat belt use rate of 91.17 percent, which was slightly more than a three percent drop from the previous year. The number of survey sites increased from 78 to 140, and the number of counties/jurisdictions involved increased from 11 to 14, and both changes contributed to the decline in the seat belt use rate. Clearly, increasing the use among all passengers is a major concern, and will be addressed in FFY 2014.

More than 20 million total impressions were achieved on media purchases for *C/IOT* in FFY 2012. For radio, the campaign provided an average 82 percent reach and delivered at least 210 average weekly Gross Rating Points (GRPs) over the 3.5 week flight period. The cable

⁹ Injuries include all persons reported to suffer an injury of level 2 (injured), 3 (non-incapacitating injury), or 4 (incapacitating injury) on the KABCO scale on the police crash report.

television flight period provided at least a 78 percent reach and delivered more than 120 average weekly GRPs.

In FFY 2011, Maryland entered into a three-year, \$900,000 cooperative agreement with NHTSA to conduct nighttime seat belt enforcement with a goal of determining characteristics of unbelted nighttime drivers. The November 2013 enforcement wave, which is part of FFY 2014 funding, will be the final period of enforcement in this project.

More than 76,700 CPS messages were given to caregivers of children. The MHSO and its grantees also provided, or assisted with, the training of 253 child passenger safety technicians. In addition, 559 car seats were loaned to families throughout the state.

V. Countermeasures/Identified Evaluation Method(s)/Details

A. MHSO-Initiated Programs

1. **Program Title:** Maryland Highway Safety Office- Occupant Protection/Child Passenger Safety Program

Project #: 2014-079

Total Cost/Funding Source: \$476,000/ Section 402 & 403

Activity Title: Seat Belt Observational Surveys

Activity Overview: The National Study Center of Trauma and EMS at the University of Maryland, Baltimore conducted a comprehensive study of seat belt usage in the state of Maryland in the autumn of 2013. A similar data collection practice was utilized in previous years. Occupant data were collected on those vehicles meeting specified weight and size requirements, traveling on primary or interstate roadways, secondary or arterial roadways and local roads. A contractor assisted in observational data collection at approximately 140 sites across the state. Seat belt usage data were collected on drivers and front seat outboard passengers within the vehicles.

Survey selection is based on data from the Fatality Analysis Reporting System (FARS). The data are used to determine the average number of crash-related fatalities per jurisdiction. Maryland is composed of 23 counties and Baltimore City. As was determined in 2013, all 24 jurisdictions will be ranked in descending order based on the average number of motor vehicle crash-related fatalities for the period of 2007 to 2009. This ranking system then serves as the sample population for the surveys.

Countermeasure Selection:

- **Research-based**
- **Uniform Guidelines**

Summary of Research to Validate Implementation: Research has shown that seat belt use is a proven effect countermeasure as a means in reducing traffic injuries and fatalities. The method of observing individual's behaviors while driving, specifically their use of seat belts, has been proven as an effective measure of monitoring and evaluating the usage rate in a state.

SHSP Strategy 1: To expand and refine *Click it or Ticket* & Law Enforcement Challenge.

- **Action Step 1.1:** Identify populations with lower seat belt use rates.

Evaluation: Usage rates will be determined for the state as well as rates for each of the state's 24 jurisdictions. A comprehensive report will be prepared sharing detailed information on the methodology as well as results.

Activity: *Click it or Ticket* and Nighttime Seat Belt Media Project

Activity Overview: Maryland participates in and sponsors numerous public outreach, education and media activities related to seat belt safety throughout the year. The national NHTSA-sponsored *CLOT* campaign is the primary program in which the state participates during the May and November national mobilizations, in addition to the *National Child Passenger Safety Week*, and the *Buckle Up for a Buck* partner supported initiative, that serve as complementary awareness programs.

In early FFY 2012, the MHSO was awarded a three year, special nighttime demonstration grant through the NHTSA. In combination with the annual *CLOT* campaign, in FFY 2014, the MHSO will coordinate aggressive nighttime enforcement of Maryland's OP laws, supported by a mass media effort. Significant media will be purchased in the Baltimore and Washington metropolitan areas, with special emphasis placed on the jurisdictions directly participating in this paid enforcement effort. The media plan will include use of television and radio mediums, outdoor advertising, grassroots education programs, an internet and online social media approach, and additional unconventional approaches such as gas pump tops. Both the *CLOT* and nighttime media campaign will be evaluated using a pre- and post survey tool for evaluation purposes.

In FFY 2014, the MHSO will seek to achieve 35 million impressions through media advertising. Consistent with national trends, the MHSO targets media buying to the 18-44 year old male demographic, with a secondary message adaptation for both African American and Hispanic audiences. Maryland will also develop new resources (print and electronic) to support the new statewide seat belt law for both law enforcement and the motoring public.

Countermeasure Selection:

- **Countermeasures That Work – Seat Belts and Child Restraints**
 - Communications and Outreach Supporting Enforcement *****
- **Research-based**
- **Uniform Guidelines**

Summary of Research to Validate Implementation: *CLOT* is a nationwide publicity and enforcement program specifically targeting seat belt use with the intent of influencing individual's behavior to increase seat belt usage rates within states. A specific mobilization is implemented where upon social norms messaging is utilized and

enforcement tactics are deployed during a two-week enforcement blitz, running from the middle of May through the Memorial Day holiday, ending on June 1st. According to NHTSA and other evaluators the *C/OT* effort has been proven effective in increasing seat belt usage rates (Solomon et al., 2003).

SHSP Strategy 1: To expand and refine *C/OT* & Law Enforcement Challenge

- **Action Step 1.1:** Identify populations with lower seat belt use rates.
- **Action Step 1.2:** Conduct community-based outreach to identified populations
- **Action Step 1.3:** Develop and implement a media-based targeted education program
- **Action Step 1.4:** Recruit and retain law enforcement participation in *C/OT* campaign

Evaluation: Evaluation for this project includes process level indicators; number of materials distributed, number of media hits obtained, number of people in media audience reached, number of contacts made and number of press releases distributed. Impact evaluation includes the use of pre- and post-campaign surveys whereupon respondents' knowledge, attitudes and behavioral responses are assessed and a report prepared.

Activity Title: Occupant Protection/CPS Material

Activity Overview: Funds will be utilized to produce and print educational brochures and other print materials to target groups that are at-risk of lower seat belt use, including but not limited to pick-up truck drivers, teens, African Americans, and Hispanics. Materials will also be produced to enhance the ongoing *C/OT* enforcement campaign as well as child passenger safety.

Countermeasure Selection:

- **Research-based**
- **Uniform Guidelines**

Summary of Research to Validate Implementation: Research has shown that seat belt use is a proven effect countermeasure as a means in reducing traffic injuries and fatalities. The material will support CPS and *C/OT* campaigns. *C/OT* is a nationwide publicity and enforcement program specifically targeting seat belt use with the intent of influencing individual's behavior to increase seat belt usage rates within states.

SHSP Strategy 1: To expand and refine *Click it or Ticket* & Law Enforcement Challenge.

- **Action Step 1.1:** Identify populations with lower seat belt use rates.

Evaluation: Materials will be created and distributed to the general public. Distribution will be tracked through the MHSO and its partners.

Activity Title: MVA Surveys – Nighttime Seat Belt Project

Activity Overview: Surveys are conducted prior to and immediately following the nighttime seat belt enforcement project waves. A contractor is secured per the NHTSA requirement to complete the surveys at 5 MVA locations throughout the state. A total of 1200 surveys will be collected to fulfill the requirements of the NHTSA grant.

Countermeasure Selection:

- **Research-based**
- **Uniform Guidelines**

Summary of Research to Validate Implementation: Research has shown that seat belt use is a proven effect countermeasure as a means in reducing traffic injuries and fatalities. These surveys will provide the MHSO and NHTSA researchers with valuable data concerning drivers' knowledge, attitudes and awareness regarding seat belt use, Maryland's laws, and the *CLOT/NTSB* campaign.

SHSP Strategy 1: To expand and refine *Click it or Ticket* & Law Enforcement Challenge.

- **Action Step 1.1:** Identify populations with lower seat belt use rates.

Evaluation: Materials will be created and distributed to the general public. Distribution will be tracked through the MHSO and its partners.

B. Partner-Initiated Programs**1. Program Title: Maryland Department of Health and Mental Hygiene - Kids in Safety Seats**

Project #: 2014-012

Total Cost/Funding Source: \$199,285/Section 405

Problem ID: According to "Injuries in Maryland 2010," motor vehicle incidents were the fourth leading cause of injury-related emergency room visits for children 0–4 years old and second leading cause for children 5–14 years old; the second leading cause for hospitalization among children 5–14 years old; and the leading cause of injury-related death for children 5–14 years old. According to the CODES project, in 2011, 22 percent of the children 0–4 years old injured during a crash were incorrectly restrained or unrestrained; 68 percent of children 5–9 years old were injured while riding restrained, but not in a child safety seat, or were unrestrained during the crash ("unknown" and "other" numbers were not included.) Also in 2011, three unrestrained children from 0–9 years (where restraint use is known), were killed in a crash. While car or booster seat

usage rates are not quantified in Maryland, misuse rates can be summarized through car seat inspection events. In 2012, Maryland averaged an 82 percent misuse rate.

Project Overview: The MHSO will award grant funds to the Maryland Department of Health and Mental Hygiene's *Kids in Safety Seats* program for FFY 2014. This grant project is primarily intended to allow for the successful execution of Maryland's network of CPS technicians, as well as a child safety seat loaner program. In FFY 2014, Kids In Safety Seats (KISS) will:

- promote child passenger safety (best practice and Maryland law) to care providers of children 0–8 years old;
- utilize media campaigns, an 800-helpline, a web site and dedicated e-mail address to provide direct public education as well as provide technical assistance;
- conduct child passenger safety technician certifications, technical trainings, presentations; and
- provide resources to any Maryland resident charged with the responsibility of transporting infants and children.

The target audience for this grant will include parents/care givers, childcare providers, fire, emergency medical and health professionals, law enforcement officials, safety advocates/coalitions and others involved with young children. *KISS* will also oversee a network of traditional and special needs car seat loaner programs which are located throughout Maryland. In addition, Child Passenger Safety (CPS) technician training will be conducted throughout the state to maintain or increase the number of technicians available for car seat checks. *KISS* anticipates fielding approximately 2,500 public contacts through these resources. The organization will also be tasked with making more than 35 public presentations and/or appearing at child safety-related events.

Countermeasure Selection:

- **Countermeasures That Work – Seat Belts and Child Restraints**
 - Child Restraint Distribution Programs **
 - Inspection Stations **
 - Communications and Outreach Strategies for Booster Seat Use **
 - Communications and Outreach Strategies for Older Children ***

Summary of Research to Validate Implementation: Child passenger safety (CPS) programs have been evaluated as far back as 1990. Typical programs have included the enforcement of state laws as well as proper installation of CPS seats including infant seats and booster seats. Studies have proven through effective educational outreach programs the use of these CPS devices can improve usage by almost 29 - 39 percent (Gunn et al., 2007). In addition, effective implementation positively impacts crash outcomes; showing a decrease in injuries and fatalities for this population (Eichelberger, et al. 2012).

SHSP Strategy 3: Increase the awareness of child passenger safety best practice recommendations for infants, children, and pre-drivers (up to age 16).

- **Action Step 3.1:** Collect pre- and post-best practice recommendation

knowledge.

- **Action Step 3.2:** Develop and implement a culturally relevant public information and education campaign aimed at the caregivers of infants and young children.
- **Action Step 3.3:** Develop and implement a culturally relevant public information and education campaign aimed at the caregivers of school age children.
- **Action Step 3.4:** Develop and implement a culturally relevant public information and education campaign aimed at the caregivers of pre-drivers.
- **Action Step 3.5:** Implement training and continuing education to maintain the CPST (Child Passenger Safety Technicians) resource for the state of Maryland.

Evaluation: Proven process and impact measures have been incorporated into this program including: numbers of technicians successfully trained, number of CPS events held, numbers of media contacts made, and numbers of messages prepared.

2. Program Title: *Maryland Institute for Emergency Medical Services Systems (MIEMSS) - Child Passenger Safety & Occupant Protection Healthcare Project*

Project #: 2014-003/ Section 405

Total Cost/Funding Source: \$47,500/Section 405

Problem Identification: Correct restraint use reduces risk of fatal injuries—seat belts: 45 percent reduction; safety seats: 54–71 percent. Nationally, 13,000 lives were saved in 2009 from restraint use. Parents report doctors are a primary way to learn CPS (AAA); studies show most doctors have poor knowledge of CPS; 1/3 of ED doctors don't know of CPS resources. According to "Injuries in Maryland 2010," motor vehicle incidents were the fourth leading cause of injury-related emergency room visits for children 0–4 years old and second leading cause for children 5–14 years old; the second leading cause for hospitalization among children 5–14 years old; and the leading cause of injury-related death for children 5–14 years old. According to the CODES project, in 2011, 22 percent of the children 0–4 years old injured during a crash were incorrectly restrained or unrestrained; 68 percent of children 5–9 years old were injured while riding restrained, but not in a child safety seat, or were unrestrained during the crash. Car seat usage rates are not quantified but misuse rates can be summarized through inspection events— Maryland averaged an 82 percent misuse rate.

Project Overview: This project will focus on occupant protection (OP) awareness programming in Maryland by improving car seat use among children, seatbelt use among youth and adults, and guide occupant protection education measures taken by healthcare and EMS personnel. The primary strategy is dissemination of up-to-date OP & CPS information through: 1) interactive educational displays at state & local EMS and emergency department conferences; 2) education of primary and acute care providers via conference calls, outreach and workshops; 3) providing special needs restraint car seats to hospitals to loan to parents in exchange for staff getting trained in CPS and

following best practice guidelines; 4) updating/creating public & patient education materials that reflect best practice and MD law; 5) creating, implementing and evaluating OP educational programs for nurses to teach to youth (pre-drivers) to be make safe choices when in vehicles.

Countermeasure Selection:

- **Countermeasures That Work – Seat Belts and Child Restraints**
 - Child Restraint Distribution Programs **
 - Inspection Stations **
 - Communications and Outreach Strategies for Booster Seat Use **

Summary of Research to Validate Implementation: Child passenger safety (CPS) programs have been evaluated as far back as 1990. Typical programs have included the enforcement of state laws as well as proper installation of CPS seats including infant seats and booster seats. Studies have proven through effective educational outreach programs the use of these CPS devices can improve usage by almost 29 - 39 percent (Gunn et al., 2007). In addition, effective implementation positively impacts crash outcomes; showing a decrease in injuries and fatalities for this population (Eichelberger, et al. 2012).

SHSP Strategy 3: Increase the awareness of child passenger safety best practice recommendations for infants, children, and pre-drivers (up to age 16).

- **Action Step 3.1:** Collect pre- and post-best practice recommendation knowledge.
- **Action Step 3.2:** Develop and implement a culturally relevant public information and education campaign aimed at the caregivers of infants and young children.
- **Action Step 3.3:** Develop and implement a culturally relevant public information and education campaign aimed at the caregivers of school age children.

Evaluation: Proven process and impact measures have been incorporated into this program including: number of technicians successfully trained, numbers of CPS events held, number of media contacts made, and number of messages prepared.

C. Regionally-Initiated Programs

1. **Program Title:** Nighttime Seat Belt Enforcement Project

Project #: 2014-079,010,039,005,025,088,049 and 053

Total Cost/Funding Source: \$61,284/ Section 403

Project Overview: Maryland participates in a multi-year demonstration project which identifies characteristics of unbelted drivers at night. While Maryland law enforcement agencies do not request overtime funding for seatbelt enforcement operations, eight specific agencies in five counties, have been identified to participate in the Nighttime

Enforcement Pilot Project. The participating agencies will conduct and report on their enforcement activities. The data collected will be used to identify the characteristics of high risk drivers, build upon the knowledge from the project, as well as develop future projects as a result of the findings. Likewise, the project will validate if high visibility enforcement at night, in a primary state such as Maryland, with belt use above 90 percent, can impact the behavior of these high risk drivers and develop effective countermeasures to reduce unrestrained fatalities.

Countermeasure Selection:

- **Countermeasures That Work – Seat Belts and Child Restraints**
 - Combined Enforcement, Nighttime ****
- **Research-based**
- **Uniform Guidelines**

Summary of Research to Validate Implementation: In a July 2010 report, The National Highway Traffic Safety Administration (NHTSA) reported "seat belt use among fatally injured occupants was lower at night (9 p.m.-3:59 a.m.) than during the day. On average, nighttime use was 18 percentage points lower than daytime belt use. Results indicated that groups with lower seat belt use both day and night were: males; younger occupants; pickup truck occupants; residents of secondary enforcement law states; occupants traveling in rural areas; occupants killed on local roads; occupants killed on weekends; drivers with crashes and violations on their records; drivers likely accountable (or "at fault") in the crash; and drivers with high blood alcohol concentrations (BAC). Alcohol-impaired drivers comprised more than two-thirds of fatally injured drivers killed at night, and only 26 percent of these drivers were belted at night. The categories of fatally injured occupants who showed the greatest discrepancy in day and night seat belt use included: occupants 45 and older, those on interstate roads, car occupants, and drivers with clean records."

Washington State, through their evaluation of the first year of the Washington Nighttime Seat Belt Enforcement Program, recently found that "the pattern of results was virtually uniform for all traffic and criminal offenses. In general, unbelted drivers at night had the worst (criminal) records followed by belted drivers at night, unbelted drivers during the day, and belted drivers during the day.

Through this study, Maryland is undertaking a similar initiative as that of Washington State. Maryland will aim to correlate seat belt use violations with other high risk behaviors captured within criminal records.

SHSP Strategy 2: Conduct a year round nighttime seatbelt enforcement and education program.

- **Action Step 2.1:** Identify and analyze data about nighttime seatbelt use, e.g., location of crashes, place of residence, demographics, etc.
- **Action Step 2.2:** Identify proven effective strategies (both in Maryland and nationwide) to increase nighttime enforcement year-round.

Evaluation:

A comprehensive evaluation will be conducted for this project that will include the following:

- Participants will be selected based on inclusion criteria of citation data;
- A comparative group will be randomly selected from those excluded from the citation data criteria;
- Selected participants will be crossed through the LexisNexis database to determine criminal background; and
- Full analysis of findings will be conducted to determine if there is a correlation between those receiving seat belt citations and other high risk behaviors that would be shown on a criminal background report.

Data will be analyzed dating back to 2009. Future data will be analyzed as soon as it is made available by the agencies for the duration of the study.

2. Other Regionally-Initiated Projects

Throughout the RTSPs in each county, state, local, and municipal partners implement grant funded public information, education, outreach and training programs, diverse prevention strategies, special projects and events, and enforcement efforts that complement the Occupant Protection Program's SHSP strategies and action steps. The Occupant Protection projects funded by the MHSO are representative of research-based countermeasures approved by the MHSO and recommended in the NHTSA "Countermeasures That Work" guide (2013 edition) and/or in the Highway Safety Guidelines. Enforcement strategies such as comprehensive traffic patrols, vehicle channelization, nighttime seat belt efforts, and child passenger safety seat enforcement are among some of the strategies implemented by law enforcement partners statewide. Examples of education, outreach and prevention programs implemented across the state include Buckle Up for a Buck, Car Seat Loaner and Inspection programs, and Tween Education programs, all in coordination with and complementary to the state's *Click it or Ticket* campaign and Child Passenger Safety Week, among other programs. For a detailed list of partner agencies, specific projects, project identifiers, and grant funds expended locally, refer to the Occupant Protection, Child Passenger Safety, and Nighttime Seat Belt Demonstration Program cost summary in the Program Area Cost Summary Section of this HSP.

VI. Enforcement (for each Program Area with an Enforcement component)

Law enforcement across Maryland will conduct seat belt enforcement by way of enforcement zones and channelizations, as well as dedicated seat belt enforcement patrols. Historically, approximately 20 percent of total seat belt-related citations are written during the month of May in direct correlation to the *C/OT* campaign. Due to a change in methodology required by the federal government in 2012, Maryland's seat belt use rate decreased from the year prior. In

previous years the MHSO tracked compliance at 78 sites, however, this new model now conducts observations at 140 sites. Many of the new sites are on local and secondary roads, where compliance is typically lower, which partially explains the marginally lower rate for 2012. The new methodology is intended to more accurately measure overall compliance, enabling Maryland to better focus enforcement and education efforts.

Currently, Maryland has a 91.17 percent use rate as observed in 2012. A great deal of the success the state has enjoyed as a “High Use Rate State” comes as a result of extensive participation by Maryland law enforcement in the highly-visible enforcement and media campaign. In fact, Maryland’s Law Enforcement Challenge (LEC) places a great deal of emphasis on *C/IOT*, with enforcement being required as a component of overall participation in the LEC to document its efforts. This added law enforcement incentive to receive recognition, has served Maryland well in its effort to maintain and increase seat belt use.

2014 Maryland C/IOT Planning Calendar: Enforcement, Media & Surveys

Wave Dates	Activity
Nov – December 2014	Campaign Pre-planning: Data Collection/Market Research for both the May and November efforts in FFY 2014
May 5 – June 12, 2014	Media: <i>C/IOT</i> ; Paid and Earned
May 19 – June 1, 2014	Enforcement Period: <i>C/IOT</i> ; nighttime enforcement period around Memorial Day holiday
May 12 – 16, 2014	Media: <i>C/IOT</i> press event; date and speakers TBD
June 1-30 2014	Survey: Seat Belt Observation Survey
June 2014	Media: Seat belt message included with media for <i>Smooth Operator</i> , and <i>Distracted Driving</i> message Campaign Pre-planning: November C/IOT campaign
July 2014	Media: Seat belt message included with paid media for <i>Smooth Operator</i> , aggressive driving prevention campaign and <i>Distracted Driving</i> message
August 1, 2014	Media: Press release and media announcement will be issued to announce the state use rate and enforcement data (citations and warnings issues); goal is to achieve broadcast through the Governor’s Office and to report data to NHTSA.
August 2014	Media: Seat belt message included with paid media for <i>Smooth Operator</i> , aggressive driving prevention campaign and <i>Toward Zero Deaths</i> philosophy
August – September, 2014	Media: Seat belt messaging included as a component of paid <i>Drive Sober or Get Pulled Over & CPSF</i> DUI prevention campaigns
September 2014	Media: Seat belt message included with paid media for <i>Smooth Operator</i> , aggressive driving prevention campaign and <i>Distracted Driving</i> message, establishing VMS messaging statewide
FFY 2015: November 2014	Media: <i>C/IOT</i> ; Paid and Earned
FFY 2015: November 2014	Enforcement Period: <i>C/IOT</i> ; emphasis on nighttime enforcement

VII. National Mobilization Efforts

CLOT is the most successful seat belt enforcement campaign, helping to increase Maryland’s seat belt usage rate through media and grass roots education programs and enforcement. The cornerstone of NHTSA’s seat belt communications program is the National *CLOT* Mobilization, which serves as a cornerstone enforcement effort statewide in Maryland. The primary audience for the *CLOT* campaign is men ages 18 to 44, which research shows are less likely to wear seat belts. Every year during the months of May and November, law enforcement agencies join forces day and night, for an enforcement blitz that delivers the *CLOT, Day and Night* message. The mobilization is supported by national and local paid advertising and earned media campaigns and a blitz of enforcement statewide.

VIII. Program Cost Summary

A total of \$810,290 is obligated for Maryland’s Occupant Protection programs.

Jurisdiction	Section 402	Section 405	Section 403
Statewide	\$ 0	\$ 564,285	\$ 66,056
Local	\$ 120,665	\$ 0	\$ 59,284

For a full listing of each project, project identifier, fund, and amount obligated, please refer to the tables listed in the Program Area Cost Summary Section.

IX. Other Funding Sources

In addition to funding dedicated to traffic safety programs for Occupant Protection, funding is provided from other sources. The following is a brief list of those funding sources and the funds will be used in achieving program area performance targets:

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Maryland State Police, Maryland Transportation Authority, local jurisdiction, and municipal law enforcement agencies – Enforcement Mobilization Projects	State, local and municipal funds	Maryland State Police, Maryland Transportation Authority, local jurisdiction, and municipal funding for regular duty pay/benefits, office space, supplies and equipment, court overtime, vehicles and vehicle use on state, local and municipal roadways. In addition these groups provide support to the Child Passenger Safety fitting stations throughout the state by certifying officers to be CPS Technicians
Maryland Safe Kids	National Safe Kids funds	Child Passenger Safety activities, including provision of child safety seats for under-privileged population

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Maryland Department of Health and Mental Hygiene	State funds	Provide outreach for occupant protection awareness and the statewide <i>C/OT</i> campaign, and staff and maintain CPS fitting stations statewide
Maryland Department of Health and Mental Hygiene – Kids in Safety Seats	State funds	Administrative, technical, and programmatic support to the Maryland KISS program, as well as support education efforts to increase the correct use of seat belts, educate parents about the correct use of child safety seats, and to promote child passenger safety fitting stations
Maryland Institute for Emergency Medical Services Systems (MIEMSS)	State funds	Provide outreach for occupant protection issues and the statewide <i>C/OT</i> effort
Maryland Fire and EMS stations	Jurisdiction specific, local and municipal funds	Provide outreach for occupant protection issues and the statewide <i>C/OT</i> effort and on-going CPS fitting stations

X. Other Relevant Program Area Information

a. Child Restraint Inspection Station Network

MAP-21 requires states to have “an active network of child restraint inspection stations” throughout the state. While MAP-21 does not define “active network,” the IFR specifies that an “active network” is one where inspection stations are located in areas that service the majority of the state’s population and show evidence of outreach to underserved areas. The MHSO used the most recent national census (currently 2010) data to validate the state’s child restraint inspection stations that are representative of a majority of the population. In addition, the Maryland stations are staffed by nationally certified Child Passenger Safety technicians during posted working hours. It is permissible for the state to have one technician responsible for more than one inspection station. (23 CFR 1200.21(d)(3))

According to 2010 Census Data, more than 3.7 million people live in the Baltimore and Washington metropolitan regions of Maryland, representing more than 80 percent of Maryland’s population. The metropolitan region includes the following counties/municipalities:

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

Maryland coordinates regular fitting stations in each of these jurisdictions, with the exception of Harford County. In addition to the stations in the Baltimore/Washington metropolitan areas, regular fitting and inspection stations are established in every county throughout Southern Maryland and in some counties of the Eastern Shore. Some locations host monthly events and inspections are also scheduled around the state by appointment.

Current public access information, location and hours of operation, for these inspection stations can be found on the following websites:

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

The list of regular child passenger safety seat fitting stations, not including special events are listed below:

- **Anne Arundel County**
 - Anne Arundel CPS Team
 - Every other month; by appointment at Fitzgerald auto dealerships and Anne Arundel Community College
 - Rotating locations
- **Baltimore City**
 - KISS
 - By appointment
 - 4th Tuesday of every month
 - Department of Health and Mental Hygiene
 - Safe Kids Baltimore City
 - By appointment
 - 1st Monday of every month
 - Hillen Street Fire Station
 - Johns Hopkins
 - By appointment
 - Weekly
 - Johns Hopkins Hospital
- **Baltimore County**
 - CPS Team
 - By appointment
 - 3rd Wednesday of every month
 - Rotating locations
 - Greater Baltimore Medical Center
 - By appointment

- Evenings throughout the month
- Greater Baltimore Medical Center

- **Calvert County**
 - Calvert County Sheriff's Office
 - By appointment
 - Calvert County Sheriff's Office

- **Carroll County**
 - Safe Kids Carroll County
 - By appointment
 - Weekly; rotating days
 - Rotating locations

- **Charles County**
 - Charles County CPS Team
 - Every other month
 - Random locations

- **Frederick County**
 - Safe Kids Frederick County
 - By appointment
 - Frederick County Fire and Rescue Services

- **Howard County**
 - Safe Kids Howard County
 - By appointment
 - 3rd Tuesday of Every Month
 - Fifth District Volunteer Fire Department

- **Montgomery County**
 - Fitzgerald Auto Mall
 - By appointment
 - Weekly; standardized days of week at specific locations
 - Fitzgerald Automall

- **Prince George's County**
 - Price George's County Police Department/Fire and Rescue
 - Every other month
 - Various locations/dates/times

 - Southern Maryland Hospital
 - March - November
 - By appointment
 - 3rd Saturday of every month
 - Southern Maryland Hospital

- **St. Mary's County**
 - Health Connections
 - By appointment and monthly
 - St Mary's Hospital

- **Wicomico County**
 - Safe Kids Lower Shore Coalition
 - Every other month
 - Rotating location

 - Wicomico County Health Department
 - By appointment as needed
 - Wicomico County Health Department

b. Child Passenger Safety Technicians

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

Maryland coordinates the recruitment, retention, and training of the state's CPS technicians through a grant with the Maryland Department of Health and Mental Hygiene's Kids in Safety Seats (KISS). As a component of this project, KISS coordinates the following:

- scheduling or assisting with 12 national child passenger safety certification courses throughout Maryland;
- scheduling four CEU trainings;
- scheduling one annual Renewal Course;
- scheduling one statewide instructor update;
- scheduling one Special Needs Training;
- maintaining technician re-certification above 50 percent among those eligible to re-certify; and
- enabling technicians to enter sign-offs/CEU information at events.

These activities are conducted statewide and as of February, 2013, Maryland will have an active roster of more than 500 technicians and inspection personnel.

Maryland's goal is to continue to serve a vast majority of the population with technicians and inspection stations in each county. The following table lists the current CPS Technicians throughout the State of Maryland:

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
NAKIA	ABRAMS	JOHNS HOPKINS HEALTHCARE LLC	BALTIMORE	Baltimore City	2/10/2013	2/9/2015	Certified
Bill	Adams	MIEMSS	Baltimore	Baltimore City	8/20/2011	8/19/2013	Certified
Chris	Ahlburn	Wicomico County Health Dept.	Salisbury	Wicomico	11/6/2011	11/5/2013	Certified
Jimmy	Ahn	MNC Park Police	Silver Spring	Montgomery	8/1/2011	7/31/2013	Certified
Mary	Alexander	Mount Airy Volunteer Fire Company	Mount Airy	Carroll	10/6/2011	10/5/2013	Certified
Steve	Allen		Bowie	Prince Georges	7/29/2011	7/28/2013	Certified
Katherine	Almassy	Civista Medical Center	Bryantown	Charles	12/6/2012	12/5/2014	Certified
Antonia	Anders	Family Partnership of Frederick County	Frederick	Frederick	6/24/2011	6/23/2013	Certified
Cheryl	Andrews	University of Maryland Medical System	Baltimore	Baltimore City	4/2/2011	4/1/2013	Certified
Roberta	Andrews	Fitzgerald Auto Malls	Kensington	Montgomery	10/19/2011	10/18/2013	Certified
Susan	Angell		Preston	Caroline	11/6/2011	11/5/2013	Certified
Mary-Katherine	Anelli	Ellicott City Volunteer Fire Department	Gwynn Oak	Baltimore City	10/4/2012	10/3/2014	Certified
Felix	Appiah	Maryland State Police	Jessup	Anne Arundel	3/15/2012	3/14/2014	Certified
DuJuan	Artis	DHMH	Baltimore	Baltimore City	11/16/2012	11/15/2014	Certified
Shantell	Ashford	Montgomery County Fire and Rescue Service	Bowie	Prince Georges	4/25/2012	4/24/2014	Certified
Pamela	Austin	Southern Maryland Hospital Center	Upper Marlboro	Prince Georges	4/2/2013	4/1/2015	Certified
Sean	Babcock	Prince George's County Police Department	Palmer Park	Prince Georges	9/19/2011	9/18/2013	Certified
Shaun	Bagley	Fort Meade Fire & Emergency Services	Grasonville	Queen Annes	11/8/2012	11/7/2014	Certified
Mary	Bair	Southern Md Hospital Center	Fort Washington	Prince Georges	4/2/2011	4/1/2013	Certified
David	Baker	MPDC - 2D	Dunkirk	Calvert	8/21/2011	8/20/2013	Certified
Eric	Baker	Salisbury Police Department	Salisbury	Wicomico	4/30/2012	4/29/2014	Certified
Len	Baker	Fitzgerald Auto Malls	North Bethesda	Montgomery	3/15/2012	3/14/2014	Certified
David	Banning	Fitzgerald Auto Malls	Annapolis	Anne Arundel	11/16/2012	11/15/2014	Certified
Susan	Barton	Fitzgerald Automotive	Gaithersburg	Montgomery	6/29/2012	6/28/2014	Certified
Richard	Bauer		Knoxville	Frederick	3/15/2012	3/14/2014	Certified
Jennifer	Bautista	Self	Gaithersburg	Montgomery	6/28/2012	6/27/2014	Certified
William	Bayles	Montgomery County Fire & Rescue	Laurel	Prince	5/7/2012	5/6/2014	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
				Georges			
Justin	Beam	Fitzgerald Auto Malls	Annapolis	Anne Arundel	8/21/2011	8/20/2013	Certified
Matt	Beam	Fitzgerald auto mall Annapolis	Annapolis	Anne Arundel	2/22/2012	2/21/2014	Certified
Melissa	Beasley	Mt Washington Pediatric Hospital	Baltimore	Baltimore City	4/29/2012	4/28/2014	Certified
Carla	Benjamin	Kimbrough Ambulatory Care Center	Fort Meade	Anne Arundel	12/23/2012	12/22/2014	Certified
Ryan	Bentz	Fitzgerald Auto Mall	Frederick	Frederick	5/21/2011	5/20/2013	Certified
Joanna	Bevan	University of Maryland Medical Center	Pikesville	Baltimore City	5/17/2011	5/16/2013	Certified
Joyce	Bilbrough	Maryland State Police- Centreville Barrack	Centreville	Queen Annes	4/28/2012	4/27/2014	Certified
Anthony	Bingham	MPDC - 5 D	Upper Marlboro	Prince Georges	8/21/2011	8/20/2013	Certified
Jaron	Black	Prince George's County Police Department	Palmer Park	Prince Georges	9/19/2011	9/18/2013	Certified
Ellen	Blake	Baltimore County Department of Health	Baltimore	Baltimore City	8/1/2011	7/31/2013	Certified
Adrienne	Blizzard	Mt. Washington Pediatric Hospital	Baltimore	Baltimore City	5/18/2012	5/17/2014	Certified
Heather	Blubaugh	Human Services Program of Carroll County	Westminster	Carroll	10/6/2011	10/5/2013	Certified
Christina	Bolds	Prince George's County Police Department	Palmer Park	Prince Georges	9/19/2011	9/18/2013	Certified
William	Bond	APG Fire & Emergency Services	APG	Harford	10/5/2012	10/4/2014	Certified
Corey	Borns	Frederick County Sheriff's Office	Frederick	Frederick	5/8/2012	5/7/2014	Certified
Raquel	Bowlan	Calvert County Sheriff's Office	Prince Frederick	Calvert	3/9/2013	3/8/2015	Certified
CHRISTOPHER	BOWLING	MARYLAND STATE POLICE	La Plata	Charles	10/4/2012	10/3/2014	Certified
Lauren	Bowling	Maryland State Police	Pikesville	Baltimore City	4/15/2012	4/14/2014	Certified
Ryan	Boyce	Maryland State Police	Baltimore	Baltimore City	5/14/2012	5/13/2014	Certified
James	Brant	Maryland State Police	Pikesville	Baltimore City	6/23/2012	6/22/2014	Certified
Sara	Breedlove	Baltimore County Department of Health	Reisterstown	Baltimore	8/1/2011	7/31/2013	Certified
Lena	Bridges	The Family Junction, Inc.	Cumberland	Allegany	3/14/2012	3/13/2014	Certified
Gil	Briggs	Fitzgerald Auto Malls	Kensington	Montgomery	10/19/2011	10/18/2013	Certified
Samantha	Broadus	Fitzgerald Auto Mall White Flint	North Bethesda	Montgomery	3/15/2012	3/14/2014	Certified
Bill	Brooner	Baby Proofing Montgomery	N. Bethesda	Montgomery	6/28/2012	6/27/2014	Certified
John	Brown	University of Maryland Police	College Park	Prince	10/20/2011	10/19/2013	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
				Georges			
Lovita	Bryant	Prince George's County Police Department	Palmer Park	Prince Georges	12/5/2012	12/4/2014	Certified
Abraham	Buckman	Frederick County DFRS	Mt Airy	Carroll	10/24/2012	10/23/2014	Certified
Michelle	Bullard	MPDC -	Acokeek	Prince Georges	8/21/2011	8/20/2013	Certified
Emily	Burkhardt	Westat	Rockville	Montgomery	11/3/2012	11/2/2014	Certified
Michael	Burkot	Federal Government	New Market	Frederick	11/7/2011	11/6/2013	Certified
Melissa	Burleson	Meritus Medical Center	Hagerstown	Washington	10/29/2012	10/28/2014	Certified
Justin	Buskirk	MARYLAND STATE POLICE	LaVale	Allegany	3/14/2012	3/13/2014	Certified
Michael	Butler	St. Mary's County Sheriff's Office	Leonardtown	St. Marys	6/12/2012	6/11/2014	Certified
Natalie	Cahall	HSC Pediatric Center	Baltimore	Baltimore City	5/18/2011	5/17/2013	Certified
Timothy	Calimer	Frederick County Sheriff's Office	Frederick	Frederick	9/28/2012	9/27/2014	Certified
JoAngle	Candelaria	NDW Public Safety	Patuxent River	St. Marys	7/29/2011	7/28/2013	Certified
Martin	Canel	Fitzgerald Auto Malls	Kensington	Montgomery	10/19/2011	10/18/2013	Certified
Steven	Canterbury	Fitzgerald Lakeforest Toyota Service Center	Gaithersburg	Montgomery	11/17/2012	11/16/2014	Certified
Becky	Capel	The Family Junction, Inc.	Cumberland	Allegany	3/14/2012	3/13/2014	Certified
Amanda	Card	Amanda Card	Pasadena	Anne Arundel	7/5/2011	7/4/2013	Certified
Christine	Carder	The Family Junction, Inc.	Cumberland	Allegany	3/14/2012	3/13/2014	Certified
Patricia	Carroll	Johns Hopkins Bayview Med. Center	Balto	Baltimore City	5/2/2011	5/1/2013	Certified
Elizabeth M.	Cater	Kennedy Krieger Institute	Baltimore	Baltimore City	12/2/2011	12/1/2013	Certified
Matthew	Catherwood	National Institutes of Health	Bethesda	Montgomery	6/21/2011	6/20/2013	Certified
Charles	Cave	Fitzgerald Auto Malls frederick	Frederick	Frederick	4/21/2011	4/20/2013	Certified
Andrea	Caza	KinderMender	Columbia	Howard	2/22/2012	2/21/2014	Certified
Breeanne	Chadwick	N/A	Ellicott City	Howard	8/5/2011	8/4/2013	Certified
Brian	Chanin	Fitzgerald Auto Mall	Gaithersburg	Montgomery	4/20/2012	4/19/2014	Certified
Anthony	Chapman	Fitzgerald Auto Malls of Rockville	North Bethesda	Montgomery	6/21/2011	6/20/2013	Certified
Clayton	Claggett	Fitzgerald Lakeforest Auto Mall	Germantown	Montgomery	2/10/2013	2/9/2015	Certified
Brittany	Clark	Frederick County Fire/Rescue	Frederick	Frederick	4/10/2011	4/9/2013	Certified
LATOSHA	CLARK	MARYLAND STATE POLICE	FORESTVILLE	Prince Georges	2/3/2013	2/2/2015	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
Lauren	Clevenger	Lauren Clevenger	Mount Airy	Carroll	10/6/2011	10/5/2013	Certified
Brian	Clinton	Maryland State Police Westminster BK	Pikesville	Baltimore City	9/24/2011	9/23/2013	Certified
Keith	Cochran	AACC-Department of Public Safety	Arnold	Anne Arundel	12/5/2012	12/4/2014	Certified
Amanda	Cohen		Odeonton	Anne Arundel	12/5/2012	12/4/2014	Certified
John	Coleman	Easton Police Department	Easton	Talbot	10/6/2011	10/5/2013	Certified
Nicole	Colsrud	Rockville City Police	Rockville	Montgomery	6/28/2012	6/27/2014	Certified
Timothy	Connors	Talbot county sheriff's office	Easton	Talbot	4/30/2012	4/29/2014	Certified
Timothy	Conrad	Frederick County Fire/Rescue	Frederick	Frederick	5/8/2012	5/7/2014	Certified
Tonya	Craft	Peninsula Regional Medical Center	Salisbury	Wicomico	4/11/2011	4/10/2013	Certified
Pamela	Cree	Family Partnership of Frederick County	Frederick	Frederick	5/21/2011	5/20/2013	Certified
Teresa Ann	Crisman	Safe Kids Prince George's County	Landover Hills	Prince Georges	7/29/2011	7/28/2013	Certified
Amanda	Crook	Home address	MOUNT AIRY	Carroll	10/6/2011	10/5/2013	Certified
Susan	Crump	Allegany County Health Department	Cumberland	Allegany	5/12/2012	5/11/2014	Certified
David	Cunningham	Laurel Fire Department	Laurel	Prince Georges	7/27/2012	7/26/2014	Certified
Brian	Curley	Maryland State Police	Glen Burnie	Anne Arundel	3/15/2012	3/14/2014	Certified
Sharon	Custer	Garrett Co Health Dept	Oakland	Garrett	5/2/2011	5/1/2013	Certified
Juan	Damian #2973	Prince George's County Police Department	Palmer Park	Prince Georges	2/22/2012	2/21/2014	Certified
Carolyn	Darrehmane	Baltimore County Dept of Health	Towson	Baltimore City	3/15/2012	3/14/2014	Certified
Edward	Davey	Prince George's County Police Department	Palmer Park	Prince Georges	9/19/2011	9/18/2013	Certified
Lauren	Davis	Johns Hopkins School of Medicine	Baltimore	Baltimore City	12/5/2012	12/4/2014	Certified
Chris	Day	Rockville City Police	Rockville	Montgomery	6/28/2012	6/27/2014	Certified
Kerri	Daye	Worcester County Health Department	Snow Hill	Worcester	3/9/2011	3/8/2013	Certified
Eric	Deal	Fitzgerald Auto Malls of Frederick	Frederick	Frederick	6/21/2011	6/20/2013	Certified
Michael	Dean	Hersons Honda	ROCKVILLE	Montgomery	6/21/2011	6/20/2013	Certified
Sara	Dearstine	Fitzgerald Automall	Kensington	Montgomery	8/21/2011	8/20/2013	Certified
James	Denault	Hyattsville City Police Department	Hyattsville	Prince Georges	12/5/2012	12/4/2014	Certified
Eric	Derham	Maryland State Police	LaVale	Allegany	3/14/2012	3/13/2014	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
Charles	Devereux	None	Derwood	Montgomery	1/26/2012	1/25/2014	Certified
Erika	Diaz	Hersons Kia	Rockville	Montgomery	4/21/2011	4/20/2013	Certified
Garwood	Diggs	University of Maryland	College Park	Prince Georges	11/14/2011	11/13/2013	Certified
Audrey	Dillon	Montgomery County Police	Bethesda	Montgomery	1/27/2012	1/26/2014	Certified
John	Dimare	Salisbury Police Department	Salisbury	Wicomico	4/30/2012	4/29/2014	Certified
Ingrid	Dixon	MPDC - 6 D	Upper Marlboro	Prince Georges	8/21/2011	8/20/2013	Certified
Tracy	Dominick	Montgomery County Fire and Rescue Service	Rockville	Montgomery	11/19/2012	11/18/2014	Certified
Joy	Donmoyer	Toys R Us	Brunswick	Frederick	9/26/2012	9/25/2014	Certified
Emmett	Driggers	Prince George's County Police Department	Palmer Park	Prince Georges	12/5/2012	12/4/2014	Certified
ARAYNA	DUKES	MARYLAND STATE POLICE	JESSUP	Anne Arundel	2/3/2013	2/2/2015	Certified
Christine	Dutton	Fitzgerald Auto Mall Wheaton	Wheaton	Montgomery	12/5/2012	12/4/2014	Certified
Jason	Dyott	Easton Police Department	Easton	Talbot	10/6/2011	10/5/2013	Certified
Tracie	Eckstein	Baltimore County Police	Baltimore	Baltimore City	5/18/2011	5/17/2013	Certified
Richard	Edens	Fitzgerald Auto Malls	Kensington	Montgomery	1/10/2012	1/9/2014	Certified
Kate	Elkins	Bethesda Chevy Chase Rescue Squad	Bethesda	Montgomery	11/14/2011	11/13/2013	Certified
Harry	Elliott	Frederick County Fire and Recue	Hagerstown	Washington	6/24/2011	6/23/2013	Certified
Kathy	Elliott	Garrett County Health Department	Oakland	Garrett	11/15/2012	11/14/2014	Certified
Linda	Ellis	My Kids Ride, Inc.	Hyattsville	Prince Georges	9/22/2012	9/21/2014	Certified
Michael	Elser	Prince George's County Police Department	Palmer Park	Prince Georges	9/19/2011	9/18/2013	Certified
Janet	Ensor	Baltimore County Police	Essex	Baltimore City	5/6/2012	5/5/2014	Certified
Nicole	Ensor	Westminster Police Department	Westminster	Carroll	10/6/2011	10/5/2013	Certified
Bonnie	Errico	Community Rescue Service	Hagerstown	Washington	8/1/2011	7/31/2013	Certified
Charles	Evans	Fitzgerald Auto Malls	Gaithersburg	Montgomery	4/2/2011	4/1/2013	Certified
Vaughn	Evans	Calvert County Sheriff's Office	Prince Frederick	Calvert	12/6/2011	12/5/2013	Certified
Gilbert	Ewin	Maryland State Police	Pikesville	Baltimore City	7/29/2011	7/28/2013	Certified
Mario	Farfan	Maryland State Police	Rockville	Montgomery	4/10/2011	4/9/2013	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
Elizabeth	Farrell	Kennedy Krieger Institute	Baltimore	Baltimore City	4/30/2011	4/29/2013	Certified
Christine	Fekete	Hyattsville City Police	Hyattsville	Prince Georges	2/9/2013	2/8/2015	Certified
Debra	Ferguson		White Plains	Charles	1/13/2013	1/12/2015	Certified
Elizabeth	Fields	Washington County Hospital Association	Hagerstown	Washington	9/22/2011	9/21/2013	Certified
Kimberly	Fischer	PRMC	Salisbury	Wicomico	4/11/2011	4/10/2013	Certified
Robert	Flack	Directorate of Emergency Services	APG	Harford	10/5/2012	10/4/2014	Certified
JOHN	FLEETWOOD	MARYLAND STATE POLICE	Leonardtown	St. Marys	7/29/2011	7/28/2013	Certified
Rosalie	Fonner	University of MD Medical Systems	Arbutus	Baltimore City	4/30/2011	4/29/2013	Certified
Philip	Foote	Calvert County Sheriff's Office	Prince Frederick	Calvert	4/19/2013	4/18/2015	Certified
David	Formisano	N/A	Severna Park	Anne Arundel	11/14/2011	11/13/2013	Certified
Thomas	Forrester		Hughesville	Charles	9/5/2012	9/4/2014	Certified
David	Foster	Self	Derwood	Montgomery	1/26/2012	1/25/2014	Certified
Margaret	Fowke	National Weather Service	Silver Spring	Montgomery	6/21/2011	6/20/2013	Certified
Scott	Frampton	The Kennedy Krieger Institute	Baltimore	Baltimore City	8/20/2011	8/19/2013	Certified
Andrew	Fredrick	MPDC - 2D	Upper Marlboro	Anne Arundel	8/21/2011	8/20/2013	Certified
Ken	Fujikura	MCPD	Rockville	Montgomery	2/3/2013	2/2/2015	Certified
Stacey	Gaegler	Hampstead P.D.	Hampstead	Carroll	9/2/2011	9/1/2013	Certified
Tamri	Gaido	Health Connections-St. Mary's Hospital	Leonardtown	St. Marys	4/2/2013	4/1/2015	Certified
Shaquinta	Gaines	MPDC - 6 D	Camp Springs	Prince Georges	8/21/2011	8/20/2013	Certified
Regina	Gamble	Metropolitan Police Department	Clinton	Prince Georges	4/14/2011	4/13/2013	Certified
Debbie	Gartrell-Kemp	Winfield FD	New Windsor	Carroll	12/2/2011	12/1/2013	Certified
Jaycent	Gebers	Fitzgerald Auto Malls	ANNAPOLIS	Anne Arundel	8/21/2011	8/20/2013	Certified
Jennifer	Gelsomino	MPD	Columbia	Howard	9/5/2012	9/4/2014	Certified
Ja'net	Gholston #2860	Prince George's County Police Department	Palmer Park	Prince Georges	2/22/2012	2/21/2014	Certified
Jeffrey	Gibson	Maryland State Police	Pikesville	Baltimore City	3/9/2011	3/8/2013	Certified
James	Gierula	Fitzgerald Auto Malls	Lagtonsville	Montgomery	8/21/2011	8/20/2013	Certified
Raymond	Gignac #2519	Prince George's County Police	Palmer Park	Prince	2/22/2012	2/21/2014	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
		Department		Georges			
Lorraine	Gilbert	Takoma Park Fire Department	Takoma Park	Montgomery	7/23/2012	7/22/2014	Certified
Daniel	Ging	Frederick County DFRS	Baltimore	Baltimore City	11/12/2012	11/11/2014	Certified
Christie	Gioielli	MENTOR Maryland	Baltimore	Baltimore City	5/28/2011	5/27/2013	Certified
Jessie	Gladstone	Carroll County Health Department	Westminster	Carroll	2/3/2013	2/2/2015	Certified
Clay	Goldston	MNC Park Police	Silver Spring	Montgomery	6/24/2011	6/23/2013	Certified
Radames	Gonzalez	Prince George's County Police Department	Palmer Park	Prince Georges	9/19/2011	9/18/2013	Certified
Daphne	Gooding	Garrett County Health Department	Oakland	Garrett	10/6/2011	10/5/2013	Certified
Scott	Gordon	Frederick County Fire & Rescue	Frederick	Frederick	4/2/2011	4/1/2013	Certified
Grace	Graham	HealthBound	Pikesville	Baltimore City	5/8/2012	5/7/2014	Certified
Lauren	Greenbaum		Lutherville	Baltimore	6/2/2011	6/1/2013	Certified
Kevin	Greene	Salisbury Police Department	Salisbury	Wicomico	11/6/2011	11/5/2013	Certified
Joshua	Greenman	Maryland State Police	Salisbury	Wicomico	4/11/2011	4/10/2013	Certified
Matthew	Greffin	Fitzgerald Auto Malls of Frederick	Frederick	Frederick	6/24/2012	6/23/2014	Certified
Nicholas	Gresko	Maryland State Police	Leonardtown	St. Marys	6/12/2012	6/11/2014	Certified
Nikki	Gribble	Nanny	Bethesda	Montgomery	2/3/2013	2/2/2015	Certified
Marshall	Grunwell	Baltimore County Police Department	Towson	Baltimore City	5/30/2011	5/29/2013	Certified
Katherine	Gutierrez	N/A	Manchester	Carroll	9/15/2012	9/14/2014	Certified
Tarik	Hadjout	None	Silver spring	Montgomery	4/29/2012	4/28/2014	Certified
Robert	Hagan	Maryland State Police Bel Air Brk	Bel Air	Harford	5/14/2012	5/13/2014	Certified
Kelley	Hagen	M-NCPPC Park Police	Silver Spring	Montgomery	8/20/2011	8/19/2013	Certified
Donna	Hale	Maryland State Police	Salisbury	Wicomico	4/11/2011	4/10/2013	Certified
Porschia	Haley	That Is One Busy Mama LLC	Silver Spring	Montgomery	2/3/2013	2/2/2015	Certified
Jennifer	Hall	Wicomico County Sheriffs Office	Salisbury	Wicomico	3/9/2011	3/8/2013	Certified
Nicole	Hall	Aberdeen Proving Ground	APG	Harford	10/5/2012	10/4/2014	Certified
Brenda	Halle	Western Maryland Regional Medical Center	Cumberland	Allegany	7/27/2011	7/26/2013	Certified
Andrea	Hamilton	St. Mary's Hospital Health Connections	Leonardtown	Calvert	3/25/2011	3/24/2013	Certified
NaRica	Hamilton	Prince George's County Police Department	Palmer Park	Prince Georges	9/19/2011	9/18/2013	Certified
Stephanie	Haney	US Capitol Police	Charlotte Hall	St. Marys	1/13/2013	1/12/2015	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
Tina	Hanns	Mont. Co. Dept. Fire/Rescue	Silver Spring	Montgomery	6/2/2011	6/1/2013	Certified
Heather	Hanson	Easton Police Department	Easton	Talbot	8/1/2011	7/31/2013	Certified
Karen	Hardingham	University of MD Children's Hospital	Ellicott City	Howard	4/2/2013	4/1/2015	Certified
Kimberly	Haring	MENTOR	Severna Park	Anne Arundel	7/8/2012	7/7/2014	Certified
Donna	Harsh	Chambersburg Hospital	Williamsport	Washington	10/29/2012	10/28/2014	Certified
Chad	Hartzell	St. Mary's County Sheriff's Office	Leonardtown	St. Marys	3/9/2011	3/8/2013	Certified
Carly	Heflin	Carly Heflin	Adamstown	Frederick	4/10/2011	4/9/2013	Certified
Lisa	Henegar	University of Maryland Medical System	Columbia	Howard	5/17/2011	5/16/2013	Certified
Christopher	Hernandez		Gaithersburg	Montgomery	8/29/2012	8/28/2014	Certified
Kenneth	Hibbert	Prince George's County Police Department	Palmer Park	Prince Georges	9/19/2011	9/18/2013	Certified
Ivie	Higgins		Silver spring	Montgomery	8/16/2011	8/15/2013	Certified
Sheena	Hill	Parenting Works!	Baltimore	Baltimore City	10/29/2011	10/28/2013	Certified
David	Hilliard	Fort Meade Fire & Emergency Services	Fort Meade	Anne Arundel	11/8/2012	11/7/2014	Certified
Lauren	Hockel	UMMC	Millersville	Anne Arundel	5/17/2011	5/16/2013	Certified
Cylda	Hodo	Maryland National Capital Park Police	Silver Spring	Montgomery	8/1/2011	7/31/2013	Certified
Sherry	Hohl	Mont. Co. Gov Div. of Fire & Rescue	Eldersburg	Carroll	4/21/2012	4/20/2014	Certified
Ashley	Holden	N/A	Sykesville	Carroll	9/24/2011	9/23/2013	Certified
Cheryl	Holden	UMMS	Balltimore	Baltimore City	3/21/2011	3/20/2013	Certified
Amber	Holdford	APG Police	APG	Cecil	10/5/2012	10/4/2014	Certified
Heather	Holmes	Cecil County Department of Emergency Services	Elkton	Cecil	12/7/2011	12/6/2013	Certified
Andrew	Holton	St Mary's County Sheriff's Office	Leonardtown	St. Marys	4/2/2011	4/1/2013	Certified
Larry	Horton	Baltimore County Police	Baltimore	Baltimore City	5/18/2011	5/17/2013	Certified
Seth	Huber	MARYLAND STATE POLICE	PIKESVILLE	Baltimore City	11/8/2012	11/7/2014	Certified
David	Hubler	Frederick County DFRS	Frederick	Frederick	4/10/2011	4/9/2013	Certified
Mark	Hudson	Prince George's County Police Department	Palmer Park	Prince Georges	12/5/2012	12/4/2014	Certified
Brandon	Humbertson	Fitzgerald Auto Malls Lakeforest	Gaithersburg	Montgomery	3/15/2012	3/14/2014	Certified
Michael	Hussle	Frederick County DFRS	Marriottsville	Howard	11/12/2012	11/11/2014	Certified
Mohamed	Ibrahim	MPDC - 1 D	Catonsville	Baltimore City	8/21/2011	8/20/2013	Certified
Shirley	Ireland	Calvert County Sheriff's Office	Prince Frederick	Calvert	3/24/2013	3/23/2015	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
Christopher	Iversen	University of Maryland Police	College Park	Prince Georges	11/14/2011	11/13/2013	Certified
Jason	Jackow	Fort Meade Fire & Emergency Services	Fort Meade	Anne Arundel	11/8/2012	11/7/2014	Certified
Brenda	Jackson	University of Maryland Medical System	Baltimore	Baltimore City	11/2/2011	11/1/2013	Certified
Susan	Jacobs	Susan	Hagerstown	Washington	9/14/2012	9/13/2014	Certified
Maile	Jacobsen	Nih	Rockville	Montgomery	8/16/2011	8/15/2013	Certified
Oliver	Janney	MCPD	Bethesda	Montgomery	2/3/2013	2/2/2015	Certified
Tyrone	Jenkins	Frederick County DFRA	Frederick	Frederick	5/8/2012	5/7/2014	Certified
Jennifer	Johnson	Wicomico County Health Department	Salisbury	Wicomico	5/1/2012	4/30/2014	Certified
Joseph	Johnson	Montgomery county	Silver spring	Montgomery	4/21/2011	4/20/2013	Certified
Matthew	Johnson	Frederick County DFRS	Hagerstown	Washington	11/12/2012	11/11/2014	Certified
Thomas	Johnston	La Plata polcie department	La plata	Charles	12/6/2012	12/5/2014	Certified
Drue	Jones	Drue Jones	Smithsburg	Washington	4/10/2011	4/9/2013	Certified
Eva	Jones	SMCSO	Great Mills	St. Marys	4/2/2013	4/1/2015	Certified
Jessica	Jones	Calvert County Sheriff's Office	Prince Frederick	Calvert	4/19/2013	4/18/2015	Certified
Samuel	Jones	University of Maryland	College Park	Prince Georges	8/20/2011	8/19/2013	Certified
Christopher	Jordan	Montgomery County Police	Silver Spring	Montgomery	10/20/2011	10/19/2013	Certified
Nakoya	Kabia	CPR 4 Lyfe	Randallstown	Baltimore	5/17/2011	5/16/2013	Certified
James	Katuna	Frederick County DFRS	New Market	Frederick	11/12/2012	11/11/2014	Certified
Quiana	Keeve	Prince George's County Police Department	Palmer Park	Prince Georges	12/5/2012	12/4/2014	Certified
Daniel	Kelly	Frederick County DFRS	Abingdon	Harford	10/24/2012	10/23/2014	Certified
Garfield	Kelly	University of Maryland	College Park	Prince Georges	11/14/2011	11/13/2013	Certified
DOUGLAS	KEMP	Thurmont Police Department	Thurmont	Frederick	9/24/2011	9/23/2013	Certified
Michael	Kersey	MPDC - 7 D	District Heights	Prince Georges	8/21/2011	8/20/2013	Certified
Lindsay	Kibler	Carroll County Health Department	Westminster	Carroll	10/24/2012	10/23/2014	Certified
Robin	Kincaid	Queen Anne's Co. Health Dept.	Sudlersville	Queen Annes	12/23/2012	12/22/2014	Certified
Jessica	King	Ocean City Police Department	Ocean City	Worcester	7/29/2011	7/28/2013	Certified
Mimi	King-Taylor	Prince George's County Police	Palmer Park	Prince	2/22/2012	2/21/2014	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
		Department		Georges			
Amy	Klinger	Fitzgerald Auto Malls	Kensington	Montgomery	1/10/2012	1/9/2014	Certified
Felicia	Knill	Carroll County Health Department	Westminster	Carroll	2/3/2013	2/2/2015	Certified
Ken	Knopp	Gaithersburg-Washington Grove VFD	Gaithersburg	Montgomery	8/15/2011	8/14/2013	Certified
Zlatica	Koscina	Wicomico County Health Dept.	Salisbury	Wicomico	11/8/2012	11/7/2014	Certified
Kristofor	Kostura	MCFRS	Laurel	Prince Georges	9/22/2012	9/21/2014	Certified
Patricia	Krosnowski	Greater Baltimore Med Center	Baltimore	Baltimore City	6/2/2011	6/1/2013	Certified
Sorayah	Kubba-Stepp	Sorayah Kubba-Stepp	Patuxent River	St. Marys	6/12/2012	6/11/2014	Certified
Matthew	Kurtz		Frederick	Frederick	9/5/2011	9/4/2013	Certified
N.	Kutz	Anne Arundel Community College	Arnold	Anne Arundel	11/19/2011	11/18/2013	Certified
George	Lane	Frederick County, MD DFRS	Frederick	Frederick	3/3/2011	3/2/2013	Certified
Caroline	Langrall	Mt. Washington Pediatric Hospital	Baldwin	Baltimore	11/8/2012	11/7/2014	Certified
Darek	Laposta	Baltimore County Police Department	Towson	Baltimore City	5/24/2011	5/23/2013	Certified
Jorge	Laure	Fitzgerald Auto Mall of Gaithersburg (Lakeforest)	Gaithersburg	Montgomery	2/10/2013	2/9/2015	Certified
Misty	Lawson	Davis Insurance Agency, Inc.	Salisbury	Wicomico	3/9/2011	3/8/2013	Certified
Brett	LAZIUCK	MARYLAND STATE POLICE	Pikesville	Baltimore City	7/29/2011	7/28/2013	Certified
Kimberly	Lease	Western Maryland Health System	Mt Savage	Allegany	7/27/2011	7/26/2013	Certified
Charles	Lee	Fitzgerald Auto Mall	Frederick	Frederick	6/25/2011	6/24/2013	Certified
Wendy	Lee	Susquehanna Spine & Rehab	Bel Air	Harford	11/17/2011	11/16/2013	Certified
Eric	Lenz	Maryland State Police	Pikesville	Baltimore City	6/23/2012	6/22/2014	Certified
Peter	Leong	Montgomery County Division of Fire and Rescue	Gaithersburg	Montgomery	6/7/2012	6/6/2014	Certified
Kimberly	Leseman	Civista medical center	Waldorf	Charles	12/5/2012	12/4/2014	Certified
MICHAEL	LEVENGOD	MICHAEL L LEVENGOD	FREDERICK	Frederick	9/14/2012	9/13/2014	Certified
Sara	Levia	Volunteer	Elkton	Cecil	12/2/2011	12/1/2013	Certified
Debra	Levine	Holy Cross Hospital	Silver Spring	Montgomery	4/2/2011	4/1/2013	Certified
Michael	Levy	Ocean City Police Dept	Ocean City	Worcester	7/29/2011	7/28/2013	Certified
Linda	Lewis	Garrett County Health Dept.	Oakland	Garrett	12/2/2011	12/1/2013	Certified
Trenton	Lewis	Maryland State Police	Lavale	Allegany	3/14/2012	3/13/2014	Certified
Mei-li	Lin	MCPD - 1st District Rockville	Rockville	Montgomery	12/10/2011	12/9/2013	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
Mike	Livingston	Takoma Park Volunteer Fire Department	Silver Spring	Montgomery	4/21/2012	4/20/2014	Certified
Errol	Lobin	Prince George's County Police Department	Palmer Park	Prince Georges	12/5/2012	12/4/2014	Certified
Karen	Loehr	Johns Hopkins University	Fulton	Howard	3/11/2012	3/10/2014	Certified
Kristopher	Logsdon	Maryland State Police	Prince Frederick	Calvert	10/6/2011	10/5/2013	Certified
Adam	Long	University of Maryland	College Park	Prince Georges	11/14/2011	11/13/2013	Certified
Daniel	Long	Salisbury Fire Department	Salisbury	Wicomico	10/4/2012	10/3/2014	Certified
Scott	Loring	Prince George's County Police Department	Palmer Park	Prince Georges	12/5/2012	12/4/2014	Certified
Kevin	Loy	Frederick County Fire and Rescue	Hagerstown	Washington	5/8/2012	5/7/2014	Certified
William	Mable	University of Maryland Police	College Park	Prince Georges	11/14/2011	11/13/2013	Certified
Kaitlin	MacDonald	Kennedy Krieger Institute	Baltimore	Baltimore City	5/8/2012	5/7/2014	Certified
Dolores	Magsino	Mt. Washington Pediatric Hospital	Baltimore	Baltimore City	5/18/2011	5/17/2013	Certified
Wendy	Mahan	Anne Arundel County Department of Health	Annapolis	Anne Arundel	7/2/2011	7/1/2013	Certified
David	Maldonado	Fitzgerald Auto Malls	Gaithersburg	Montgomery	6/21/2011	6/20/2013	Certified
Francis	Malta	Frederick County DFRS	Thurmont	Frederick	9/28/2012	9/27/2014	Certified
Matt	Mann	Maryland State Police - Berlin	Berlin	Worcester	4/11/2011	4/10/2013	Certified
Frankie	Marasa	Home	Rockville	Montgomery	1/26/2012	1/25/2014	Certified
Farha	Marfani	N/A	Baltimore	Baltimore City	6/19/2012	6/18/2014	Certified
Keith	Martinez	Prince George's County Police Department	Palmer Park	Prince Georges	9/19/2011	9/18/2013	Certified
Melanie	Matthews	University of Maryland Medical Center	Catonsville	Baltimore City	5/6/2012	5/5/2014	Certified
Anne	May	MedStar Montgomery Medical Center	Gaithersburg	Montgomery	7/29/2011	7/28/2013	Certified
Susan	Mccarthy		Boonsboro	Washington	5/20/2012	5/19/2014	Certified
Marlene	McCue	Talbot County Sheriff's Office	Easton	Talbot	3/9/2011	3/8/2013	Certified
Melanie	McDonald	The Family Junction, Inc.	Cumberland	Allegany	3/14/2012	3/13/2014	Certified
Shawn	McDonald	Fitzgerald Auto Malls	Annapolis	Anne Arundel	6/21/2011	6/20/2013	Certified
Lindie	McDonough	Mt. Washington Pediatric Hospital	Baltimore	Baltimore City	6/28/2012	6/27/2014	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
Karin	McElwain	Upper Chesapeake HealthLink	Havre de Grace	Harford	11/2/2011	11/1/2013	Certified
Amanda	McGhee	Lullaby Kisses	Abingdon	Harford	5/10/2012	5/9/2014	Certified
Benjamin	McGinnis	Frederick County DFRS	Columbia	Howard	10/24/2012	10/23/2014	Certified
Christopher	McIntyre	Fruitland Police Department	Fruitland	Wicomico	4/30/2012	4/29/2014	Certified
Nick	McLeod	Fruitland Police Department	Fruitland	Wicomico	3/12/2011	3/11/2013	Certified
Billy	McNeel	Prince George's County Government	Landover Hills	Prince Georges	9/19/2011	9/18/2013	Certified
Joe	Meister	Frederick County Fire and Rescue	Frederick	Frederick	4/10/2011	4/9/2013	Certified
Wilfredo	Mejia	Fitzgerald's Lakeforest Toyota Auto Mall	Gaithersburg	Montgomery	3/15/2012	3/14/2014	Certified
Sharon	Menges	Garrett County Health Department	Oakland	Garrett	2/22/2013	2/21/2015	Certified
Joshua	Merrick	Easton Police Department	Easton	Talbot	10/6/2011	10/5/2013	Certified
Mark	Merritt	Salisbury Police Department	Salisbury	Wicomico	10/4/2012	10/3/2014	Certified
Kevin	Meyer	St. Mary's County Sheriff's Office	Leonardtown	St. Marys	6/12/2012	6/11/2014	Certified
Susan	Milgrim	Susan Milgrim	Hollywood	St. Marys	9/14/2012	9/13/2014	Certified
Arthur	Miller	Fitzgerald Auto Mall Frederick	Frederick	Frederick	2/3/2013	2/2/2015	Certified
M. Heather	Miller	Cecil Co Dept of Emergency Services	Chesapeake City	Cecil	12/7/2011	12/6/2013	Certified
Richard	Miller	Prince George's County Police Department	Palmer Park	Prince Georges	12/5/2012	12/4/2014	Certified
Douglas	Mills	St. Mary's County Sheriff's Office	Leonardtown	St. Marys	5/3/2011	5/2/2013	Certified
Erick	Mitchell	Anne Arundel Comm College	Arnold	Anne Arundel	5/17/2011	5/16/2013	Certified
Thomas	Monahan		Rockville	Montgomery	8/16/2011	8/15/2013	Certified
Samuel	Moon	Garrett Co. Health Dept.	Oakland	Garrett	6/2/2011	6/1/2013	Certified
Amanda	Moore	PACT: Helping Children with Special Needs	Baltimore	Baltimore City	5/18/2011	5/17/2013	Certified
MANUEL	MORENO	MARYLAND STATE POLICE	COLLEGE PARK	Prince Georges	2/3/2013	2/2/2015	Certified
CHRISTOPHER	MORGAN	MARYLAND STATE POLICE	FORESTVILLE	Prince Georges	2/3/2013	2/2/2015	Certified
Colin	Morningstar	University of Maryland Police	College Park	Prince Georges	11/14/2011	11/13/2013	Certified
Michelle	Moses	MENTOR Maryland	Baltimore	Baltimore City	12/6/2011	12/5/2013	Certified
Jennifer	Mott	Civista Medical Center	LaPlata	Charles	6/12/2012	6/11/2014	Certified

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Steven	Muehl	Maryland State Police	Bel Air	Harford	5/14/2012	5/13/2014	Certified
Angela	Muller	St. Mary's County Sheriff's Office	Leonardtown	St. Marys	3/9/2011	3/8/2013	Certified
Claudine	Myers	HealthBound	Pikesville	Baltimore City	5/8/2012	5/7/2014	Certified
Kenneth	Myers	Maryland State Police	Pikesville	Baltimore City	4/28/2012	4/27/2014	Certified
Jumeye	Nabinett #3427	Prince George's County Police Department	Palmer Park	Prince Georges	2/22/2012	2/21/2014	Certified
William	Naff	US DOT NHTSA Region 3	Baltimore	Baltimore City	5/2/2013	5/1/2015	Certified
Kristi	Nelson	St. Mary's County Sheriff's Office	Leonardtown	St. Marys	6/12/2012	6/11/2014	Certified
Marla	Newmark	GBMC	Baltimore	Baltimore City	6/2/2011	6/1/2013	Certified
Matthew	Norris	La Plata Police Department	La Plata	Charles	6/12/2012	6/11/2014	Certified
Mark	Oakley	Fort Meade Fire & Emergency Services	Fort Meade	Anne Arundel	11/8/2012	11/7/2014	Certified
Gregg	Oberhaus	Bethesda Chevy Chase Rescue Squad	Walkersville	Frederick	4/21/2011	4/20/2013	Certified
Dave	O'Connell	Shockley Honda	Frederick	Frederick	5/8/2012	5/7/2014	Certified
Vicki	O'Flaherty	Carroll Hospital Center	Mount Airy	Carroll	6/2/2011	6/1/2013	Certified
Susanne	Ogaitis-Jones	Maryland Institute for EMS	Baltimore	Baltimore City	12/7/2011	12/6/2013	Certified
JOANNE	OLAKU	NONE	WINDSOR MILL	Baltimore City	2/10/2013	2/9/2015	Certified
Kit	Orloff	Entourage Juvenile	Ellicott City	Howard	10/16/2011	10/15/2013	Certified
Scott	Padua		Hagerstown	Washington	9/5/2011	9/4/2013	Certified
Steven	Parisan	Maryland State Police	Pikesville	Baltimore City	6/2/2011	6/1/2013	Certified
Michael	Parker	Maryland State Police	Pikesville	Baltimore City	3/9/2011	3/8/2013	Certified
Vincent	Parrish	Frederick County DFRS	Union Bridge	Carroll	11/12/2012	11/11/2014	Certified
Kyle	Parry	Cumberland Police Department	Cumberland	Allegany	3/14/2012	3/13/2014	Certified
Stephanie	Parsons	Johns Hopkins Center for Injury Research	Baltimore	Baltimore City	3/11/2012	3/10/2014	Certified
Ismael	Pasada	Fitzgerald Auto Malls	Kensington	Montgomery	10/19/2011	10/18/2013	Certified
Eyabane	Patasse	Montgomery CERT	Gaithersburg	Montgomery	2/22/2012	2/21/2014	Certified
Phillip	Pate	Len Stoler Nissan of Westminster	Westminster	Carroll	10/24/2012	10/23/2014	Certified
Michael	Payne	La Plata Police Department	La Plata	Charles	6/12/2012	6/11/2014	Certified
Vondalea	Payne	MARYLAND STATE POLICE	Reisterstow	Baltimore City	11/12/2012	11/11/2014	Certified
Michael	Pecher	St. Mary's County sheriff's Office	Leonard town	St. Marys	5/3/2011	5/2/2013	Certified
David	Pendleton		Waldorf	Charles	1/13/2013	1/12/2015	Certified
Billy	Pesanterecio	Dept. of Public Safety	Patuxent River	St. Marys	6/12/2012	6/11/2014	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
John	Pfaehler	ROCKVILLE CITY POLICE	ROCKVILLE	Montgomery	6/28/2012	6/27/2014	Certified
Lewis	Pheabus	Anne Arundel Comm College	Arnold	Anne Arundel	5/17/2011	5/16/2013	Certified
Sharita	Phillip	Prince George's County Police Department	Palmer Park	Prince Georges	2/22/2012	2/21/2014	Certified
Lisa	Phillips	Easton Police Department	Easton	Talbot	11/2/2011	11/1/2013	Certified
Mark	Phillips	Prince George's County Police Department	Palmer Park	Prince Georges	10/6/2011	10/5/2013	Certified
Chris	Pickett	Maryland State Police Westminster BK	Pikesville	Baltimore City	9/24/2011	9/23/2013	Certified
David	Pietz	Fitzgerald Auto Mall	Gaithersburg	Montgomery	6/25/2011	6/24/2013	Certified
Steven	Pifer	Montgomery. County Dept. Fire & Rescue	Hagerstown	Washington	5/2/2011	5/1/2013	Certified
Seth	Pilarcik	Frederick County DFRS	Middletown	Frederick	10/24/2012	10/23/2014	Certified
Matthew	Pitcher	Maryland State Police	Pikesville	Baltimore City	3/9/2011	3/8/2013	Certified
Michael	Poffenberger	FITZGERALD AUTO MALL	FREDERICK	Frederick	4/30/2011	4/29/2013	Certified
Adele	Polson	Westat	Rockville	Montgomery	11/3/2012	11/2/2014	Certified
Alesha	Poore	Singerly Fire Department	Elkton	Cecil	12/7/2011	12/6/2013	Certified
Reggie	Powell	Prince George's County Police Department	Palmer Park	Prince Georges	9/19/2011	9/18/2013	Certified
Joel	Powers	University of Maryland Police	College Park	Prince Georges	10/20/2011	10/19/2013	Certified
Akisha	Price	Johns Hopkins Center for Injury Research	Baltimore	Baltimore City	7/29/2012	7/28/2014	Certified
Thomas	Price	Shockley Honda	Frederick	Frederick	5/8/2012	5/7/2014	Certified
Darryl	Priestly	MPDC - IDSU/SOD	Clinton	Prince Georges	8/21/2011	8/20/2013	Certified
Deborah	Pujals Keyser	Westminster MD Police	Westminster	Carroll	5/8/2012	5/7/2014	Certified
Chris	Purvis	Hyattsville City Police	Hyattsville	Prince Georges	12/5/2012	12/4/2014	Certified
Vickie	Quimby	Queen Anne's County Health Dept.	Centreville	Queen Annes	6/14/2011	6/13/2013	Certified
Kathleen	Ralston	Ellicott City Volunteer Fireman's Association	Ellicott City	Howard	3/26/2012	3/25/2014	Certified
Darian	Rankin	Fitzgerald Auto Malls White Flint	North Bethesda	Montgomery	6/21/2011	6/20/2013	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
Christopher	Ransom	Fort Meade Fire & Emergency Services	Fort Meade	Anne Arundel	11/8/2012	11/7/2014	Certified
Walter	Rasinski	Maryland State Police	Bel Air	Baltimore	5/14/2012	5/13/2014	Certified
Nathan	Rector	Frederick County Sheriff's Office	Frederick	Frederick	5/8/2012	5/7/2014	Certified
Elza	Redman	Howard County Safe Kids	Clarksville	Howard	6/2/2011	6/1/2013	Certified
David	Redmond	Prince George's County Police Department	Palmer Park	Prince Georges	12/5/2012	12/4/2014	Certified
Richard	Reinhardt	Frederick County Government DFRS	Frederick	Frederick	5/8/2012	5/7/2014	Certified
Rebecca	Reynolds	Baltimore County Police Crash Team	Baltimore	Baltimore City	12/14/2011	12/13/2013	Certified
Heather	Rice	Family Partnership of Frederick Co	Frederick	Frederick	6/2/2011	6/1/2013	Certified
Sharon	Rice	Civista Medical Center	LaPlata	Charles	6/12/2012	6/11/2014	Certified
Jeffrey	Richman	Frederick County, MD DFRS	Frederick	Frederick	4/2/2011	4/1/2013	Certified
Amii	Ridgell	Fitzgerald Auto mall of Lexington Park	Lexington Park	St. Marys	6/12/2012	6/11/2014	Certified
Travis	Roberts	Lakeforest	Gaithersburg	Montgomery	12/11/2012	12/10/2014	Certified
Kelly	Robinson	KinderMender	Columbia	Howard	2/22/2012	2/21/2014	Certified
Dove	Robison	Prince George's County Police	Capitol Heights	Prince Georges	9/25/2011	9/24/2013	Certified
Miguel	Robles	Fitzgerald Auto Malls	Kensington	Montgomery	10/19/2011	10/18/2013	Certified
Dan	Rogers	Shockley Honda	Frederick	Frederick	5/8/2012	5/7/2014	Certified
Enrique	Rojas	Fitzgerald Auto Malls	Kensington	Montgomery	1/10/2012	1/9/2014	Certified
Carroll	Roles	Howard County Sheriffs Office	Ellicott	Howard	6/2/2011	6/1/2013	Certified
Marlenny	Rosario	Prince George's County Police Department	Palmer Park	Prince Georges	12/5/2012	12/4/2014	Certified
Beth	Rosborough	None	Baltimore	Baltimore City	5/10/2012	5/9/2014	Certified
Martha	Ruiz	Family Partnership of Frederick County	Frederick	Frederick	9/5/2011	9/4/2013	Certified
Michele	Ruth	MCFRS	Westminster	Carroll	5/4/2011	5/3/2013	Certified
James	Sampson	Maryland Transportation Authority Police Dept.	Perryville	Cecil	12/7/2011	12/6/2013	Certified
Zenobia	Santana Vargas	University of Maryland Police	College Park	Prince Georges	10/20/2011	10/19/2013	Certified
William	Scarlett	Maryland State Police	Pikesville	Baltimore City	12/6/2012	12/5/2014	Certified
Michelle	Schuerholz	Easton Police Department	Easton	Talbot	8/1/2011	7/31/2013	Certified
Sean	Schwartz	Bowie Police Department	Bowie	Prince	9/19/2011	9/18/2013	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
				Georges			
Chuck	Scott	Fitzgerald Auto Malls	Kensington	Montgomery	1/10/2012	1/9/2014	Certified
Mahseeyahu	Selassie	Johns Hopkins School of Medicine	Baltimore	Baltimore City	5/14/2012	5/13/2014	Certified
Sharon	Selko		Reisterstown	Baltimore	12/13/2012	12/12/2014	Certified
Bill	Sherrill	Lakeforest Chrysler	Gaithersburg	Montgomery	12/11/2012	12/10/2014	Certified
Jennifer	Shilling	Howard County Department Fire and Rescue	Elkridge	Baltimore City	4/2/2011	4/1/2013	Certified
Chris	Shockley	Fruitland Police Department	Fruitland	Wicomico	11/6/2011	11/5/2013	Certified
Julie	Siejack	Upper Chesapeake Health System	Fallston	Harford	10/5/2012	10/4/2014	Certified
David	Simmons	Maryland State Police - Golden Ring Barrack	Baltimore	Baltimore City	5/14/2012	5/13/2014	Certified
Danitzza	Simpson	Adelphi Langley Park Family Support Center	Adelphi		1/15/2012	1/14/2014	Certified
David	Sinkovic	Fitzgerald Auto Mall	Kensington	Montgomery	4/30/2011	4/29/2013	Certified
Steve	Sloan	Fitzgerald Auto Mall of Lexington Park	Lexington Park	St. Marys	6/12/2012	6/11/2014	Certified
Jeremy	Smalley	Montgomery County Department of Police	Rockville	Montgomery	8/20/2011	8/19/2013	Certified
Alex	Smallwood	University of Maryland Police	College Park	Prince Georges	10/20/2011	10/19/2013	Certified
Amanda	Smith		Baltimore	Baltimore City	5/18/2011	5/17/2013	Certified
Candice	Smith	Princess Anne Police Department	Princess Anne	Somerset	4/30/2012	4/29/2014	Certified
Chris	Smith	Family Partnership of Frederick County	Frederick	Frederick	7/29/2011	7/28/2013	Certified
Christina	Smith	Alpha Technology Associate, Inc.	Columbia	Howard	10/16/2011	10/15/2013	Certified
Christopher	Smith	Fort Meade Fire & Emergency Services	Fort Meade	Anne Arundel	1/1/2013	12/31/2014	Certified
Emily	Smith	Herson's Honda	Rockville	Montgomery	10/29/2011	10/28/2013	Certified
John	Smith	Fitzgerald Auto Malls of Frederick	Frederick	Frederick	1/14/2013	1/13/2015	Certified
Mike	Smith	Fitzgerald Auto Mall	Gaithersburg	Montgomery	12/11/2012	12/10/2014	Certified
Rob	Smith	Fitzgerald Auto Malls	Kensington	Montgomery	1/10/2012	1/9/2014	Certified
Sheila	Smith	Baltimore County Dept. of Health	Baltimore	Baltimore City	5/4/2011	5/3/2013	Certified
Margaret	Smolarsky	St. Mary's County Sheriff's Office	Leonardtown	St. Marys	6/12/2012	6/11/2014	Certified
Kenneth	Sollers	Frederick Couny DFRS	Eldersburg	Carroll	11/12/2012	11/11/2014	Certified
Susan	Solo	Carroll County Health Department	Westminster	Carroll	9/24/2011	9/23/2013	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
Michelle	Spencer	University of MD Medical Center	Rosedale	Baltimore City	5/17/2011	5/16/2013	Certified
Lee Ann	Sprankle	Johns Hopkins Hospital	Glen Burnie	Anne Arundel	6/2/2011	6/1/2013	Certified
Jessie	Staggs	Allegheny Birth Roots	Frostburg	Allegheny	6/4/2012	6/3/2014	Certified
SUSAN	STALNAKER		JESSUP	Anne Arundel	1/13/2013	1/12/2015	Certified
Matthew	Stansbury	Home	Westminster	Carroll	9/22/2011	9/21/2013	Certified
Paul	Staub	Fitzgerald Auto Malls	Gaithersburg	Montgomery	8/21/2011	8/20/2013	Certified
Greg	Steinbarth	Fitzgerald Auto Malls	Kensington	Montgomery	1/10/2012	1/9/2014	Certified
Richard	Stevens	UMBC Police Dept	Baltimore	Baltimore City	10/4/2012	10/3/2014	Certified
Christa	Stevenson	N/A	Frederick	Frederick	1/14/2013	1/13/2015	Certified
Robin	Stokes-Smith	Upper Chesapeake Health	Havre de Grace	Harford	10/5/2012	10/4/2014	Certified
Renee	Stone	USCP	Pasadena	Anne Arundel	1/13/2013	1/12/2015	Certified
Jonathan	Strickler	Baltimore County Police Department	Baltimore	Baltimore City	5/10/2012	5/9/2014	Certified
Brad	Strowman	Frederick County DFRS	Frederick	Frederick	4/10/2011	4/9/2013	Certified
John	Stuart	Salisbury Police Department	Salisbury	Wicomico	4/30/2012	4/29/2014	Certified
Robert	Suddith	Fitzgerald Auto Malls of Frederick	Frederick	Frederick	9/22/2012	9/21/2014	Certified
Michael	Sullivan	Rockville City Police Department	Rockville	Montgomery	3/15/2012	3/14/2014	Certified
Vincent	Tabbs	Prince George's County Police Department	Palmer Park	Prince Georges	9/19/2011	9/18/2013	Certified
Kristen	Tadkowski	N/A	Perry Hall	Baltimore	7/29/2011	7/28/2013	Certified
Ginger	Tansey	National Eye Institute, NIH, DHHS	Silver Spring	Montgomery	2/24/2012	2/23/2014	Certified
Caitlin	Tawney	UMMC	Glen Arm	Baltimore	5/17/2011	5/16/2013	Certified
Megan	Taylor	Home	Bel Air	Harford	9/22/2012	9/21/2014	Certified
William	Taylor		Dayton	Howard	3/11/2012	3/10/2014	Certified
Laura	Teeter	Adoptions Together	Silver Spring	Montgomery	5/17/2011	5/16/2013	Certified
Grace	Terrell	Somerset County Health Department	Westover	Somerset	4/30/2012	4/29/2014	Certified
Chuck	Thomas	Fitzgerald Auto Malls	Kensington	Montgomery	8/21/2011	8/20/2013	Certified
George	Thomas	Division of Fire and Rescue Services	Adamstown	Frederick	7/1/2011	6/30/2013	Certified
Rhonda	Thomas	Easton Police Department	Easton	Talbot	4/2/2011	4/1/2013	Certified
William	Thomas		Rockville	Montgomery	4/25/2012	4/24/2014	Certified
Randolph	Thompson	Fitzgerald Auto Malls	Gaithersburg	Montgomery	4/29/2012	4/28/2014	Certified
Terry	Thorne	MPDC - Traffic	Edgewater	Anne Arundel	8/21/2011	8/20/2013	Certified
Wesley	Tillack		Patuxent River	St. Marys	6/12/2012	6/11/2014	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
Tracy	Tiscareno		Glen Burnie	Anne Arundel	12/6/2011	12/5/2013	Certified
Holly	Trego	Cecil Co. Dept. of Emergency Services	Elkton	Cecil	12/7/2011	12/6/2013	Certified
Nancy	Trego	Singerly Fire Company	Elkton	Cecil	12/7/2011	12/6/2013	Certified
Andrew	Tucker	Fitzgerald Auto Malls	Annapolis	Anne Arundel	12/6/2011	12/5/2013	Certified
Lois	Twilley	Worcester Co Health Dept	Snow Hill	Worcester	10/2/2011	10/1/2013	Certified
Rich	Tyler	Family Partnership	Frederick	Frederick	7/29/2011	7/28/2013	Certified
Julie	Vallese	Dorel Juvenile Group	Rockville	Montgomery	10/27/2012	10/26/2014	Certified
Joseph	Van Meter	Fort Meade Fire & Emergency Services	Arnold	Anne Arundel	11/8/2012	11/7/2014	Certified
Steven	VanBennekum	Maryland State Police	Prince Frederick	Calvert	6/12/2012	6/11/2014	Certified
Fred	Varner	Fitzgerald Auto Malls	North Bethesda	Montgomery	6/24/2012	6/23/2014	Certified
Kay	Varner	Fitzgerald Automall	Kensington	Montgomery	8/2/2011	8/1/2013	Certified
Ellin	Veney	N/A	Montgomery Village	Montgomery	8/1/2011	7/31/2013	Certified
Mary	Vigue	University Maryland Medical Center	Baltimore	Baltimore City	5/17/2011	5/16/2013	Certified
Sandra	Waak	Emergency Nurses Association	Cheverly	Prince Georges	4/2/2011	4/1/2013	Certified
Jeremy	Wade	Frederick County DFRS	Williamsport	Washington	6/2/2011	6/1/2013	Certified
Kristen	Walker	Garrett County Health Department	Oakland	Garrett	11/15/2012	11/14/2014	Certified
TIMOTHY	WALKER	MARYLAND STATE POLICE	COLLEGE PARK	Prince Georges	2/3/2013	2/2/2015	Certified
Paul	Wallick	Frederick County Fire & Rescue	Frederick	Frederick	4/2/2011	4/1/2013	Certified
Stephen	Ward	Frederick County DFRS	Frederick	Frederick	10/24/2012	10/23/2014	Certified
Worthington	Washington	Carroll Co. Sheriff's Office	Westminster	Carroll	12/2/2011	12/1/2013	Certified
Tim	Watson	Fitzgerald Auto Mall Frederick	Frederick	Frederick	4/21/2011	4/20/2013	Certified
Heather	Weesner	Kernan Hospital	Ellicott city	Howard	12/5/2012	12/4/2014	Certified
Meghann	Wellard	Arundel Pediatrics	Arnold	Anne Arundel	4/30/2011	4/29/2013	Certified
Amy	White	Civista Medical Center	Mechanicsville	St. Marys	12/6/2012	12/5/2014	Certified
Sharon	White	MPDC - 3 D	Clinton	Prince Georges	8/21/2011	8/20/2013	Certified
Wendell	Whittle	Stay Safe Be Safe	Baltimore	Baltimore City	3/29/2012	3/28/2014	Certified
Stephen	Wieber	Frederick County DFRS	Sykesville	Carroll	11/12/2012	11/11/2014	Certified
Myra	Wieman	AAA Mid-Atlantic	Towson	Baltimore City	6/2/2011	6/1/2013	Certified

First Name	Last Name	Company Name	City	County	Cert Start Date	Cert End Date	Status
Nikkia	Wilkins	John Hopkins University	Randallstown	Baltimore	8/1/2011	7/31/2013	Certified
Amy	Williams	Maryland State Police	Pikesville	Baltimore City	5/22/2012	5/21/2014	Certified
Berney	Williams	DC Fire and EMS	Largo	Prince Georges	9/5/2012	9/4/2014	Certified
Joshua	Williams	Fort Meade Fire & Emergency Services	Fort Meade	Anne Arundel	11/8/2012	11/7/2014	Certified
Kevin	Williams	Baltimore City Fire Department	Edgewood	Harford	8/15/2011	8/14/2013	Certified
Latanya	Williams	JHH	Baltimore	Baltimore City	9/24/2011	9/23/2013	Certified
STEVEN	WILLIAMS	Frederick County DFRS	SHARPSBURG	Washington	9/28/2012	9/27/2014	Certified
Susan	Williams	Silver Spring Fire Dept.	Rockville	Montgomery	6/28/2012	6/27/2014	Certified
Wanda	Williams	Catholic Charities Head Start	Westminster	Carroll	9/14/2012	9/13/2014	Certified
Heather	Willson	Giggle	Chevy Chase	Montgomery	8/21/2011	8/20/2013	Certified
Rebecca	Wilson	Bel Air Honda	Falston	Harford	5/14/2012	5/13/2014	Certified
Jason	Wilson #3002	Prince George's County Police Department	Palmer Park	Prince Georges	2/22/2012	2/21/2014	Certified
Robert	Wiltrout	Greenbelt Police Department	Greenbelt	Prince Georges	2/10/2013	2/9/2015	Certified
Frank	Winston	Calvert County Sheriff's Office	Prince Frederick	Calvert	3/9/2011	3/8/2013	Certified
Laura	Wisely		Elkridge	Baltimore City	6/24/2011	6/23/2013	Certified
David	Wiseman	Home	Bel Air	Harford	5/19/2011	5/18/2013	Certified
Carol	Wisniewski	American University	Wheaton	Montgomery	2/22/2012	2/21/2014	Certified
Deborah	Witten	Johns Hopkins Hospital	Bowie	Prince Georges	9/2/2011	9/1/2013	Certified
Shelly	Wivell	Up County Family Partnership	Frederick	Frederick	7/29/2011	7/28/2013	Certified
Lesley	Wofford	Mt Washington Pediatric Hospital	Columbia	Howard	5/18/2011	5/17/2013	Certified
Regina	Woods	FITZGERALD AUTO MALLS	GAITHERSBURG	Montgomery	12/11/2012	12/10/2014	Certified
Luke	Yanike	Prince William County Fire and Rescue	Frederick	Frederick	7/11/2011	7/10/2013	Certified
Scott	Yankowy	Greenbelt Police Department	Greenbelt	Prince Georges	3/15/2012	3/14/2014	Certified
Derek	Young	Frederick County Fire & Rescue	Westminster	Carroll	5/25/2012	5/24/2014	Certified
Jessica	Young	Home	Westminster	Carroll	9/21/2011	9/20/2013	Certified
Timothy	Young	Anne Arundel Comm College	Arnold	Anne Arundel	9/24/2011	9/23/2013	Certified
Troy	Zimmerman	Frederick County DFRS	Hagerstown	Washington	10/24/2012	10/23/2014	Certified

Maryland's Law Enforcement Program (Speed/Aggressive Driving & Police Traffic Services)

I. Program Area Description

The Law Enforcement Program is multi-pronged in its focus; using statewide and local data, and law enforcement needs assessments, the Law Enforcement Program is charged with developing, implementing, and evaluating Maryland's aggressive driving and *Smooth Operator* campaigns, as well as coordinating the Police Traffic Services Program.

The Police Traffic Services Program serves as a comprehensive law enforcement program with special emphasis on developing and providing law enforcement training and education. The elements of this law enforcement program include: 1) development of traffic safety enforcement strategies, 2) enhancement of enforcement initiatives, 3) ongoing training to law enforcement partners, and 4) engagement of all Maryland law enforcement agencies, of varying sizes and with diverse needs, in highway safety efforts that will move Maryland "Toward Zero Deaths." The MHSO recognizes the unique hurdles faced by law enforcement agencies in today's economically challenged environment, therefore, it is increasingly necessary to commit resources to these critical partners and engage in solution based strategies to encourage agencies to maintain and expand traffic safety efforts.

In addition to Police Traffic Services, the Law Enforcement Program manages the State's *Smooth Operator* enforcement and public outreach campaign. *Smooth Operator* is a unique public safety campaign designed to raise awareness about the dangers of aggressive driving. The components of the program include enforcement, public education and awareness, evaluation and engineering. Law enforcement, public safety officials, and other highways safety experts in Maryland and the District of Columbia meet annually to coordinate a regionally implemented education and enforcement initiative targeted at the following aggressive driving behaviors: speeding, tailgating, weaving, and running red lights and stop signs. The National Highway Traffic Safety Administration (NHTSA) defines aggressive driving as occurring when "an individual commits a combination of moving traffic offenses so as to endanger other persons or property," which include the behaviors addressed by the *Smooth Operator* campaign. *Smooth Operator* has become a nationally recognized best practice model for tackling aggressive driving, educating motorists of the risks involved, and stigmatizing aggressive driving behavior.

The education and public awareness components of the program include paid media and earned media, extensive use of electronic billboard messaging, traditional mediums such as radio and TV public service announcements, stationary billboards and other proven media get the message out about the *Smooth Operator* Program. The comprehensive media effort is supplemented by a statewide and regional enforcement effort undertaken by state and local law enforcement partners. Four waves of enforcement are conducted beginning in July and run through September each year.

The MHSO uses both a quantitative and qualitative criteria to measure the desired outcomes of the MHSO's Law Enforcement Overtime Program. The office has developed a sophisticated quarterly monitoring system for law enforcement reporting data that engages law enforcement partners, grant managers and MHSO team members. While it is important to pay attention to

overtime funds and office productivity, the MHSO instills a balanced approach throughout the monitoring process and officer productivity is just one measure the MHSO uses in its overall program. Focusing solely on the number of tickets and contacts as the only measure of performance may encourage officers to write tickets where it is easy to do so and not where the enforcement action will reduce traffic crashes. Law enforcement officers know places in the community where one can obtain expected performance goals in a matter of hours but this cycle weakens a traffic safety program. A focus on qualitative results, as well as being good stewards of highway safety funds, is the focus of the MHSO. The MHSO realizes that it is important to design crash prevention countermeasures and carefully assess the extent to which they are working. The MHSO will continue to use qualitative information (relationships, influence, political considerations; participation) in conjunction with quantitative measures (# of DUI arrests; # of speed citations; # of seat belt citations; # of contacts) to improve and direct programming. This approach will continue to improve effectiveness, enhance understanding and support of programs and continue to efficiently use highway safety resources.

II. Problem Identification/Needs Assessment

The state definition of an aggressive driving crash is at least one of the drivers involved in the crash having one of the following contributing factors in the first and second field: fail to yield right of way, fail to obey stop sign, fail to obey traffic signal, fail to obey other traffic control, fail to keep right of center, fail to stop for school bus, wrong way on one way, exceed speed limit, too fast for conditions, follow too closely, improper lane change, improper passing.

MAARS Aggressive Driving

	2007	2008	2009	2010	2011	5-Year Average	5-year % Change
Fatal Crashes	65	56	48	42	39	50	-40
Injury Crashes	2,582	2,580	2,546	2,376	2,393	2,495	-7.5
Property Damage Only	3,558	3,476	3,555	3,293	3,345	3,445	-6.1
Total Crashes	6,205	6,112	6,149	5,711	5,777	5,991	-6.9
Total of All Fatalities	76	62	54	47	44	57	-42.1
Total Number Injured	4,242	4,184	4,053	3,791	3,894	4,033	-8.2

*Source: Maryland Automated Accident Reporting System (MAARS)

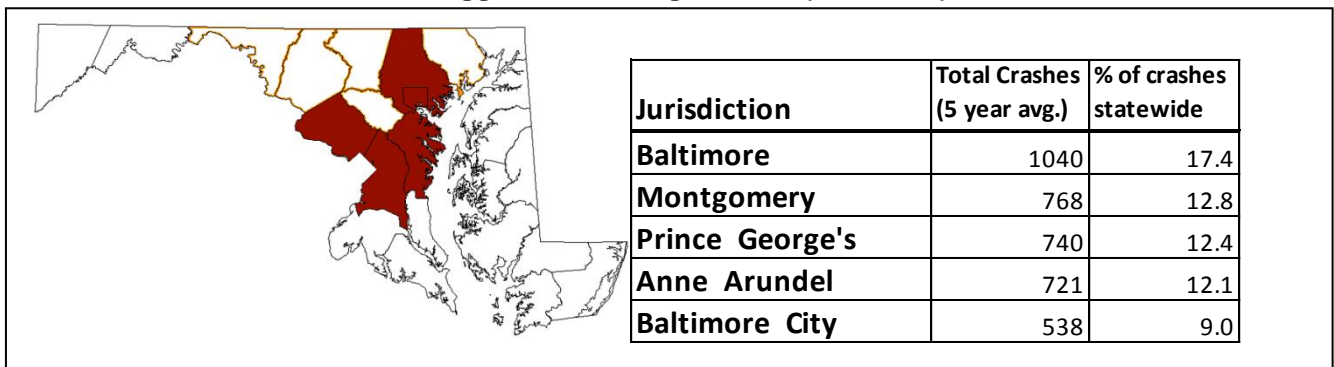
Over the past five years, an average of 5,991 aggressive driving crashes has occurred annually on Maryland’s roadways. On average, 57 people lost their lives and 4,033 were injured each year. This loss of life represents approximately 10 percent of all of Maryland traffic fatalities.

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

- Nearly *one of every ten people killed* in traffic crashes in Maryland in 2011 were involved in a crash with an aggressive driver.
- Four people are killed each month in Maryland in a crash involving an aggressive driver.

- Close to 4,000 people are injured each year in Maryland in crashes involving an aggressive driver.
- Drivers aged 21 to 29 years are a high-risk group, making up more than 20 percent of all aggressive drivers statewide.
- Men comprise approximately 50 percent of aggressive drivers involved in traffic crashes, and close to 80 percent of aggressive drivers killed in traffic crashes.
- Younger drivers ages 21-29 are affected more heavily by aggressive driving crashes, with approximately 20 percent of all drivers involved, injured and killed being within that age range.
- Aggressive driving crashes occur throughout the year, with slight increases during October through November.
- A disproportionately high number of aggressive driving crashes happen during the afternoon hours of 2 p.m. – 6 p.m.
- The highest concentration of aggressive driving crashes occurs in the metropolitan areas of Baltimore, central Maryland, and Washington, D.C.
 - (Anne Arundel, Baltimore, Montgomery, Prince George’s, and Anne Arundel Counties and Baltimore City account for more than 60 percent of all aggressive driving crashes statewide.

Aggressive Driving Crashes (2007-2011)



Speed is a major contributor to aggressive driving and is defined as having exceeded speed limit or too fast for conditions in one of the first two contributing factor fields of the statewide crash report; sub-analyses and goals are also established for “speed-involved or -related” crashes, distinct from the “aggressive driver-involved” crashes.

MAARS Speed-Related Crashes

	2007	2008	2009	2010	2011	5-Year Average	5-year % Change
Fatal Crashes	156	141	139	117	110	133	-29.5
Injury Crashes	7,165	6,735	6,700	5,571	5,726	6,379	-20.2

Property Damage Only	11,724	11,231	11,764	9,439	9,313	10,694	-20.6
Total Crashes	19,045	18,107	18,599	15,122	15,133	17,201	-20.6
Total of All Fatalities	182	163	154	125	119	149	-34.6
Total Number Injured	10,789	10,025	9,731	8,223	8,365	9,427	-22.5

*Source: Maryland Automated Accident Reporting System (MAARS)

Over the past five years, an average of 17,201 speed-related crashes has occurred annually on Maryland’s roadways. On average, 149 people have lost their lives and 9,427 were injured each year. This loss of life represents approximately one-quarter of all of Maryland’s traffic fatalities.

III. Objectives/Relation to Strategic Highway Safety Plan

The following objectives were calculated using the methodology explained in the Introduction/Statewide section.

Aggressive Driving

Fatality Objective: Reduce the annual number of aggressive driving-related fatalities on all roads in Maryland from 62 in 2008 to fewer than 50 by December 31, 2015 (19.8 percent reduction).

Injury Objective: Reduce the annual number of aggressive driving-related injuries¹⁰ on all roads in Maryland from 4,184 in 2008 to fewer than 3,479 by December 31, 2015 (16.8 percent reduction).

Aggressive Driving Interim Goals

	2011	2012	2013	2014	2015
Fatalities	56	55	53	51	50
Total Injuries	3,866	3,766	3,668	3,572	3,479

Speeding

Fatality Objective: Reduce the annual number of speed-related fatalities on all roads in Maryland from 163 in 2008 to fewer than 131 by December 31, 2015 (19.8 percent reduction).

Injury Objective: Reduce the annual number of speed-related injuries on all roads in Maryland from 10,025 in 2008 to fewer than 8,337 by December 31, 2015 (16.8 percent reduction).

Speed-Related Interim Goals

¹⁰ Injuries include all persons reported to suffer an injury of level 2 (injured), 3 (non-incapacitating injury), or 4 (incapacitating injury) on the KABCO scale on the police crash report.

	2011	2012	2013	2014	2015
Fatalities	148	144	139	135	131
Total Injuries	9,263	9,022	8,788	8,559	8,337

In 2011, MAARS reported 44 aggressive driving-related fatalities. This figure is lower than the 2010 figure (n=47); Maryland is progressing toward, but has not achieved, the interim or 2015 goals.

In 2011, MAARS reported 3,894 aggressive driving-related injuries. This figure is higher than the 2010 figure (n=3,791); therefore Maryland is not progressing toward the interim or 2015 goals.

In 2011, MAARS reported 119 speed-related fatalities. This figure is lower than the 2010 figure (n=125). *Maryland has achieved the interim and 2015 goals.*

In 2011, MAARS reported 8,365 speed-related injuries. This figure is higher than the 2010 figure (n=8,223). *Maryland has achieved its interim goal and is progressing toward the 2015 goal.*

IV. Past Performance

In 2012, more than 305,000 citations and warnings for aggressive driving behaviors were issued as a part of the *Smooth Operator Program*. In Maryland during FFY 2012, approximately 55 agencies participated in the program, providing media and enforcement support.

The MHSO coordinated Maryland’s education and awareness campaign by overseeing the highway safety grant funds used to purchase media and educational items, with programmatic expenditures totaling \$250,000 in FFY 2012. The MHSO placed \$147,000 outdoor media including billboards and bus backs in targeted corridors; over the course of the four *Smooth Operator* media waves, more than 8.5 million impressions were achieved by the campaign’s radio spots alone. A total of 36.5 million impressions were realized through cable television, social media and earned media.

V. Countermeasures/Identified Evaluation Method(s)/Details

A. MHSO-Initiated Programs

1. Program Title: Law Enforcement Program (*Smooth Operator*)

Project #: 2014-081

Total Cost/Funding Source: \$300,000/Section 402

Activity Title: *Smooth Operator*

Problem ID: Aggressive driving continues to be the major contributing factor in most all crashes involving motor vehicles within Maryland; in fact, data indicates that more than 1/3 of all traffic deaths each year in the region involve aggressive driving. Most specifically, data indicate that speed is one of the major factors contributing to crashes. Over the past five years, on average, 5,991 aggressive driving crashes occurred each year on Maryland’s roadways. On average, 57 people lost their lives each year, representing slightly more than 10 percent of all of Maryland’s traffic fatalities. In

addition, 4,033 people, on average, were injured annually, representing more than 9 percent of all of Maryland's traffic injuries. The region's aggressive driving marketing program draws attention to the aggressive driving problem.

Activity Overview: The *Smooth Operator* Program will consist of: highly visible and geographically targeted enforcement; paid and earned media components; ; and pre- and post-campaign surveys. Participating law enforcement agencies target aggressive drivers by conducting focused traffic safety enforcement "waves" over a four-month period. In addition to enforcement "waves," an extensive education program is conducted as a vital part of the *Smooth Operator* campaign. As noted, the education portion will be executed through a diverse campaign using billboards and radio and television public service announcements directed at the target audience— drivers between the ages of 18 and 34.

The goal of the *Smooth Operator*, aggressive driving program, is to heighten motorists' awareness and understanding of aggressive driving, and to continue to increase motorists' awareness of law enforcement's efforts to combat aggressive driving behaviors.

Countermeasure Selection:

- **Countermeasures That Work - Aggressive Driving and Speeding**
 - High Visibility Enforcement **
 - Communications and Outreach Supporting Enforcement ***
- **Research Based**

Summary of Research to Validate Implementation: In a study conducted by the AAA Foundation (AAA Foundation for Traffic Safety, 2009), it was estimated that 56 percent of fatal crashes involved one or more driver actions typically associated with aggressive driving. to the study specifically identifies speed-related behaviors as the most common. In a national survey conducted by NHTSA, results indicated that 78 percent of the drivers reported speeding. In Maryland's Annual Driving Survey, approximately 30 percent of respondents felt that they could drive 11 mph or more over the posted speed limit before being ticketed for speeding.

SHSP Aggressive Driving Strategy 2: Continue Maryland's involvement in the regional aggressive driving initiative *Smooth Operator*.

- **Action Step 2.1:** Measure and evaluate the *Smooth Operator* messaging campaigns to ensure that they address the appropriate behaviors and target groups.
- **Action Step 2.2:** Develop and implement, on an annual basis, a law enforcement operations strategy as a part of the regional *Smooth Operator* campaign that focuses on the appropriate behaviors and target groups.
- **Action Step 2.3:** Implement public awareness and education campaigns in conjunction with *Smooth Operator* law enforcement activities that focus on the targeted behaviors and audiences.

Evaluation: Evaluation for this project will include both process and impact measures. Number of citations and crashes will be documented as well as the use of pre- and post-post surveys to document the community's awareness of the highly publicized enforcement efforts.

B. Statewide Partner-Initiated Programs

1. **Program Title: Maryland State Police DUI Enforcement Team**

Project #: 2014-067

Total Cost/Funding Source: \$935,341.00/Section 164

Problem ID: Impaired driving is one of Maryland's highest priority traffic safety issues. A five year average shows Maryland experiences on average 8,216 impaired driving crashes a year, resulting in 4,352 injuries and 185 fatalities. The highest number of impaired driving crashes occurs among male drivers between the ages of 21 and 49. The highest concentration of impaired driving crashes is recorded in the Baltimore/Washington metropolitan area, which includes Baltimore City, central Maryland, and Washington D.C. 5 jurisdictions—Prince George's, Baltimore, Montgomery, and Anne Arundel counties and Baltimore City—account for more than 60 percent of all impaired driving crashes statewide. Additional data indicate that impaired driving crashes occur on Friday, Saturday and Sunday and most frequently between the hours of 6:00 p.m. and 3:00 a.m.

Based on these data, the Maryland State Police has proposed and implemented the formation of an elite DUI Enforcement Detachment with the purpose of locating and apprehending impaired drivers and reducing the number of alcohol related crashes/fatalities in targeted areas within the Baltimore and Washington Metropolitan areas where impaired driving crashes occur.

Activity Overview: The MSP DUI Enforcement Team (Team) will be a data driven, enforcement effort. Working directly with the MHSO via a grant funded initiative with Washington College, the Team will conduct intensive impaired driving enforcement in statistically identified high-risk zones. This team will work with local law enforcement agencies, the court systems, and the Regional Traffic Safety Program Managers to launch an orchestrated and comprehensive enforcement initiative with the intent to reduce drunk driving crashes and their associated fatalities and injuries.

Countermeasure Selection:

- **Research Based**

Summary of Research to Validate Implementation: The Maryland State Police DUI Enforcement Team is a Special Forces unit that has been modeled after the concept of Special Forces in the U.S. military, a highly functioning and defined role. A team of individuals who are highly trained in skilled with a very specific set of goals and objectives are assembled to carry out the mission of the team. While having special expertise in some areas, all team members are cross-trained in an effort to support all other team members

SHSP Impaired Driving Strategy 1: Increase enforcement of alcohol and drug

impaired laws.

- **Action Step 1.1:** Conduct high visibility enforcement programs including *CPSF* and the National Impaired Driving Crackdown

Evaluation: Process measures have been incorporated into this program including: collecting the numbers of operations held, numbers of contacts made, numbers of citations written, number of arrests made, and media that corresponded with the event.

2. **Program Title: Maryland State Police Statewide Enforcement and Training**

Project #: 2014-067

Total Cost/Funding Source: \$797,800/Section 402, 410 & 164

Problem ID: According to crash data (MAARS), Maryland averages 185 alcohol and/or drug impaired driving fatalities per year. Speed-related fatalities account for approximately 149 fatalities per year on average and aggressive driving fatalities account for 57 per year on average. In 2011, 49 percent of drivers and passengers killed in Maryland were reported as not wearing seatbelts. Additionally, statistics reveal that crashes caused by speed account for 26 percent of all fatal crashes in Maryland

Activity Overview: The MSP will conduct a number of priority-program based enforcement during FFY 2014 in support of the MHSO statewide and nationally supported mobilizations. Among the enforcement efforts planned are:

- Aggressive driving enforcement utilizing strategies as directed by local commanders. Enforcement will be directed in areas of high-crash incidents of aggressive driving and citizen complaints.
- DUI saturation patrols will be directed by commanders in relation to data-driven areas or per-event needs. Saturation patrols will be conducted with a minimum of 4 troopers per MSP policy. The patrols will be scheduled around the major holidays, which include: Halloween, Thanksgiving, Christmas, New Year's Eve, Super Bowl Sunday, St. Patrick's Day, Memorial Day, Independence Day. Additionally, patrols will be scheduled during the National DUI mobilization dates and *CPSF* enforcement periods.
- The MSP will conduct 30 sobriety checkpoints in support of *Checkpoint Strike Force*. These checkpoints will be conducted by MSP installations that are permitted to conduct sobriety checkpoints under existing department guidelines and are in counties that have a significant impaired driving-related crash rate. Consistent with existing practice, barracks will coordinate, when possible, multi-agency DUI operations with other law enforcement agencies. The checkpoints will be conducted during the holiday and enforcement waves periods.
- All 22 Maryland State Police barracks will participate in the *Smooth Operator* Program by conducting aggressive driving enforcement during all four waves in FFY 2014.
- MSP will participate in various training and education initiatives to include the DUI College, IACP DRE Seminar, Seat Belt Convincer demonstrations, SFST training, MHSO-FOB Training Seminar and the MCPA/MSA joint training seminar.
- Other enforcement initiatives will include Reach the Beach, Ocean City Bike Week and Ocean City pedestrian enforcement initiatives.

Countermeasure Selection:

- **Countermeasures That Work (various HVE and Mass Communications programs)**
- **Uniform Guidelines**
- **Research Based**

Summary of Research to Validate Implementation: High visibility enforcement (HVE) is a widely accepted strategy through which a state may make significant impact in reducing traffic crashes and the associated injuries and fatalities. A wide variety of research is available through the NHTSA and the GHSA, in addition to other traffic safety organizations, that supports an ongoing HVE effort in concert with paid media. The MHSO, through this activity, will support HVE programs throughout numerous traffic safety areas and will support the enforcement with media and other forms of communications.

<p>SHSP Impaired Driving Strategy 1: Increase enforcement of alcohol and drug impaired laws.</p> <ul style="list-style-type: none"> • Action Step 1.1: Conduct high visibility enforcement programs including CPSF and the National Impaired Driving Crackdown.
<p>SHSP Impaired Driving Strategy 2: Enhance the prosecution and adjudication of alcohol and drug impaired driving cases.</p> <ul style="list-style-type: none"> • Action Step 2.2: Provide training on alcohol and drug impaired driving cases for prosecutors, judges and officers.
<p>SHSP Aggressive Driving Strategy 4: Develop and implement a statewide aggressive driving enforcement strategy that will be utilized throughout the year.</p> <ul style="list-style-type: none"> • Action Step 4.1: Review enforcement strategies for targeted populations and behaviors within the priority corridors. • Action Step 4.2: Implement enforcement training based on the review of enforcement strategies so that law enforcement officers better understand and use the aggressive driving data for targeting enforcement appropriately in terms of location, time, demographics, driver behavior and targeted populations.

Evaluation: Process measures have been incorporated into this program including: number of operations held, number of contacts made, number of citations written, number of arrests made, and media that correspond with events/operations.

C. Statewide Partner-Initiated Programs

On a regional level, state, local, and municipal partners implement grant-funded public information, education, outreach and training programs, diverse prevention strategies, special projects and events, and enforcement efforts that complement the Law Enforcement Program’s SHSP strategies and action steps. The Law Enforcement Program projects funded by the MHSO are representative of research-based countermeasures approved by the MHSO and recommended in the NHTSA “Countermeasures That Work” guide (2013 edition) and/or in the Highway Safety Guidelines. Enforcement strategies such as comprehensive speed and aggressive driving patrols, *Smooth Operator* enforcement waves, and Operation Centipede are

among some of the enforcement strategies implemented by law enforcement partners statewide. Examples of education, outreach and prevention programs implemented across the state include: Keep Kids Alive Drive 25; Speed Management Training (85 percentile); Maryland's DUI Institute; Traffic Safety Specialist training and designation; specialized traffic safety training and planning with executive level police personnel via the Maryland Chiefs of Police and Sheriff's Associations Annual Conference; and paid and earned media efforts in coordination with the *Smooth Operator* campaign. For a detailed list of partner agencies, specific projects, project identifiers and grant funds expended locally, refer to the Speed/Aggressive Driving and Police Traffic Services Programs Program cost summary in the Program Area Cost Summary Section of this HSP.

VI. Program Cost Summary

A total of \$965,825 is obligated for Maryland's Law Enforcement Program.

Jurisdiction	Section 402	Section 164
Statewide	\$ 641,245	\$ 41,400
Local	\$ 283,180	\$ 0

For a full listing of each project, project identifier, fund, and amount obligated, please refer to the tables listed in the Program Area Cost Summary Section.

VII. Other Funding Sources

In addition to funding dedicated to traffic safety programs for the Law Enforcement Program, funding is provided from the following other sources.

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Maryland State Police, Maryland Transportation Authority, Maryland National Capital Park Police, local police jurisdictions, and municipal law enforcement agencies	State, local and municipal funds	Support and continued maintenance of systems to support Maryland's citation system is also supported by state and local funds. Law enforcement agencies collect traffic safety information in the issuance of traffic violations (citations) that are used to target enforcement and outreach programs across the spectrum of traffic safety enforcement programs such as aggressive driving, speed, impaired, occupant protection and distracted driving
Maryland State Police Statewide Enforcement and Training and Maryland Police and Correctional Training Commissions	State funds	On-going training for Standardized Field Sobriety Testing, the coordination, training and management of the State Drug Recognition Expert Program, Checkpoint Management training and coordination, year-round speed enforcement activities

Maryland's High Risk Driving Program: Motorcycle Safety Program (23 CFR1200.25), Younger and Older Driver Safety, Bicycle and Pedestrian Safety

I. Program Area Description

- II. Maryland's High-Risk Driving Program area is positioned to manage a set of unique highway safety needs which include motorcycle safety training and awareness, younger and older driver safety, and bicycle and pedestrian safety. While the various programs require different approaches, the use of public information, education and direct outreach are carried out via state and local partner grants. Some of the key elements of each program include the following:
- Riding a motorcycle requires special skills and concentration. The Maryland Motor Vehicle Administration (MVA) offers motorcycle rider training courses for new and experienced riders. The courses teach the participants the special skills and mental strategies necessary for responsible motorcycle operation. In addition to training, an annual motorcycle safety outreach campaign to promote motorist and rider responsibility and rider training is launched. A key message to motorists is the need to be aware of how driver actions impact the safety of motorcyclists and to learn to share the road safely with motorcyclists.
 - Younger drivers require a number of approaches across a spectrum of highway safety program areas. A combination of driving skill and decision-making programs are coordinated with public and private partners that place emphasis on distracted driving, occupant protection, impaired driving, Maryland Graduated Licensing System (GLS), and a concerted effort to involve parents. Among the strategies developed, implemented and evaluated are:
 - High school-based programs to address impaired driving, including mock crashes, impaired driving simulators, Fatal Vision goggles simulation exercises, after-Prom parties, and the *Make It Click* program in partnership with local law enforcement to promote safety belt use in those schools.
 - Alcohol compliance enforcement actions and saturation patrols targeting underage drinking across the state.
 - The bicycle and pedestrian safety program promotes safe pedestrian and bicycle practices, educates drivers to share the road safely with other road users, and encourages safe facilities for pedestrians and bicyclists through a combination of education and engineering strategies. Similarly, older driver programs are developed and implemented locally through local grants.
 - Similarly, older driver programs are developed and implemented locally through local grants.

III. Problem Identification/Needs Assessment

Separate problem identification tables and statements are provided for each area within the High Risk Driver Program.

Bicycles

MAARS Bicyclist Data

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

*Source: Maryland Automated Accident Reporting System

Over the past five years, an average of 746 bicycle crashes occurred on Maryland roadways. On average, seven people in those crashes lost their lives and 618 were injured each year.

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

- Bicycle crashes, injuries and fatalities are clustered in the urban areas of the state in the Washington and Baltimore metropolitan areas, with more occurring in Baltimore City than any other jurisdiction.
- Nearly 23 percent of all bicycle crashes and 11 percent of all bicycle fatalities occur in Baltimore City.
- Bicycle crashes are more common in the summer months, from May through September.
- Monday through Friday are peak days for total bicycle crashes.
- Early evening hours of 3 p.m. to 7 p.m. are the peak hours for bicycle crashes.
- Bicyclists between the ages 10–15 and 20–24 are overrepresented in total crashes and injury crashes.
- Males are much more likely to be killed as a bicyclist. More than 80 percent of all bicyclists killed are male.

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

Pedestrians

MAARS Pedestrian On-Foot Data

	2007	2008	2009	2010	2011	5-Year Average	5-year % Change
Fatal Crashes	108	106	110	97	101	104	-6.5
Injury Crashes	2,436	2,385	2,251	2,256	2,100	2,286	-13.8
Property Damage Only	384	331	354	371	340	356	-11.4
Total Crashes	2,928	2,822	2,715	2,724	2,541	2,746	-13.2
Total of All Fatalities	110	115	111	101	103	108	-6.4
Total Number Injured	2,526	2,469	2,347	2,336	2,171	2,370	-14.0

*Source: Maryland Automated Accident Reporting System

Over the past five years, an average of 108 pedestrians has lost their lives and 2,370 were injured each year. This loss of life represents 20 percent of all of Maryland’s traffic fatalities. Total pedestrian crashes and injuries have trended slightly downward over the last five years. However pedestrian fatalities have remained on a flat trend line

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

- Pedestrian fatalities represent 20 percent of all traffic fatalities statewide, on average.
- A crash involving a pedestrian is nearly six times as likely to produce a fatality as all traffic crashes statewide.
- Pedestrian crashes, injuries and fatalities are clustered in the Washington and Baltimore metropolitan areas. Nearly 75 percent of all pedestrian crashes and 67 percent of all pedestrian fatalities occur in these areas.
- Pedestrian crashes are similar in distribution across the months of the year, compared to all crashes statewide. Slight increases in pedestrian crashes occur in the spring and late fall; however, there is an increase in pedestrian fatalities in November and December.
- Friday is the peak day for total pedestrian crashes, and Saturday is the peak day for crashes that result in a pedestrian fatality.
- Early evening hours of 2 p.m. to 6 p.m. are the peak hours for total pedestrian crashes, and late evening hours are overrepresented in fatal pedestrian crashes.
- Pedestrians between the ages 10– 15 and 20– 24 are overrepresented in total and injury pedestrian crashes; older pedestrians 45–49 years old are overrepresented in fatal pedestrian crashes.
- Males are much more likely to be killed as a pedestrian. More than 70 percent of all pedestrians killed are male.

Motorcycle

MAARS Motorcycle Data

	2007	2008	2009	2010	2011	5-Year Average	5-year % Change
Fatal Crashes	91	78	67	72	68	75	-25.3
Injury Crashes	1,428	1,367	1,332	1,322	1,307	1,351	-8.5
Property Damage Only	322	358	487	533	505	441	56.8
Total Crashes	1,841	1,803	1,886	1,927	1,880	1,867	2.1
Total of All Fatalities	96	83	67	73	70	78	-27.1
Total Number Injured	1,661	1,568	1,596	1,558	1,512	1,579	-9.0

*Source: Maryland Automated Accident Reporting System

Over the past five years, an average of 1,867 crashes involving motorcycles occurred on Maryland’s roadways. On average, 78 people lost their lives each year. This loss of life represents close to 14 percent of all of Maryland’s traffic fatalities. In addition, an average of 1,579 people was injured annually.

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

- Motorcycle crashes, injuries and fatalities are clustered in the Washington and Baltimore metropolitan areas.
- Motorcycle crashes are more common in the summer months, from May through September.
- Saturday and Sunday are peak days for motorcycle crashes.
- Late afternoon and early evening hours of 2 p.m. to 7 p.m. are the peak hours for motorcycle crashes.
- Motorcycle operators between the ages 21– 29 and 40– 49 are involved in more crashes than other age groups.
- Male motorcyclists are much more likely to be involved, injured, or killed in a crash than females.

Motorcycle safety continues to be a significant concern in Maryland. Registrations for motorcycles continue to steadily increase in Maryland—a trend seen nationally as gas prices rose. Motorcycle-related crashes in Maryland show little change. The number of motorcycle crashes in Maryland has increased slightly over the past 5 years. However, in 2011 slight improvements were seen in reduction of overall and fatal crashes. Most motorcycle crashes result in either an injury or fatality. In Maryland, crashes that involve motorcyclist result in injury or death at more than twice the rate of overall crashes across the state. In 2011, nearly 2,000 motorcycle-related crashes occurred statewide. More than 70 percent resulted in an injury or fatality. Between 2007 and 2011, motorcycle-related crashes accounted for 15 percent of the state’s crash-related deaths.

Excessive speed on the part of the motorcycle rider is a predominant factor in fatal motorcycle crashes. Motorist failure to yield right of way continues to be a significant problem in motorist-motorcyclist crashes.

Younger Drivers

MAARS Younger Drivers (ages 16-20) Data

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

*Source: Maryland Automated Accident Reporting System

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

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

- Younger driver-involved crashes are most common in Baltimore and Prince George’s Counties.
- Younger driver-involved crashes are most common from May–July.
- Friday is the peak day for total and injury-related younger driver-involved crashes.
- Afternoon hours of 2 p.m. to 6 p.m. are the peak hours for younger driver-involved crashes.
- Younger males are more likely to be involved in a crash. Close to 80 percent of all fatalities in younger driver-involved crashes are male.
- The leading cause of death for teens age 15–19 is motor vehicle collisions. (Source: NHTSA)
- 16-year old drivers have crash rates that are about three times greater than 17-year-old drivers, five times greater than 18-year-old drivers, and approximately twice the rate of 85-year-old drivers. (Source: NHTSA)
- Over the last ten years, 90 percent of the younger drivers killed in fatal crashes were deemed to be at fault in those crashes.

- Leading contributing factors cited in police reports in younger driver crashes include: not paying attention, driving too fast for conditions, failure to yield right of way, and following too closely.

In FFY 2011, a total of 1,618 Younger Driver AMTs were collected from persons under 21 years of age to determine public knowledge, attitudes, and behaviors specific to this age group. One question of particular note addressed influencers on safe driving. When given the options of ‘Parents,’ ‘Law Enforcement,’ and ‘Peers,’ and asked which group had the most influence on the way this age group drives, as the respondent age increased, the ‘Law Enforcement’ response became more common, from 23 percent for those 15 and under to 58 percent for those ages 21–24.

Older Drivers

MAARS Older Drivers (ages 65+) Data

	2007	2008	2009	2010	2011	5-Year Average	5-year % Change
Fatal Crashes	71	78	94	78	72	79	1.4
Injury Crashes	4,448	4,279	4,294	4,196	4,254	4,294	-4.4
Property Damage Only	5,647	5,528	5,737	5,778	5,881	5,714	4.1
Total Crashes	10,166	9,885	10,125	10,052	10,207	10,087	0.4
Total of All Fatalities	79	85	101	80	79	85	0.0
Total Number Injured	6,822	6,546	6,645	6,464	6,480	6,591	-5.0

*Source: Maryland Automated Accident Reporting System

Over the past five years, an average of 10,087 crashes involving older drivers occurred on Maryland’s roadways. On average, 85 people lost their lives each year. This loss of life represents close to 16 percent of all of Maryland’s traffic fatalities. In addition, an average of 6,591 people was injured annually.

According to the U.S. Census Bureau, by 2030 one in five drivers will be 65 or older. By the same year, the percentage of residents 65 years or older is expected to be roughly 25 percent of Maryland’s projected population of 6.7 million, presenting serious concerns in relation to the safety of the state’s older drivers.

Although older driver injuries and fatalities declined slightly, older driver safety remains a concern in many communities across the state. Efforts to educate older drivers and their families as motor skills diminish and this ageing population grows. Continued monitoring of this age group in highway safety will be needed in the coming decades.

IV. Objectives/Relation to Strategic Highway Safety Plan

The following objectives were calculated using the methodology explained in the Introduction/Statewide section.

Bicyclists

Fatality Objective: Reduce the annual number of bicycle fatalities on all roads in Maryland from 7 in 2008 to fewer than 6 by December 31, 2015 (19.8 percent reduction).

Injury Objective: Reduce the annual number of bicycle injuries on all roads in Maryland from 652 in 2008 to fewer than 542 by December 31, 2015 (16.8 percent reduction).

Bicyclist Interim Goals

	2011	2012	2013	2014	2015
Fatalities	6	6	6	6	6
Total Injuries	602	587	572	557	542

In 2011, MAARS reported 5 bicycle fatalities. This figure is lower than the 2010 figure (n=8); *Maryland has achieved the interim and 2015 goals.*

In 2011, MAARS reported 588 bicycle injuries.¹¹ This figure is lower than the 2010 figure (n=610); *Maryland has achieved the interim goals and is progressing towards the 2015 goal.*

Pedestrians

Fatality Objective: Reduce the annual number of pedestrian fatalities on all roads in Maryland from 115 in 2008 to fewer than 92 by December 31, 2015 (19.8 percent reduction).

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

Pedestrian Interim Goals

	2011	2012	2013	2014	2015
Fatalities	105	101	98	95	92
Total Injuries	2,281	2,222	2,164	2,108	2,053

In 2011, MAARS reported 103 pedestrian fatalities. This figure is higher than the 2010 figure (n=101); *Maryland has achieved the interim goals and is progressing towards the 2015 goal.*

In 2011, MAARS reported 2,171 pedestrian injuries. This figure is lower than the 2010 figure (n=2,336); *Maryland has achieved the interim goals and is progressing towards the 2015 goal.*

¹¹ Injuries include all persons reported to suffer an injury of level 2 (injured), 3 (non-incapacitating injury), or 4 (incapacitating injury) on the KABCO scale on the police crash report.

Motorcycles

Fatality Objective: Reduce the annual number of motorcycle-related fatalities on all roads in Maryland from 83 in 2008 to fewer than 67 by December 31, 2015 (19.8 percent reduction).

Injury Objective: Reduce the annual number of motorcycle -related injuries on all roads in Maryland from 1,568 in 2008 to fewer than 1,304 by December 31, 2015 (16.8 percent reduction).

Motorcycle Interim Goals

	2011	2012	2013	2014	2015
Fatalities	76	73	71	69	67
Total Injuries	1,449	1,411	1,374	1,339	1,304

In 2011, MAARS reported 70 motorcycle-related fatalities. This figure is lower than the 2010 figure (n=73); *Maryland has achieved the interim goals* and is progressing towards the 2015 goal.

In 2011, MAARS reported 1,513 motorcycle-related injuries. This figure is lower than the 2010 figure (n=1,557); *Maryland is progressing toward the interim and 2015 goal.*

Younger Drivers

Fatality Objective: Reduce the annual number of younger driver-related fatalities on all roads in Maryland from 106 in 2008 to fewer than 85 by December 31, 2015 (19.8 percent reduction).

Injury Objective: Reduce the annual number of younger driver-related injuries on all roads in Maryland from 10,311 in 2008 to fewer than 8,575 by December 31, 2015 (16.8 percent reduction).

Younger Driver Interim Goals

	2011	2012	2013	2014	2015
Fatalities	96	93	91	88	85
Total Injuries	9,527	9,280	9,038	8,803	8,575

In 2011, MAARS reported 66 younger driver-related fatalities. This figure is slightly higher than the 2010 figure (n=64); *Maryland has achieved the interim and 2015 goal.*

In 2011, MAARS reported 7,657 younger driver-related injuries. This figure is lower than the 2010 figure (n=8,309); *Maryland has achieved the interim and 2015 goal.*

Older Drivers

Fatality Objective: Reduce the annual number of older driver-related fatalities on all roads in Maryland from 85 in 2008 to fewer than 68 by December 31, 2015 (19.8 percent reduction).

Injury Objective: Reduce the annual number of older driver-related injuries on all roads in Maryland from 6,546 in 2008 to fewer than 5,444 by December 31, 2015 (16.8 percent reduction).

Older Driver Interim Goals

	2011	2012	2013	2014	2015
Fatalities	77	75	73	70	68
Total Injuries	6,049	5,891	5,738	5,589	5,444

In 2011, MAARS reported 79 older driver-related fatalities. This figure is slightly lower than the 2010 figure (n=80); Maryland is not progressing toward the interim and 2015 goal.

In 2011, MAARS reported 6,484 older driver-related injuries. This figure is higher than the 2010 figure (n=6,462); Maryland is not progressing toward the interim and 2015 goal.

V. Past Performance

BikeMaryland successfully launched the Bicycle Ambassadors program, targeting outreach to young bicyclists in and around Baltimore City. In FY 2012, 17 youth bicycle rodeos were conducted, reaching 1,070 youth.

The *StreetSmart DC* campaign, developed in partnership with the Washington Council of Governments, has annually reached millions of people in the Washington, D.C. metropolitan area with pedestrian safety messages directed at both motorists and pedestrians. With roughly 6 million people reached during past campaigns on average, the success of this campaign has been the basis of expansion into the Baltimore region.

The MHSO continued to provide coordination and support for bicycle and pedestrian safety initiatives statewide. The SHA led the development of a Priority Pedestrian Location project, which identified the 24 top locations for pedestrian crashes on the state highway system, and began the development of action plans to address the issues identified at these locations, primarily through the means of engineering countermeasures. The MHSO worked in tandem with SHA, helping to coordinate a comprehensive countermeasure focus by bringing together the other 3 E's—enforcement, education, and EMS—to address safety at many of these locations.

The MHSO grant-funded programs for motorcycle rider training and safety coordinated 27 motorcycle safety outreach events in FFY 2012, reaching more than 8,000 participants, and distributing more than 18,000 pieces of motorcycle safety material. Paid and earned media for motorcycle safety (radio, billboards and event coverage) garnered more than 15 million media impressions within the targeted audience.

Approximately 20,000 pieces of educational material were distributed to young drivers, parents and guardians, law enforcement officers, and community organizations. In addition, several thousand young drivers participated in outreach activities on a statewide and local level in FFY 2012. The outreach to this very high-risk population is a constant presence throughout all traffic safety programs.

V. Countermeasures/Identified Evaluation Method(s)/Details

A. Partner-Initiated Programs

1. **Program Title: Bike Maryland: Baltimore County Regional Bike Safety**

Project #: 2014-023

Total Cost/Funding Source: \$56,994/Section 402

Problem ID: Baltimore City accounts for nearly one quarter (23.3 percent) of all police-reported bicycle crashes in the state of Maryland. Baltimore City, and Baltimore and Anne Arundel Counties combined, account for nearly half of bicycle crashes in the state. Bicycle crashes in Baltimore City occur most frequently in warm weather months between May and September and more than 80percent of these bicyclists are males. More than 37 percent of bicyclists involved in crashes were 15 years of age or younger, and 18.5 percent were 20 to 29 years old. Baltimore City data show higher densities of bicycle crashes in high-risk communities within the City.

Project Overview: The goal of the Bicycle MINDED Safety Program (BMSP) is to reduce bicycle crashes, injuries and fatalities in the Baltimore Metropolitan Region. The BMSP will conduct direct outreach to at-risk youth and adult bicycle riders and will hold at least 26 bicycle training workshops targeting at-risk youth and adults with programs. Bicycle safety ambassadors will be trained to conduct outreach activities and safety training. Three part-time program coordinators will organize and conduct bicycle skills workshops, utilizing the Washington Area Bicyclists Association's (WABA) curriculum. The coordinators will be certified by the League of American Bicyclists to conduct training. A bicycle safety program trailer equipped with bicycles and related teaching supplies will be used to conduct hands on instruction. The coordinators will also conduct adult bicycle safety workshops focusing on high-risk bicyclist behaviors, as indicated by crash data. The program is planning to conduct least 6 adult and 20 youth bicycle safety programs in FFY 2014.

Countermeasure Selection:

- **Countermeasures That Work – Bicycles**
 - Bicycle Education for Children **
 - Bicycle Safety Education for Bike Commuters *
- **Uniform Guidelines**

Summary of Research to Validate Implementation: Most all citizens are at some point in their life a bike user. It has been estimated that 80 percent of bicycle related fatalities and 37 percent of emergency room visits have been attributed to head injuries. Research continues to validate that injuries and fatalities can be drastically reduced through the use of safety protection head gear (helmets) and proper on-road training skills.

SHSP Strategy: Bicyclists are often included in pedestrian safety efforts and do not have a specific SHSP Strategy or Action Step. In addition to the coordination of activities with pedestrian safety initiatives, bicyclists are also considered during infrastructure improvements, as covered by the SHSP's Infrastructure EAT.

Evaluation: Process measures have been incorporated into this program including: number of events held and the number of individuals served in the trainings.

2. **Program Title: Street Smart Campaigns**

Baltimore Metropolitan Council - Street Smart Campaign: Baltimore Metropolitan Area

Project #: 14-033

Total Cost/Funding Source: \$300,000/Section 402

Metropolitan Washington Council of Governments - Street Smart Campaign: Washington Metropolitan Area

Project #: 14-073

Total Cost/Funding Source: \$182,000/Section 402

Problem ID: Between 2007 and 2011, about 80 percent of all pedestrian-involved crashes reported annually occurred in the Baltimore and Washington metropolitan areas. Although the majority of pedestrian-involved crashes occurred in Baltimore City, Prince George's County accounted for the greatest number of crashes resulting in a fatality.

Project Overview: The Baltimore Metropolitan Council and the Metropolitan Washington Council of Governments will continue to develop and implement the Street Smart campaigns, first launched in the Baltimore/Washington Region in 2009 and has continued through 2013. The educational outreach campaigns will provide informational materials for pedestrians, bicyclists and motorists, and will involve the development and launch of a mass media campaign to raise awareness of the traffic rules that protect these vulnerable road users. The programs will be accompanied by specialized enforcement efforts targeted at pedestrians and drivers. The campaigns will target efforts in Baltimore City, Baltimore County and expand to Anne Arundel, Harford, Prince George's, and Montgomery Counties. Both campaigns will deploy street teams and employ other outreach activities.

Countermeasure Selection:

- **Countermeasures That Work – Pedestrians**
 - All Pedestrians (various)
- **Uniform Guidelines**

Summary of Research to Validate Implementation: The *Street Smart* Campaign utilizes a comprehensive approach to pedestrian safety. It is based on research conducted by NHTSA and FHWA known as a pedestrian safety zone (Blomberg & Clevel, 1998). This model relies on the use of identifying high-risk pedestrian areas, targeted enforcement efforts, community training, and the use of comprehensive media efforts meant to create greater awareness.

SHSP Pedestrian Safety Strategy 3: Conduct Model Public Awareness Campaigns through educational materials and media.

- **Action Step 3.1:** Develop model education and awareness approach from study of best practices.

Evaluation: Process and impact measures have been incorporated into this program, including: educational materials created, number of media efforts, number of citations issued, as well as a media impact study.

3. Program Title: Johns Hopkins Bloomberg School of Public Health – Pedestrian Campaign

Project #: 2014-030

Total Cost/Funding Source: \$184,999/Section 402

Problem ID: From 2007–2011, an average of 759 pedestrians in Baltimore City were injured per year. There is a need for a comprehensive evidence-informed model pedestrian safety program that can reduce the risk of pedestrian-vehicle collisions and create a safer environment for all road users traveling within dense urban areas in Maryland. This project will address this need by developing a program to be tested in east Baltimore where increasing numbers of pedestrians are being injured as a result of being hit by vehicles while crossing the street (including in crosswalks). Based on crash data and an engineering study by a traffic engineering firm, the area bordered by Orleans, N. Chester, N. Caroline, and E. Eager Streets is particularly dangerous. Results from focus groups conducted on the Johns Hopkins East Baltimore campus noted the importance of treating the pedestrian problem as a community issue since many road users are residents in the area and/or visitors to the medical campus.

Project Overview: This proposal continues project activities supported by a 2013 mid-year MHSO grant that aims to improve pedestrian safety in an area of East Baltimore City. Although this project focuses on a single area in Baltimore City, findings will be generalized to other urban environments throughout the state. The objectives of this proposal are to: 1) pilot test a communication campaign and enforcement program to evaluate its feasibility and effectiveness; and 2) create and widely disseminate results in a user-friendly guide that can be used by other high-risk urban areas to promote pedestrian safety. The project will implement and evaluate a 6-month pedestrian safety program that includes a strategic communication campaign and enforcement of pedestrian laws through the issuance of warnings and citations to both drivers and pedestrians. The tasks associated with these objectives to be completed during this project include: implementing the communication campaign; issuing warnings and citations to unlawful drivers and pedestrians; completing post-campaign surveys and observations; analyzing and evaluating crash reports, videos, and all other data collected during the project period; and creating a practical guide for use by other urban areas to reduce pedestrian collisions.

Countermeasure Selection:

- **Countermeasures That Work – Pedestrians**
 - All Pedestrians (various)
- **Uniform Guidelines**
- **Research-based**

Summary of Research to Validate Implementation: The Johns Hopkins Center for Injury Research and Policy (CIRP) Pedestrian Campaign utilizes the comprehensive approach to pedestrian safety research conducted by NHTSA and FHWA known as a pedestrian safety zone (Blomberg & Cleven, 1998). The model relies on identifying high-risk pedestrian areas, targeted enforcement efforts, community training, and the use of comprehensive media efforts to create awareness. The JHU CIRP will also leverage the use of their expertise in including local residents in focus group sessions to obtain direct community feedback as well as knowledge of literacy research to develop appropriate campaign materials.

SHSP Pedestrian Safety Strategy 3: Conduct Model Public Awareness Campaigns through educational materials and media.

- **Action Step 3.1:** Develop model education and awareness approach from study of best practices.

Evaluation: Process impact and outcome measures will be used to evaluate this project effort. Process measures will include: number and type of materials created/shared, number of warning/citations written, and number of focus groups held. Impact measures will include: a pre- and post-campaign survey provided to JHU employees to obtain an understanding of their level of awareness about the projects efforts. Outcome measures will track changes in number of injuries and fatalities in their urban setting and a final report documenting all findings.

4. Program Title: MVA Driver Instructional Services Division: Maryland Motorcycle Safety Coalition

Project #: 2014-010

Total Cost/Funding Source: \$174,060/Section 402

Problem ID: After a slight decline between 2007 and 2011, motorcycle fatalities are projected to increase in 2012 both nationally and here in Maryland. Motorcycle-involved crashes and injuries did not decline at the same rate as fatalities, and remain at high levels. Slightly more than half of all motorcycle crashes involve another vehicle, and the driver of that vehicle, not the motorcyclist, is more often at fault. Two common reasons for these crashes include a failure to yield right of way and driver inattention. Conversely, a significant proportion of motorcycle crashes does not involve another vehicle and are due to motorcyclist error. Common problematic rider behaviors include excessive speed, aggressive riding, improper licensure, inattention and impairment. Motorcycle riders are injured in more than 80 percent of crashes, which makes rider protective gear an important issue, regardless of what causes a crash. Therefore, new approaches to

crash prevention and injury mitigation for motorcyclists are needed.

Project Overview: The MVA Motorcycle Safety Program (MCSP), a unit of the Driver Instructional Services Division (DISD), is responsible for oversight of all formal motorcyclist training in the state. It also provides outreach and awareness activities to motorists and motorcycle riders across Maryland. Staff of the DISD and MCSP have extensive experience in the development and implementation of motorcyclist safety initiatives and programs. MCSP invests approximately \$400,000 in motorcyclist training and outreach efforts each year, including extensive driver and rider outreach, motorcycle instructor training and quality assurance efforts. MCSP centers train more than 8,000 riders annually, with a success rate of 90 percent. The MCSP is uniquely positioned to coordinate collaborative efforts with motorcyclist organizations, motorcycle training centers, members of the Maryland Motorcycle Safety Coalition and others to deploy a strategic motorcycle safety program.

Countermeasure Selection:

- **Countermeasures That Work – Motorcycle Safety**
 - Motorcycle Rider Training *
- **Uniform Guidelines**
- **Research-based**

Summary of Research to Validate Implementation: There are several strategies that can improve motorcycle driver/rider safety while traveling on roadways. Evidence from research has shown the difference between those riders that have been properly trained versus those not. There is additional research that verifies that all motorists need to learn about adapting to motorcyclists and learn to share the roadway better.

SHSP Strategy: Motorcyclists are considered a high risk user group and are included as a component of numerous SHSP Strategies and Action Steps, including Impaired Driving, Aggressive Driving and the Infrastructure EAT.

Evaluation: Process and impact measures have been incorporated into this program including: number of drivers/riders trained, number of drivers/riders licensed, coalition meeting agendas/minutes, and type of materials the Coalition produces.

- 5. Program Title:** MVA Driver Instructional Services Division (DISD): Young Driver Project
Project #: 2014-011
Total Cost/Funding Source: \$13,165/Section 402

Problem ID: The Technical Assessment of Maryland Driver Education was completed in 2010 through a coordinated effort of the SHA, the MVA, and NHTSA. The assessment stressed the need for increased parental involvement in drivers' education. Unit One of the drivers' education curriculum is devoted to parent orientation; its primary functions are to explain the Graduated Licensing System (GLS), the driving schools' responsibilities, and the structure of the driver education program. The Technical Assessment noted that attendance at the parent orientation was minimal. A quick and

informal survey of driving schools found the situation has not changed since 2010 when the Technical Assessment was conducted. On average, less than 5 percent of parents attended orientation. Research has repeatedly shown the importance of parental involvement to avoid collisions, injuries, and fatalities; Maryland can do better in increasing parental involvement in the driver education process.

Project Overview: The young driver project will serve as a continuation grant to the FFY 2013 Parental Involvement Grant. The DISD will use the results of the Parent Involvement Survey conducted in FFY 2013 to develop information resources to encourage and increase effective parental involvement during the driver education process and during the provision licensure period. The project will develop: an instructional video electronic and print materials to improve parental awareness of and involvement in the GLS process; appropriate materials to update parents' knowledge of current Maryland vehicle law to ensure they are giving their new drivers current information; and an in-service training for driving schools to help them increase parental involvement.

Countermeasure Selection:

- **Uniform Guidelines**
- **Research-Based**

Summary of Research to Validate Implementation: "Social norms" is defined as the set of rules used to define appropriate and inappropriate values, beliefs, attitudes, and behaviors (Schultz et al, 2007; Fehr et al, 2002). These rules may be explicit and implicit and have also been described as the "customary rules of behavior that coordinate our interactions with others." Social norms indicate the established and approved way of "doing things" (e.g., parental restrictions/monitoring of teens, interactions with other parents/guardians, unwarranted pressures applied by society, parents'/guardians' involvement and behavioral expectations). Hartos et al. (2002) compared teens with low risk driving over time to teens with high-risk driving over time. The findings indicated that the high-risk driving teens were three times more likely to report low parental monitoring and two times more likely to report low parental restrictions. There is an interest in understanding parent/guardian perceptions of their own individual behaviors as well as their view of the norms of "other" parents/guardians. Social norms can play an important role in parental involvement during the early years for teen drivers and could provide a foundation/basis for an intervention.

SHSP Strategy: Numerous

Note: Young drivers are a high-risk population that forms a target audience for multiple SHSP Strategies and Action Steps.

Evaluation: Process and impact measures have been incorporated into this program including: Numbers of drivers/riders trained, numbers of drivers/riders licensed, coalition meeting agendas/minutes, and types of materials the Coalition produces.

B. Regionally-Initiated Programs

On a regional level, state, local, and municipal partners implement grant-funded public information, education, outreach and training programs, diverse prevention strategies, special projects and events, and enforcement efforts that complement the High-Risk Driving Program Program’s SHSP strategies and action steps. The High-Risk Driving Program is multi-faceted and provides management of the following safety program areas Motorcycle Safety, Younger and Older Driver Safety, and Bicycle and Pedestrian Safety. The High-Risk Driving projects funded by the MHSO are representative of research-based countermeasures approved by the MHSO and recommended in the NHTSA “Countermeasures That Work” guide (2013 edition) and/or in the Highway Safety Guidelines. Enforcement strategies such as comprehensive speed enforcement, motorcycle safety helmet identification and safety repair orders, underage drinking enforcement and party dispersals, motorist and pedestrian enforcement operations, and pedestrian crosswalk stings are among some of the enforcement strategies implemented by law enforcement partners statewide. Examples of education, outreach and prevention programs implemented across the state include Motorcycle Safety Month activities sponsored by MVA in coordination with motorcycle clubs, riding groups and business owners, young driver seminars, Critical 60, GDL Program promotion and education efforts, as well as, older driver initiatives such as Seniors on the Move, Car Fit promotion, and the Baltimore and Washington DC Street Smart campaigns are among other programs. For a detailed list of partner agencies, specific projects, project identifiers and grant funds expended locally refer to the High-Risk Driving Program cost summary in the Program Area Cost Summary Section of this HSP.

VI. Program Cost Summary (Table)

A total of \$1,377,368 is obligated for Maryland’s High-Risk Driver Program, which includes Bicycle Safety, Pedestrian Safety, Motorcycle Safety, Younger Driver Safety and Older Driver Safety.

Jurisdiction	Section 402	FHWA	Section 2010/405
Statewide	\$ 65,775	\$ 723,993	\$ 135,450
Local	\$ 177,150	\$ 275,000	\$

For a full listing of each project, project identifier, fund, and amount obligated, please refer to the tables listed in the Program Area Cost Summary Section.

VIII. Other Funding Sources

In addition to funding dedicated to traffic safety programs for the High-Risk Driving Program, funding is provided from the following other sources.

Bicycle Safety		
AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Maryland State Highway Administration	State Funds	Storage and maintenance of bike/pedestrian training trailer
Washington Area Bicyclists Association	Private non-profit	School and community based traffic safety programs, storage and maintenance of training trailer

Pedestrian Safety		
AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Maryland State Police, Maryland Transportation Authority, local jurisdiction, and municipal law enforcement agencies – Enforcement Mobilization Projects	State, local and municipal funds	Maryland State Police, Maryland Transportation Authority, local jurisdiction, and municipal funding for regular duty pay/benefits, office space, supplies and equipment, court overtime, vehicles and vehicle use on state, local and municipal roadways. Responsible for enforcing pedestrian safety laws in an effort to reduce pedestrian involved crashes
Baltimore Metropolitan Council	Private non-profit	Support on-going implementation and evaluation of Maryland’s Street Smart Campaign.
Washington Council of Governments	Private non-profit	Support on-going implementation and evaluation of Maryland’s Street Smart Campaign.

Motorcycle Safety		
AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Maryland Motor Vehicle Administration	State funds, Transportation Trust Fund	Motorcycle rider education programs, licensing, legislation and regulations and motorist awareness
Maryland Motorcycle Rider Coalition	State funds	Advocate for motorcycle safety programs, review and monitor education programs for rider training
Maryland State Police, Maryland Transportation Authority, local jurisdiction, and municipal law enforcement agencies – Enforcement Mobilization Projects	State, local and municipal funds	Maryland State Police, Maryland Transportation Authority, local jurisdiction, and municipal funding for regular duty pay/benefits, office space, supplies and equipment, court overtime, vehicles and vehicle use on state, local and municipal roadways. Responsible for enforcing motorcycle safety laws in an effort to reduce motorcycle involved crashes

Older Driver Safety		
AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
AARP	Private non-profit	AARP 55 Alive Training and other older driver training programs
AAA	Private funds	Implement training programs statewide for mature drivers called Seniors on the Move and Road Wise Review in coordination with local partners throughout the state

Younger Driver Safety		
AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
AAA Foundation for Safety and Education	Private non-profit	School and community based programs such as Otto the auto and other traffic safety programs
Mothers Against Drunk Driving	Private non-profit	School and community based traffic safety programs
Washington Regional Alcohol Program	Private non-profit	School and community based traffic safety programs
Department of Health and Mental Hygiene, Alcohol and Drug Abuse Administration (ADAA)	State funds and other solicited/awarded federal funding sources	Support to the Maryland Strategic Prevention Framework – School and community based traffic safety programs relating to impaired driving
Maryland State Police, Maryland Transportation Authority, local jurisdiction, and municipal law enforcement agencies – Enforcement Mobilization Projects	State, local and municipal funds	Maryland State Police, Maryland Transportation Authority, local jurisdiction, and municipal funding for regular duty salary/benefits, office space, supplies and equipment, court overtime, vehicles and vehicle use on state, local and municipal roadways. Responsible for enforcing Maryland GDL laws
Howard County Community College	State and private funds	Critical 60- framework for judging the effectiveness of professional driver's education

VII. Other Relevant Program Area Information

Maryland qualifies for two out of six motorcycle safety eligibility criteria under the MAP-21 Motorcyclist Safety Grant Program [23 CFR 1200.25]. The state is submitting the following Motorcycle Safety Countermeasures Application for FFY 2014 funding under this program, demonstrating continued compliance with the eligibility criteria for motorcycle rider training

courses, and motorcyclist awareness programs. The program implementation plan was developed using proven countermeasures found in the "Countermeasures That Work" (2013 edition) publication and/or found in the Highway Safety Guidelines issued by the National Highway Traffic Safety Administration.

a. Motorcycle Riding Training Course: Qualification Criteria I

i. Motorcycle Rider Training Courses

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

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

1. Code of Maryland Regulations (COMAR) 11.20.01-03 designates the Maryland Motor Vehicle Administration (MVA) as the state authority having jurisdiction over motorcyclist safety issues (see **Attachment D**).
2. COMAR 11.20.01.15 states that MVA is the approving and implementing agency over a formal motorcycle curriculum of instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle training to motorcyclists. The curricula were developed by the Motorcycle Safety Foundation (see **Attachment E**).

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

Maryland conducts motorcycle safety training courses in a majority of its political subdivisions. The table on the following two pages provides a detailed list of approved training centers by jurisdiction and indicates where rider training courses were offered in the 12 months prior to this application. Training courses were offered at 22 approved locations in 16 of Maryland's 24 jurisdictions, serving more than 94 percent of the state's population in their home jurisdiction, including both rural and urban counties.

Training Centers listed by Jurisdiction of Operation	Training Site Information by Jurisdiction		Training was offered in the jurisdiction during the month(s) selected:											
	Yes, there is a Training Site in the Jurisdiction	No, there is not a Training Site in the Jurisdiction	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13
Allegheny ACM	Yes		Yes	Yes	Yes							Yes	Yes	Yes
Anne Arundel GMVA	Yes		Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes
Anne Arundel AACC			Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Anne Arundel HAD			Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Baltimore HDBS	Yes		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Calvert		No												
Caroline		No												
Carroll CACC	Yes		Yes	Yes	Yes	Yes						Yes	Yes	Yes
Cecil CECC	Yes		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Charles CSM	Yes		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Dorchester		No												
Frederick FCC	Yes		Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes
Frederick HDF			Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Garrett		No												
Harford HACC	Yes		Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes
Howard HOCC	Yes		Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes
Howard HDM				Yes	Yes	Yes	Yes							
Kent		No												
Montgomery MC Apex	Yes		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Prince George's PGCC	Yes		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Prince George's OGHD			Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Queen Anne's CHC	Yes		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes

Training Centers listed by Jurisdiction of Operation	Training Site Information by Jurisdiction		Training was offered in the jurisdiction during the month(s) selected:											
	Yes, there is a Training Site in the Jurisdiction	No, there is not a Training Site in the Jurisdiction	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13
St. Mary's Safety Zone	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Somerset	No													
Talbot	No													
Washington HGCC	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes	Yes
Wicomico WWCC	Yes		Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes
Worcester	No													
Baltimore City SKHS	Yes		Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes
TOTALS	16 (With)	8 (Without)												

iv. Certification of Motorcycle Safety Instructors [23 CFR 1200.25(e)(1)(iii)]

COMAR 11.20.01.14 requires that approved training motorcycle safety training centers “shall employ instructors certified by the Administration to teach the approved motorcycle safety courses” and that “Only instructors certified by the Administration shall be assigned responsibility for instructional and student supervision activities during a course.” (see **Attachment E**)

v. Quality Control Procedures

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

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

To promote instructor development and retention, the MVA also conducts an annual Motorcycle Safety Program Instructor Conference; attendance at the conference is mandatory for all motorcycle safety instructors. These conferences include presentation of crash data trends, discussions of best practices and review of changes made to approved courses. The 2013 instructor development conference webinar included presentations on the new Maryland Motorcycle Safety Coalition, development of new awareness and outreach programs, a presentation by the Snell Memorial Foundation on technical aspects of motorcycle helmet design, and changes to the delivery of the Basic Rider Course to include implementation of the Maryland rider skill test for end-of-course testing.

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

b. Motorcycle Awareness Program: Qualification Criteria II

In compliance with 23 U.S.C. 405(f)(3)(B), Maryland continues to conduct a motorcyclist awareness program in a manner similar to the state's previous application for Section 405 motorcyclist safety incentive funding and prior funding applications under Section 2010 of SAFETEA-LU. Maryland continues to use state data to identify and prioritize the state's motorcyclist awareness problem areas. The state continues to encourage collaboration among agencies and organizations responsible for, or impacted by, motorcycle safety issues, including motorcycle riders, clubs and organizations.

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

i. [§1350.4(2)(iii)(A)] - Designated Authority

COMAR 11.20.01-03 states that the Maryland Motor Vehicle Administration (MVA) is the designated state authority having jurisdiction over motorcyclist safety issues (see **Attachment E**).

ii. Letter from the Governor's Representative

The Governor's Representative for Highway Safety endorses Maryland’s Motorcyclist Awareness Program developed and managed by the MVA in direct collaboration with the Maryland Motorcycle Safety Coalition and other stakeholders. A letter from the Governor's Representative can be found under this application's **Attachment E**, Certifications and Assurances, and a scanned copy of the letter attached to the 405 Application email.

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

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

The implementation of a targeted motorcyclist awareness campaign requires a careful review of traffic crash report data and other related information. Review of demographics of motorists involved in motorcycle crashes shows no significant differences from the broader population of motorists involved in all crashes. Motorcycle messages will be incorporated in all routine driver outreach. Where targeted messaging is required, emphasis should be placed on those geographic areas that are overrepresented in motorist-involved motorcycle crashes. More than 60 percent of all crashes statewide occur in Baltimore City and Anne Arundel, Baltimore, Montgomery and Prince George's Counties. These areas will be targeted as high priority areas in the 2014 Strategic Communications Plan.

County/Jurisdiction	Motorcycle Involved Crashes 2011
Baltimore City	315
Prince George's	246
Baltimore	244
Anne Arundel	186
Montgomery	175
Subtotal	1,166
Frederick	101
Howard	73
Washington	72
Charles	64
Harford	64
Carroll	49

Cecil	46
Worcester	43
St. Mary's	40
Calvert	35
Wicomico	31
Queen Anne's	22
Allegany	16
Caroline	15
Garrett	13
Talbot	12
Dorchester	11
Kent	4
Somerset	4
Subtotal	715
Total Crashes	1,881

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

Cruiser Riders

Cruiser riders appear to be more overrepresented in multiple vehicle crashes, according to analysis by the National Study Center. Speed is still a factor in many crashes, where excessive speed affects both the handling dynamics of the bike and the reaction time available to both the rider and the motorist to avoid a collision. These riders tend to be older than other groups, in general.

Key Messages: Get Licensed and Trained
 Obey Rules of the Road
 Wear Protective Gear
 Don't Drink and Ride
 Lifelong Learning

Sportbike Riders

Not surprisingly, speed is the number one factor in sportbike crashes. Extreme speed, reckless driving and racing are issues in this community. Riders in this group often wear complete protective gear and wear full-face helmet, but a visible minority wear little or no protective gear at times. These riders tend to be younger than the rest of the riding population.

Key Messages: Proper Licensure
 Speed Control
 Obey Rules of the Road

Don't Drink and Ride
 Personal Protective Equipment (PPE)
 Lifelong Learning

Other Riders

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

Key Messages: Get Licensed and Trained
 Wear Protective Gear
 Don't Drink and Ride
 Lifelong Learning

iv. Collaboration Among Agencies and Organizations:

1. Maryland's Motorcycle Safety Coalition

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

The mission of the Coalition is to identify critical strategies to prevent crashes, injuries and fatalities that involve motorcyclists. The Coalition is charged with establishing a five-year strategic plan that addresses key elements of motorcycle safety, including: Motorcycle Operator Licensing, Motorcycle Rider Education and Training, Motorcycle Operation under the Influence of Alcohol or Other Drugs, Motorcycle Personal Protective Equipment, Legislation and Regulations, Law Enforcement, Highway Engineering, Motorcycle Rider Conspicuity and Motorist Awareness Programs, Communication Program, Program Management and Program Evaluation and Data.

This coalition will be the driving force for developing, implementing and evaluating this new five-year strategic plan.

Coalition Members

AAA Mid-Atlantic
 ABATE of Maryland, Inc.
 District, Maryland, Virginia Rider Coalition
 Maryland Department of State Police
 Maryland Institute for Emergency Medical Service Systems
 Maryland Motorcycle Dealers Association
 National Highway Traffic Safety Administration, Region III Office

Prince George's County Police Department
 Rider's Edge, Harley Davidson of Baltimore
 Andrews Air Force Base
 Anne Arundel County Police Department
 Baltimore Metropolitan Council
 Maryland Chiefs of Police Association
 Maryland Goldwing Road Riders Association
 Maryland Motor Vehicle Administration
 Maryland Highway Safety Office
 Motorcycle Safety Program
 Driver Safety Division
 MD DE Motorcycle Riding Association/Harley Owners Group
 National Study Center for Trauma and EMS
 The Rider School, Howard Community College
 State Highway Administration
 United States Armed Forces

Law Enforcement Collaborative Efforts

In addition to the work of the Coalition, the MHSO coordinates and monitors overtime enforcement and training with at least 10 law enforcement agencies to conduct targeted enforcement for both motorcyclists and motorists to ensure rider safety. The MHSO coordinates consistent communication among the partners to help provide training to new officers to be able to recognize compliant safety equipment and unsafe driver and rider behaviors, including rider impairment.

v. **Motorcycle Safety Strategic Communications Plan**

This 2014 Motorcycle Safety Strategic Communications Plan focuses on one core message—"Share the Road"—and two main focus areas: Driver Awareness and Rider Responsibility. These broad themes allow the campaign to maintain consistency across multiple years while allowing the campaign to target specific issues in these areas that are identified by crash and program data.

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

Broad public communication channels (e.g. outdoor advertising) will be used to deliver messages to motorists. More focused and refined media messages and channels, combined with direct outreach will address safety among the diverse rider community. Both paid and unpaid media are used in this campaign to promote motorcycle safety to the public and to the rider community.

Support for the Safety Policy and SHSP

This strategic communications plan supports the state's overall safety policy and

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

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

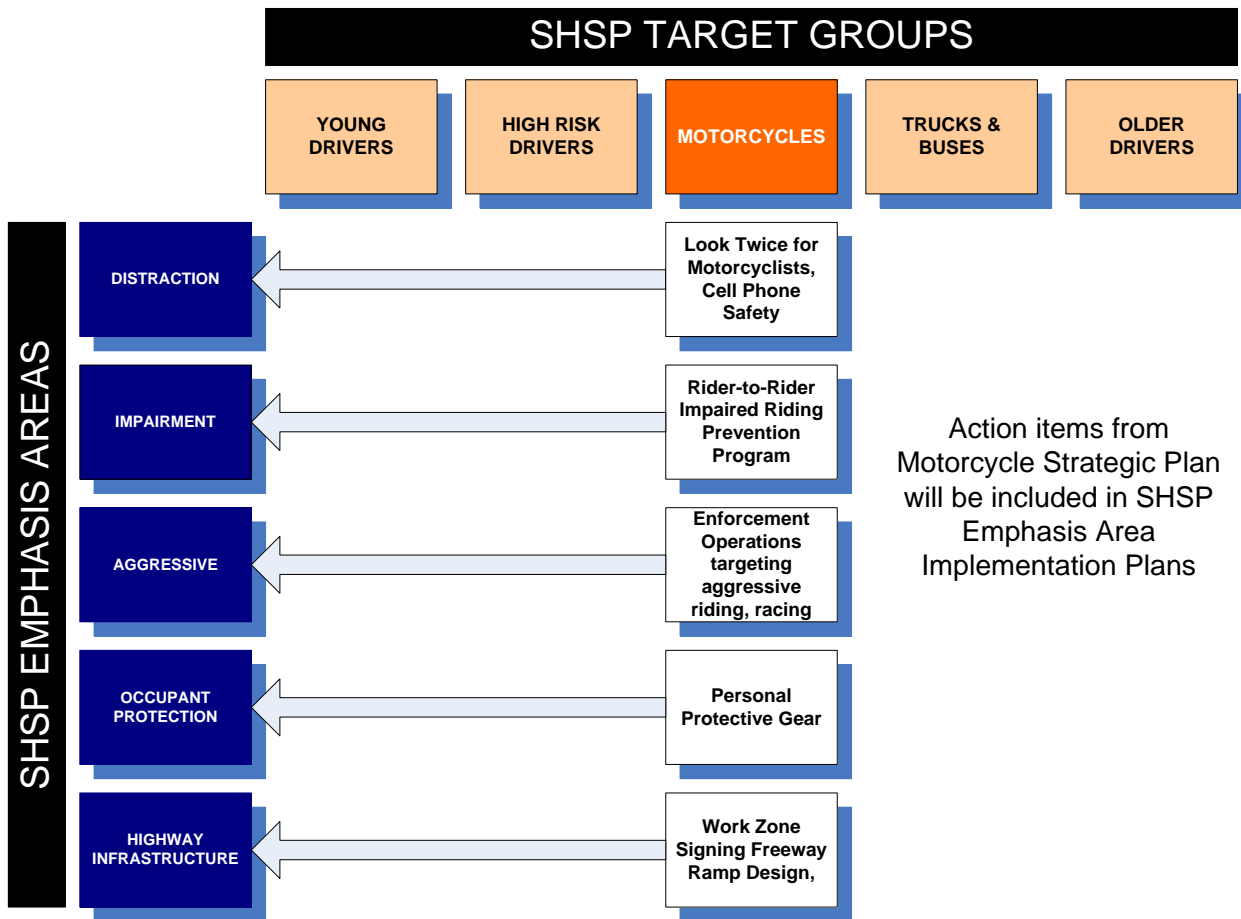


FIGURE 1: COORDINATION OF MOTORCYCLE SAFETY ACTION ITEMS WITH THE SHSP EMPHASIS AREAS

vi. Prioritization and Targeting Using Crash Data

The majority of motorcyclist crashes in Maryland are concentrated in the state’s two metropolitan regions of Baltimore and Washington, D.C. Sixty-two percent of

all motorcyclist crashes in 2011 occurred in just five urbanized jurisdictions in the state: Anne Arundel County, Baltimore City, Baltimore County, Montgomery County and Prince George’s County. Maryland’s motorcycle safety media and outreach investments will focus paid media investments in these high priority target areas.

Jurisdiction	Motorcyclist Crashes 2011	Statewide %	Communication Channels Used	% Coverage
Baltimore City	315	16.7 %	High Priority Target Areas: Outdoor Advertising, Radio Advertisements, Internet Advertisements, Social Media, Press Event	High Priority Areas Represent 62 percent of Motorcyclist Crashes in 2011
Prince George's	246	13.1 %		
Baltimore	244	13.0 %		
Anne Arundel	186	9.9 %		
Montgomery	175	9.3 %		
Frederick	101	5.4 %	Secondary Target Areas: Radio Advertisements, Internet Advertisements, Social Media, Banners, Yard Signs	Secondary Target Areas Represent 33 percent of Motorcyclist Crashes in 2011
Howard	73	3.9 %		
Washington	72	3.8 %		
Charles	64	3.4 %		
Harford	64	3.4 %		
Carroll	49	2.6 %		
Cecil	46	2.4 %		
Worcester	43	2.3 %		
St. Mary's	40	2.1 %		
Calvert	35	1.9 %		
Wicomico	31	1.6 %		
Queen Anne's	22	1.2 %	Non-Target Areas: Unpaid electronic media, Social Media	Non-Target Areas Represent 5 percent of Motorcyclist Crashes in 2011
Allegany	16	0.9 %		
Caroline	15	0.8 %		
Garrett	13	0.7 %		
Talbot	12	0.6 %		
Dorchester	11	0.6 %		
Kent	4	0.2 %		
Somerset	4	0.2 %		
TOTAL	1,881	100.0 %		

vii. Communication Channels

This 2014 Motorcycle Safety Strategic Communications Plan incorporates a variety of communication mechanisms to increase awareness of motorcyclist safety issues. Adjustments to this plan will be made based on the evaluation of the 2013 Strategic Communications Plan implementation.

1. Campaign Kickoff Event

MVA will host a campaign kickoff event in 2014, one that is similar in size, scope, and messaging that was used in 2013. The press event will launch the 2014 Motorcycle Safety Campaign and attract earned media exposure for the central campaign message: SHARE THE ROAD.

2. Billboard Production and Placement

Artwork was developed in 2012 for the billboards using the campaign's core message for driver awareness: "Save a Life. Look Twice for Motorcycles". Utilizing this same artwork, a minimum of ten billboards will be placed on a staggered schedule between May and September of 2014 with locations concentrated in the Washington and Baltimore metropolitan areas. Additional coverage will be provided on Maryland's Eastern Shore in advance of Delmarva Bike Week in August and September.

3. Digital advertisements and dedicated website

Internet materials were produced based on the campaign theme and placed on websites appropriate for the target demographic—males between the ages of 21 and 49. Advertisements for motorcyclist safety training using the core message "Ride to Live. Live to Ride" will include hyperlinks to www.marylandrider.org, which redirects viewers to the MVA motorcycle safety program web pages, including www.ridercontrol.com for the 2014 campaign.

The MVA website (<http://www.mva.maryland.gov/MVA-Programs/moto/default.htm>) provides current training information throughout the state, as well as an avenue for general rider safety information. An additional micro site (www.marylandrider.com) will be developed based on the direction from the MVA, to support the activities and training opportunities offered by MVA and its partners. It will be the go-to place for additional motorcycle safety information.

4. Vehicle Registration Mailing

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

5. Dynamic/Variable Message Boards

Along Maryland's major highways, overhead dynamic message signs (DMS) will be used to promote motorcycle safety during the launch of the

2014 motorcycle safety campaign. These signs will also be used around major motorcycling events, such as: Rolling Thunder in May and Delmarva Bike Week in August/September. Roadside variable message trailers are used for more local promotional efforts and to supplement other media placements.

6. Social Media

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

7. Community Yard Signs

Yard signs will be used in the Motorcycle Safety Kick-Off Event in April 2014 and distributed to partners in areas outside the dense urbanized areas of Baltimore and Washington to supplement paid billboard placements and to support local motorcycle safety initiatives and events. MVA hopes to capture GPS locations of these yard signs to help with data analysis regarding message reach and proximity to crash locations.

8. Motorist Awareness Banners

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

9. Direct Outreach

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

viii. FUNDING

The motorcycle safety program cost summary represents the multi-faceted program implemented by the MHSO. A total of \$275,040 in Section 402, and 2012 funds are being used for Maryland-funded motorcycle safety programs during FFY 2014.

Maryland's Traffic Safety Information System Improvements Program (23CFR1200.22)

I. Program Area Description

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

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

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

Projects are directed at making improvements to one or more of the components of a traffic records system (crash, EMS, driver, vehicle, court/citation, roadway), and making improvements, in a measurable way, to one or more of the quality measures for these systems (timeliness, accuracy, completeness, uniformity, accessibility, and integration).

The grantees and their projects were chosen based on their experience and ability to meet these goals and to support the state in the continued development of supporting tools to aid decision-makers in highway safety improvement plans. The TSISI Program is reliant on the expertise of many different agencies and this program would only be successful with their continued support.

II. Problem Identification/Needs Assessment

On April 19, 2010, Maryland participated in a Traffic Records Assessment and a draft report was completed on April 23, 2010. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver, vehicle, roadway,

citation and adjudication, and injury surveillance) conducted the assessment. The scope of this assessment covered all of the components of a traffic records system. The purpose was to determine whether the traffic records system in Maryland is capable of supporting management's needs to identify the state's highway safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness.

The Traffic Records Assessment is a technical assistance tool that the National Highway Traffic Safety Administration (NHTSA), the Federal Motor Carrier Safety Administration (FMCSA) and the Federal Highway Administration (FHWA) offer to state offices of highway safety to allow management to review the state's traffic records program. NHTSA has published a *Traffic Records Program Assessment Advisory* which establishes criteria to guide state development and use of its highway safety information resources. The Traffic Records Assessment is a process for giving the state a snapshot of its status relative to that *Advisory*.

The TRCC and the MHSO regard the Traffic Records Assessment as the primary evidence-based and data-driven problem identification component of the Traffic Records Information System Improvement Program.

In July, 2010, members of the Maryland TRCC also participated in the Federal Highway Administration (FHWA) Crash Data Improvement Program (CDIP) and the TRCC was provided an Evaluation Report on September 17, 2010. All recommendations from the Traffic Records Assessment and CDIP Reports were used to develop the objectives in Maryland Traffic Records Strategic Plan (TRSP) and entered into NHTSA's Traffic Records Improvement Program Reporting System (TRIPRS), which also includes Performance Measures for priority objectives. TRIPRS is updated at least quarterly, and progress on objectives/assessment recommendations and performance measures are tracked in TRIPRS and reported to the TRCC. On November, 17, 2010, the TRCC Executive Council voted to implement the TRSP, which went into effect immediately thereafter. The TRSP is a five-year plan, intended to parallel the years in which the current SHSP is being implemented.

In March, 2012, the members of the Maryland TRCC participated in FHWA's Roadway Safety Data Partnership (RSDP). A *Maryland Safety Data Action Plan* was submitted to the TRCC and recommendations from the report are being reviewed by the State Highway Administration to be considered for inclusion in the TRSP.

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

Traffic Records Coordinating Committee (TRCC)

The successful implementation of traffic safety programs must involve the combined efforts of a number of organizations. Comprehensive crash, driver, vehicle, highway, traffic, enforcement, emergency medical services, and health services information linked together and provided to

the safety community are necessary for efficient planning, problem identification, management and evaluation of statewide coordinated highway safety activities. Most routinely collected and accessible state traffic safety data in Maryland have been initially collected and maintained for agency-specific purposes without full consideration of the potential for integrating these data.

Existing safety data issues include: undervalued, incomplete, or under-reported data; non-uniform, missing or inaccurate data; and data that are not timely or accessible. Safety data must be timely, complete, accurate, uniform, integrated and accessible, and traffic records data for all agencies with representation on the Maryland Traffic Record Coordinating Committee (TRCC) are integral to the completion of their shared mission to improve citizens' quality of life by reducing fatalities and injuries and the severity of injuries related to road trauma.

The members of the TRCC recognize the need for and the value of a high quality and responsive traffic safety information system to inform safety decisions, and to facilitate communication, coordination, cooperation and partnership among stakeholders. The traffic safety information system is critical to ensuring the most effective use of available resources. The purpose of the TRCC is to continually review and assess the status of Maryland's traffic safety information system and its components. The TRCC oversees the development and periodic update of a strategic plan for traffic records systems to better serve the public and private sector needs for traffic safety information, to identify technologies and other advancements necessary to improve the system, and to support in the coordination and implementation of needed or desired system improvements. The TRCC also provides a forum for the exchange of information regarding safety data among the traffic safety community.

The stakeholders of the TRCC make unique contributions to various users of the traffic safety information systems. These stakeholders will continue to cooperate with efforts to improve the systems in ways that are available to them, and agree to the terms outlined in the Maryland Traffic Records Coordinating Committee Memorandum of Understanding (MOU) and Charter. The TRCC will play a major role in insuring that a statewide traffic records information system implementation is successfully completed. The TRCC has 68 members, consisting of representatives from federal, state and county agencies; law enforcement agencies; hospitals and institutions for higher education; advocate agencies; and related agencies with an involvement in highway safety.

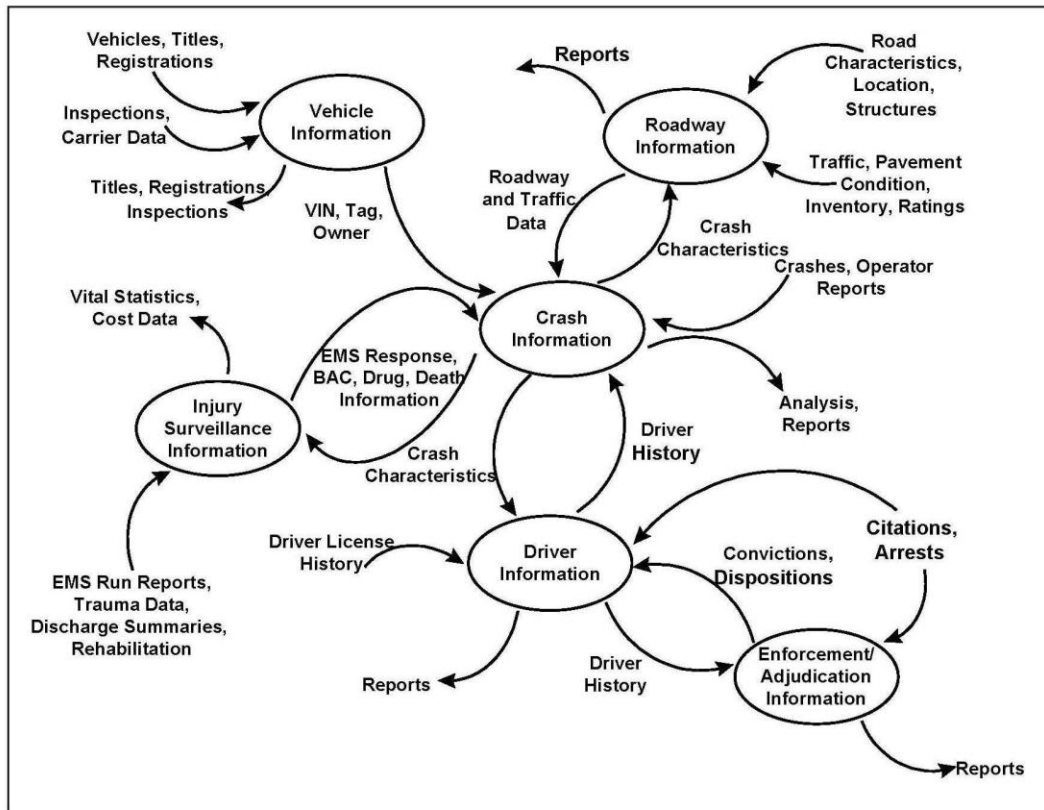
Beyond the MOU, the TRCC exists and operates as part of the statewide support for the Strategic Highway Safety Plan (SHSP), which is a five-year statewide plan to prevent the unnecessary tragedies of deaths and injuries on Maryland roadways. The combined efforts of the policy leaders, decision-makers, and technical experts of the TRCC are crucial to improving and continuing the ensured safety of Maryland's most precious asset: its people.

III. Objectives/Relation to Strategic Highway Safety Plan

Maryland maintains traffic records information systems in compliance with federal recommendations and state requirements to support system stakeholder needs and the management of Maryland highway safety programs. Figure 2 represents the overall goal for integrating individual state data systems to coordinate and develop a comprehensive traffic records information system.

Maryland’s traffic records program is moving toward this model to support the programs outlined in the Strategic Highway Safety Plan (SHSP). The TRCC and the traffic records projects have set goals (objectives) and performance measures to improve individual data system timeliness, completeness, accuracy, uniformity, accessibility, and integration as a means for establishing a statewide traffic records information system.

FIGURE 2. MODEL OF DISTRIBUTED DATA PROCESSING IN A TRAFFIC RECORDS INFORMATION SYSTEM (NHTSA ADVISORY)



To ensure consistent and appropriate support of the SHSP Emphasis Area Teams (Aggressive Driving, Distracted Driving, Impaired Driving, Occupant Protection, Highway Infrastructure Related, and Pedestrians), the Maryland Highway Safety Office, the National Study Center (NSC)’s Maryland Center for Traffic Safety Analysis (MCTSA), and the TRCC have combined efforts to develop a Data Coordination strategy to support the SHSP. A designated Data Coordinator has been assigned to each EAT, and their responsibilities include, but are not limited to, the following:

1. Work directly with a SHSP Data Team Chair;
2. Coordinate all data needs and requests with the EAT Chair and Assistant Chair;
3. Coordinate with other EAT Data Coordinators;
4. Submit data requests directly to MCTSA;
5. Assist the EAT to establish needs, discuss resources and best practices, and deliver any data products to EAT Leader for distribution;
6. Attend the EAT meetings;

7. Be knowledgeable about data resources and have timely access to relevant data and information;
8. Ensure accepted data analyses are used by the EAT; and
9. Attend TRCC Technical Council meetings and report on EAT updates, data needs, progress, and seek additional support from TRCC members to meet the needs of the Teams.

Quality data analysis is crucial for Emphasis Area Teams to properly identify target groups, adapt and refine countermeasures, and to evaluate the effectiveness of implemented strategies. It is the goal of the TRCC and the MHSO TSISI Program to ensure the SHSP is fully supported to succeed in these tasks.

IV. Past Performance

Goals are identified in the objectives for each component of the traffic records information system—objectives derived based on Assessments, TRCC evaluation and input, and state agency-identified needs. The TRCC sets performance measures for priority objectives identified in the TRSP and are reviewed periodically throughout the calendar year. Systems showing progress, such as increased timeliness and completeness, are monitored and reports are submitted to NHTSA at least annually and throughout the year as measures are taken and entered into the Traffic Records Improvement Program Reporting System (TRIPRS).

Maryland has qualified for Traffic Records Improvement funds since the inception of the program. Maryland continues to maintain its TRSP and update annually the selected performance measures that show progress toward meeting the objectives of the Plan. A “Yes Memo” was sent to Maryland in February 2013 qualifying the state for subsequent FFY funds to be awarded based on an increase in completeness in the state’s EMS/Injury Surveillance database. Information about these performance measures is available in TRIPRS.

The completeness of the EMS / Injury Surveillance database has improved, as evidenced by the increase, from 94.6 percent during calendar year 2011, to 98.37 percent during calendar year 2012, in the percentage of EMS run reports posted into the database with valid scene arrival time. Because this progress was achieved at least in part within the 12 months immediately preceding the due date for grant applications in FY 2013, this performance measure demonstrates achievement of progress relevant to Maryland’s application for funds in FY 2013.

Further evidence that the completeness of the EMS / Injury Surveillance database has improved is provided by the increase, from 31.6 percent during calendar year 2011 to 81.82 percent during calendar year 2012, in the percentage of EMS run reports posted into the database with valid latitude and longitude coordinates. Because this progress was achieved at least in part within the 12 months immediately preceding the due date for grant applications in FY 2014, this performance measure demonstrates achievement of progress relevant to Maryland’s application for funds in FY 2014.

Note: Updates on the progress of the measures were requested after the development of this HSP by NHTSA. All updates to performance measures can be reviewed by the NHTSA Regional Office in TRIPRS.

VIII. Countermeasures/Identified Evaluation Method(s)/Details

A. Partner-Initiated Programs

1. Program Title: NEMSIS - CAD Integration (Phase IV)

Project #: 2014-055

Total Cost/Funding Source: \$55,300/Section 408

Problem ID: Accurate and timely Emergency Medical Services data have traditionally been a challenge to data managers and users. This is especially demanding for those data which are generated outside the EMS provider environment, but are required documentation. Maryland EMS has only achieved historical statewide completion rates of crucial data like 911 call-time (73 percent), scene arrival time (94 percent) and X/Y coordinates (0.6 percent).

Project Overview: This project will continue enhancing the newly implemented ePCR solution Electronic Maryland EMS Data System (eMEDS) by providing individual Emergency Medical Systems Operational Programs (EMSOPs) the ability to retrieve Computer Aided Dispatch (CAD) records (consisting of validated times, location identifiers, dispatcher assessment, service response) and electronically import data directly to their ePCR. The most significant result would be an independent means of accountability for the assurance that all crash related events requiring EMS intervention are included. All subsequent analyses will be based on the correct denominator.

Additionally, this feature directly supports both the 2010 Traffic Records Assessment major recommendations under SWISS (continue efforts to become NEMSIS compliant and ensure that the new eMAIS allows CAD connectivity) and 5 of 8 current Traffic Records Strategic Plan objectives under EMS (capture X/Y coordinates, maximize uniform data entry, decrease the record submission time, seek at least 1 funding opportunity, and increase the number of NEMSIS compliant data elements).

Sub-grants to EMSOPS will be awarded in order to accomplish the following: Dispatch records for EMS response will identify the need for EMS documentation and thus this independent source will provide a reliable measure of ePCR submission accountability. The data generated by the CAD will have complete, reliable, and accurate NEMSIS data elements. This will eliminate duplicative data entry efforts and keyed entry errors. Finally, it will provide the highest degree of accuracy for documenting crash locations.

Under Maryland COMAR, MIEMSS is identified as the lead EMS agency responsible for the coordination and evaluation of the Maryland EMS System. During the past two Federal Fiscal Years MIEMSS established and maintained a process for all eMEDS users to apply for matching grant funds provided through MHSO. This funding supports the EMSOPs in establishing a direct contractual relationship between themselves and ImageTrend Inc. Through this effort MIEMSS will ensure a reliable, standardized, and cost efficient integration solution is implemented throughout the state.

The end result for associated crash related injuries will be a more accurate assessment of EMS crash demand, response, and outcome; provide better information for preventive

and safety planning (state DOT); afford a greater accountability of all crash incidents; and ultimately increase the linkage rates of EMS record information to other associated data as coordinated through the National Study Center (CODES) and Maryland State Police (FARS) projects.

Through this grant, MIEMSS will also support the TRCC and the MHSO on facilitating the paperwork for reimbursement of travel to recipients of the Maryland TRCC Executive Traffic Records Forum Scholarship.

Countermeasure Selection:

- **Countermeasures That Work**
 - Various data-related countermeasures
- **Uniform Guidelines**

Summary of Research to Validate Implementation: According to the CDC, a successful surveillance system requires the cooperation and effort of many Individuals and organizations and is defined as the ongoing collection of data describing the occurrence of, and factors associated with, injury (CDC, 2005). NHTSA utilizes and ascribes to the development of statewide traffic records systems. Quality traffic records systems are an invaluable component of any traffic safety system. The utilization of proper planning, management and evaluation of the system are required to obtain the appropriate data and expertise needed to collect, integrate and interpret data appropriately (NHTSA, 2011).

SHSP Strategy:

- Data, as provided through Maryland's TSISI Program, are vital components to every SHSP Emphasis Area Team and all related Strategies and Action Steps.

Evaluation: This project will increase the total statewide eMEDS records, integrating electronic import of the associated Computer-Aided Dispatch (CAD) data elements. Measurable outcomes will be:

- Increase the availability of 911 call time, EMS scene arrival time and X/Y coordinates for motor vehicle crash incidents involving EMS response.
- Increase the number of EMS run reports submitted to MIEMSS within 30 days of motor vehicle crash incidents.

2. Program Title: Maryland Center for Traffic Safety and Analysis (MCTSA)

Project #: 2014-020

Total Cost/Funding Source: \$578,465/Sections 408/402/164/403

Problem Identification: In Maryland, motor vehicle crashes remain one of the leading causes of death for all age groups. The state has averaged 95,000 crashes and nearly 500 fatalities over the past several years. Through the use of public health strategies in several domains (e.g., safer vehicles, safer roadways, driver behaviors) to

address the four E's (education, enforcement, engineering, and emergency medical services (EMS)) of traffic safety, progress can be made towards reducing the number of crashes, injuries and fatalities that occur on Maryland roadways.

Project Overview:

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

As a grantee for the Maryland Highway Safety Office, the NSC functions as a data warehouse that makes use of datasets related to highway safety that are provided by several different state agencies. The NSC provides the state with a data sharing network and integrated system that avoids unnecessary duplication of costs and personnel administration. The FHWA's preliminary guidelines published in October 2005, *Strategic Highway Safety Plans: A Champions' Guide to Saving Lives (Interim Guidance to Supplement SAFETEA-LU Requirements)*, clearly states that data are critical in the development of an effective SHSP. The strength of the SHSP is in the state's ability to identify, analyze, prioritize, and evaluate reliable data. The CODES data warehouse is positioned as the premiere program able to support this function for Maryland.

Nationally the CODES program has generated over 100 years of integrated data using the CODES2000 software to link data collected during the period 1995–2011. Some topics of interest identified as priority areas at both the state and federal levels that have been generated because of CODES include: description of and total pre-hospital, emergency department, inpatient, rehabilitation and other health care charges by payer source (private, workers' compensation, Medicare, Medicaid, etc.); crash injury patterns by type and severity; and hospital charges by such variables as safety equipment use, vehicle type, geographical location, and others. In fact, CODES findings help agencies appropriately implement a public health approach to address both state and national traffic safety concerns and in the development of comprehensive evaluation measures. CODES data are able to provide outputs on all levels of the public health problem-solving paradigm:

- identify, define and measure the traffic safety problem;
- identify risk, protective and other key factors that can define community profile;
- develop and implement appropriate traffic safety countermeasures; and

- evaluate population-based changes/interventions meant to improve the health of the population at-large.

In an effort to institutionalize the CODES program within Maryland, the NSC has designated a specific project to support MHSO, the SHSP, and other traffic safety professionals—the Maryland Center for Traffic Safety Analysis (MCTSA). Through this project, the NSC will capitalize on using the data available through the CODES project and on the strengths, experiences, and capabilities of the staff to provide analyses of Maryland highway safety data and evaluation of the state’s safety programs for the benefit of local, state and federal partners.

The objective of this agreement is to support the collaboration between the University of Maryland Baltimore, NSC and the MHSO and its partners. The vision of this project is to provide needed problem identification, data analysis, and program evaluation to reduce the number and severity of traffic crashes through a collaboration on the following objectives:

- **Objective 1: Administrative** – Fulfill administrative obligations and submit paperwork timely throughout FFY 2014.
- **Objective 2: Data Services** – Advance the interpretation/analysis of multiple data sets to address the four E’s of traffic safety, providing state and local level outputs throughout FFY 2014.
- **Objective 3: Survey Design and Implementation** – Provide expertise in the development of surveys to understand attitudes and community norms that lead to traffic injuries in an effort to apply innovative approaches to appropriately identify, plan, and implement modifiable individual and community behavioral change interventions in FFY 2014.
- **Objective 4: Evaluation Studies** – Evaluate the effectiveness of countermeasures and traffic safety programs at the state and local level and disseminate findings during FFY 2014.
- **Objective 5: Performance Based Planning and Assessment** – Assist agencies with strategic planning efforts through training and creation of documentation, during FFY 2014.
- **Objective 6: Traffic Records** – Provide overarching support and guidance to the traffic records system throughout FFY 2014.
- **Objective 7: Strategic Planning** – Apply scientific methods to identify and define the traffic safety problem at the state and local levels; identifying risk and protective factors, gaps, and appropriate effective countermeasures to assist with strategic planning efforts during FFY 2014.
- **Objective 8: Training** – Support state traffic safety efforts by providing necessary training related to problem identification, program evaluation, and data analysis in FFY 2014.

Countermeasure Selection:

- **Countermeasures That Work**
 - Various data-related countermeasures
- **Uniform Guidelines**

Summary of Research to Validate Implementation: According to the CDC, a successful surveillance system requires the cooperation and effort of many individuals

and organizations and is defined as the ongoing collection of data describing the occurrence of, and factors associated with, injury (CDC, 2005). The NHTSA utilizes and ascribes to the development of statewide traffic records systems. Quality traffic records systems are an invaluable component of any traffic safety system. The utilization of proper planning, management and evaluation of the system are required to obtain the appropriate data and expertise needed to collect, integrate and interpret data appropriately (NHTSA, 2011).

SHSP Strategy:

- Data, as provided through Maryland's TSISI Program, are vital components to every SHSP Emphasis Area Team and all related Strategies and Action Steps.

Evaluation: The evaluation of this grant-funded project is accomplished through weekly, monthly, and quarterly monitoring of the objectives and tasks delineated in this grant. (More detail on the tasks can be found in MHSO's SHARP.) The MHSO Traffic Records Program Manager acts as a quasi-Project Manager for this grant, ensuring deadlines are met and deliverables meet the needs of the MHSO Program Managers and SHSP partners. An online Data Request Form, available on the NSC MCTSA website, is monitored by the MHSO Traffic Records Program Manager. For one full day each month, the MHSO Traffic Records Program Manager works at the offices of the NSC, reviewing current and planned tasks, providing direction to NSC Staff on MHSO programming and data needs, and meeting with individual NSC staff to maintain consistency and quality of assigned tasks. The MHSO Managerial Staff meet monthly with NSC for a MCTSA Coordination meeting. The NSC Research Analyst works one day a week in the MHSO office in Glen Burnie, and is expected to increase the number of days at MHSO in FFY 2014. The Research Analyst serves as a liaison between the two agencies and is responsible for: assisting the MHSO with formulating data questions; developing fact sheets; answering data requests; and assists with data analyses, presenting findings, and attending taskforce meetings. All NSC Staff keep weekly activity logs indicating progress made toward meeting objectives and completing tasks enumerated in the grant.

3. Program Title: Identifying Alcohol Risk Factors to Reduce Traffic Fatalities in Maryland

Project #: 2014-037

Total Cost/Funding Source: \$188,310/Section 164

Problem Identification: The use of a data-driven approach is key to allocating scarce resources to combat alcohol related traffic crashes, injuries, and deaths. During the first year of the project, Washington College worked on collecting and understanding the data needed for analysis and supporting the MSP DUI Detachment. The project will continue to collect the data that is needed for this critical and important data analysis and support the MSP DUI Detachment. The project will follow established procedures created during the

first year for continual data collection so that these data may be constantly updated and accurate data analysis is provided to the MSP DUI Detachment

In addition to analytic support of the MSP DUI Detachment, the project will also provide analytic services to the statewide Impaired Driving Program with its dual focus on enforcement and education. Data and analysis will be used to support other LEA partners and help drive the education and marketing campaign.

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

- Support MSP and other LEA's with analysis and mapping;
- Update liquor license locations and maintain statewide database;
- DPP/DJS Addresses of Violators under Current Supervision;
- ETIX data and paper tickets database for all agencies in Maryland;
- Maintain geospatial database of Saturation Patrols and DUI Checkpoints;
- Analyze SHA Traffic Crashes; and
- Maintain all data on ArcGIS web service.

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

The data and analysis will also support the statewide Impaired Driving Program, which includes enforcement and education strategies. Data will be used to support other LEA partners and also drive the education and marketing campaigns.

The analysis will also support the Strategic Highway Safety Plan Impaired Driving Emphasis Area Team. Data and analysis can be used to validate the outcomes of the various strategies in this plan.

Countermeasure Selection:

- **Countermeasures That Work**
 - Various data-related countermeasures
- **Uniform Guidelines**

Summary of Research to Validate Implementation: According to the CDC, a successful surveillance system requires the cooperation and effort of many individuals and organizations and is defined as the ongoing collection of data describing the occurrence of, and factors associated with, injury (CDC, 2005). NHTSA utilizes and ascribes to the development of statewide traffic records systems. Quality traffic records systems are an invaluable component of any traffic safety system. The utilization of proper planning, management and evaluation of the system are required to obtain the appropriate data and expertise needed to collect, integrate and interpret data appropriately (NHTSA, 2011).

SHSP Strategy:

- Data, as provided through Maryland’s TSISI Program, are vital components to every SHSP Emphasis Area Team and all related Strategies and Action Steps.

Evaluation: The objectives enumerated above will be evaluated by the MHSO Traffic Records Program Manager on a monthly and quarterly basis. The Program Managers will review and determine whether the grantee has met its obligations in meeting deadlines and providing agreed-upon deliverables. As this project supports the MSP DUI Detachment, additional evaluation of Washington College’s work will be provided by MHSO’s Impaired Driving and Law Enforcement Program Managers.

VI. Program Cost Summary

A total of \$ 666,031 is obligated for Maryland’s Traffic Safety Information Systems.

Jurisdiction	Section 402	Section 408
Statewide	\$ 93,369	\$ 572,662
Local	\$ 0	\$ 0

For a full listing of each project, project identifier, fund, and amount obligated, please refer to the tables listed in the Program Area Cost Summary Section.

VII. Other Funding Sources

In addition to funding dedicated to traffic safety programs for Traffic Safety Information Systems, funding is provided from the following other sources

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Maryland State Police, Maryland Transportation Authority, local jurisdiction and municipal law enforcement agencies	State and local funds	Support and continued maintenance of systems to support Maryland’s crash and citation systems is also supported by state and local funds. Law enforcement agencies collect traffic safety information in the issuance of traffic violations (citations) and motor vehicle collisions (crashes)
Maryland State Police (MSP), Central Records Division	State funds	Support and continued maintenance of systems to support the collection and processing of statewide crash data along with implementation of quality control measures
Maryland State Police	State and federal funds	Support and continued maintenance of

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
(MSP), Information and Technology Division		systems to support the collection and processing of statewide law enforcement data, including traffic safety-related data such as citations and crashes, along with implementation of quality control measures
District Court of Maryland (DCM) and Judicial Information Systems (JIS)	State funds	Responsible for formatting and printing Maryland Uniform Complaint and Citation forms, setting prepay-able fine amounts, adjudicating traffic cases, and maintaining disposition data. Judicial Information Systems uses an automated system to collect citation information, schedule hearings and trials, and collect disposition information. Conviction information is sent to MVA for purposes of license suspension, assessment of points, and incorporation into the driving record of the violator
Maryland Motor Vehicle Administration	State funds	Support and continued maintenance of systems to support driver records that include driver registration and other safety violations, and vehicle registration data
Maryland Institute for Emergency Medical Services Systems (MIEMSS)	State and local funds	Support and continued maintenance of all statewide EMS data and coordination of the Shock Trauma Registry
University of Maryland School of Medicine, National Study Center for Trauma and EMS	University and federal funding	Support and continued maintenance of CODES program, a data warehouse of many state data systems used for integration
Maryland Department of Health and Mental Hygiene, Office of the Chief Medical Examiner	State funds	Support and continued maintenance of the collection of data on drivers involved in fatal crashes and shares these data with the Maryland State Police
Local jurisdiction, and municipal Public Works and Transportation Departments	Jurisdiction specific, local and municipal funds	Support and continued maintenance of the collection of roadway data such as roadway maintenance, design, and other engineering infrastructure
Health Services Cost Review Commission	State funds	Responsible for the regulation of hospital rates. Provides support and continued maintenance of the statewide integration system for all hospitals in the state
Maryland Department of	State funds	Designated as the state entity

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Information and Technology (DoIT)		responsible for information technology issues across state agencies by specifically coordinating the purchase and management of all telecommunications devices and systems utilized by state agencies
Department of Health and Mental Hygiene, Alcohol and Drug Abuse Administration (ADAA)	State funds and other solicited/awarded federal funding sources	Support and continued maintenance of the collection treatment and pharmacy data through Statewide Automated Record Tracking (SMART) system, the Prescription Drug Monitoring Program (PDMP), and the Controlled Dangerous Substance Integration Unit (CDSIU)
Regional Integrated Transportation Information System (RITIS), Center for Advanced Transportation Technology Laboratory (CATT Lab) through the University of Maryland	University and federal funding	Support and continued maintenance of automated data sharing, dissemination, and archiving system that to measure performance, and communicate information between agencies and to the public
University of Maryland School of Pharmacy	State funds and other solicited/awarded federal funding sources such as Substance Abuse and Mental Health Services Administration	Support and continued maintenance of Maryland Statewide Epidemiologic Outcomes Workgroup (SEOW) and the Maryland Strategic Prevention Framework (MSPF) in 24 jurisdictions across the state
Washington College	Private institution and other solicited/awarded federal funding sources	Direct support to the Maryland State Police analyzing geo-located traffic safety data
Maryland Transit Administration (MTA)	State and federal funds	Responsible for providing and supporting accessible transit networks and quality public transportation that are customer focused, safe, appealing, reliable, and efficient throughout Maryland. The Maryland Transit Administration provides security and law-enforcement services and is a key provider of traffic safety information and uses traffic records to determine day of week and hour of day for best customer service and safety enforcement opportunities. The MTA is also engaged in the research, development and implementation of roadside data capture technology, designed to expedite the flow and safety of mass transit customers

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
State Highway Administration (SHA)	State and federal funds	Responsible for maintaining an inventory of state-maintained highways and information on the traffic using those highways. Responsible for implementing planning and programming efforts to identify locations where improvements should occur; assessing the safety of various highway features and operational elements; ensuring the appropriate consideration/incorporation of safety in highway construction, reconstruction, and rehabilitation programs; implementing highway safety improvement projects; and evaluating the safety benefits of completed projects. Highway agencies, both state and local, use traffic safety information to develop programs to enhance safety and mitigate rising tort liability costs
Governor's Office of Crime Control and Prevention (GOCCP)	State and federal funds	Responsible for improving public safety and the administration of justice and reducing and preventing crime, violence, delinquency, and substance abuse. To these ends, it helps draft legislation, policies, plans, programs, and budgets. The GOCCP also administers enforcement and community public safety grants
Maryland Chiefs of Police Association (MCPA)	Member dues, fees	Responsible for presenting information to enforcement executives to assist in the promotion of professional standards. The MCPA is comprised of executive law enforcement officers, prosecutors, police legal advisors, members of the Maryland Police Training Commission, private sector security directors and interested citizens. The MCPA members also are engaged in the research, development and implementation of roadside data capture technology, designed to expedite the flow and accuracy of crash data
Maryland Sheriffs Association (MSA)	Member dues, fees	Responsible for promoting, developing and, enhancing the professional standards of the state's Sheriff Departments and assuring the highest standards of fairness, equality and professionalism in public safety and services; and implementing programs to meet the personal needs of individual

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
		<p>communities.</p> <p>Sheriffs are the state's chief law enforcement officials. In unincorporated areas of the state, the Sheriff offices frequently provide all law enforcement services. In other jurisdictions, the Sheriff's primary law enforcement duties may be limited to routine patrol and criminal and collision investigations.</p> <p>Sheriff offices are a key provider of traffic safety information and use traffic records to determine day of week and hour of day for best enforcement opportunities. The MSA is also engaged in the research, development and implementation of roadside data capture technology, designed to expedite the flow and accuracy of crash data.</p>
<p>Department of Public Safety & Correctional Services (DPSCS)</p>	<p>State funds</p>	<p>Responsible for the Criminal Justice Information System for the Maryland criminal justice community, including the courts; local, state and federal law enforcement agencies; local detention centers; state prisons; state's attorneys; and parole and probation officers. The System provides official records on persons arrested and convicted in Maryland. The DPSCS also houses the Police and Correctional Training Commissions which oversees the certification of enforcement officers for the state</p>

VIII. Other Relevant Program Area Information

In addition to acting as the Traffic Records Coordinating Committee Technical Council Chair, the MHSO Traffic Records Program Manager: serves as the Assistant Chair to the SHSP Data Coordination Team, is a member of the Maryland Chiefs of Police (MCPA) Traffic Safety Subcommittee, and is Subject Matter Expert for the Crash Data Tri-Agency Council (comprised of officials and staff from the Maryland State Police, State Highway Administration, and Motor Vehicle Administration).

Within the MHSO, the Traffic Records Program Manager, Mr. Douglas Mowbray, also:

- Manages content on the MVA MHSO Highway Safety Data web page and coordinates updates to data content on program area web pages;
- Manages the internal directory (S: Drive) of traffic records data resources;

- Responds to data requests from a variety of customers;
- Supports data-drive strategic planning for all program areas; and
- Develops MHSO Policies and Procedures on the usage of traffic records data.

Maryland maintains its electronic documents on the TRIPRS database as proscribed by 23CFR1200.22. The database includes the following elements:

- A copy of the TRCC charter;
- Meeting schedules and 12 months of TRCC documentation;
- TRCC membership information;
- The TRCC Strategic Plan, with a description of the performance measures and supporting data; and
- The most recent data Traffic Records Assessment.

Maryland's Communications Program

I. Program Area Description

Maryland places a great deal of emphasis on the use of paid and earned media to positively impact enforcement operations and educational programs coordinated throughout the state. Maryland has two large Designated Market Areas (DMA) in the Baltimore and Washington Metropolitan areas, and two smaller DMAs in the Hagerstown and Salisbury areas. More than 80 percent of Maryland's population is covered by the Baltimore Metropolitan and Washington Metropolitan media markets. Many of the MHSO's campaigns utilize a mix of television (broadcast and cable), radio and electronic media and the mix depends upon the target demographic and the budget for a program. In addition to paid media, the MHSO capitalizes on earned media messaging as a part of every campaign. The MHSO is focused on using media as a complement to high visibility enforcement campaigns that occur in Maryland as media is enhanced by effective enforcement and vice versa.

Electronic media, outdoor advertising, and other forms of communicating various traffic safety messages are used in such campaigns as *CPSF*, *CIOT*, *Smooth Operator*, and *Toward Zero Deaths*. Through the use of a dedicated media contractor, messaging is designed and created to concisely deliver driver safety messaging to the intended demographics. In every instance of media being purchased, the MHSO expects and receives a full evaluation of media purchases and outreach efforts. The types of evaluative components include:

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

II. Problem Identification/Needs Assessment

The Communications Program utilizes the Problem Identification statements from the individual program areas, such as Impaired Driving Prevention and Occupant Protection, as guiding factors for creating and placing supporting messaging. The factors considered include the demographics of the audience including age, sex, race and media availability within the target audience's location. These factors, along with others, are utilized to shape the media message to most accurately support a given traffic safety program.

III. Objectives/Relation to Strategic Highway Safety Plan

Communicating highway safety messages is a vital task to virtually every SHSP Emphasis Area Team. The MHSO's Communications Manager and Online Community Manager oversee the implementation of a wide range of media strategies and efforts to support every SHSP Emphasis Area.

IV. Past Performance

The MHSO has achieved a great deal of success with its Communications Program, regularly achieving tens of millions of impressions each year for traffic safety messaging. In addition to paid media, the earned media coverage of MHSO events has been extensive with highlights from FFY 2013 including press events and coverage of:

- Toward Zero Deaths;
- *CIOT*;
- Motorcycle Safety;
- Maryland Remembers;
- Child Passenger Safety; and
- DUI-related programs

In each program area, accomplishments from individual campaigns have been listed as justification for continued involvement in media efforts. National crackdown periods such as *CIOT* and *Drive Sober or Get Pulled Over* will continue to be focal points of media efforts, and regional programs such as *CPSF* and *Smooth Operator* will also receive significant funding to augment enforcement efforts.

V. Countermeasures/Identified Evaluation Method(s)/Details

B. MHSO-Initiated Programs

1. Program Title: MHSO Communications Program

Project #: 2014-080

Total Cost/Funding Source: \$175,000/Sections 402 and 164

Activity Title: Website Redesign and Maintenance

Problem ID: Media, communications and public outreach are a prime component of the MHSO's activities. Throughout the year, the MHSO's Communications Program Manager will support the agency's internal safety programs as well as the efforts of the Regional Traffic Safety Programs and external partners. Certain projects, such as *Toward Zero Deaths* and various outreach efforts fall outside of the range of a specific traffic safety program and the Communications Program is intended to spearhead those efforts.

Activity Overview: The MHSO's Communications Program will oversee the maintenance of all websites associated with the MVA/MHSO.

Countermeasure Selection:

- **Countermeasures That Work**
 - Various communications-related countermeasures
- **Uniform Guidelines**

Summary of Research to Validate Implementation: Communications programs are listed as widely accepted strategies within Countermeasures That Work and the Uniform Guidelines. The use of websites is intended to augment existing media campaigns and public outreach on various traffic safety initiatives and efforts.

SHSP Strategy Note: Communications is a vital component of Maryland's SHSP Strategies and Action Steps and is integrated into every SHSP EAT.

Evaluation: The evaluation for this activity includes the number of websites updated and the number of contacts (website hits) made with the general public.

Activity Title: Public Information Officer Summit

Problem ID: Media, communications and public outreach are prime components of the MHSO's activities. Throughout the year, the MHSO's Communications Program Manager will support the agency's internal safety programs as well as the efforts of the Regional Traffic Safety Programs and external partners. Certain projects, such as *Toward Zero Deaths* and various outreach efforts fall outside of the range of a specific traffic safety program and the Communications Program is intended to spearhead those efforts.

Activity Overview: The MHSO's Communications Manager will oversee a summit of statewide Public Information Officers (PIO) in conjunction with the 2014 SHSP Summit. This PIO Summit is intended to brief attendees with information relevant to the SHSP and the MHSO's traffic safety initiatives. The ultimate outcome of the summit will be to have a consistent set of information presented to the public and the most concentrated outreach possible from other statewide agencies.

Countermeasure Selection:

- **Countermeasures That Work**
 - Various communications-related countermeasures
- **Uniform Guidelines**

Summary of Research to Validate Implementation: Communications programs are listed as widely accepted strategies within Countermeasures That Work and the Uniform Guidelines. The PIO Summit is intended to augment existing media campaigns and public outreach on various traffic safety initiatives and efforts.

SHSP Strategy Note: Communications is a vital component of Maryland's SHSP Strategies and Action Steps and is integrated into every SHSP EAT.

Evaluation: The evaluation for this activity includes the number of participants at the Summit.

Activity Title: Incentive Items

Problem ID: Media, communications and public outreach are prime components of the MHSO's activities. Throughout the year, the MHSO's Communications Program Manager will support the agency's internal safety programs as well as the efforts of the Regional Traffic Safety Programs and external partners. Certain projects, such as *Toward Zero Deaths* and various outreach efforts fall outside of the range of a specific traffic safety program and the Communications Program is intended to spearhead those efforts.

Activity Overview: The MHSO's Communications Manager will oversee the design, creation and production of a variety of incentive items to be utilized in conjunction with the Impaired Driving and Occupant Protection Programs.

Countermeasure Selection:

- **Countermeasures That Work**
 - Various communications-related countermeasures
- **Uniform Guidelines**

Summary of Research to Validate Implementation: Communications programs are listed as widely accepted strategies within Countermeasures That Work and the Uniform Guidelines. The use of the incentives is intended to augment existing media campaigns and public outreach on various traffic safety initiatives and efforts.

SHSP Strategy Note: Communications is a vital component of Maryland's SHSP Strategies and Action Steps and is integrated into every SHSP EAT.

Evaluation: The evaluation for this activity includes the number of incentives designed, produced, and distributed. Each partner distributing the items will provide a distribution plan.

Activity Title: Administration/Planning

Problem ID: Media, communications and public outreach are prime components of the MHSO's activities. Throughout the year, the MHSO's Communications Program Manager will support the agency's internal safety programs as well as the efforts of the RTSPs and external partners. Certain projects, such as *Toward Zero Deaths* and various outreach efforts fall outside of the range of a specific traffic safety program. The Communications Program is intended to spearhead those efforts.

Activity Overview: The MHSO's Communications Manager will oversee the planning and administration of various MHSO media and outreach campaigns, including *Toward Zero Deaths*. This activity specifically covers the administration of the *Toward Zero Deaths* program as well as general administration and planning for all MHSO media projects.

Countermeasure Selection:

- **Countermeasures That Work**
 - Various communications-related countermeasures
- **Uniform Guidelines**

Summary of Research to Validate Implementation: Communications programs are listed as widely accepted strategies within Countermeasures That Work and the Uniform Guidelines. The use of websites is intended to augment existing media campaigns and public outreach on various traffic safety initiatives and efforts.

SHSP Strategy Note: Communications is a vital component of Maryland's SHSP Strategies and Action Steps and is integrated into every SHSP EAT.

Evaluation: The evaluation for this activity includes the number of media hits obtained for *Toward Zero Deaths*, the number of materials created, the number of materials distributed, the number of website hits obtained, the number of planning meetings held, and the number of hours used by the media contractor for development and implementation.

C. Partner-Initiated Programs**1. Program Title: SHSP Planning and Administration/SHSP Summit**

Project #: 2014-080

Total Cost/Funding Source: \$275,000/FHWA Funding

Problem ID: MAP-21 requires that a state's HSP and HSIP are interrelated. One of the main outcomes of the Summit will be to have statewide consensus among many stakeholders on the new 5-year Strategic Highway Safety Plan, a concerted effort of moving *Toward Zero Deaths* in unison both in philosophy and in the methodology for monitoring and reporting progress.

Activity Overview: The MHSO will oversee the administration of a contract with SAIC for SHSP implementation and planning meetings. These meetings are intended to maintain the focus of all statewide partners on the SHSP Strategies and Action Steps.

In addition, the MHSO will coordinate a 2014 SHSP Summit through this contract. The Summit is intended to continue to provide focus to statewide partners and to attract new partners to the SHSP effort.

Countermeasure Selection:

- **Requirement under MAP-21**

Summary of Research to Validate Implementation: MAP-21 establishes a new requirement for regular SHSP updates, as well as penalties for not conforming to these requirements. MAP-21 requires that states coordinate their Highway Safety Plan (HSP)

with the SHSP. The state's Highway Safety Improvement Program (HSIP) must also be coordinated with the SHSP. To obligate HSIP funds a state must develop, implement and update an SHSP that identifies and analyzes highway safety problems and opportunities, and highway safety improvement projects must be consistent with the state's SHSP.

SHSP Strategy Note: Communications is a vital component of Maryland's SHSP Strategies and Action Steps and is integrated into every SHSP EAT.

Evaluation: The evaluation for this activity includes: number of websites updated and the number of contacts (website hits) made with the general public; number of attendees to the Summit; number of attendees to SHSP EAT meetings.

VI. National Mobilization Efforts

Maryland's Communications Program supports various national enforcement efforts, specifically *CLOT* and *Drive Sober or Get Pulled Over*. Paid and earned media campaigns are coordinated in conjunction with these efforts and the MHSO also targets other media periods in conjunction with the NHTSA Communications Calendar.

VII. Program Area Cost Summary

A total of \$ 175,000 is obligated for Maryland's Communications Program. It should be noted that various outreach programs are coordinated under specific program areas (such as media campaigns) and those efforts are listed under the individual program areas. In addition, this section houses cost summary information on Maryland's SHSP contractor, SAIC, and the costs for coordinating a 2014 SHSP Summit.

Jurisdiction	Section 402	Section 164	FHWA
Statewide	\$ 135,000	\$ 40,000	\$ 275,000
Local	\$ 0	\$ 0	\$ 0

For a full listing of each project, project identifier, fund, and amount obligated, please refer to the tables listed in the Program Area Cost Summary Section.

PROGRAM COST SUMMARY AND LIST OF PROJECTS

Per MAP-21 requirements, the MHSO is supplying information concerning all projects with specific information listed pertaining to:

- Statewide or County/Local level;
- Partner Information;
- Grant Number;
- Program Area; and
- Funding Amount by Section.

Match for all grants is covered through activities conducted by the Maryland MVA and certified to the NHSTA Region 3 Office by MVA Administrator, John Kuo. As such, the MHSO does not require individual grants to contain matching amounts and this data is not presented in the Program Cost Summary charts.

Programs or projects that are comprehensive in nature, i.e. cover multiple traffic safety areas through one grant, are presented in the first Cost Summary Chart. All projects, including the statewide or local benefits of those projects, are described in the previous Program Area sections. Brief summaries were also provided in each Program Area Section.

Program Area Cost Summaries may be found on the following pages:

Comprehensive Traffic Safety Program Area Cost Summary

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 402
Caro	Caroline Co Sheriff's Office	LE 14-001	Local Comprehensive	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 4,100
Caro	Federalsburg Police Department	LE 14-014	Local Comprehensive	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 1,000
Carr	Carroll Co Health Department	GN 14-008	Local Comprehensive	Education & Outreach	\$ 8,500
Carr	<i>Every 15 Minutes/Sykesville Freedom</i>	GN 14-052	Local Comprehensive	Education & Outreach	\$ 4,280
Carr	Carroll Co Sheriff's Office	LE 14-017	Local Comprehensive	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 4,550
Carr	Westminister Police Department	LE 14-041	Local Comprehensive	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 7,100
Cec	Cecil Co Sheriff's Office	LE 14-061	Local Comprehensive	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 2,500
Cec	Elkton Police Department	LE 14-099	Local Comprehensive	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 4,200
Char	Town of La Plata Police Department	LE 14-022	Local Comprehensive	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 5,500
Char	Charles Co Sheriff's Office	LE 14-024	Local Comprehensive	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 26,100
Char	Maryland DNR - St. Mary's Co	LE 14-026	Local Comprehensive	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 4,000
Dor	Cambridge Police Department	LE 14-006	Local Comprehensive	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 2,500
Dor	Hurlock Police Department	LE 14-028	Local Comprehensive	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 6,940
Dor	Dorchester Co Sheriff's Office	LE 14-037	Local Comprehensive	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 2,000
Fred	Maryland DNR, Frederick	LE 14-045	Local Comprehensive	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 3,500
Fred	Brunswick Police Department	LE 14-066	Local Comprehensive	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 1,500

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 402
Fred	Frederick Police Department	LE 14-076	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 7,000
Garr	Garrett Co Health Department	GN 14-066	Local Comp	Education & Outreach	\$ 4,500
Garr	Oakland Police Department	LE 14-072	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 1,200
Garr	Garrett Co Sheriff's Office	LE 14-075	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 4,500
Harf	Havre de Grace Police Department	LE 14-040	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 2,000
Harf	Aberdeen Police Department	LE 14-048	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 2,000
Harf	Harford Co Sheriff's Office	LE 14-050	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 44,000
Harf	Bel Air Police Department	LE 14-052	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 6,000
How	Howard Co Department of Police Department	LE 14-005	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 29,500
Kent	Kent Co Sheriff's Office	LE 14-012	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 1,700
Kent	Chestertown Police Department	LE 14-027	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 1,000
Mont	Montgomery Co Fire Rescue	GN 14-026	Local Comp	Education & Outreach	\$ 2,000
Mont	Montgomery Co Project Prom	GN 14-029	Local Comp	Education & Outreach	\$ 6,000
Mont	Gaithersburg Police Department	LE 14-059	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 4,000
Mont	Montgomery Co Sheriff's Office	LE 14-089	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 9,000
Mont	Montgomery Co Police Department	LE 14-090	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 25,000
Mont	Rockville City Police Department	LE 14-092	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 2,000
PG	Prince George's Child Resource Center, Inc.	GN 14-050	Local Comp	Education & Outreach	\$ 2,000
PG	Laurel Police Department	LE 14-042	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 4,000
PG	Greenbelt Police Department	LE 14-044	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 15,000

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 402
PG	Cheverly Police Department	LE 14-046	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 2,000
PG	UMCP Police Department	LE 14-047	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 12,000
PG	Landover Hills Police Department	LE 14-057	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 1,000
PG	Edmonston Police Department	LE 14-062	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 1,500
PG	Capitol Heights Police Department	LE 14-063	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 2,000
PG	Maryland State Police, Barrack "L"	LE 14-064	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 30,000
PG	Riverdale Park Police Department	LE 14-077	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 1,000
PG	New Carrollton Police Department	LE 14-078	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 500
PG	District Heights Police Department	LE 14-081	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 1,500
PG	Bowie Police Department	LE 14-086	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 1,000
PG	Prince George's Co Police Department	LE 14-088	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 52,700
QA	Queen Anne's Co Sheriff's Office	LE 14-009	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 5,000
Som	Princess Anne Police Department	LE 14-043	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 1,800
Som	Sheriff's Office Mersert Co Sheriff's Office	LE 14-080	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 1,000
St M	St. Mary's Hospital	GN 14-009	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 2,550
St M	St. Mary's Co Sheriff's Office	LE 14-038	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 14,000
St. M	St. Mary's Co Kiwanis	GN 14-018	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 6,500
Talb	Easton Police Department	LE 14-069	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 2,600

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 402
Talb	Talbot Co Sheriff's Office	LE 14-070	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 2,600
Wash	Meritus Health	GN 14-043	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 12,000
Wash	Washington Co Health Department	GN 14-077	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 500
Wash	Washington Co Sheriff's Office	LE 14-003	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 4,000
Wash	Hancock Police Department	LE 14-031	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 1,500
Wash	Smithsburg Police Department	LE 14-032	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 1,500
Wash	Hagerstown Police Department	LE 14-033	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 4,000
Wic	Wicomico Co Health Department	GN 14-034	Local Comp	Education & Outreach	\$ 2,500
Wic	Wicomico Co Sheriff's Office	LE 14-002	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 10,600
Wic	Fruitland Police Department	LE 14-008	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 2,600
Wic	Maryland DNR, Salisbury	LE 14-011	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 2,000
Wic	Salisbury Police Department	LE 14-019	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 500
Wic	Crisfield Police Department	LE 14-021	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 700
Worc	Worcester Co Sheriff's Office	LE 14-035	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 10,200
Worc	Ocean City Police Department	LE 14-051	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 8,000
Worc	Berlin Police Department	LE 14-054	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 3,000
Worc	Pocomoke Police Department	LE 14-058	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 1,000
Worc	Ocean Pines Police Department	LE 14-096	Local Comp	Aggressive, Distracted, Ped, Enforcement, DUI	\$ 1,000
Total Comprehensive Grant Funds					\$ 467,520

Impaired Driving Program Area Cost Summary

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 410/405 AL	Section 164	Section 402
AA	Maryland Judiciary	GN 14-051	Impaired	DUI Court	\$ 81,050	\$ -	
AA	Anne Arundel Co Police Department	LE 14-039	Impaired	Enforcement	\$ 2,000	\$ -	
AA	Annapolis Police Department	LE 14-010	Impaired	Enforcement	\$ -	\$ 10,350	
AA	Anne Arundel Co Police Department	LE 14-039	Impaired	Enforcement	\$ -	\$ 55,650	
All	Cumberland Police Department	LE 14-071	Impaired	Enforcement	\$ -	\$ 2,500	
All	Frostburg State University Police Department	LE 14-073	Impaired	Enforcement	\$ -	\$ 500	
All	Allegany Co Sheriff's Office	LE 14-074	Impaired	Enforcement	\$ -	\$ 3,000	
All	Frostburg Police Department	LE 14-093	Impaired	Enforcement	\$ -	\$ 1,000	
Balt	Baltimore Co Department of Health	GN 14-047	Impaired	Enforcement	\$ 15,000	\$ -	
Balt	Baltimore Co Police Department	LE 14-049	Impaired	Enforcement	\$ 3,500	\$ -	
Balt	Baltimore Co Police Department	LE 14-049	Impaired	Enforcement	\$ -	\$ 105,000	
Balt C	Baltimore City Police Department	LE 14-053	Impaired	Enforcement	\$ -	\$ 70,000	
Calv	Calvert Co Sheriff's Office	LE 14-007	Impaired	Enforcement	\$ 2,000	\$ 35,000	
Calv	Calvert Alliance Against Substance Abuse, Inc.	GN 14-048	Impaired	Education & Outreach			\$ 5,600
Caro	Caroline Co Sheriff's Office	LE 14-001	Impaired	Enforcement		\$ 7,000	
Caro	Federalsburg Police Department	LE 14-014	Impaired	Enforcement		\$ 2,000	
Carr	Hampstead Police Department	LE 14-004	Impaired	Enforcement		\$ 5,000	
Carr	Taneytown Police Department	LE 14-013	Impaired	Enforcement		\$ 2,500	
Carr	Carroll Co Sheriff's Office	LE 14-017	Impaired	Enforcement		\$ 11,500	
Carr	Westminister Police Department	LE 14-041	Impaired	Enforcement		\$ 8,000	
Carr	Sykesville Police Department	LE 14-065	Impaired	Enforcement		\$ 5,000	
Carr	Manchester Police Department	LE 14-082	Impaired	Enforcement		\$ 820	
Cec	Cecil Co Liquor Board	GN 14-049	Impaired	Enforcement		\$ 6,500	
Cec	Perryville Police Department	LE 14-015	Impaired	Enforcement		\$ 500	
Cec	Cecil Co Sheriff's Office	LE 14-061	Impaired	Enforcement		\$ 4,000	

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 410/405 AL	Section 164	Section 402
Cec	Elkton Police Department	LE 14-099	Impaired	Enforcement		\$ 7,300	
Char	Town of La Plata Police Department	LE 14-022	Impaired	Enforcement		\$ 5,500	
Char	Charles Co Sheriff's Office	LE 14-024	Impaired	Enforcement		\$ 23,000	
Char	College of Southern Maryland	GN 14-019	Local Comprehensive	Education & Outreach			\$ 750
Char	Maryland DNR - St. Mary's Co	LE 14-026	Impaired	Enforcement		\$ 2,200	
Dor	Cambridge Police Department	LE 14-006	Impaired	Enforcement		\$ 7,000	
Dor	Hurlock Police Department	LE 14-028	Impaired	Enforcement		\$ 1,260	
Dor	Dorchester Co Sheriff's Office	LE 14-037	Impaired	Enforcement		\$ 3,000	
Fred	Maryland DNR, Frederick	LE 14-045	Impaired	Enforcement		\$ 3,000	
Fred	Brunswick Police Department	LE 14-066	Impaired	Enforcement		\$ 600	
Fred	Frederick Police Department	LE 14-076	Impaired	Enforcement		\$ 29,400	
Garr	Oakland Police Department	LE 14-072	Impaired	Enforcement		\$ 500	
Garr	Garrett Co Sheriff's Office	LE 14-075	Impaired	Enforcement		\$ 5,500	
Harf	Harford Co DUI Court	GN 14-044	Impaired	DUI Court	\$ 63,500	\$ -	
Harf	Harford Co Liquor Control Board	GN 14-032	Impaired	Enforcement		\$ 7,000	
Harf	Harford Co Sheriff's Office	LE 14-050	Impaired	Enforcement		\$ 80,500	
Harf	Bel Air Police Department	LE 14-052	Impaired	Enforcement		\$ 4,000	
How	Maryland Judiciary	GN 14-002	Impaired	DUI Court	\$ 118,765	\$ -	
How	Howard Co Department of Police	LE 14-005	Impaired	Enforcement		\$ 63,500	
How	PTA Council of Howard Co	GN 14-007	Local Comprehensive	Outreach & Education			\$ 5,900
Kent	Kent Co Sheriff's Office	LE 14-012	Impaired	Enforcement		\$ 3,100	
Kent	Chestertown Police Department	LE 14-027	Impaired	Enforcement		\$ 1,900	
Mont	Montgomery Co Police Department	LE 14-090	Impaired	Enforcement	\$ 2,500	\$ -	
Mont	Montgomery Co Department of Liquor Control	GN 14-025	Impaired	Enforcement		\$ 6,959	
Mont	Gaithersburg Police Department	LE 14-059	Impaired	Enforcement		\$ 5,000	
Mont	Montgomery Co Police Department	LE 14-090	Impaired	Enforcement		\$ 168,200	
Mont	Rockville City Police Department	LE 14-092	Impaired	Enforcement		\$ 5,000	
PG	University Park Police Department	LE 14-018	Impaired	Enforcement	\$ 2,500	\$ -	
PG	Greenbelt Police Department	LE 14-044	Impaired	Enforcement	\$ 2,500	\$ -	

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 410/405 AL	Section 164	Section 402
PG	UMCP Police Department	LE 14-047	Impaired	Enforcement	\$ 2,500	\$ -	
PG	Prince George's Co Police Department	LE 14-088	Impaired	Enforcement	\$ 2,500	\$ -	
PG	University Park Police Department	LE 14-018	Impaired	Enforcement		\$ 3,000	
PG	Laurel Police Department	LE 14-042	Impaired	Enforcement		\$ 10,000	
PG	Greenbelt Police Department	LE 14-044	Impaired	Enforcement		\$ 11,000	
PG	Cheverly Police Department	LE 14-046	Impaired	Enforcement		\$ 4,000	
PG	UMCP Police Department	LE 14-047	Impaired	Enforcement		\$ 7,000	
PG	Landover Hills Police Department	LE 14-057	Impaired	Enforcement		\$ 2,000	
PG	Edmonston Police Department	LE 14-062	Impaired	Enforcement		\$ 2,000	
PG	Capitol Heights Police Department	LE 14-063	Impaired	Enforcement		\$ 2,000	
PG	Riverdale Park Police Department	LE 14-077	Impaired	Enforcement		\$ 6,000	
PG	New Carrollton Police Department	LE 14-078	Impaired	Enforcement		\$ 2,000	
PG	District Heights Police Department	LE 14-081	Impaired	Enforcement		\$ 1,500	
PG	Berwyn Heights Police Department	LE 14-085	Impaired	Enforcement		\$ 3,000	
PG	Prince George's Co Police Department	LE 14-088	Impaired	Enforcement		\$ 252,580	
PG	Hyattsville Police Department	LE 14-097	Impaired	Enforcement		\$ 3,000	
QA	Queen Anne's Co Sheriff's Office	LE 14-009	Impaired	Enforcement		\$ 6,000	
Som	Somerset Co Sheriff's Office	LE 14-080	Impaired	Enforcement		\$ 3,800	
St M	St. Mary's Co Alcohol Beverage Board	GN 14-027	Impaired	Enforcement	\$ 4,500		
St M	St. Mary's Co. Circuit Court	GN 14-041	Impaired	Enforcement	\$ 46,082		
St M	St. Mary's Co Sheriff's Office	LE 14-038	Impaired	Enforcement		\$ 15,700	
Talb	Easton Police Department	LE 14-069	Impaired	Enforcement		\$ 5,000	
Talb	Talbot Co Sheriff's Office	LE 14-070	Impaired	Enforcement		\$ 5,000	
Wash	Washington Co Sheriff's Office	LE 14-003	Impaired	Enforcement		\$ 10,000	
Wash	Hancock Police Department	LE 14-031	Impaired	Enforcement		\$ 1,000	
Wash	Smithsburg Police Department	LE 14-032	Impaired	Enforcement		\$ 1,000	
Wash	Hagerstown Police Department	LE 14-033	Impaired	Enforcement		\$ 8,000	
Wic	Wicomico Co Sheriff's Office	LE 14-002	Impaired	Enforcement		\$ 13,500	

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 410/405 AL	Section 164	Section 402
Wic	Fruitland Police Department	LE 14-008	Impaired	Enforcement		\$ 1,500	
Wic	Maryland Natural Resources Police Department, Salisbury	LE 14-011	Impaired	Enforcement		\$ 2,600	
Wic	Salisbury Police Department	LE 14-019	Impaired	Enforcement		\$ 4,000	
Wic	Princess Anne Police Department	LE 14-043	Impaired	Enforcement		\$ 2,500	
Wic	UMES Police Department	LE 14-098	Impaired	Enforcement		\$ 600	
Worc	Worcester Co Sheriff's Office	LE 14-035	Impaired	Enforcement		\$ 5,000	
Worc	Ocean City Police Department	LE 14-051	Impaired	Enforcement		\$ 18,000	
Worc	Berlin Police Department	LE 14-054	Impaired	Enforcement		\$ 3,000	
Worc	Pocomoke Police Department	LE 14-058	Impaired	Enforcement		\$ 2,000	
Worc	Ocean Pines Police Department	LE 14-096	Impaired	Enforcement		\$ 1,000	
Local Sub-total					\$ 348,897	\$ 1,187,519	\$ 12,250
SW	Mothers Against Drunk Driving	GN 14-001	Impaired	PI&E	\$ 50,930		
SW	Washington Regional Alcohol Program	GN 14-035	Impaired	PI&E	\$ 275,482		
SW	Washington Regional Alcohol Program	GN 14-040	Impaired	PI&E, Admin. Task Force/Training Support		\$ 36,000	
SW	Washington College	GN 14-037	Impaired	Data Analysis, Evaluation	\$ 9,400	\$ 178,910	
SW	University of Maryland Baltimore - Staffing	GN 14-068	Impaired	Coord. Salary; Benefits & Travel	\$ 90,165		
SW	University of Maryland Baltimore - Staffing	GN 14-070	Impaired	Coord. Salary; Benefits & Travel	\$ 149,774		
SW	MHSO - Internal Agreements	GN 14-080	Impaired	PI&E	\$ 40,000		
SW	Maryland State Police	LE 14-067	Impaired	Enforcement	\$ 413,200		
SW	University of Maryland, Baltimore, CCODES	GN 14-020	Impaired	Data Analysis, Evaluation		\$ 4,843	
SW	Maryland State's Attorney's Association	GN 14-031	Impaired	TSRP		\$ 120,914	\$ 30,228
SW	MHSO - Internal Agreements	GN 14-036	Impaired	PI&E		\$ 1,453,000	
SW	Maryland State Police, DUI Team	LE 14-068	Impaired	Enforcement		\$ 914,041	

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 410/405 AL	Section 164	Section 402
Statewide Sub-Total					\$ 1,028,951	\$ 2,707,708	\$ 30,228
Total Impaired Driving Program Grant Funds							\$ 5,315,553

Occupant Protection Program Area Cost Summary

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 402	Section 405	Section 403
How	Howard Co Department of Police	LE 14-005	403 Demo Grant	Nighttime Seat Belt Enforcement			\$ 8,820
AA	Annapolis Police Department	LE 14-010	403 Demo Grant	Nighttime Seat Belt Enforcement			\$ 3,200
AA	Anne Arundel Co Police Department	LE 14-039	403 Demo Grant	Nighttime Seat Belt Enforcement			\$ 5,760
Balt	Baltimore Co Police Department	LE 14-049	403 Demo Grant	Nighttime Seat Belt Enforcement			\$ 9,984
Balt C	Baltimore City Police Department	LE 14-053	403 Demo Grant	Nighttime Seat Belt Enforcement			\$ 10,560
PG	Prince George's Co Police Department	LE 14-088	403 Demo Grant	Nighttime Seat Belt Enforcement			\$ 10,560
Mont	Montgomery Co Police Department	LE 14-090	403 Demo Grant	Nighttime Seat Belt Enforcement			\$ 10,400
Local Sub-total					\$ -	\$ -	\$ 59,284
SW	University of Maryland, Baltimore, CCODES	GN 14-020	403 Demo Grant	Survey management & analysis			\$ 50,056
SW	MHSO - OP Program/Internal Agreement	GN 14-079	403 Demo Grant	PI&E, Marketing			\$ 16,000
SW	MIEMSS - CPS	GN 14-003	CPS	CPS Outreach & Support to EMS		\$ 35,000	
SW	Maryland Department of Health and Mental Hygiene	GN 14-012	CPS	Seat Loaners, CPS Training & CPS Supplies		\$ 199,285	
All	The Family Junction, Inc.	GN 14-056	Local Comp.	CPS Outreach	\$ 500		
SW	University of Maryland Baltimore - Staffing	GN 14-068	OP	Coordinator Salary; Benefits & Travel	\$ 90,165	\$0	
SW	MHSO - Internal Agreements	GN 14-079	OP	C/OT Media Campaign	\$30,000	\$330,000	
Statewide Sub-Total					\$ 120,665	\$ 564,285	\$ 66,056
Total Occupant Protection Program Grant Funds							\$ 810,290

Law Enforcement Program Area Cost Summary

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 402	Section 164
AA	Annapolis Police Department	LE 14-010	Aggressive	Enforcement	\$ 4,000	
AA	Anne Arundel Co Police Department	LE 14-039	Aggressive	Enforcement	\$ 8,930	
All	Cumberland Police Department	LE 14-071	Aggressive	Enforcement	\$ 2,000	
All	Frostburg State University Police Department	LE 14-073	Aggressive	Enforcement	\$ 300	
All	Allegany Co Sheriff's Office	LE 14-074	Aggressive	Enforcement	\$ 3,200	
All	Frostburg Police Department	LE 14-093	Aggressive	Enforcement	\$ 500	
Balt	Baltimore Co Police Department, RTSP	LE 14-049	Aggressive	Enforcement	\$ 20,000	
Balt C	Baltimore City Police Department	LE 14-053	Aggressive	Enforcement	\$ 12,500	
Calv	Calvert Co Sheriff's Office	LE 14-007	Aggressive	Enforcement	\$ 8,000	
Caro	Caroline Co Sheriff's Office	LE 14-001	Aggressive	Enforcement	\$ 2,000	
Caro	Federalsburg Police Department	LE 14-014	Aggressive	Enforcement	\$ 1,000	
Carr	Hampstead Police Department	LE 14-004	Aggressive	Enforcement	\$ 2,000	
Carr	Taneytown Police Department	LE 14-013	Aggressive	Enforcement	\$ 1,500	
Carr	Carroll Co Sheriff's Office	LE 14-017	Aggressive	Enforcement	\$ 5,950	
Carr	Westminister Police Department	LE 14-041	Aggressive	Enforcement	\$ 2,000	
Carr	Sykesville Police Department	LE 14-065	Aggressive	Enforcement	\$ 2,000	
Carr	Manchester Police Department	LE 14-082	Aggressive	Enforcement	\$ 1,500	
Cec	Perryville Police Department	LE 14-015	Aggressive	Enforcement	\$ 1,000	
Cec	North East Police Department	LE 14-016	Aggressive	Enforcement	\$ 1,500	
Cec	Cecil Co Sheriff's Office	LE 14-061	Aggressive	Enforcement	\$ 3,500	
Cec	Elkton Police Department	LE 14-099	Aggressive	Enforcement	\$ 3,500	
Char	Town of La Plata Police Department	LE 14-022	Aggressive	Enforcement	\$ 1,500	
Char	Charles Co Sheriff's Office	LE 14-024	Aggressive	Enforcement	\$ 7,500	
Char	Maryland DNR - St. Mary's Co	LE 14-026	Aggressive	Enforcement	\$ 1,000	
Dor	Cambridge Police Department	LE 14-006	Aggressive	Enforcement	\$ 3,100	
Dor	Dorchester Co Sheriff's Office	LE 14-037	Aggressive	Enforcement	\$ 2,000	
Fred	Brunswick Police Department	LE 14-066	Aggressive	Enforcement	\$ 2,500	
Fred	Frederick Police Department	LE 14-076	Aggressive	Enforcement	\$ 7,000	
Garr	Oakland Police Department	LE 14-072	Aggressive	Enforcement	\$ 300	
Garr	Garrett Co Sheriff's Office	LE 14-075	Aggressive	Enforcement	\$ 3,000	
Harf	Harford Co Sheriff's Office	LE 14-050	Aggressive	Enforcement	\$ 8,000	
Harf	Bel Air Police Department	LE 14-052	Aggressive	Enforcement	\$ 2,000	
How	Howard Co Department of Police	LE 14-005	Aggressive	Enforcement	\$ 7,700	

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 402	Section 164
Kent	Kent Co Sheriff's Office	LE 14-012	Aggressive	Enforcement	\$ 2,500	
Mont	Gaithersburg Police Department	LE 14-059	Aggressive	Enforcement	\$ 7,000	
Mont	Chevy Chase Village Police Department	LE 14-060	Aggressive	Enforcement	\$ 2,200	
Mont	Montgomery Co Police Department	LE 14-090	Aggressive	Enforcement	\$ 40,000	
Mont	Rockville City Police Department	LE 14-092	Aggressive	Enforcement	\$ 5,000	
PG	Laurel Police Department	LE 14-042	Aggressive	Enforcement	\$ 5,000	
PG	Greenbelt Police Department	LE 14-044	Aggressive	Enforcement	\$ 6,000	
PG	Cheverly Police Department	LE 14-046	Aggressive	Enforcement	\$ 2,000	
PG	Edmonston Police Department	LE 14-062	Aggressive	Enforcement	\$ 1,500	
PG	New Carrollton Police Department	LE 14-078	Aggressive	Enforcement	\$ 2,000	
PG	Berwyn Heights Police Department	LE 14-085	Aggressive	Enforcement	\$ 2,000	
PG	Bowie Police Department	LE 14-086	Aggressive	Enforcement	\$ 2,000	
PG	Prince George's Co Police Department	LE 14-088	Aggressive	Enforcement	\$ 40,000	
PG	Hyattsville Police Department	LE 14-097	Aggressive	Enforcement	\$ 2,000	
QA	Queen Anne's Co Sheriff's Office	LE 14-009	Aggressive	Enforcement	\$ 3,500	
Som	Sheriff's Officemerset Co Sheriff's Office	LE 14-080	Aggressive	Enforcement	\$ 1,000	
St M	St. Mary's Co Sheriff's Office	LE 14-038	Aggressive	Enforcement	\$ 6,000	
Talb	Easton Police Department	LE 14-069	Aggressive	Enforcement	\$ 2,000	
Talb	Talbot Co Sheriff's Office	LE 14-070	Aggressive	Enforcement	\$ 2,000	
Wash	Washington Co Sheriff's Office	LE 14-003	Aggressive	Enforcement	\$ 3,000	
Wash	Hancock Police Department	LE 14-031	Aggressive	Enforcement	\$ 500	
Wash	Smithsburg Police Department	LE 14-032	Aggressive	Enforcement	\$ 500	
Wash	Hagerstown Police Department	LE 14-033	Aggressive	Enforcement	\$ 3,000	
Wic	Wicomico Co Sheriff's Office	LE 14-002	Aggressive	Enforcement	\$ 3,000	
Wic	Fruitland Police Department	LE 14-008	Aggressive	Enforcement	\$ 1,000	
Wic	Salisbury Police Department	LE 14-019	Aggressive	Enforcement	\$ 1,000	
Wic	Princess Anne Police Department	LE 14-043	Aggressive	Enforcement	\$ 1,000	
Worc	Worcester Co Sheriff's Office	LE 14-035	Aggressive	Enforcement	\$ 1,000	
Worc	Ocean City Police Department	LE 14-051	Aggressive	Enforcement	\$ 2,000	
Worc	Berlin Police Department	LE 14-054	Aggressive	Enforcement	\$ 1,000	
Local Sub-total					\$ 283,180	\$ -
SW	MHSO - Internal Agreements	GN 14-081	Aggressive	PI&E	\$ 225,000	
SW	Maryland State Police	LE 14-067	Aggressive	Enforcement	\$ 100,000	
SW	MPCTC	GN 14-005	Police Training	LEA Training/TSS	\$ 28,091	
SW	Baltimore Co PD, Crash Reconstruction	GN 14-061	Police Training	LEA Training	\$ 32,534	

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 402	Section 164
SW	Maryland Sheriffs Assoc., Exec. Training	GN 14-062	Police Training	LEA Training	\$ 13,550	
SW	Maryland Sheriffs Assoc., Exec. Training	GN 14-062	Police Training	LEA Training & DUI Training		\$ 9,000
SW	Maryland Chiefs Association	GN 14-063	Police Training	LEA Training	\$ 61,740	
SW	Maryland Chiefs Association	GN 14-063	Police Training	LEA Training & DUI Training		\$ 32,400
SW	University of Maryland Baltimore - Staffing	GN 14-068	Police Training	Human Resources	\$ 180,330	
Statewide Sub-Total					\$ 641,245	\$ 41,400
Total Law Enforcement Program Grant Funds					\$ 965,825	

High Risk Driving Program Area Cost Summary

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 402	FHWA	Section 2010/405
AA	Anne Arundel Co PD - M/C Safety	GN 14-075	Motorcycle	Ed. and Enforcement	\$ 13,550		
Carr	Carroll Co Bureau of Aging & Disabilities	GN 14-016	Local Comp./Older Driver	Outreach and Education	\$ 1,100		
St M	Kiwanis Club of La Plata	GN 14-013	Bicycle Safety	PI&E & Outreach	\$ 500		
Worc	Worcester Co Extension	GN 14-074	Bicycle Safety	Education & Outreach	\$ 500		
AA	Annapolis Police Department	LE 14-010	Ped	Ed. and Enforcement	\$ 2,660		
AA	Anne Arundel Co Police Department	LE 14-039	Ped	Ed. and Enforcement	\$ 10,340		
Balt	Baltimore Co Police Department	LE 14-049	Ped	Ed. and Enforcement	\$ 29,000		
Balt C	Baltimore City Police Department	LE 14-053	Ped	Ed. and Enforcement	\$ 20,000		
Mont	Gaithersburg Police Department	LE 14-059	Ped	Ed. and Enforcement	\$ 5,000		
Mont	Montgomery Co Police Department	LE 14-090	Ped	Ed. and Enforcement	\$ 21,000		
Mont	Rockville City Police Department	LE 14-092	Ped	Ed. and Enforcement	\$ 4,000		
PG	University Park Police Department	LE 14-018	Ped	Ed. and Enforcement	\$ 2,000		
PG	Laurel Police Department	LE 14-042	Ped	Ed. and Enforcement	\$ 2,000		
PG	Greenbelt Police Department	LE 14-044	Ped	Ed. and Enforcement	\$ 3,000		
PG	Cheverly Police Department	LE 14-046	Ped	Ed. and Enforcement	\$ 3,000		
PG	UMCP Police Department	LE 14-047	Ped	Ed. and Enforcement	\$ 3,000		
PG	Landover Hills Police Department	LE 14-057	Ped	Ed. and Enforcement	\$ 1,000		
PG	Riverdale Park Police Department	LE 14-077	Ped	Ed. and Enforcement	\$ 1,000		
PG	New Carrollton Police Department	LE 14-078	Ped	Ed. and Enforcement	\$ 2,000		
PG	District Heights Police Department	LE 14-081	Ped	Ed. and Enforcement	\$ 500		
PG	Prince George's Co Police Department	LE 14-088	Ped	Ed. and Enforcement	\$ 40,000		
PG	Hyattsville Police Department	LE 14-097	Ped	Ed. and Enforcement	\$ 2,000		
Worc	Ocean City Police Department	LE 14-051	Ped	Ed. and Enforcement	\$ 8,000		
Local Sub-total					\$ 175,150	\$ -	\$ -
SW	Maryland MVA	GN 14-010	Motorcycle	PI&E/Training & Awareness			\$ 135,450
SW	Maryland MVA	GN 14-010	Motorcycle	PI&E/Training & Awareness	\$ 38,610		

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 402	FHWA	Section 2010/405
SW	MSP, Statewide	LE 14-067	Motorcycle	Education and Enforcement	\$ 8,000		
SW	Maryland MVA - DVPP	GN 14-011	Young Driver	Young Driver Parent Ed. & Outreach	\$ 13,165		
SW	Bike Maryland, Inc.	GN 14-023	Bicycle Safety	PI&E & Outreach		\$ 56,994	
SW	Maryland State Police	LE 14-067	Ped	Education and Enforcement	\$ 4,000		
SW	JHU Bloomberg School of Public Health	GN 14-030	Ped	Education and Enforcement		\$ 184,999	
SW	Baltimore Metropolitan Council	GN 14-033	Ped	PI&E, Media		\$ 300,000	
SW	Metropolitan Washington Council of Governments	GN 14-073	Ped	PI&E, Media		\$ 182,000	
SW	SHA Ped Project	N/A	Ped	PI&E & Outreach		\$ 275,000	
Statewide Sub-Total					\$ \$63,775	\$ 998,993	\$ 135,450
					Total High Risk Driving Program Grant Funds		\$ 1,373,368

Traffic Safety Info. Systems Improvements Program Cost Summary

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 402	Section 408
SW	University of Maryland, Baltimore, CCODES	GN 14-020	Data	Data Collection, Analysis, Special Projects	\$ 7,204	
SW	University of Maryland, Baltimore, CCODES	GN 14-020	Data	Data Collection, Analysis, Special Projects		\$ 525,562
SW	University of Maryland Baltimore - Staffing	GN 14-068	Data	Human Resources	\$ 90,165	
SW	MIEMSS	GN 14-055	Data	Data Integration		\$ 55,300
Statewide Sub-Total					\$ 97,369	\$ 580,862
					Total TSIPS Program Grant Funds	\$ 678,231

Traffic Safety Planning & Administration Cost Summary

Co	Regionally Initiated Partner Agency	Grant #	Program Area	Program Identifier	Section 402	FHWA
SW	MHSO - Internal Agreements	GN 14-080	Traffic Safety	Local Media & Special Projects	\$ 135,000	
SW	SAIC	N/A	Traffic Safety	SHSP Administration & Support		\$ 200,000
SW	SAIC	N/A	Traffic Safety	Highway Safety Summit		\$ 75,000
SW	MHSO Supplies/Travel		P & A	Planning & Administration	\$ 50,000	
SW	University of Maryland Baltimore - Staffing	GN 14-068	P & A	Human Resources	\$ 163,413	
SW	SHARP	N/A	Comprehensive	Planning & Administration	\$ 83,000	
SW	MVA Internal Auditor	N/A	Comprehensive	Planning & Administration	\$ 75,000	
Statewide Sub-Total					\$ 506,413	\$ 275,000
					Total P&A Grant Funds	\$ 781,413

FINANCIAL SECTION

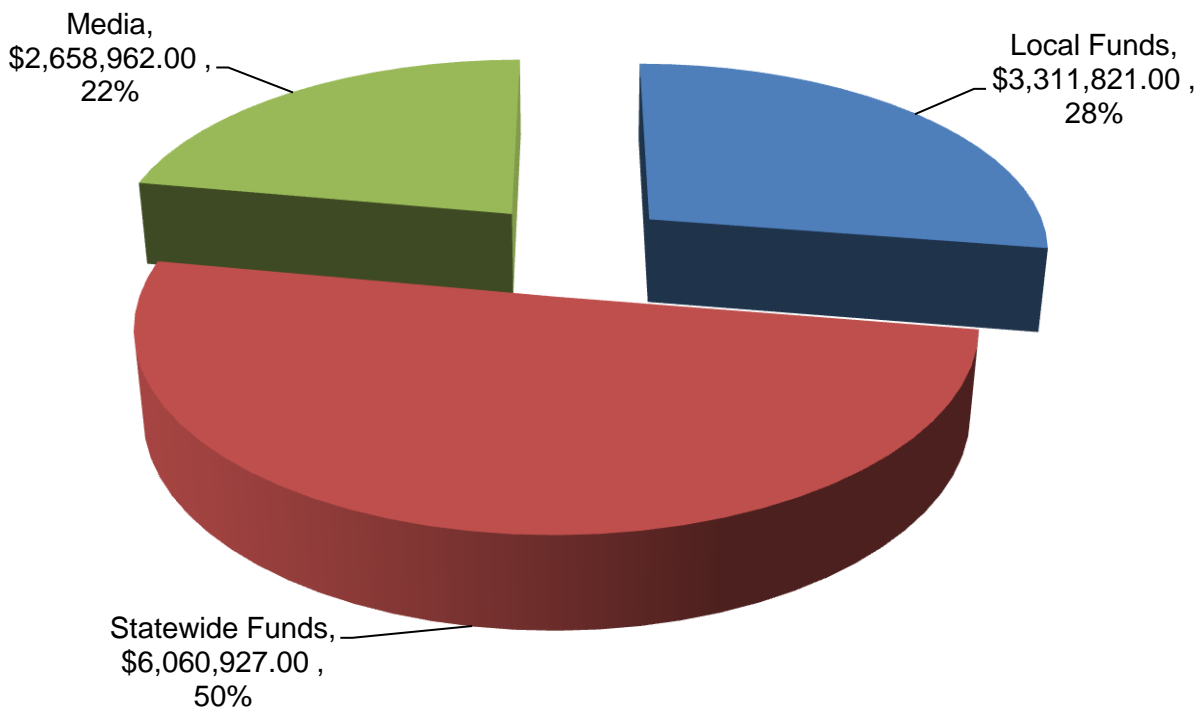
The following information is intended to graphically and visually present the breakdown of MHSO funding allocated in FFY 2014. Three major metrics are provided, including:

- the funding allocated by Fund Category;
- the funding allocated by Fund Type; and
- the funding allocated by Program Area.

MHSO FFY 2014 Funds Allocated By Fund Category

Fund Category	Amount
Local Funds	\$3,311,821.00
Statewide Funds	\$6,060,927.00
Media	\$2,658,962.00
TOTAL Allocated for FFY 2014	\$12,231,710.00

MHSO FFY 2014 Funds Allocated By Fund Category

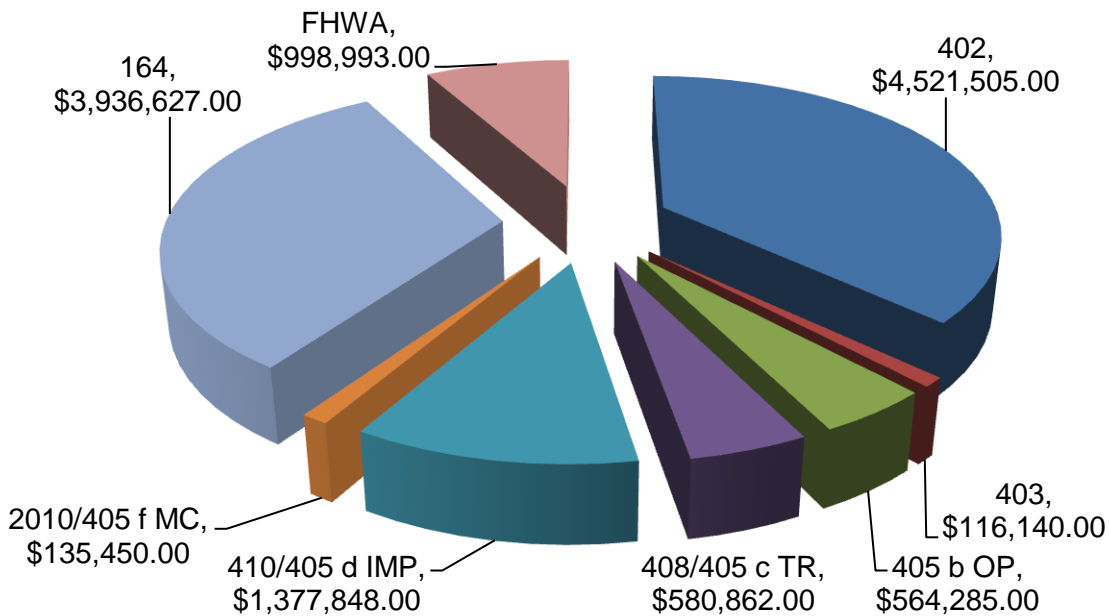


MHSO FFY 2014 Funds Allocated By Fund Type

Highway Safety Fund Type	Amount
402 State & Community	\$4,521,505.00
403 Nighttime Demonstration Project	\$116,140.00
405 b Occupant Protection	\$564,285.00
408/405 c Traffic Records	\$580,862.00
410/405 d Impaired Driving	\$1,377,848.00
2010/405 f Motorcycle Safety	\$135,450.00
164 Alcohol	\$3,936,627.00
FHWA	\$998,993.00
TOTAL Allocated for FFY 2014	\$12,231,710.00

The dollar amounts above do not reflect all programming by program area. There are funding restrictions on certain federal fund types that prohibit Maryland from funding certain activities. For example, Maryland’s motorcycle safety program is funded with both 402 and 2010.405 f funds.

Maryland Highway Safety Office FFY2014 By Fund Type

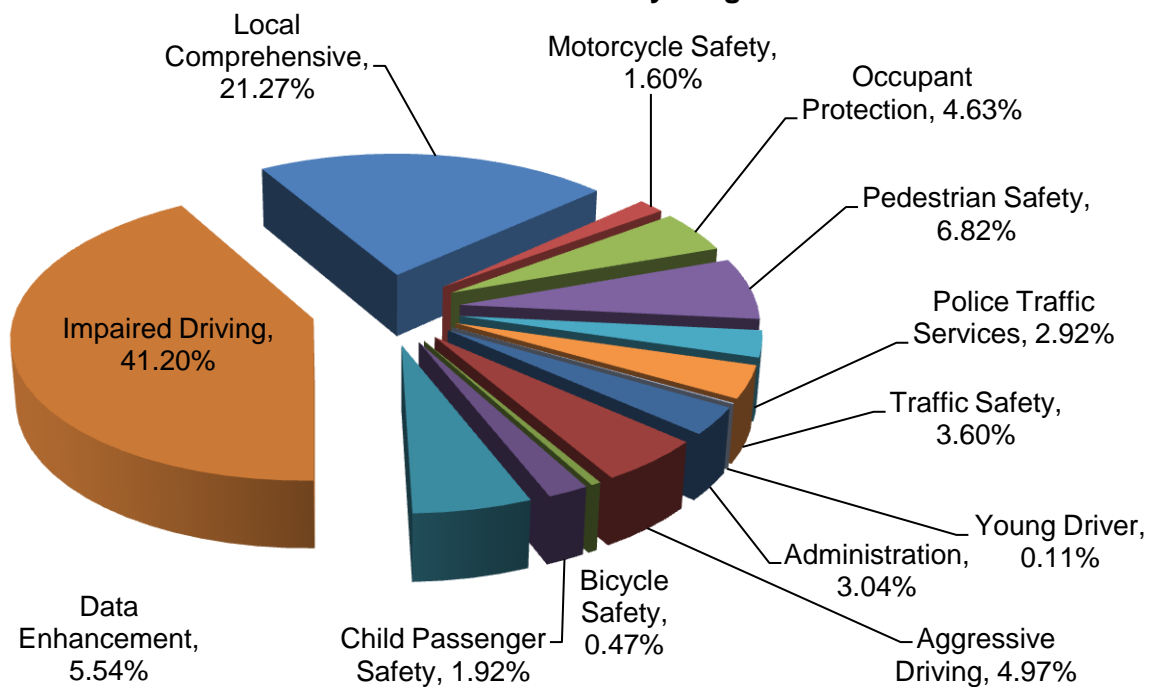


MHSO FFY 2014 Funds Allocated By Program Area

Program Area	Amount	Percentage
Administration	\$371,413	3.04%
Aggressive Driving	\$608,180	4.97%
Bicycle Safety	\$56,994	0.47%
Child Passenger Safety	\$234,285	1.92%
Data Enhancement	\$678,231	5.54%
Impaired Driving	\$5,273,075	41.20%
Local Comprehensive	\$2,602,080	21.27%
Motorcycle Safety	\$195,610	1.60%
Occupant Protection	\$566,305	4.63%
Pedestrian Safety	\$834,499	6.82%
Police Traffic Services	\$357,645	2.92%
Traffic Safety	\$440,228	3.60%
Young Driver	\$13,165	0.11%
Totals	\$12,231,710	98.09%

The dollar amounts do not reflect all programming by program area. There are funding restrictions on certain federal fund types that prohibit Maryland from funding certain activities. For example, Maryland’s motorcycle safety program is funded in motorcycle safety and local comprehensive.

MHSO FFY 2014 Funds Allocated By Program Area



ATTACHMENT A – MHSO PARTNERS

AAA Mid-Atlantic	Carroll County Coalition Against Underage Drinking
ABATE	Carroll County Health Department
Aberdeen Iron Birds	Carroll County SAFE KIDS
Aberdeen Police Department	Carroll County Sheriff's Office
Aberdeen Proving Grounds Police Department	Catherine's Cause
Allegany County Health Department	CBS Radio
Allegany County Sheriff's Department	Cecil County Emergency Services
Annapolis Police Department	Cecil County Liquor Board
Anne Arundel Community College	Cecil County Sheriff's Office
Anne Arundel County Council of Parent Teacher Associations	Charles County Government
Anne Arundel County Police Department	Charles County Health Department
Anne Arundel County Police Department - M/C Safety	Charles County Public Libraries
Baltimore City Police Department	Charles County Sheriff's Office
Baltimore County Department of Health	Charles County Substance Abuse Advisory Coalition
Baltimore County Police Department	Charles County Tourism
Baltimore County Police Department, Crash Reconstruction	Chesapeake Cab
Baltimore County Traffic Training Team	Chestertown Police Department
Baltimore Gas and Electric	Cheverly Police Department
Baltimore Metropolitan Council	Chevy Chase Village Police Department
Baltimore Orioles	Christian motorcycle Association
Bel Air Police Department	City of Bowie Police Department
Berlin Police Department	City of Frederick
Berwyn Heights Police Department	College of Southern Maryland
Bethesda-Chevy Chase Rescue Squad	Courtesy On The Road, Inc
Bike Maryland, Inc.	Crisfield Police Department
Birthright/Pregnancy Center of Southern Maryland	Cumberland Police Department
Brunswick Police Department	District Heights Police Department
Calvert Alliance Against Substance Abuse, Inc.	Dorchester County Sheriff's Department
Calvert County Fire-Rescue-EMS	Drivers Ed of Southern Maryland
Calvert County Sheriff's Office	Easton Police Department
Cambridge Police Department	Edmonston Police Department
Camp Fire USA	Elkton Police Department
Capitol Heights Police Department	<i>Every 15 Minutes</i> Programs
Caroline County Sheriff's Office	Federalsburg Police Department
Carroll Community College	Fitzgerald Auto Mall
Carroll County Bureau of Aging & Disabilities	Fort Detrick
	Fort Meade, Army Substance Abuse Program
	Frederick Memorial Hospital Wellness Center

Frederick County Health Department
 Frederick County Public Schools
 Frederick County SAFE KIDS
 Frederick County Sheriff's Office
 Frederick Police Department
 Frostburg Police Department
 Frostburg State University Police
 Fruitland Police Department
 Gaithersburg Police Department
 Garrett County Health Department
 Garrett County Sheriff's Office
 Good Samaritan Hospital
 Greenbelt Police Department
 Hagerstown Police Department
 Hampstead Police Department
 Hancock Police Department
 Harford County DUI Court
 Harford County Health Department
 Harford County Liquor Control Board
 Harford County Sheriff's Office
 Havre de Grace Police Department
 Heather Hurd Memorial Foundation
 HERO Campaign
 Hollywood Volunteer Fire Department
 Hollywood Volunteer Rescue Squad
 Howard Community College
 Howard County Board of Education
 Howard County Department of Police
 Howard County Drug Free
 Howard County SAFE KIDS
 Hurlock Police Department
 Hyattsville Police Department
 Johns Hopkins University
 Kensington Volunteer Fire Department
 Kent County Sheriff's Office
 Kids And Cars, Inc.
 Kiwanis Clubs
 Landover Hills Police Department
 Laurel Police Department
 Leonardtown Volunteer Rescue Squad
 Manchester Police Department
 Maryland Chiefs of Police Association
 Maryland Department of Health and Mental Hygiene
 Maryland Institute for Emergency Medical

Services System
 Maryland Judiciary
 Maryland Live Casino
 Maryland Motor Vehicle Administration
 Maryland Natural Resources Police
 Maryland Police and Correctional Training Commission
 Maryland Sheriffs Association
 Maryland State Police
 Maryland States Attorneys Association
 Maryland Transportation Authority Police
 McDaniel College Campus Safety
 MedStar
 Meritus Health
 Metropolitan Washington Council of Governments
 Montgomery College
 Montgomery County Carseat Program
 Montgomery County Department of Liquor Control
 Montgomery County Fire & Rescue
 Montgomery County Gazette
 Montgomery County Park Police
 Montgomery County Police Department
 Montgomery County Project Prom
 Montgomery County Public Schools
 Montgomery County Ride On
 Montgomery County Safe Routes to School
 Montgomery County Sheriff's Office
 Montgomery County Volunteer Fire Association
 Mothers Against Drunk Driving
 Motovation Cycles
 National Institute of Health
 Naval Air Station – Patuxent River
 Naval Center Police
 New Carrollton Police Department
 North East Police Department
 Oakland Police Department
 Ocean City Pedestrian Safety Committee
 Ocean City Police Department
 Ocean Pines Police Department
 Oxon Hill Bike and Trail Club
 Pax-Velo Bicycling Club
 Perryville Police Department

Pocomoke Police Department	State Highway Administration
Prince George's Community Federal Credit Union	Suburban Hospital
Prince George's County Child Resource Center	Sykesville Police Department
Prince George's County Fire Department	Talbot County Sheriff's Office
Prince George's County Health Department	Taneytown Police Department
Prince George's County Police Department	The Family Junction, Inc.
Prince George's County Trauma Center	The SmartDrive Foundation, Inc
Princess Anne Police Department	Town of La Plata Police Department
PTA Council of Howard County	Tri-County Council of Southern Maryland
Queen Anne's County Sheriff's Office	University of Maryland at College Park
Red knights Motorcycle Club	Department of Campus Safety
Ripken Stadium	University of Maryland Charles Regional Medical Center
Riverdale Park Police Department	University of Maryland Eastern Shore Police Department
Rockville City Police Department	University of Maryland, Baltimore
Rushing Winds Motorcycle Club	University Park Police Department
Salisbury Police Department	Washington College
Serge Performance Cycles	Washington County Health Department
Sherry Matthews Agency	Washington County Sheriff's Office
Singerly Volunteer Fire Department	Washington Regional Alcohol Program
Smithsburg Police Department	Westminster Police Department
Snow Hill Police Department	Wheaton Volunteer Rescue Squad
Somerset County Board of Education	Wicomico County Board of Education
Somerset County Local Management Board	Wicomico County Health Department
Somerset County Sheriff's Office	Wicomico County DOT
Southern Maryland Blue Crabs Baseball	Wicomico County Sheriff's Office
Southern Maryland Newspapers	Worcester County Extension
St. Mary's County Alcohol Beverage Board	Worcester County Health Department
St. Mary's County Circuit Court	Worcester County Roads
St. Mary's County Community Alcohol Coalition	Worcester County Sheriff's Office
St. Mary's County Government	WTTR Radio
St. Mary's County Health Department	
St. Mary's County Libraries	
St. Mary's County Public Schools	
St. Mary's County Public Works	
St. Mary's County Recreation and Parks	
St. Mary's County Retired Teachers Association	
St. Mary's County Sheriff's Office	
St. Mary's County Tourism	
St. Mary's County Transportation	
St. Mary's Hospital	
St. Mary's Ryken High School	
State Farm Insurance	

ATTACHMENT B – PROGRAM AREA REFERENCES

Impaired Driving

1. Integrate DUI Data

- a. Capital Consulting Corporation (1997). *Driving While Intoxicated Tracking Systems: Design & Operation (Volume I)*. DOT HS 808 520; *State Tracking System Descriptions (Volume II)*, DOT HS 808 521; *DWI Estimates in the U.S. (Volume III)*, DOT HS 808 522, January 1997.
- b. NHTSA. (2011). *Model Impaired Driving Records Information Systems: Tying Together Data Systems to Manage Impaired Drivers (DOT HS 811 489)*.
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Traffic Safety Information System Improvements Program

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ATTACHMENT C – FARS INTERIM GOALS

Maryland Performance Measures: 2015 Goals and Progress as of 2010
(Source: Fatality Analysis Reporting System)

Core Outcome Measures		Year				
		2011	2012	2013	2014	2015
Traffic Fatalities	Total	538	521	505	489	474
	Rural	202	196	190	184	178
	Urban	335	324	314	305	295
Fatalities Per 100 Million Vehicle Miles Driven	Total	0.97	0.94	0.91	0.89	0.86
	Rural	1.45	1.40	1.36	1.32	1.28
	Urban	0.82	0.79	0.77	0.75	0.72
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	332	322	312	302	293
	Restrained	184	178	173	167	162
	Unrestrained	129	125	121	118	114
Alcohol-Impaired Driving Fatalities (BAC=.08+)**		132	128	124	120	116
Speeding-Related Fatalities		175	169	164	159	154
Motorcyclist Fatalities	Total	83	80	78	75	73
	Helmeted	74	71	69	67	65
	Unhelmeted	9	9	9	8	8
Drivers Involved in Fatal Crashes	Total	742	719	696	675	654
	Aged Under 15	1	1	1	1	1
	Aged 15-20	84	81	79	76	74
	Aged Under 21	85	82	79	77	75
	Aged 21 and Over	643	623	604	585	567
Pedestrian Fatalities		106	102	99	96	93
Serious Injuries ¹²		4,277	4,191	4,107	4,025	3,945

¹² Based on state MAARS data

ATTACHMENT D – GRANT TRACKING SHEETS

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Increase / (Decrease)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2014-G0-68-SW	University of Maryland Baltimore - Staff	\$0.00	\$0.00	\$0.00	\$163,413.00	\$163,413.00	\$0.00
	PA-2014-GM-VA-01	SHARP	\$0.00	\$83,000.00	\$0.00	\$83,000.00	\$83,000.00	\$0.00
	PA-2014-GM-VA-02	Internal Auditor	\$0.00	\$75,000.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	PA-2014-GM-VA-03	PA supplies/ travel	\$0.00	\$55,000.00	\$0.00	\$55,000.00	\$55,000.00	\$0.00
	Planning and Administration Total		\$0.00	\$213,000.00	\$0.00	\$376,413.00	\$376,413.00	\$0.00
Motorcycle Safety								
	MC-2014-G0-10-SW	University of Maryland Baltimore - Staff	\$0.00	\$0.00	\$0.00	\$38,610.00	\$38,610.00	\$0.00
	MC-2014-G0-75-LC	Anne Arundel Co PD - M/C Safety	\$0.00	\$0.00	\$0.00	\$13,550.00	\$13,550.00	\$13,550.00
	MC-2014-L0-67-SW	"MSP, Statewide"	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$0.00
	Motorcycle Safety Total		\$0.00	\$0.00	\$0.00	\$60,160.00	\$60,160.00	\$13,550.00
Occupant Protection								
	OP-2014-G0-68-SW	University of Maryland Baltimore - Staff	\$0.00	\$0.00	\$0.00	\$90,165.00	\$90,165.00	\$0.00
	Occupant Protection Total		\$0.00	\$0.00	\$0.00	\$90,165.00	\$90,165.00	\$0.00
Pedestrian/Bicycle Safety								
	PS-2014-L0-10-LC	Annapolis PD	\$0.00	\$0.00	\$0.00	\$2,660.00	\$2,660.00	\$2,660.00
	PS-2014-L0-18-LC	University Park PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PS-2014-L0-39-LC	Anne Arundel Co PD	\$0.00	\$0.00	\$0.00	\$10,340.00	\$10,340.00	\$10,340.00
	PS-2014-L0-42-LC	Laurel PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PS-2014-L0-44-LC	Greenbelt PD	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PS-2014-L0-46-LC	Cheverly PD	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PS-2014-L0-47-LC	Greenbelt PD	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00

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	PS-2014-L0-49-LC	"Baltimore Co PD, RTSP"	\$0.00	\$0.00	\$0.00	\$29,000.00	\$29,000.00	\$29,000.00
	PS-2014-L0-51-LC	Ocean City PD	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	PS-2014-L0-53-LC	Baltimore City PD	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$20,000.00
	PS-2014-L0-57-LC	Landover Hills PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	PS-2014-L0-59-LC	Gaithersburg PD	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PS-2014-L0-67-SW	"MSP, Statewide"	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$0.00
	PS-2014-L0-77-LC	Riverdale Park PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	PS-2014-L0-78-LC	New Carrollton PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PS-2014-L0-81-LC	District Heights PD	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$500.00
	PS-2014-L0-88-LC	Prince George's Co PD	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00
	PS-2014-L0-90-LC	Montgomery Co PD	\$0.00	\$0.00	\$0.00	\$21,000.00	\$21,000.00	\$21,000.00
	PS-2014-L0-92-LC	Rockville City PD	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	PS-2014-L0-97-LC	Hyattsville PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	Pedestrian/Bicycle Safety Total		\$0.00	\$0.00	\$0.00	\$167,500.00	\$167,500.00	\$159,500.00
Police Traffic Services								
	PT-2014-G0-05-SW	MPCTC	\$0.00	\$0.00	\$0.00	\$28,091.00	\$28,091.00	\$0.00
	PT-2014-G0-61-LC	"Baltimore Co PD, Crash Reconstruction"	\$0.00	\$0.00	\$0.00	\$32,534.00	\$32,534.00	\$32,534.00
	PT-2014-G0-62-SW	Maryland Chiefs of PD Association	\$0.00	\$0.00	\$0.00	\$22,550.00	\$22,550.00	\$0.00
	PT-2014-G0-63-SW	Maryland Chiefs of PD Association	\$0.00	\$0.00	\$0.00	\$94,140.00	\$94,140.00	\$0.00
	PT-2014-G0-68-SW	University of Maryland Baltimore - Staff	\$0.00	\$0.00	\$0.00	\$180,330.00	\$180,330.00	\$0.00
	PT-2014-L0-01-LC	Caroline Co SO	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-L0-02-LC	Wicomico Co SO	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2014-L0-03-LC	Washington Co SO	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2014-L0-04-LC	Hampstead PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00

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	PT-2014-L0-05-LC	Howard Co PD	\$0.00	\$0.00	\$0.00	\$7,700.00	\$7,700.00	\$7,700.00
	PT-2014-L0-06-LC	Cambridge PD	\$0.00	\$0.00	\$0.00	\$3,100.00	\$3,100.00	\$3,100.00
	PT-2014-L0-07-LC	Calvert Co SO	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2014-L0-08-LC	Fruitland PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	PT-2014-L0-09-LC	Queen Anne's Co SO	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	PT-2014-L0-10-LC	Annapolis PD	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	PT-2014-L0-12-LC	Kent Co SO	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	PT-2014-L0-13-LC	Taneytown PD	\$0.00	\$0.00	\$0.00	\$1,500.00	\$1,500.00	\$1,500.00
	PT-2014-L0-14-LC	Federalsburg PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	PT-2014-L0-15-LC	Perryville PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	PT-2014-L0-16-LC	North East PD	\$0.00	\$0.00	\$0.00	\$1,500.00	\$1,500.00	\$1,500.00
	PT-2014-L0-17-LC	Carroll Co SO	\$0.00	\$0.00	\$0.00	\$5,950.00	\$5,950.00	\$5,950.00
	PT-2014-L0-19-LC	Salisbury PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	PT-2014-L0-22-LC	Town of La Plata PD	\$0.00	\$0.00	\$0.00	\$1,500.00	\$1,500.00	\$1,500.00
	PT-2014-L0-24-LC	Charles Co SO	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	PT-2014-L0-26-LC	DNR - St. Mary's	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	PT-2014-L0-31-LC	Hancock PD	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$500.00
	PT-2014-L0-32-LC	Smithsburg PD	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$500.00
	PT-2014-L0-33-LC	Hagerstown PD	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	PT-2014-L0-35-LC	Worcester Co SO	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	PT-2014-L0-37-LC	Dorchester Co SO	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-L0-38-LC	St. Mary's Co SO	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2014-L0-39-LC	Anne Arundel Co PD	\$0.00	\$0.00	\$0.00	\$8,930.00	\$8,930.00	\$8,930.00
	PT-2014-L0-41-LC	Westminister PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00

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	PT-2014-L0-42-LC	Laurel PD	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2014-L0-43-LC	Princess Anne PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	PT-2014-L0-44-LC	Greenbelt PD	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2014-L0-46-LC	Cheverly PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-L0-49-LC	"Baltimore Co PD, RTSP"	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2014-L0-50-LC	Harford Co SO	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2014-L0-51-LC	Ocean City PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-L0-52-LC	Bel Air PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-L0-53-LC	Baltimore City PD	\$0.00	\$0.00	\$0.00	\$12,500.00	\$12,500.00	\$12,500.00
	PT-2014-L0-54-LC	Berlin PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	PT-2014-L0-59-LC	Gaithersburg PD	\$0.00	\$0.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	PT-2014-L0-60-LC	Chevy Chase Village PD	\$0.00	\$0.00	\$0.00	\$2,200.00	\$2,200.00	\$2,200.00
	PT-2014-L0-61-LC	Cecil Co SO	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	PT-2014-L0-62-LC	Edmonston PD	\$0.00	\$0.00	\$0.00	\$1,500.00	\$1,500.00	\$1,500.00
	PT-2014-L0-65-LC	Sykesville PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-L0-66-LC	Brunswick PD	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	PT-2014-L0-67-SW	"MSP, Statewide"	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	PT-2014-L0-69-LC	Easton PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-L0-70-LC	Talbot Co SO	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-L0-71-LC	Cumberland PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-L0-72-LC	Oakland PD	\$0.00	\$0.00	\$0.00	\$300.00	\$300.00	\$300.00
	PT-2014-L0-73-LC	Frostburg State PD	\$0.00	\$0.00	\$0.00	\$300.00	\$300.00	\$300.00
	PT-2014-L0-74-LC	Allegany Co SO	\$0.00	\$0.00	\$0.00	\$3,200.00	\$3,200.00	\$3,200.00
	PT-2014-L0-75-LC	Garrett Co SO	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00

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	PT-2014-L0-76-LC	Frederick PD	\$0.00	\$0.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	PT-2014-L0-78-LC	New Carrollton PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-L0-80-LC	Somerset Co SO	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	PT-2014-L0-82-LC	Manchester PD	\$0.00	\$0.00	\$0.00	\$1,500.00	\$1,500.00	\$1,500.00
	PT-2014-L0-85-LC	Berwyn Heights PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-L0-86-LC	City of Bowie	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-L0-88-LC	Prince George's Co PD	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00
	PT-2014-L0-90-LC	Montgomery Co PD	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00
	PT-2014-L0-92-LC	Rockville City PD	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2014-L0-93-LC	Frostburg PD	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$500.00
	PT-2014-L0-97-LC	Hyattsville PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	PT-2014-L0-99-LC	Elkton PD	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	Police Traffic Services Total		\$0.00	\$0.00	\$0.00	\$740,825.00	\$740,825.00	\$315,714.00
Traffic Records								
	TR-2014-G0-20-SW	University of Maryland, Baltimore, CCOB	\$0.00	\$0.00	\$0.00	\$7,204.00	\$7,204.00	\$0.00
	TR-2014-G0-68-SW	University of Maryland Baltimore - Staff	\$0.00	\$0.00	\$0.00	\$90,165.00	\$90,165.00	\$0.00
	Traffic Records Total		\$0.00	\$0.00	\$0.00	\$97,369.00	\$97,369.00	\$0.00
Community Traffic Safety Project								
	CP-2014-G0-07-LC	PTA Council of Howard Co	\$0.00	\$0.00	\$0.00	\$5,900.00	\$5,900.00	\$5,900.00
	CP-2014-G0-08-LC	Carroll Co HD	\$0.00	\$0.00	\$0.00	\$8,500.00	\$8,500.00	\$8,500.00
	CP-2014-G0-09-LC	St. Mary's Hospital	\$0.00	\$0.00	\$0.00	\$2,550.00	\$2,550.00	\$2,550.00
	CP-2014-G0-13-LC	Kiwanis Club of La Plata	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$500.00
	CP-2014-G0-15-LC	St. Mary's Co Kiwanis	\$0.00	\$0.00	\$0.00	\$6,432.00	\$6,432.00	\$6,432.00
	CP-2014-G0-16-LC	Carroll Co Bureau of Aging & Disabilitie	\$0.00	\$0.00	\$0.00	\$1,100.00	\$1,100.00	\$1,100.00

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	CP-2014-G0-18-LC	St. Mary's Co Kiwanis	\$0.00	\$0.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	CP-2014-G0-19-LC	College of Southern Maryland	\$0.00	\$0.00	\$0.00	\$750.00	\$750.00	\$750.00
	CP-2014-G0-26-LC	Montgomery Co Fire Rescue	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	CP-2014-G0-29-LC	Montgomery Co Project Prom	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	CP-2014-G0-34-LC	Wicomico Co HD	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	CP-2014-G0-40-SW	Washington Regional Alcohol Program	\$0.00	\$0.00	\$0.00	\$53,520.00	\$53,520.00	\$0.00
	CP-2014-G0-43-LC	Meritus Health	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	CP-2014-G0-47-LC	Baltimore Co Department of Health	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	CP-2014-G0-48-LC	Calvert Alliance Against Substance Abus	\$0.00	\$0.00	\$0.00	\$5,600.00	\$5,600.00	\$5,600.00
	CP-2014-G0-50-LC	Prince George's Child Resource Center,	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	CP-2014-G0-52-LC	Every 15 Minutes/Sykesville Freedom	\$0.00	\$0.00	\$0.00	\$4,280.00	\$4,280.00	\$4,280.00
	CP-2014-G0-56-LC	The Family Junction, Inc.	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$500.00
	CP-2014-G0-58-LC	Allegany Co HD	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$500.00
	CP-2014-G0-66-LC	Garrett Co HD	\$0.00	\$0.00	\$0.00	\$4,500.00	\$4,500.00	\$4,500.00
	CP-2014-G0-68-SW	University of Maryland Baltimore - Staff	\$0.00	\$0.00	\$0.00	\$643,741.00	\$643,741.00	\$0.00
	CP-2014-G0-70-SW	University of Maryland Baltimore - Staff	\$0.00	\$0.00	\$0.00	\$714,247.00	\$714,247.00	\$0.00
	CP-2014-G0-74-LC	Worcester Co Extension	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$500.00
	CP-2014-G0-77-LC	Washington Co HD	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$500.00
	CP-2014-G0-82-IN	MHSO - Int	\$0.00	\$0.00	\$0.00	\$154,480.00	\$154,480.00	\$0.00
	CP-2014-L0-01-LC	Caroline Co SO	\$0.00	\$0.00	\$0.00	\$4,100.00	\$4,100.00	\$4,100.00
	CP-2014-L0-02-LC	Wicomico Co SO	\$0.00	\$0.00	\$0.00	\$10,600.00	\$10,600.00	\$10,600.00
	CP-2014-L0-03-LC	Washington Co SO	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	CP-2014-L0-05-LC	Howard Co Department of PD	\$0.00	\$0.00	\$0.00	\$29,500.00	\$29,500.00	\$29,500.00
	CP-2014-L0-06-LC	Cambridge PD	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00

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	CP-2014-L0-07-LC	Calvert Co SO	\$0.00	\$0.00	\$0.00	\$28,000.00	\$28,000.00	\$28,000.00
	CP-2014-L0-08-LC	Fruitland PD	\$0.00	\$0.00	\$0.00	\$2,600.00	\$2,600.00	\$2,600.00
	CP-2014-L0-09-LC	Queen Anne's Co SO	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	CP-2014-L0-10-LC	Annapolis PD	\$0.00	\$0.00	\$0.00	\$26,740.00	\$26,740.00	\$26,740.00
	CP-2014-L0-11-LC	Maryland Natural Resources PD, Salisbur	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	CP-2014-L0-12-LC	Kent Co SO	\$0.00	\$0.00	\$0.00	\$1,700.00	\$1,700.00	\$1,700.00
	CP-2014-L0-14-LC	Federalsburg PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	CP-2014-L0-17-LC	Carroll Co SO	\$0.00	\$0.00	\$0.00	\$4,550.00	\$4,550.00	\$4,550.00
	CP-2014-L0-19-LC	Salisbury PD	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$500.00
	CP-2014-L0-21-LC	Crisfield PD	\$0.00	\$0.00	\$0.00	\$700.00	\$700.00	\$700.00
	CP-2014-L0-22-LC	Town of La Plata PD	\$0.00	\$0.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	CP-2014-L0-24-LC	Charles Co SO	\$0.00	\$0.00	\$0.00	\$26,100.00	\$26,100.00	\$26,100.00
	CP-2014-L0-26-LC	Maryland Natural Resources PD - St. Mary	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	CP-2014-L0-27-LC	Chestertown PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	CP-2014-L0-28-LC	Hurlock PD	\$0.00	\$0.00	\$0.00	\$6,940.00	\$6,940.00	\$6,940.00
	CP-2014-L0-31-LC	Hancock PD	\$0.00	\$0.00	\$0.00	\$1,500.00	\$1,500.00	\$1,500.00
	CP-2014-L0-32-LC	Smithsburg PD	\$0.00	\$0.00	\$0.00	\$1,500.00	\$1,500.00	\$1,500.00
	CP-2014-L0-33-LC	Hagerstown PD	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	CP-2014-L0-35-LC	Worcester Co SO	\$0.00	\$0.00	\$0.00	\$10,200.00	\$10,200.00	\$10,200.00
	CP-2014-L0-37-LC	Dorchester Co SO	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	CP-2014-L0-38-LC	St. Mary's Co SO	\$0.00	\$0.00	\$0.00	\$14,000.00	\$14,000.00	\$14,000.00
	CP-2014-L0-39-LC	Anne Arundel Co PD	\$0.00	\$0.00	\$0.00	\$53,700.00	\$53,700.00	\$53,700.00
	CP-2014-L0-40-LC	Havre de Grace PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	CP-2014-L0-41-LC	Westminister PD	\$0.00	\$0.00	\$0.00	\$7,100.00	\$7,100.00	\$7,100.00

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	CP-2014-L0-42-LC	Laurel PD	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	CP-2014-L0-43-LC	Princess Anne PD	\$0.00	\$0.00	\$0.00	\$1,800.00	\$1,800.00	\$1,800.00
	CP-2014-L0-44-LC	Greenbelt PD	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	CP-2014-L0-45-LC	Maryland Natural Resources PD, Frederic	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	CP-2014-L0-46-LC	Cheverly PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	CP-2014-L0-47-LC	Meritus Health	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	CP-2014-L0-48-LC	Aberdeen PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	CP-2014-L0-49-LC	Baltimore Co PD, RTSP	\$0.00	\$0.00	\$0.00	\$95,150.00	\$95,150.00	\$95,150.00
	CP-2014-L0-50-LC	Harford Co SO	\$0.00	\$0.00	\$0.00	\$44,000.00	\$44,000.00	\$44,000.00
	CP-2014-L0-51-LC	Ocean City PD	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	CP-2014-L0-52-LC	Bel Air PD	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	CP-2014-L0-53-LC	Baltimore City PD	\$0.00	\$0.00	\$0.00	\$70,000.00	\$70,000.00	\$70,000.00
	CP-2014-L0-54-LC	Berlin PD	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	CP-2014-L0-57-LC	Landover Hills PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	CP-2014-L0-58-LC	Pocomoke PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	CP-2014-L0-59-LC	Gaithersburg PD	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	CP-2014-L0-61-LC	Cecil Co SO	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	CP-2014-L0-62-LC	Edmonston PD	\$0.00	\$0.00	\$0.00	\$1,500.00	\$1,500.00	\$1,500.00
	CP-2014-L0-63-LC	Capitol Heights PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	CP-2014-L0-64-LC	"MSP, Barrack ""L"""	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$30,000.00
	CP-2014-L0-66-LC	Brunswick PD	\$0.00	\$0.00	\$0.00	\$1,500.00	\$1,500.00	\$1,500.00
	CP-2014-L0-67-SW	"MSP, Statewide"	\$0.00	\$0.00	\$0.00	\$243,200.00	\$243,200.00	\$0.00
	CP-2014-L0-69-LC	Easton PD	\$0.00	\$0.00	\$0.00	\$2,600.00	\$2,600.00	\$2,600.00
	CP-2014-L0-70-LC	Talbot Co SO	\$0.00	\$0.00	\$0.00	\$2,600.00	\$2,600.00	\$2,600.00

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	CP-2014-L0-71-LC	Cumberland PD	\$0.00	\$0.00	\$0.00	\$2,800.00	\$2,800.00	\$2,800.00
	CP-2014-L0-72-LC	Oakland PD	\$0.00	\$0.00	\$0.00	\$1,200.00	\$1,200.00	\$1,200.00
	CP-2014-L0-73-LC	Frostburg State University PD	\$0.00	\$0.00	\$0.00	\$1,200.00	\$1,200.00	\$1,200.00
	CP-2014-L0-74-LC	Allegany Co SO	\$0.00	\$0.00	\$0.00	\$9,000.00	\$9,000.00	\$9,000.00
	CP-2014-L0-75-LC	Garrett Co SO	\$0.00	\$0.00	\$0.00	\$4,500.00	\$4,500.00	\$4,500.00
	CP-2014-L0-76-LC	Frederick PD	\$0.00	\$0.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	CP-2014-L0-77-LC	Riverdale Park PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	CP-2014-L0-78-LC	New Carrollton PD	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$500.00
	CP-2014-L0-80-LC	Somerset Co SO	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	CP-2014-L0-81-LC	District Heights PD	\$0.00	\$0.00	\$0.00	\$1,500.00	\$1,500.00	\$1,500.00
	CP-2014-L0-86-LC	City of Bowie	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	CP-2014-L0-88-LC	Prince George's Co PD	\$0.00	\$0.00	\$0.00	\$52,700.00	\$52,700.00	\$52,700.00
	CP-2014-L0-89-LC	Montgomery Co SO	\$0.00	\$0.00	\$0.00	\$9,000.00	\$9,000.00	\$9,000.00
	CP-2014-L0-90-LC	Montgomery Co PD	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	CP-2014-L0-92-LC	Rockville City PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	CP-2014-L0-93-LC	Frostburg PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	CP-2014-L0-96-LC	Ocean Pines PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	CP-2014-L0-99-LC	Elkton PD	\$0.00	\$0.00	\$0.00	\$4,200.00	\$4,200.00	\$4,200.00
	Community Traffic Safety Project Total		\$0.00	\$0.00	\$0.00	\$2,596,080.00	\$2,596,080.00	\$786,892.00
Codes and Laws								
	CL-2014-G0-31-SW	MSAA	\$0.00	\$0.00	\$0.00	\$30,228.00	\$30,228.00	\$0.00
	Codes and Laws Total		\$0.00	\$0.00	\$0.00	\$30,228.00	\$30,228.00	\$0.00
Driver Education								
	DE-2014-G0-11-SW	Maryland Motor Vehicle Administration -	\$0.00	\$0.00	\$0.00	\$13,165.00	\$13,165.00	\$0.00

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Driver Education Total			\$0.00	\$0.00	\$0.00	\$13,165.00	\$13,165.00	\$0.00
<i>Paid Advertising</i>								
	PM-2014-G0-79-IN	MHSO - Int	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00
	PM-2014-G0-80-IN	MHSO - Int	\$0.00	\$0.00	\$0.00	\$135,000.00	\$135,000.00	\$0.00
	PM-2014-G0-81-IN	MHSO - Int	\$0.00	\$0.00	\$0.00	\$225,000.00	\$225,000.00	\$0.00
Paid Advertising Total			\$0.00	\$0.00	\$0.00	\$390,000.00	\$390,000.00	\$0.00
NHTSA 402 Total			\$0.00	\$213,000.00	\$0.00	\$4,561,905.00	\$4,561,905.00	\$1,275,656.00
<i>408 Data Program SAFETEA-LU</i>								
	K9-2014-G0-55-SW	"University of Maryland, Baltimore, CCOD	\$0.00	\$0.00	\$0.00	\$55,300.00	\$55,300.00	\$0.00
408 Data Program Incentive Total			\$0.00	\$0.00	\$0.00	\$55,300.00	\$55,300.00	\$0.00
408 Data Program SAFETEA-LU Total			\$0.00	\$0.00	\$0.00	\$55,300.00	\$55,300.00	\$0.00
<i>410 Alcohol SAFETEA-LU</i>								
	K8-2014-G0-01-SW	Mothers Against Drunk Driving	\$0.00	\$0.00	\$0.00	\$50,930.00	\$50,930.00	\$0.00
	K8-2014-G0-02-SW	Maryland Judiciary	\$0.00	\$0.00	\$0.00	\$118,765.00	\$118,765.00	\$0.00
	K8-2014-G0-27-LC	St. Mary's Co Alcohol Beverage Board	\$0.00	\$0.00	\$0.00	\$4,500.00	\$4,500.00	\$4,500.00
	K8-2014-G0-35-SW	Washington Regional Alcohol Program	\$0.00	\$0.00	\$0.00	\$275,482.00	\$275,482.00	\$0.00
	K8-2014-G0-37-SW	Washington College	\$0.00	\$0.00	\$0.00	\$9,400.00	\$9,400.00	\$0.00
	K8-2014-G0-41-LC	St. Mary's Co. Circuit Court	\$0.00	\$0.00	\$0.00	\$46,082.00	\$46,082.00	\$46,082.00
	K8-2014-G0-44-LC	Harford Co DUI Court	\$0.00	\$0.00	\$0.00	\$63,500.00	\$63,500.00	\$63,500.00
	K8-2014-G0-47-LC	Baltimore Co Department of Health	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	K8-2014-G0-51-SW	Maryland Judiciary	\$0.00	\$0.00	\$0.00	\$81,050.00	\$81,050.00	\$0.00
	K8-2014-G0-68-SW	University of Maryland Baltimore - Staff	\$0.00	\$0.00	\$0.00	\$90,165.00	\$90,165.00	\$0.00
	K8-2014-G0-70-SW	University of Maryland Baltimore - Staff	\$0.00	\$0.00	\$0.00	\$149,774.00	\$149,774.00	\$0.00
	K8-2014-L0-07-LC	Calvert Co SO	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00

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	K8-2014-L0-18-LC	University Park PD	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	K8-2014-L0-39-LC	Anne Arundel Co PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	K8-2014-L0-44-LC	Greenbelt PD	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	K8-2014-L0-47-LC	Prince George's Co PD	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	K8-2014-L0-49-LC	"Baltimore Co PD, RTSP"	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	K8-2014-L0-67-SW	"MSP, Statewide"	\$0.00	\$0.00	\$0.00	\$413,200.00	\$413,200.00	\$0.00
	K8-2014-L0-88-LC	Prince George's Co PD	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	K8-2014-L0-90-LC	Montgomery Co PD	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	410 Alcohol SAFETEA-LU Total		\$0.00	\$0.00	\$0.00	\$1,337,848.00	\$1,337,848.00	\$149,082.00
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2014-G0-35-SW	Washington Regional Alcohol Program	\$0.00	\$0.00	\$0.00	\$53,520.00	\$53,520.00	\$0.00
	K8PM-2014-G0-80-IN	MHSO - Int	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$0.00
	410 Alcohol SAFETEA-LU Paid Media Total		\$0.00	\$0.00	\$0.00	\$93,520.00	\$93,520.00	\$0.00
410 Alcohol SAFETEA-LU Total			\$0.00	\$0.00	\$0.00	\$1,431,368.00	\$1,431,368.00	\$149,082.00
2010 Motorcycle Safety								
	K6-2014-G0-10-SW	"MSP, Statewide"	\$0.00	\$0.00	\$0.00	\$135,450.00	\$135,450.00	\$0.00
	2010 Motorcycle Safety Incentive Total		\$0.00	\$0.00	\$0.00	\$135,450.00	\$135,450.00	\$0.00
2010 Motorcycle Safety Total			\$0.00	\$0.00	\$0.00	\$135,450.00	\$135,450.00	\$0.00
164 Transfer Funds								
	164AL-2014-G0-20-SW	"University of Maryland, Baltimore, CCOD	\$0.00	\$0.00	\$0.00	\$4,843.00	\$4,843.00	\$0.00
	164AL-2014-G0-25-LC	Montgomery Co Department of Liquor Contr	\$0.00	\$0.00	\$0.00	\$6,959.00	\$6,959.00	\$6,959.00
	164AL-2014-G0-31-SW	MSAA	\$0.00	\$0.00	\$0.00	\$120,914.00	\$120,914.00	\$0.00
	164AL-2014-G0-32-LC	Harford Co Liquor Control Board	\$0.00	\$0.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	164AL-2014-G0-37-SW	Washington College	\$0.00	\$0.00	\$0.00	\$178,910.00	\$178,910.00	\$0.00

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	164AL-2014-G0-40-SW	Washington Regional Alcohol Program	\$0.00	\$0.00	\$0.00	\$36,000.00	\$36,000.00	\$0.00
	164AL-2014-G0-49-LC	Cecil Co Liquor Board	\$0.00	\$0.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	164AL-2014-L0-01-LC	Caroline Co SO	\$0.00	\$0.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	164AL-2014-L0-02-LC	Wicomico Co SO	\$0.00	\$0.00	\$0.00	\$13,500.00	\$13,500.00	\$13,500.00
	164AL-2014-L0-03-LC	Washington Co SO	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	164AL-2014-L0-04-LC	Hampstead PD	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	164AL-2014-L0-05-LC	Howard Co Department of PD	\$0.00	\$0.00	\$0.00	\$63,500.00	\$63,500.00	\$63,500.00
	164AL-2014-L0-06-LC	Cambridge PD	\$0.00	\$0.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	164AL-2014-L0-07-LC	Calvert Co SO	\$0.00	\$0.00	\$0.00	\$35,000.00	\$35,000.00	\$35,000.00
	164AL-2014-L0-08-LC	Fruitland PD	\$0.00	\$0.00	\$0.00	\$1,500.00	\$1,500.00	\$1,500.00
	164AL-2014-L0-09-LC	Queen Anne's Co SO	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	164AL-2014-L0-10-LC	Annapolis PD	\$0.00	\$0.00	\$0.00	\$10,350.00	\$10,350.00	\$10,350.00
	164AL-2014-L0-11-LC	*Maryland Natural Resources PD, Salisbur	\$0.00	\$0.00	\$0.00	\$2,600.00	\$2,600.00	\$2,600.00
	164AL-2014-L0-12-LC	Kent Co SO	\$0.00	\$0.00	\$0.00	\$3,100.00	\$3,100.00	\$3,100.00
	164AL-2014-L0-13-LC	Taneytown PD	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	164AL-2014-L0-14-LC	Federalsburg PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	164AL-2014-L0-15-LC	Perryville PD	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$500.00
	164AL-2014-L0-17-LC	Carroll Co SO	\$0.00	\$0.00	\$0.00	\$11,500.00	\$11,500.00	\$11,500.00
	164AL-2014-L0-18-LC	University Park PD	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	164AL-2014-L0-19-LC	Salisbury PD	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	164AL-2014-L0-22-LC	Town of La Plata PD	\$0.00	\$0.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	164AL-2014-L0-24-LC	Charles Co SO	\$0.00	\$0.00	\$0.00	\$23,000.00	\$23,000.00	\$23,000.00
	164AL-2014-L0-26-LC	Maryland Natural Resources PD - St. Mary	\$0.00	\$0.00	\$0.00	\$2,200.00	\$2,200.00	\$2,200.00
	164AL-2014-L0-27-LC	Chestertown PD	\$0.00	\$0.00	\$0.00	\$1,900.00	\$1,900.00	\$1,900.00

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	164AL-2014-L0-28-LC	Hurlock PD	\$0.00	\$0.00	\$0.00	\$1,260.00	\$1,260.00	\$1,260.00
	164AL-2014-L0-31-LC	Hancock PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	164AL-2014-L0-32-LC	Smithsburg PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	164AL-2014-L0-33-LC	Hagerstown PD	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	164AL-2014-L0-35-LC	Worcester Co SO	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	164AL-2014-L0-37-LC	Dorchester Co SO	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	164AL-2014-L0-38-LC	St. Mary's Co SO	\$0.00	\$0.00	\$0.00	\$15,700.00	\$15,700.00	\$15,700.00
	164AL-2014-L0-39-LC	Anne Arundel Co PD	\$0.00	\$0.00	\$0.00	\$55,650.00	\$55,650.00	\$55,650.00
	164AL-2014-L0-41-LC	Westminister PD	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	164AL-2014-L0-42-LC	Laurel PD	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	164AL-2014-L0-43-LC	Princess Anne PD	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	164AL-2014-L0-44-LC	Greenbelt PD	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	164AL-2014-L0-45-LC	"Maryland Natural Resources PD, Frederic	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	164AL-2014-L0-46-LC	Cheverly PD	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	164AL-2014-L0-47-LC	Harford Co Liquor Control Board	\$0.00	\$0.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	164AL-2014-L0-49-LC	"Baltimore Co PD, RTSP"	\$0.00	\$0.00	\$0.00	\$105,000.00	\$105,000.00	\$105,000.00
	164AL-2014-L0-50-LC	Harford Co SO	\$0.00	\$0.00	\$0.00	\$80,500.00	\$80,500.00	\$80,500.00
	164AL-2014-L0-51-LC	Ocean City PD	\$0.00	\$0.00	\$0.00	\$18,000.00	\$18,000.00	\$18,000.00
	164AL-2014-L0-52-LC	Bel Air PD	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	164AL-2014-L0-53-LC	Baltimore City PD	\$0.00	\$0.00	\$0.00	\$70,000.00	\$70,000.00	\$70,000.00
	164AL-2014-L0-54-LC	Berlin PD	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	164AL-2014-L0-57-LC	Landover Hills PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	164AL-2014-L0-58-LC	Pocomoke PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	164AL-2014-L0-59-LC	Gaithersburg PD	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00

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	164AL-2014-L0-61-LC	Cecil Co SO	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000.00
	164AL-2014-L0-62-LC	Edmonston PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	164AL-2014-L0-63-LC	Capitol Heights PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	164AL-2014-L0-65-LC	Sykesville PD	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	164AL-2014-L0-66-LC	Brunswick PD	\$0.00	\$0.00	\$0.00	\$600.00	\$600.00	\$600.00
	164AL-2014-L0-68-SW	"MSP, Statewide DUI"	\$0.00	\$0.00	\$0.00	\$914,041.00	\$914,041.00	\$375,000.00
	164AL-2014-L0-69-LC	Easton PD	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	164AL-2014-L0-70-LC	Talbot Co SO	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	164AL-2014-L0-71-LC	Cumberland PD	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00	\$2,500.00
	164AL-2014-L0-72-LC	Oakland PD	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$500.00
	164AL-2014-L0-73-LC	Frostburg State University PD	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$500.00
	164AL-2014-L0-74-LC	Allegany Co SO	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	164AL-2014-L0-75-LC	Garrett Co SO	\$0.00	\$0.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	164AL-2014-L0-76-LC	Frederick PD	\$0.00	\$0.00	\$0.00	\$29,400.00	\$29,400.00	\$29,400.00
	164AL-2014-L0-77-LC	Riverdale Park PD	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	164AL-2014-L0-78-LC	New Carrollton PD	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$2,000.00
	164AL-2014-L0-80-LC	Somerset Co SO	\$0.00	\$0.00	\$0.00	\$3,800.00	\$3,800.00	\$3,800.00
	164AL-2014-L0-81-LC	District Heights PD	\$0.00	\$0.00	\$0.00	\$1,500.00	\$1,500.00	\$1,500.00
	164AL-2014-L0-82-LC	Manchester PD	\$0.00	\$0.00	\$0.00	\$820.00	\$820.00	\$820.00
	164AL-2014-L0-85-LC	Berwyn Heights PD	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	164AL-2014-L0-88-LC	Prince George's Co PD	\$0.00	\$0.00	\$0.00	\$252,580.00	\$252,580.00	\$252,580.00
	164AL-2014-L0-90-LC	Montgomery Co PD	\$0.00	\$0.00	\$0.00	\$168,200.00	\$168,200.00	\$168,200.00
	164AL-2014-L0-92-LC	Rockville City PD	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	164AL-2014-L0-93-LC	Frostburg PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00

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	164AL-2014-L0-96-LC	Ocean Pines PD	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$1,000.00
	164AL-2014-L0-97-LC	Hyattsville PD	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	164AL-2014-L0-98-LC	University of Maryland Eastern Shore PD	\$0.00	\$0.00	\$0.00	\$600.00	\$600.00	\$600.00
	164AL-2014-L0-99-LC	Elkton PD	\$0.00	\$0.00	\$0.00	\$7,300.00	\$7,300.00	\$7,300.00
	164 Alcohol Total		\$0.00	\$0.00	\$0.00	\$2,442,227.00	\$2,442,227.00	\$1,562,519.00
164 Paid Media								
	164PM-2014-G0-36-IN	MHSO - Int	\$0.00	\$0.00	\$0.00	\$1,453,000.00	\$1,453,000.00	\$0.00
	164 Paid Media Total		\$0.00	\$0.00	\$0.00	\$1,453,000.00	\$1,453,000.00	\$0.00
	164 Transfer Funds Total		\$0.00	\$0.00	\$0.00	\$3,895,227.00	\$3,895,227.00	\$1,562,519.00
MAP 21 405b OP High								
	M1HVE-2014-00-00-00		\$0.00	\$250,000.00	\$0.00	\$1,000,000.00	\$1,000,000.00	\$0.00
	M1HVE-2014-G0-79-IN	MHSO - Int	\$0.00	\$0.00	\$0.00	\$330,000.00	\$330,000.00	\$0.00
	405b High HVE Total		\$0.00	\$250,000.00	\$0.00	\$1,330,000.00	\$1,330,000.00	\$0.00
405b High Community CPS Services								
	M1CPS-2014-G0-03-SW	Maryland Department of Health and Mental	\$0.00	\$0.00	\$0.00	\$35,000.00	\$35,000.00	\$0.00
	M1CPS-2014-G0-12-SW	Maryland Department of Health and Mental	\$0.00	\$0.00	\$0.00	\$199,285.00	\$199,285.00	\$0.00
	405b High Community CPS Services Total		\$0.00	\$0.00	\$0.00	\$234,285.00	\$234,285.00	\$0.00
	MAP 21 405b OP High Total		\$0.00	\$250,000.00	\$0.00	\$1,564,285.00	\$1,564,285.00	\$0.00
MAP 21 405c Data Program								
	M3DA-2014-DA-21-40		\$0.00	\$125,000.00	\$0.00	\$500,000.00	\$500,000.00	\$0.00
	M3DA-2014-G0-20-SW	"University of Maryland, Baltimore, CCOD	\$0.00	\$0.00	\$0.00	\$525,562.00	\$525,562.00	\$0.00
	405c Data Program Total		\$0.00	\$125,000.00	\$0.00	\$1,025,562.00	\$1,025,562.00	\$0.00
	MAP 21 405c Data Program Total		\$0.00	\$125,000.00	\$0.00	\$1,025,562.00	\$1,025,562.00	\$0.00
MAP 21 405d Impaired Driving Low								
	M6OT-2014-IM-21-50		\$0.00	\$1,000,000.00	\$0.00	\$4,000,000.00	\$4,000,000.00	\$0.00

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	405d Low Other Based on Problem ID Total		\$0.00	\$1,000,000.00	\$0.00	\$4,000,000.00	\$4,000,000.00	\$0.00
	MAP 21 405d Impaired Driving Low Total		\$0.00	\$1,000,000.00	\$0.00	\$4,000,000.00	\$4,000,000.00	\$0.00
	MAP 21 405e Distracted Driving							
	M8PE-2014-DD-21-80		\$0.00	\$10,000.00	\$0.00	\$40,000.00	\$40,000.00	\$0.00
	405e Public Education Total		\$0.00	\$10,000.00	\$0.00	\$40,000.00	\$40,000.00	\$0.00
	MAP 21 405e Distracted Driving Total		\$0.00	\$10,000.00	\$0.00	\$40,000.00	\$40,000.00	\$0.00
	MAP 21 405f Motorcycle Programs							
	M9MT-2014-MC-21-60		\$0.00	\$16,250.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00
	405f Motorcyclist Training Total		\$0.00	\$16,250.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00
	405f Motorcyclist Awareness							
	M9MA-2014-MC-21-60		\$0.00	\$16,500.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00
	405f Motorcyclist Awareness Total		\$0.00	\$16,500.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00
	MAP 21 405f Motorcycle Programs Total		\$0.00	\$32,750.00	\$0.00	\$130,000.00	\$130,000.00	\$0.00
	NHTSA Total		\$0.00	\$1,630,750.00	\$0.00	\$16,839,097.00	\$16,839,097.00	\$2,987,257.00
	Total		\$0.00	\$1,630,750.00	\$0.00	\$16,839,097.00	\$16,839,097.00	\$2,987,257.00

ATTACHMENT E – CERTIFICATIONS AND ASSURANCES

Three required documents are attached to this document. They are:

- COMAR – Title 11, Subtitle 20: Motorcycle Safety Program, State Authority Designation.
- Appendix D to Part 1200 – Certifications and Assurances For National Priority Program Grants (23 U.S.C. Chapter 405); and
- Appendix A to Part 1200 – Certifications and Assurances For Highway Safety Grants (23 U.S.C. Chapter 4).

All Certifications and Assurances are signed by MVA Administrator, John Kuo, Maryland's Governor's Highway Safety Representative as appointed by Governor Martin O'Malley.

**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: Maryland

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

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

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRs.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

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

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

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

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

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

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

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



 Signature Governor's Representative for Highway Safety

6-19-2013

 Date

John T. Kuo

 Printed name of Governor's Representative for Highway Safety

**APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

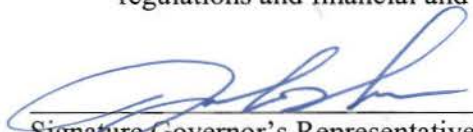
State: Maryland

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



Signature Governor's Representative for Highway Safety

6-19-2013

Date

John T. Kuo

Printed name of Governor's Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

Part 1: Occupant Protection (23 CFR 1200.21)

All States: *[Fill in all blanks below.]*

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # 68.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 54-92.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # 72 and 73.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # 73-92.

Lower Seat belt Use States: *[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least \$25:

- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.
- The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.
- The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.
- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]
- The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;
- OR**
- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)
-

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[Fill in at least one blank for each bullet below.]

- A copy of [*check one box only*] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/13/2013.
 - A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/13/2013.
 - A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/13/2013.
 - The name and title of the State's Traffic Records Coordinator is Douglas Mowbray, Traffic Records Program Manager, Maryland Highway Safety Office.
 - A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/13/2013.
 - [*Check one box below and fill in any blanks under that checked box.*]
 - The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages See TRIPRS Reports for Performance Measures ISS03PM01, ISS09PM01, and ISS09PM2.
 - OR**
 - If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.
 - The State's most recent assessment or update of its highway safety data and traffic records system was completed on 4/23/2010.
-

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;
- OR**
- For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;
- OR**
- For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- *[Check one box below and fill in any blanks under that checked box.]*
 - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
- OR**
- For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in all blanks below.*]

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

Part 4: Distracted Driving (23 CFR 1200.24)

[Fill in all blanks below.]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:

- Definition of covered wireless communication devices:

- Minimum fine of at least \$25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:

 - Driver license testing of distracted driving issues:

 - Minimum fine of at least \$25 for first offense:

 - Increased fines for repeat offenses:

 - Exemptions from youth cell phone use ban:
-

Part 5: Motorcyclist Safety (23 CFR 1200.25)

[Check at least 2 boxes below and fill in any blanks under those checked boxes.]

 Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # E.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # E.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # PAGES 123 - 124.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # E.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # PG 125.

 Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # E.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # E.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # pg 131.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # PGS 128 - 129.
- Copy of the State strategic communications plan is provided as HSP attachment # pg 129 - 133.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

Impaired driving program:

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Use of fees collected from motorcyclists for motorcycle programs: [*Check one box below and fill in any blanks under the checked box.*]

Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

Legal citation(s):

AND

- The State's law appropriating funds for FY ____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)

[Fill in all applicable blanks below.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:

- Driving restrictions:

- Minimum duration:

- Applicability to novice drivers younger than 21 years of age:

- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:
- Minimum duration:
- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:
- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner’s Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):

License Distinguishability (*Check one box below and fill in any blanks under that checked box.*)

Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

Legal citation(s):

OR

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

COMAR 11.20.01.00

Title 11 DEPARTMENT OF TRANSPORTATION

Subtitle 20 MOTOR VEHICLE ADMINISTRATION— MOTORCYCLE SAFETY PROGRAM

Chapter 01 Motorcycle Safety Training Centers

**Authority: Transportation Article, §§ 12-104(b), 16-603, 16-604, and
16-605, Annotated Code of Maryland**

.01 Motorcycle Safety Training Centers—Purpose.

This chapter establishes the minimum requirements and procedures for the certification and operation of motorcycle safety training centers as authorized under Transportation Article, §16-604, Annotated Code of Maryland.

.02 Motorcycle Safety Training Centers—Scope.

This chapter applies to all motorcycle safety training centers as defined under Transportation Article, §16-601, Annotated Code of Maryland.

.02-1 Definitions.

A. In this chapter, the following terms have the meanings indicated.

B. Terms Defined.

(1) "Administration" means the Motor Vehicle Administration.

(2) "Course registration fee" means the total fee paid by an individual to participate in Administration-approved motorcycle safety courses.

(3) "Independent training center" means a facility that:

(a) Has met the Administration's requirements for conducting approved motorcycle safety courses; and

(b) Is operated by an organization or individual other than the Administration.

(4) "Instructor" means an individual certified by the Administration to teach the classroom and laboratory (range) sessions of Administration-approved motorcycle safety courses at training centers.

(5) "Instructor trainer" means an individual trained and certified by the Administration to conduct approved instructor certification courses.

(6) "Motorcycle safety course" means a series of instructional units approved by the Administration to teach individuals to operate a motorcycle on public roadways.

(7) "Training center" means a facility that has met the Administration's requirements for conducting approved motorcycle safety courses.

(8) "Training center coordinator" means an individual responsible for the day-to-day operations of a training center.

(9) "Training center operator" means an individual, partnership, company, corporation, educational institution, or government entity that is approved by the Administration to operate an independent training center.

(10) "Training motorcycle" means a motorcycle approved by the Administration for use in approved motorcycle safety courses.

.03 Approval to Operate a Training Center.

A. As authorized under Transportation Article, §16-603, Annotated Code of Maryland, the Administration may organize and operate training centers, including a mobile training center.

B. As authorized under Transportation Article, 16-601 and 16-603, Annotated Code of Maryland, the Administration shall approve and designate the operator of an independent training center.

C. A State or community college, State university, an agency of a political subdivision, or any other organization or person that is a resident of the State, as defined under Transportation Article, §11-149, Annotated Code of Maryland, may be approved and designated to operate an independent training center.

D. Individuals applying for approval to operate an independent training center shall have the following minimum qualifications:

(1) Be at least 21 years old;

(2) Have a high school certificate of graduation or equivalent;

(3) Be licensed in Maryland to drive a motor vehicle; and

(4) Have not been convicted of a crime of moral turpitude unless, in the opinion of the Administration, satisfactory rehabilitation has taken place.

E. Approval to operate an independent training center may be obtained by submitting an application to the Administration in the form required by the Administration.

F. In addition to the information required to be entered upon the application, the application shall be accompanied by all of the following:

- (1) Written evidence acceptable to the Administration from the local zoning authorities, departments of health, sanitation, and fire inspection that the area designated for use as the independent training center is in compliance with all necessary zoning, health, sanitation, and fire codes;
- (2) A schedule of the planned courses that includes tentative dates and time periods;
- (3) A list that includes the full name and certification numbers of Administration-certified instructors who have agreed to teach the scheduled courses; and
- (4) Copies of insurance certificates verifying appropriate coverage for liability, property damage, and workers' compensation required by Regulation .07 of this chapter.

G. The application shall be signed and certified by an authorized representative of the company, corporation, educational institution, or government entity making application.

[§1350.4(2)(ii)] COMAR 11.20.01.15

.15 Approval and Designation of Motorcycle Safety Curriculums.

A. The Administration shall approve and designate the curriculums to be used in the motorcycle safety courses offered by the training centers. The Administration shall provide the training centers with the curriculums and guidelines for using the curriculums.

B. The training centers shall use Administration approved and designated curriculums for all approved motorcycle safety courses.

C. Training Curriculums.

(1) The approved and designated curriculums shall include classroom and laboratory (range) sessions taught in the sequence designated by the Administration.

(2) The laboratory (range) sessions shall include motorcycle riding exercises that each student enrolled in the course shall complete.

(3) The curriculums shall specify the minimum amount of time each student shall complete in the classroom sessions and in the laboratory (range) sessions riding a motorcycle, and the minimum performance test scores for successfully completing the courses.

D. The Administration shall approve and designate curriculums for training beginning and experienced riders.

E. The Administration approved and designated curriculums shall include but not be limited to:

(1) Information on rules of the road, laws of this State, protective clothing, basic maneuvers and riding skills, driving strategies, normal traffic situations, and emergency situations;

(2) Motorcycle riding exercises that permit the students to practice clutch/throttle control, straight line riding, shifting, turning, stopping, evasive actions, and street riding activities; and

(3) Knowledge and skill tests to assess the student's knowledge and skill proficiency in operating a motorcycle.

F. An operator of a training center, a training center coordinator, or a certified instructor may not revise or amend the approved curriculums without written approval from the Administration.

G. The Administration may revise or amend the curriculums to meet specific educational needs.

[§1350.4(2)(iv)] COMAR 11.20.01.14

.14 Employing Motorcycle Safety Instructors.

A. The operator of a training center shall employ instructors certified by the Administration to teach the approved motorcycle safety courses.

B. Student to Instructor Ratio.

(1) The maximum student to instructor ratio for the classroom sessions in a course is one instructor per 36 students.

(2) The maximum student to instructor ratio for the laboratory (range) sessions in a course is one instructor per eight students.

(3) For courses with at least nine but not more than 16 students, there will be two instructors for the laboratory (range) sessions.

C. Only instructors certified by the Administration shall be assigned responsibility for instructional and student supervision activities during a course.

[§1350.4(2)(iv)] COMAR 11.20.01.14

.14 Employing Motorcycle Safety Instructors.

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C. Only instructors certified by the Administration shall be assigned responsibility for instructional and student supervision activities during a course.

Maryland Certified Motorcycle Instructor List

AST NAME, FIRST NAME

GMVA
ALLEN HORACE "Mike"
AUTRY SWINDELL
BURKHOLDER DAVE
CERTEZA PAUL
DOUGLAS DAWN
EDWARDS KELLY
FISHER PAMELA
GARY TIMOTHY
GENERAL RUTH
GIORDANO ANDREW
KRAJEWSKI ANDREW
LA BOSSIERE CARMEN
MATTHEWS DANIEL
RADCLIFF MARK
SAUSE, JR. M. PHILIP
WILLIAMS SUSAN
WINOKUR HENRY
HDA
BARNEYS BRADFORD
DAVIS DARRYL
GULLEY WILLIAM
JOHNSTON ROBERT
JOHNSTON SUZETTE
LAMBERT DAVID
PLASNIG JON
TYSON JOSEPH
YACKLEY SCOTT
HDB
CHERVEK TOM
FELL THOMAS
HALL-FRADDOSIO LINDY
MALSTROM III WILLIAM
McCALL GRACE
SNYDER ROBERT
YOUNGBLOOD DEBORAH
HDF
BAUER DEBORAH
DILLARD KIM
HENSON MATTHEW
KERR, JR. WORTH
MORRISON MELISSA
OSTERHOUSE DOUGLAS
POPE LEROY
THOMAS KEITH
THOMPSON JEFFREY
Indep. AACC
BUENNING ROBERT
DAFNIS MELISSA
KINCADE BENJAMIN
McCREADY ROBERT
WHEELER TODD
Indep. ACM
BEERS DEAN
EASTERDAY CHAD
KEATING KEVIN

MILLER VAUGHN
SKILES GEORGE
Indep. CACC
AMENDOLA CHRISTIAN
CANFIELD BRETT
FISHER, JR. CHARLES
GREENLEE ROBIN
HANSON GEORGE
JOHNSON WILLIAM
LEE FRANKLIN
MALLA PAUL
SMITH MICHAEL
SMITH WILBUR
Indep. CECC
FIELDS FRANK
HENSON LUCINDA
HENSON LUCINDA
HICKS CHARLES
MERTZ DANIEL
OPDYKE ROBERT
SADLER RODNEY
Indep. CHC
BARNHART DAVID
LOWERY ERIC
ROMANO RALPH
THOMAS STEVEN
Indep. CSM
BONEK KENNETH
CLUTTS WILBUR "DEAN"
GELSINGER KEITH
GOSS JAMES
GRIMES WILLIAM
MOORE DANIEL
MORRETTE JULIE
ROSSER EARNEST
TOREN HAROLD
VAN DIEN JAMES
VELAZQUEZ CARLOS
Indep. FCC
BAKER JANE
BARRITT CHRISTOPHER
DeBAUFRE DONALD
ERCOLE CHRISTOPHER
HOLLINGSHEAD MELINDA
KEIMIG SCOTT
McLEOD GLEN
MOORE TROY
NEWMAN DAVID
SKULLNEY WILLIAM
WHITWORTH BRETT
Indep. HACC
BACHUR THOMAS
BACKERT DAVID
CARNAROLI PATRICIA
FRANCE LAWRENCE
HUNKE BRIDGET
HUNKE THOMAS

KOZLOSKI JOHN
PETTREY MICHAEL
STOECKER JAMES
TOLENTINO MICHAEL
Indep. HGCC
BARR JAIR
CONWAY KENNETH
COOPER DALE
LEEPER ROBERT "TOM"
MCCLAIN SHAWN
TYSON RENEE
WINKLEPLECK SR. DAVID
Indep. HOC
ARVIN DAVID
BARNES ELIZABETH
BESS, JR. GEORGE
BRIGGS STEPHEN
CAREY JOHN
DUKES KEVIN
KREPS DENNIS
KRICKLER EMILY
LAURICELLA DINA
MARSHALL DAVID
McLEAN JAMES
MOORE, SR. RICHARD
PEREZ MANUEL
POLLARD CHRISTOPHER
ROBLE JR. JAMES
SCHULTZ LESLY
STUTEVILLE JAMES
TURNER STEVEN
Indep. MON
ANDERSON SHAUN
COIS ATHENA
CONRAD BRIAN
FORDHAM DAMON
JEFFAS JAMES
MARTINEZ MURILLO
FRANCISCO
WALKER KARL
ZELLERS THOMAS "TOBY"
Indep. MSA
CUDMORE KATHLEEN
HANSEN ROBERT
NETTLES CARNELL
Indep. MSAGORRELL
DAVID
Indep. PGCC
ADAMS, III PETER
BRADFORD JAMES
BROWN DAVID
CATO ROMANINI
COLOMBO PETER
CROUSE MATTHEW
DALE MICHAEL
EDWARDS, JR. STANLEY

ETHEREDGE BRUCE
FAULKNER FREDERICK
GORDON JULIE
GRIFFIE BONNIE
HECKER LISA
LEWIS LONDON
LOGAN WINFRED "RON"
LUGO EDDIE
MALSON BRUCE
McLEOD BRIAN
MINES ERIC
MORTENSEN KEVIN
MOWERY JOHN

MUMFORD, SR. DAVID
OSIDACH VERA
PARKS CHRISTOPHER
REYNOLDS JENNIFER
SCALES THOMAS
SIDDIQUI HASSAN
SMITH ROBERT
Indep. SZRS
JONES VANESSA
Indep. WW
BOWIE DEBRA
HUFFINES SEAN
JOHNSON Willaim "Bernard"

KEEN CHARLES
LANTZ SCOTT
REIN DIANA
ROLLEY DEWIGHT
WILGUS JEFF
WILLIAMS JENNIFER
OGHD
ANDERSON GLENN
KRAFT PHILIP
PONTE VICTOR

Motorcycle Awareness Letter from Governor's Representative

State: Maryland

Fiscal Year: 2014

I hereby certify that the State Maryland:

- Has developed a comprehensive motorcyclist safety awareness program which supports the overall statewide motorcycle training program, in accordance with MAP-21, 23 CFR 1200.25;
- Will administer the motorcyclist safety grant funds in accordance with 49 CFR Part 18 and OMB Circular A-87; and
- Will maintain its aggregate expenditures from all other sources for motorcyclist safety training programs and motorcyclist awareness programs at or above the average level of such expenditures in fiscal years 2010 and 2011.



John T. Kuo
Governor's Highway Safety Representative

Date: 6-19-2013