

MARYLAND DEPARTMENT OF TRANSPORTATION

FFY2018

HIGHWAY SAFETY PLAN

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
MOTOR VEHICLE
ADMINISTRATION

Maryland
Highway
Safety
Office

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EXECUTIVE SUMMARY

On behalf of the Maryland Department of Transportation (MDOT), I am pleased to present Maryland's Federal Fiscal Year (FFY) 2018 Highway Safety Plan (HSP). This plan outlines the upcoming activities and priority areas for the Maryland Highway Safety Office (MHSO). The MHSO operates under the guidance of the MDOT Motor Vehicle Administrator and Governor's Representative for Highway Safety (GR), Christine Nizer.

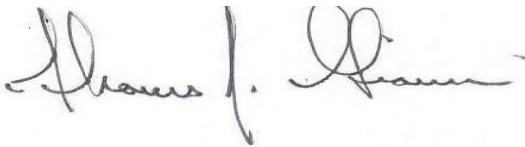
In 2016, 522 people died in traffic-related crashes on Maryland roadways, a slight increase from 2015, when the State saw a significant increase of more than 18 percent in traffic fatalities from the previous year. Sadly, Maryland's experience mirrors a nationwide trend in growing numbers of roadway deaths. While there is no way to lessen the impact of losing more than 500 lives, the MHSO continues effective and aggressive traffic safety programming to reverse this deadly trend and reclaim the strides made prior to 2015 in declining highway deaths— with the ultimate goal of zero traffic fatalities on Maryland roads.

The FFY 2018 HSP is closely aligned with Maryland's Strategic Highway Safety Plan (SHSP), a companion, guiding document to the HSP. The required federal performance measures in the SHSP are likewise mirrored in the HSP. Together, these plans are truly Maryland's roadmap to eliminating serious injuries and fatalities resulting from traffic crashes.

Where the SHSP outlines broad strategies and action plans for the MHSO and its statewide partners, the HSP details the specific projects that will be carried out and their allocated funding. The foundation for both plans involves close analysis of the data with our partners across the State to determine which highway safety behaviors are of greatest concern and where/which projects can make the largest impact.

Maryland's network of federal, State and local partners is committed to creating a traffic safety culture and to building comprehensive and effective programs in every corner of our State. I look forward to seeing the projects outlined in our FFY 2018 HSP hit the road and to making progress in moving Maryland *Toward Zero Deaths*.

Sincerely,



Thomas J. Gianni
Chief, Maryland Highway Safety Office

HIGHWAY SAFETY PLANNING PROCESS

Guidance/Organizational Structure

The MHSO is tasked with the administration of a comprehensive, statewide traffic safety program utilizing federal funds to reduce traffic crashes – and resulting injuries and deaths – on Maryland roads. Housed within the Motor Vehicle Administration (MVA), the MHSO is positioned to lead, create partnerships, gather input, build support, and create effective synergies for highway safety and education. The MVA’s Administrator serves as Maryland’s GR, providing leadership and oversight for the State’s highway safety program through direct coordination with the office of Maryland’s Secretary of Transportation, Pete K. Rahn.

The MHSO is guided by a Chief and a Deputy Chief and is supported by a management team that includes a Law Enforcement Section Chief; a Partnerships, Resources, and Outreach Section Chief; a Safety Programs Section Chief; and a Finance Section Chief.

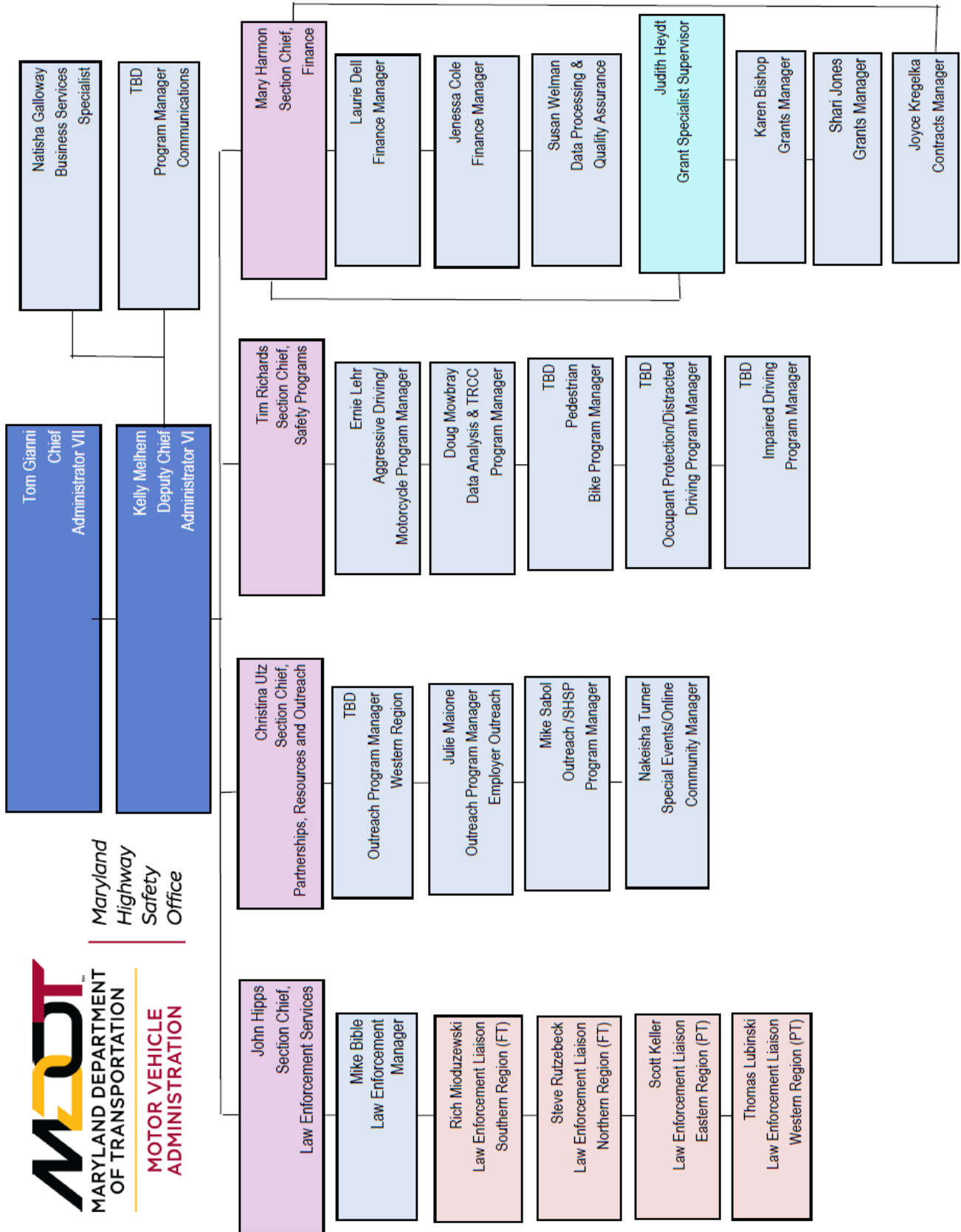
These four MHSO sections consist of:

- Law Enforcement, with one statewide Law Enforcement Program Manager, in addition to two full-time Law Enforcement Liaisons (LEL) and two part-time LELs;
- Partnerships, Resources, and Outreach, with three Outreach Managers and one Special Events/Online Community Manager;
- Safety Programs, with four statewide Program Managers and one Data Analysis/TRCC Manager; and
- Finance, with two Finance Managers, one Data Processing and Quality Assurance Specialist, one Grants Specialist Supervisor, two Grants Managers, and one Contracts Manager.

The MHSO is supported by two units that report directly to the Deputy Chief:

- Communications includes a Communications Manager; and
- Administrative is staffed by a Business Services Specialist.

A full organizational chart for the MHSO is pictured below:



Maryland Highway Safety Office

Maryland HSP Development

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

Month	Activity
January	<ul style="list-style-type: none"> • Problem identification – review program data and targets to identify safety issues to be corrected with previous and new grant partners. • Debrief and analyze the previous year's program results with grant partners. • Apply funding formula and algorithms to allocate potential local funding to jurisdictional partners. • Open the MHSO grant application period.
February– March	<ul style="list-style-type: none"> • Convene grant-writing training and discussion sessions to assist potential grantees with grant submission. • Identify any gaps in existing problem-area strategies and request feedback as needed from stakeholders for further analysis. • Develop MHSO internal projects. • Begin drafting the HSP components.
April–May	<ul style="list-style-type: none"> • Determine estimated revenues and establish a draft HSP budget. • Review grants and make selections. • Annual highway safety summit and fatality media release.
June	<ul style="list-style-type: none"> • Review selected grants with GR for approval. • Conduct MHSO final internal review of the HSP to verify compliance with federal requirements, competencies, and accuracy. • Submit the final HSP for approval to the GR. • Submit HSP to the National Highway Traffic Safety Administration (NHTSA) by July 3.
July– September	<ul style="list-style-type: none"> • Notify chosen grant applicants and obtain final agreements. • Conduct pre- and post-award meetings with chosen grantees. • Problem identification – review new program data and targets to identify safety issues to be corrected, and determine funding distribution and overall direction of the programs. • Debrief and analyze the previous year's program results with MHSO teams.
October– December	<ul style="list-style-type: none"> • Begin implementation of approved HSP as of October 1. • Implement new Federal Fiscal Year grants. • Develop Annual Report. • Continue conducting post-award meetings. • Submit Annual Report by December 31. • Identify partners, program goals and priorities, program area direction, overall strategies and direction of Maryland's traffic safety policy and program, and potential individual program strategies.

Problem Identification

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

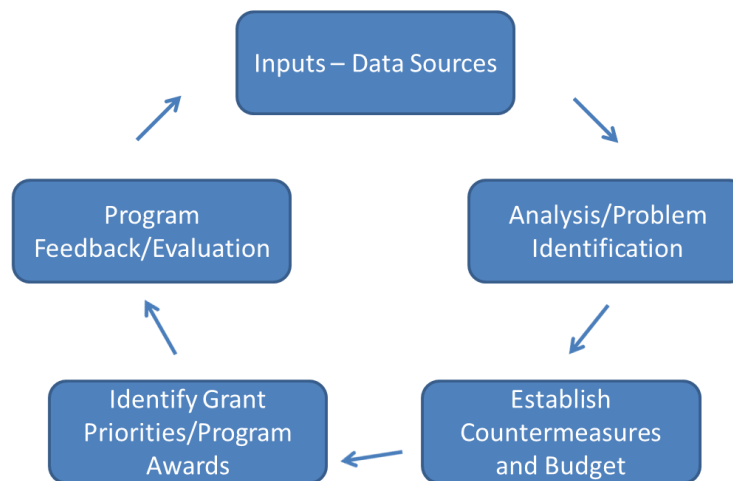
Purpose of the HSP Problem Identification Process

- To understand the scope of Maryland’s traffic crash problems and causal factors;
- To develop effective countermeasures to reduce or eliminate the problems; and
- To identify effective measures for continuing evaluation of changes in problem severity.

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

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

Maryland Highway Safety Office Problem Identification/Programming Process



Data Sources

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

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

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

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

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

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

Problem Analysis/Countermeasures Identification

Over-represented factors can be determined by comparing the rate of crashes for a subgroup or characteristic within a jurisdiction to the same rate in a comparable or larger jurisdiction. For example, if the percentage of adult vehicle occupants that *do not* use seat belts within a jurisdiction is greater than the statewide average, then that characteristic may be over-

represented and is analyzed further. Such a case example might indicate a need for additional or more focused countermeasures on seat belt usage in the identified jurisdiction. The following questions are among the most critical to data analysis and problem identification:

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

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

Causal Factors	Crash Characteristics	Factors Affecting Severity
<ul style="list-style-type: none"> • violation of laws • loss of control • weather • alcohol involvement • roadway design 	<ul style="list-style-type: none"> • time of day • day of week • age of driver • gender of driver 	<ul style="list-style-type: none"> • non-use of occupant protection • position in vehicle • roadway elements (markings, guardrail, shoulders, surfaces) • speed

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

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

Allocations

The Maryland Center for Traffic Safety Analysis (MCTSA) at the NSC has provided the following analysis to the MHSO to support data-driven funding allocation decisions:

Several categories of traffic records data were compiled over years 2011–2015 (serious [KABCO=K, A, B] crashes, impaired crashes, speed-involved crashes, crashes with unrestrained occupants, moving violations) for each of Maryland's 24 jurisdictions. Following the weighting of serious crashes in terms of 0.75 – fatal, 0.20 – serious injury, 0.05 – moderate injury, the jurisdictions were split into three categories based on the frequency of serious crashes (8 jurisdictions of highest frequency, 8 jurisdictions of medium frequency, and 8 jurisdictions of lowest frequency). Statisticians determined the weighting based on best practices and Maryland's vision of TZD to identify jurisdictions that account for most fatal and serious injury crashes.

Once the jurisdictions were stratified, rankings were applied for six sub-categories (serious and fatal crashes, violations, impaired crashes, speed crashes, unrestrained crashes, and unbelted rate) within each of the three groups. For example, jurisdictions in each group were ranked from 1–8 within each sub-category, with 8 representing the highest incidence and 1 representing the lowest incidence. To determine the final rankings within each group, another set of weights was applied. Each jurisdiction's rank (1–8) within the serious and fatal crash category received a 0.45 weight, the violations rank (1–8) received a 0.25 weight, and each of the four additional sub-categories received a 0.075 weight. These weights were determined through statistical review and consultation with the MHSO. Application of this final set of weights determined each jurisdiction's projected funding proportion. Finally, funds were appropriated, with the top group receiving 75 percent, the middle group 20 percent, and the lowest group 5 percent of total available allocations. The jurisdictions were listed from highest to lowest funding amounts within each of the three groups to guide the MHSO in allocation decisions to support TZD.

Essentially, the implemented methodology incorporates several safety program areas that have been identified as the most prevalent factors related to motor vehicle crashes in Maryland. By applying a weighting regimen, the formula provides a guide for highway safety funding that will apply the most money to areas with the most problems. To further this effort, the MHSO was also provided the frequencies and proportions of each sub-category by law enforcement agency within each jurisdiction so that once total funding for each jurisdiction is determined, further stratification may be completed by agency. Thus, the funding decisions are truly data-driven and provide guidance for the identification of jurisdictions that are most capable of reducing the State's total number of serious and fatal crashes.

Program Feedback/Data Evaluation

In previous years, the MHSO conducted a Maryland Annual Driving Survey (MADS) to collect and analyze impact measures for its priority programs. In FFY2017, the MHSO did not implement a MADS, but instead analyzed each program area's evaluative needs, as well as the overall needs of the entire program, before implementing a new annual drivers survey. It is unknown at the time of this writing if the MHSO will proceed with a survey project like MADS in FFY2018, but the MHSO continues to be committed to impact evaluation as a critical component to a comprehensive safety program. The MHSO does administer specific surveys to determine if awareness and behavior changes occurred during high visibility enforcement (HVE) campaigns. Data on individual campaign evaluation is provided later in this document within each Program Area.

Partnerships, Resources, and Outreach

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

The MDOT Deputy Secretary and the MVA Administrator are active members of the SHSP Executive Council, having input on strategies and goals set forth through the SHSP's six Emphasis Areas:

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

Enforcement, education, engineering, and emergency medical services form the "four Es," the nationally recognized pillars of highway safety countermeasures. MHSO staff members seek input from partner entities across all these disciplines to help lessen the number and severity of highway crashes, and to help decrease the overall number of fatalities and injuries, along with severity of injuries, as they impact all six emphasis areas.

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

- **Federal Government** – Agencies such as the NHTSA, the FHWA, and the FMCSA play key roles in problem identification, target-setting, development of countermeasures, grants management, development of education and media campaigns, and assistance to the MHSO with administrative oversight of Maryland's traffic safety grants program.
- **National Organizations** – Organizations representing national professional associations such as the Governors Highway Safety Association (GHSA), the International Association of Chiefs of Police (IACP), the National Sheriffs Association (NSA), and the American Automobile Association (AAA) provide forums for idea formulation, discussion, and analysis of highway safety issues across the nation. These organizations also provide best practices and innovative strategies for dealing with certain highway safety issues. Management of the MHSO is represented on many of these organizational boards and committees.
- **State and Local Governments** – All business units of the MDOT take on significant roles in the MHSO programming model. Each integrates the goals and priorities of the SHSP into business plans, as outlined within each of the SHSP emphasis areas, including coordination of effective media approaches to ensure consistent, effective, and timely messaging. Local government agencies contribute to the highway safety planning process through representation and input within SHSP Emphasis Area Teams (EATs) and, most important, the effective oversight and implementation of local grants programs. The MHSO also utilizes data provided by the Maryland Department of Health and Mental Hygiene

(DHMH), the Maryland Institute for Emergency Medical Services Systems (MIEMSS), and the Statewide EMS Advisory Council.

- **Law Enforcement** – Law enforcement agencies at all levels, including professional organizations such as the Maryland Chiefs of Police Association (MCPA) and Maryland Sheriffs' Association (MSA), are crucial to statewide success in achieving the long-term goal of zero traffic fatalities. Clearly, the highly visible enforcement of Maryland's traffic laws and ongoing participation in executing localized enforcement and training grants are crucial to the ultimate success of the State's traffic safety strategies. Maryland also utilizes information gathered from the Maryland Police and Correctional Training Commissions (MPCTC).
- **Colleges, Universities, and Schools** – Maryland employs educational campaigns at all levels, from elementary school through higher education, to inform and guide behaviors of students, often beginning years before they can legally drive. Representatives from educational institutions regularly contribute to Maryland's SHSP EATs and grants review process, assisting with problem identification and countermeasures strategies, and coordinating data and educational programs.
- **Court System** – The MHSO funds a Traffic Safety Resource Prosecutor (TSRP) that focuses solely on clarifying and assisting with traffic enforcement issues and prosecutions in ways designed to increase conviction rates of criminal drivers, and to provide partners within the court system for adjudication support. This TSRP provides training to prosecutors and law enforcement officers, and conducts outreach and assistance to judges, all to facilitate services to the Maryland Judiciary and create safer traffic environments on all roadways.

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

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

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

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

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

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

Selection Process

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Integration of the Maryland SHSP

Under the GR's leadership, the MHSO provides the day-to-day coordination for Maryland's SHSP.

The Maryland SHSP is governed by an Executive Council that includes:

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

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

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

To ensure consistent and appropriate technical support for the SHSP EATs, the MHSO assigns a designated Data Coordinator to each team to help control and ensure the consistency, availability,

and accuracy of data resources for the SHSP. Dependable quality data collection and analysis is crucial in assisting EATs to properly identify target groups, to adapt and refine countermeasures, and to evaluate the effectiveness of implemented strategies.

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

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

Development of the Updated Maryland SHSP for 2016–2020

In spring 2014, the SHSP Executive Council began the process of updating the SHSP for 2016–2020 by convening a three-day Maryland Highway Safety Summit. The summit served as a springboard to begin planning for a revised and improved Maryland SHSP spanning the years 2016 through 2020, and about 300 safety stakeholders and partners from a wide spectrum of organizations and disciplines attended the event and took part in these initial planning steps. The roles and responsibilities of the 2016–2020 SHSP Steering Committee and the EATs were outlined and defined along with the proposed timeline for SHSP development. Six EATs were designated to oversee planning for key safety priorities, including aggressive, distracted, impaired, occupant protection, pedestrians and bicyclists, and infrastructure, and emphasis-area leaders were nominated. Maryland's TZD goals were re-established and maintained as priorities in the updated plan, including Maryland's overarching goal to reduce annual traffic fatalities by 2030 to no more than half the number experienced in 2008 (a reduction to no more than 296 fatalities by 2030).

The MHSO supports the SHSP by assigning staff to co-lead EATs and by providing data experts to coordinate all data needs within the EATs. The EATs then engage identified key stakeholders and other partners in multiple planning sessions. These partners help to identify, develop, and finalize strategies for the new five-year SHSP, and then continue to meet and work on effective and efficient action steps to accomplish identified strategies.

The Steering Committee met in January 2015 as emphasis-area leaders presented their proposed strategies, along with various challenges and opportunities that emerged from the planning process. The Steering Committee reconvened in May to review the draft SHSP before presenting the final proposed Maryland SHSP 2016–2020 to the Executive Council in June 2015. The SHSP

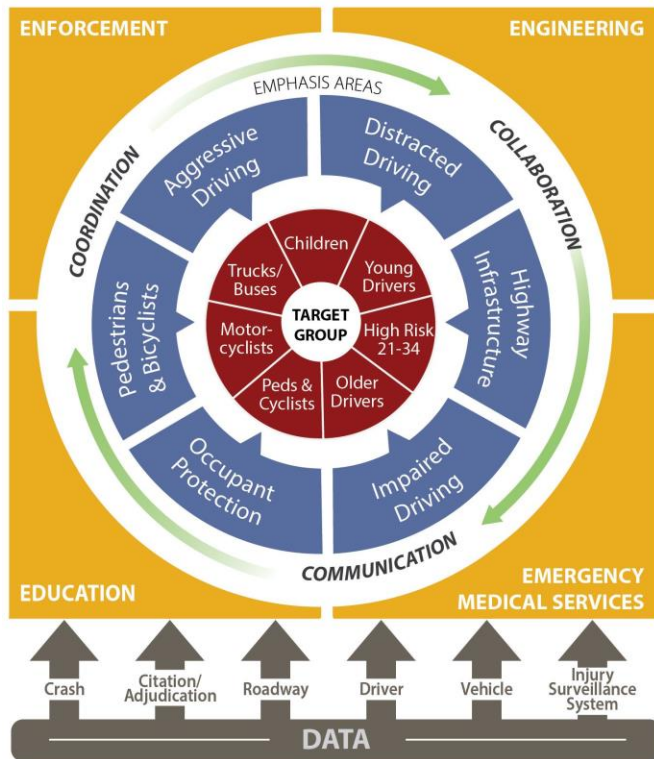
was formally accepted and approved by the Executive Council in August 2015. The MHSO has subsequently organized two Summits, one in 2016 and another in 2017, to continue elevating the importance of the SHSP and to encourage local partners to begin establishing county-level SHSPs.

The planning for and support of local SHSPs is deemed one of the most important efforts that Maryland could undertake to impact highway safety for the near future. The MHSO provides some support to partners regarding data and an overall approach to developing those plans, but the goal is for local jurisdictions to create and fully support their own SHSPs. The local plans will in some measure reflect the priorities set forth for the entire State, and will locally address problems.

Maryland SHSP Priorities for 2016–2020

The 2016–2020 SHSP was designed to cut fatalities in half by 2030, with an end-goal of achieving zero deaths on Maryland roadways. It is comprised of six emphasis areas that include five behavioral areas and an area encompassing highway infrastructure. More than one emphasis area affects various target groups. The SHSP continues the legacy of previous action plans with a focus on performance measures and effective strategies to achieve long-term goals.

Maryland SHSP Priorities



In September 2016, based on new federal requirements, the SHSP goals and target-setting methodology was reformulated to meet five mandated performance measures. The methodology updated the TZD approach for setting overall goals while utilizing five-year rolling averages for mandated performance measures (see page 17). The new methodology, along with a variety of options, was presented to the SHSP Executive Council in December 2016 and approved. Following a complete update to the goals and targets, with the inclusion on the five federal performance measures, the SHSP was finalized and approved by the SHSP Executive Council in May 2017.

PERFORMANCE PLAN

Highway Safety Program Target-Setting Process

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

Considering the federal guidelines detailed in Moving Ahead for Progress in the 21st Century (MAP-21) and the subsequent Fixing America's Surface Transportation (FAST) Act, Maryland executives collaborated on revisions to the target-setting methodology. The initial TZD goal remains: 296 fatalities or fewer by 2030. The annual targets for each of the SHSP's six emphasis areas are set using an exponential trend line connecting the historical data to the 2030 goal. Five-year averages are used to calculate projections, and the targets for each individual year are taken from the midpoint of the five-year average (e.g., 2017 annual interim target = midpoint of the 2015–2019 average). The same methodology was used for serious injury targets. However, it should be noted that due to significant declines in serious injuries in recent years, the use of historical trends currently puts the State at or below current targets. Finally, this same method was applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries.

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

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

Highway Safety Performance Measures

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

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

Overall Statewide Traffic Safety Targets for Maryland

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

ACTUAL	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Fatalities	580	547	526	501	480	483
Fatality Rate per 100 MVMT	1.04	0.98	0.94	0.89	0.85	0.85
Total Serious Injuries	4,923	4,436	4,020	3,702	3,436	3,147
Serious injury Rate per 100 MVMT	8.75	7.90	7.17	6.59	6.10	5.57
Total Non-Motorized Fatalities and Serious Injuries	635	603	570	542	528	514

TARGET	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Fatalities	468	455	442	429	416
Fatality Rate per 100 MVMT	0.76	0.74	0.72	0.70	0.68
Total Serious Injuries	3,692	3,554	3,422	3,294	3,171
Serious injury Rate per 100 MVMT	6.44	6.26	6.08	5.86	5.64
Total Non-Motorized Fatalities and Serious Injuries	517	502	488	473	459

Fatality data from the NHTSA FARS system. Serious Injury Data from State crash data base (MSP and SHA).

Overall Outcome Measures

Fatality Target: Reduce the number of traffic-related fatalities on all roads in Maryland from the five-year average (2004 to 2008) of 623 to 391 or fewer by December 31, 2020.²

Fatalities – Recent Actuals/Interim Targets

	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Fatalities	580	547	526	501	480	483
	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020	
Interim Targets	468	455	442	429	416	

² Note: The December 31, 2020 single year target is the mid-year point of the 2018–2022 five-year average. All performance measure target statements will follow this format.

Fatality Rate Target: Reduce the annual rate of traffic-related fatalities per 100 million vehicle miles traveled (MVMT) on all roads in Maryland from 1.11 (2004–2008 average) to 0.64 or lower by December 31, 2020.

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

	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Fatality Rate	1.04	0.98	0.94	0.89	0.85	0.85
	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020	
Interim Targets	0.76	0.74	0.72	0.70	0.68	

Serious Injury Target: Reduce the annual number of traffic related serious injuries on all roads in Maryland from 6,171 (2004–2008 average) to 2,939 or fewer by December 31, 2020.

Serious Injuries – Recent Actuals / Interim Targets

	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Serious Injuries	4,923	4,436	4,020	3,702	3,436	3,147
	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020	
Interim Targets	3,692	3,554	3,422	3,294	3,171	

Serious Injury³ Rate Target: Reduce the annual rate of traffic-related serious injuries per 100 MVMT on all roads in Maryland from 10.97 (2004–2008 average) to 5.23 or lower by December 31, 2020.

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

	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Serious Injury Rate	8.75	7.90	7.17	6.59	6.10	5.57
	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020	
Interim Targets	6.44	6.26	6.08	5.86	5.64	

Non-Motorized Fatalities plus Serious Injuries Targets: Reduce the number of non-motorized fatalities plus serious injuries on all roads in Maryland from 685 (2004–2008 average) to 433 or lower by December 31, 2020.

Non-Motorized Fatalities plus Serious Injuries – Recent Actuals / Interim Targets

	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Fatalities Plus Serious Injuries	635	603	570	542	528	514
	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020	
Interim Targets	517	502	488	473	459	

³ Serious injuries include all persons reported to suffer an injury of level 4 (incapacitating injury), based on the KABCO scale on the Maryland State Police crash report.

HIGHWAY SAFETY STRATEGIES AND PROJECTS

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

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

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

Two categories of proven countermeasures are to be utilized, including those in:

- NHTSA's *Uniform Guidelines for State Highway Safety Programs*; and
- U.S. DOT, NHTSA (2015). *Countermeasures that Work, Eighth Edition*, DOT HS 812 202 (referred to in the HSP as *Countermeasures that Work*).

A listing of the MHSO's approved projects for FFY 2018 can be found in the Program Area sections of this document.

Maryland's Evidence-Based Traffic Enforcement Program

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

FAST Act requires that Maryland participate in at least three HVE campaigns that support national priorities. Although the MHSO implements more than three HVE campaigns, those that are officially a part of national priority areas are the May Click it or Ticket mobilization, the August Drive Sober or Get Pulled Over campaign, and a dual effort in November that supports both a second wave of Click it or Ticket as well as impaired driving prevention.

Data-Driven Problem Identification

The statewide problem identification process used in the development of the HSP was described in the previous section entitled "Problem Identification." Data analyses are designed to identify driver characteristics of those over-involved or over-represented in crashes, along with information revealing when, where, and why crashes are occurring. Key results summarizing the problems

identified are presented in the statewide and individual program area sections of the HSP. These results are analyzed to determine typical driver demographics, along with the most frequent locations, day/month of most frequent crashes, and most frequent times of day for each problem area. Thus, the most effective program outlines for any problem area will provide current information for typical driver behavior, along with the time of day, day of week and month of year of greatest frequency, along with most frequent locations of total, serious injury, and fatal crashes in each category. These causal factors provide quantitative evidence to shape awareness, education, and enforcement strategies, and to make overtime enforcement efforts and communications efforts as effective as possible in subsequent years.

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

The same targeted analytical approach is used to address and qualify all serious traffic safety problems in Maryland. Enforcement agencies receiving MHSO grant funding are required to outline and use a localized, data-driven approach to identify the enforcement issues and locations in their jurisdictions. Data documenting the identified highway safety issues must be included along with proposed strategies in the funding applications submitted to the MHSO for consideration. All law enforcement agencies are required to utilize HVE concepts when utilizing highway safety overtime funds, and various training opportunities at all levels of enforcement are provided to learn and implement these HVE techniques. Additionally, the MHSO provides a variety of statistical maps for law enforcement agencies statewide as a valuable resource in targeting and focusing on high-risk enforcement and education/awareness locations.

Implementation of Evidence-Based Strategies

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

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

campaigns and mobilizations, helps Maryland provide continuous Specific and General Deterrence of improper and unsafe driving from the causal factors outlined above.

In-depth, comprehensive enforcement efforts, combined with background and evidence provided on grant applications, guide Maryland's efforts to allocate funds to law enforcement agencies to conduct priority area-specific overtime enforcement services based on specific problem identification and recent statistical results.

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

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

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

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

Continuous Monitoring

To ensure law enforcement projects remain adaptable to any situation, various tracking mechanisms are utilized to enable MHSO program managers and law enforcement managers

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

Constant critique and feedback is maintained throughout the enforcement program between the MHSO and each law enforcement agency. This ensures continuous communication during the planning, implementation, monitoring and evaluation phases of the project. The MHSO achieves this continuity by assigning an LEL to each law enforcement agency as their project manager. The Law Enforcement Services Section Chief, working in conjunction with the MHSO Chief, develops, maintains, and cultivates professional relationships with top law enforcement executives across the State to build the required top-down support for traffic enforcement efforts.

Non-Federal Funding Sources

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

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Maryland Highway Safety Office (General Funds)	State funds	State funds pay salary and benefits for the following MHSO positions: Chief, Deputy Chief, Finance Section Chief, two finance managers, and the Data Processing and Quality Assurance Specialist.
Maryland Motor Vehicle Administration	State funds	Central Operations and Safety Division staff salary and benefits: MVA manages the State Ignition Interlock Program; monitors Maryland graduated drivers licensing laws; manages Medical Advisory Board and Motorcycle Safety Program; and supports systems for driver records, vehicle registrations and violations.
Maryland State Highway Administration	State funds	Staff salary and benefits from the Office of Traffic and Safety, which includes the Motor Carrier Division, Traffic Operations, and the Traffic Safety Analysis Division. These divisions support data collection and traffic records initiatives, including engineering improvements through the design, construction, operation and maintenance of engineering measures, and coordination of electronic display boards. The SHA is also responsible for leading the SHSP Infrastructure Safety Emphasis area of the State’s SHSP.

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Maryland State's Attorneys' Association	Member dues, fees	Coordination of statewide efforts to improve prosecution and adjudication of DUI cases.
Maryland Judicial Training Center	State funds	Coordination of statewide efforts related to training and education involving the prosecution and adjudication of DUI cases, the promotion and use of specialized DUI Courts, and interaction with the Judiciary.
Office of Administrative Hearings (OAH) and courts in local jurisdictions	Jurisdiction, local and municipal funds	Support and maintenance of hearings for the opt-in option under a points assignment associated with mandates for repeat offenders.
Maryland State Police	State and federal funds	Support and maintenance of Maryland's citation systems comes from a combination of federal, State and local funds. Law enforcement agencies maintain and utilize the ACRS and are responsible for collecting crash data and issuing citations for traffic violations.
Department of Health and Mental Hygiene, Alcohol and Drug Abuse Administration (ADAA)	State funds and other solicited/awarded federal funding sources	Support to the Maryland Strategic Prevention Framework and continued maintenance of the treatment and pharmacy data through the Statewide Automated Record Tracking system, the Prescription Drug Monitoring Program, and the Controlled Dangerous Substance Integration Unit.
Maryland State Police, Maryland Transportation Authority Police, local jurisdiction, and municipal law enforcement agencies – Enforcement Mobilization Projects	State, local and municipal funds	Maryland State Police, Maryland Transportation Authority Police, local jurisdictions, and municipal funding for regular duty pay/benefits, office space, supplies and equipment, court overtime, vehicles and vehicle use on State, local and municipal roadways. In addition, these partners provide support to Child Passenger Safety fitting stations throughout the State by training and certifying CPS Technicians and by conducting child safety seat inspections. They also support and maintain systems tracking traffic citations and arrests, used in project evaluation and analysis.
Maryland Safe Kids	National Safe Kids funds	Child passenger safety activities, including provision of child safety seats for under-privileged populations.
Maryland Department of Health and Mental Hygiene – Kids in Safety Seats (KISS)	State funds	Administrative, technical and programmatic support for the KISS program, educational efforts aimed at the correct use of seat belts and child safety seats, and promotion of child safety seat fitting stations.
Maryland Institute for Emergency Medical Services Systems	State funds	Outreach on occupant protection issues and the statewide CIOT effort; support and maintenance for all statewide EMS data and coordination of the trauma registry.

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Maryland Fire and EMS stations	Jurisdiction specific, local and municipal funds	Outreach on occupant protection issues including the statewide CIOT effort, and support of CPS fitting stations.
Maryland State Police Statewide Enforcement and Training and Maryland Police and Correctional Training Commissions	State funds	Ongoing training for Standardized Field Sobriety Testing; the coordination, training and management of the State Drug Recognition Expert Program; Checkpoint Management training and coordination; year-round speed enforcement activities.
District Court of Maryland (DCM) and Judicial Information Systems (JIS)	State funds	Responsible for formatting and printing Maryland Uniform Complaint and Citation forms, setting pre-payable fine amounts, adjudicating traffic cases, and maintaining disposition data.
Maryland Department of Health and Mental Hygiene, Office of the Chief Medical Examiner	State funds	Support and continued maintenance of the collection of data on drivers involved in fatal crashes, and data provision to the Maryland State Police.
Local jurisdiction, and municipal Public Works and Transportation Departments	Jurisdiction specific, local and municipal funds	Support and maintenance of the collection of roadway data such as roadway maintenance, design, and other infrastructure information.
Health Services Cost Review Commission	State funds	Responsible for the regulation of hospital rates. Provides support and maintenance of the statewide integration system for all hospitals.
Maryland Department of Information and Technology (DoIT)	State funds	The designated State entity responsible for information technology across State agencies. Provides coordination for the purchase and management of all telecommunications devices and systems utilized by State agencies.
Regional Integrated Transportation Information System, Center for Advanced Transportation Technology Laboratory, Univ. of Maryland	State and federal funding	Support and maintenance of automated data sharing, dissemination, and archiving system to communicate information among agencies and to the public.
University of Maryland School of Pharmacy	State funds and other solicited/awarded federal funding sources such as Substance Abuse and Mental Health Services Administration	Support and continued maintenance of Maryland Statewide Epidemiologic Outcomes Workgroup (SEOW) and the Maryland Strategic Prevention Framework (MSPF) in 24 jurisdictions across the State.
Washington College	Private institution funds; other solicited/awarded federal funding sources	Direct support to highway safety programs incorporating geo-located traffic safety data.
Maryland Transit Administration (MTA)	State and federal funds	Provides and supports accessible statewide public transportation networks and services that are customer-focused, safe, appealing, reliable and efficient. Provides security and law-enforcement services, is a key provider of traffic safety information, and uses traffic

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
		records to determine day of week and hour of day for best customer service and safety enforcement opportunities. Engages in research, development and implementation of roadside data-capture technology to expedite the flow and safety of mass transit customers.
Governor's Office of Crime Control and Prevention (GOCCP)	State and federal funds	Responsible for improving public safety and administration of justice, and reducing/preventing crime, violence, delinquency and substance abuse. To these ends, it helps draft legislation, policies, plans, programs and budgets. Administers enforcement and community safety grants.
Maryland Chiefs of Police Association (MCPA)	Member dues, fees	Provides training and promotes professional standards for local enforcement officials. Association includes executive law enforcement officers, prosecutors, police legal advisers, members of the State Police Training Commission, private security directors and interested citizens.
Maryland Sheriffs' Association (MSA)	Member dues, fees	In most areas of the State, Sheriffs' Offices provide traffic safety law enforcement support. MSA presents information to Sheriff executives to promote professional standards.
Department of Public Safety and Correctional Services (DPSCS)	State funds	Responsible for the Criminal Justice Information (CJI) System for the Maryland criminal justice community, including the courts; local, State, and federal law enforcement agencies; local detention centers; state prisons; state's attorneys; and parole and probation officers. The CJI System provides official records on persons arrested and convicted in Maryland. Agency also houses the MPCTC, which oversee the certification of enforcement officers for the State.
AARP	Private, non-profit	AARP 55 Alive Training and other older driver training programs.
AAA	Private funds	Implements training programs for mature drivers - Seniors on the Move and Road Wise Review - in coordination with local partners throughout the State.
AAA Foundation for Safety and Education	Private, non-profit	School and community based programs such as Otto the Auto and other traffic safety programs.
Mothers Against Drunk Driving (MADD)	Private, non-profit	School and community based traffic safety information programs.
Washington Regional Alcohol Program (WRAP)	Private, non-profit	School and community based traffic safety information programs.

Maryland Statewide Crash Summary

In 2015, 521 people were killed—the highest number since 2009—in 107,789 police-reported traffic crashes in Maryland, while 44,816 people were injured and 76,654 crashes involved property damage only. In total, 314 drivers (247 vehicle drivers and 67 motorcycle operators), 110 pedestrians and bicyclists, and 97 passengers were killed on Maryland roads. On average, one person was killed every 17 hours, 123 people were injured each day (5 injuries every hour), and 295 police-reported traffic crashes occurred every day.

The five-year fatality rate trend for Maryland increased from 0.785 in 2013 to 0.909 in 2015, though the overall fatality rate has consistently been lower than the national fatality rate every year since 1992.

On average, crashes in the Baltimore and Washington, D.C. metropolitan areas accounted for approximately 85 percent of the State's annual crashes. More than 23,000 crashes occurred in Baltimore City alone in 2015, accounting for 22 percent of crashes reported statewide. Prince George's County accounted for the greatest number of fatal crashes in Maryland, but ranked third to Baltimore City and Baltimore County in the number of overall crashes.

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

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

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

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

General Crash Factors (2013–2015 Averages)		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (drivers)	21–34	29% of involved; 34% of injured; 32% of killed
Sex (drivers)	Male	49% of involved; 50% of injured; 78% of killed
Month	October–December (total crashes); May–July (injury crashes); May–July (fatal crashes)	Oct.–Dec., total crashes – 27%; May–July, injury crashes – 27%; May–July, fatal crashes – 26%
Day of Week	Friday (total and injury crashes); Saturday (fatal crashes)	Fri. total crashes – 16%; Fri. injury crashes – 16%; Sat. fatal crashes – 18%
Time of Day	2 p.m.–6 p.m. (total and injury crashes); 9 p.m.–2 a.m. (fatal crashes)	Total crashes – 27%; Injury crashes – 29%; Fatal crashes – 25%
Road Type	State and County roads	Total crashes – 52%; Injury crashes – 59%; Fatal crashes – 67%
Jurisdiction	Baltimore City, Baltimore, and Prince George’s counties (total and injury crashes); Baltimore and Prince George’s counties (fatal crashes)	Total crashes – 51%; Injury crashes – 45%; Fatal crashes – 33%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2013-2015 averages.

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

Maryland's Impaired Driving Program

Problem Identification

During the latest five-year statistical period, 2011 through 2015, Maryland crash data show that impaired driving⁴ was cited as a factor in about one in every three fatal crashes overall, in nearly one in every 10 crashes overall, and in nearly one in every 10 injury crashes. Please note that Maryland's definition of impaired driving is slightly different than the FARS definition of 0.08% BAC.

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

From 2011 through 2015, despite an overall 21 percent decline in the incidence of impaired driving crashes, an average of more than 7,400 crashes involving impaired driving occurred on Maryland roads each year. For the same five-year period, impaired driving accounted for an average of eight percent of all traffic crashes, eight percent of injury crashes, and 32 percent of fatal crashes. Impaired driving accounted for eight percent of injuries and 33 percent of fatalities. Impaired driving is significantly over-represented in fatal crashes.

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

Frequency of Impaired Crashes

For 2011 through 2015, impaired driving crashes (both total and injury) occur consistently throughout the year with a slight increase in May. A higher percentage of fatal crashes involving impairment occur in July. But, for the full seven-month period from April through October, incorporating the typical warm-weather driving months, more than half of all impaired driving crashes occur (60 percent), and about two in every three impaired fatal crashes occur (64 percent).

⁴ Aspects of driver impairment can be identified in several ways on police crash reports, including blood alcohol content (BAC) values, driver condition, or contributing factors. Alcohol and other drug impairment are used to define driver impairment for statistical purposes in crash analyses, due to the difficulty in differentiating among types of impairment within crash report variables. This means any evidence of impairment by alcohol, other drugs or a combination, as a crash factor, is considered by police to be driver impairment, and is considered the same way by Maryland analysts evaluating crash-problem identification and traffic safety program evaluation processes.

More than half (56 percent) of impaired crashes, including injury and fatal crashes, occur between 8 p.m. and 4 a.m., an eight-hour period reflecting one-third of the 24-hour day. Close to two-thirds (58 percent) of all fatal crashes occur during the same eight-hour, late-night period.

A total of 57 percent of impaired crashes occur from Friday through Sunday. More than two in three of all impaired crashes occur from Thursday through Sunday. The 11 p.m.–3 a.m. time period accounts for the largest proportion of impaired crashes, including injury and fatal crashes, more than any other four-hour time period.

Typical Profile of Impaired Driver/High-Risk Crash Locations

On average, the typical impaired Maryland driver involved in a crash is male, aged 21 to 34 (44 percent in all crashes), and about 72 percent of drivers and 70 percent of passengers killed in impaired crashes were not wearing a seat belt. In comparison, in overall crashes, 40 percent of drivers killed were not wearing their seat belts, indicating that impaired drivers are less inclined to buckle up.

This combination of impaired driving and reduced usage of seat belts, particularly during late-night hours, indicates an opportunity for effective crossover or combined outreach efforts by the State, utilizing impaired and occupant protection messages. Additionally, utilizing this data set provides law enforcement the opportunity to combat impaired driving by implementing nighttime seat belt enforcement strategies.

More than three in every four crashes involving impaired drivers (82 percent) occurred in nine Maryland counties plus the city of Baltimore, including Anne Arundel, Baltimore, Charles, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington counties. These counties also represent the top counties in Maryland for percentage of total crashes involving unrestrained occupants.

These profiles together help define the most effective target focus of statewide education and media campaigns and enhanced enforcement efforts for both impaired driving and non-use of seat belts. The most frequently noted driver demographic information and locations are: male drivers, aged 21–34, driving between 8 p.m. and 4 a.m. in the jurisdictions of the nine counties above, plus Baltimore City, mainly on State and county roadways.

In 2016, Maryland law enforcement officers issued 54,694 citations for impaired driving (total of all citations issued, not total persons cited; in a single stop, an impaired driver may be cited for two or three violations), which translates to a total of 20,551 drivers arrested. This is compared to 22,185 arrests in 2015 and 22,702 arrests in 2014. The MHSO and its SHSP EAT partners are also turning attention to drugged driving in Maryland. In 2016, there were 2,245 citations issued to drivers for operating a vehicle while impaired by controlled dangerous substances (CDS), compared to 2,134 written in 2015, and 1,912 written in 2014.

General Crash Factors – Impaired Driving		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (drivers)	21–34	44% of involved; 47% of injured; 41% of killed
Sex (drivers)	Male	69% of involved; 71% of injured; 85% of killed
Month	April–October (total, injury and fatal crashes)	Total – 59%; injury – 60%; fatal – 64%
Day of Week	Thursday–Sunday (total, injury and fatal crashes)	Total – 69%; injury – 68%; fatal – 71%
Time of Day	8 p.m.–4 a.m. (total, injury and fatal crashes)	Total – 56%; injury – 54%; fatal – 58%
Road Type	State and county roads	Total – 61%; injury – 65%; fatal – 71%
Jurisdiction	Anne Arundel, Baltimore, Charles, Frederick, Harford, Howard, Montgomery, Prince George’s, and Washington counties; Baltimore City	Total – 82%; injury – 80%; fatal – 73%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2011–2015 averages.

Drivers Survey Results

Results of the most recent Maryland Annual Driving Survey (MADS) indicate high awareness of the dangers and penalties involved with impaired driving, with more than one-half of the respondents (52 percent) agreeing they would be at least somewhat likely or very likely to be stopped by police for driving within two hours of drinking alcohol, but nearly 25 percent said that being stopped by police was not likely. The numbers indicate broad awareness of Maryland’s priority for enforcement efforts concerning impaired driving, and that most people feel they may be stopped by police if they drink and drive.

Additionally, 79 percent of drivers agreed that if they were stopped for drinking and driving, the punishment would be severe. This indicates a high awareness of enforcement efforts, the seriousness of driving impaired, and knowledge of the legal consequences. This result provides additional evidence that education and messaging campaigns, and visible enforcement efforts, help to inform the driving public of risk and consequences involved with impaired driving.

The drivers survey shows that about four in five respondents (78 percent) said they had not ridden in a car or other vehicle with a driver who had been drinking alcoholic beverages during the most recent 30 days, and a slightly higher percentage (81 percent) reported they had not driven a car or other vehicle within two hours of drinking alcoholic beverages during the most recent 30 days.

Conversely, approximately 22 percent indicated they had ridden in a car with a driver who had consumed alcoholic beverages during the most recent 30 days, and nearly one in five, or 19 percent, said they had driven a vehicle within two hours of drinking alcoholic beverages during the most recent 30 days. These results indicate the need for continual outreach and education to the friends and family members of potentially impaired drivers who are sometimes passengers in a car driven by an impaired driver.

Solution

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

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

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

Maryland also funds county-level DUI Courts, utilizes a Traffic Safety Resource Prosecutor (TSRP), and coordinates efforts with public and private partners, such as Mothers Against Drunk Driving (MADD) and the Washington Regional Alcohol Program (WRAP). The MHSO also partners with liquor distributors and alcohol wholesalers to promote impaired driving prevention.

To gain a better understanding of the extent in which drugs are involved in fatal crashes, the MSHO will fund a study to determine the toxicology of fatally injured motor vehicle drivers. This study will analyze more than two hundred blood samples from fatally injured Maryland drivers for substances measured in the 2013-2014 National Roadside Survey.

The MHSO will continue to target impaired driving through collaborative partnerships among State and local government agencies, legislative and judicial leaders, regional authorities, and non-governmental organizations. Together, these kinds of agencies and professionals are collaborating as Maryland's Impaired Driving EAT with a mission to strengthen and enforce impaired driving laws, and to educate the public about the dangers of impaired driving. The Impaired Driving EAT oversees and ensures the implementation of Maryland's SHSP strategies related to impaired driving. This team will continue to address the complex issue of impaired driving through targeted public information, education, enforcement efforts, and support of training and education for judges and prosecutors involved with the legal issues of impaired driving. The team is also tasked with fulfilling strategies ranging from increasing the effectiveness of enforcement to ensuring that data is received in a timely fashion.

The MHSO will continue to promote Maryland's robust ignition interlock program and the sanctions imposed by the Drunk Driving Reduction Act of 2016, better known as Noah's Law. The law was named after Officer Noah Leotta who was struck in the line of duty by a drunk driver and later died from his injuries. Under the law, all drivers convicted of driving under the influence of alcohol will be required to use interlock device prior to starting a vehicle. Noah's law mandates

interlock use for convictions of driving under the influence (DUI), driving while impaired (DWI) while transporting a minor under the age of 16; and homicide or life-threatening injury by motor vehicle while DUI or DWI. The mandatory length of time in the program is six months for the first offense; one year for the second; and three years for a third or subsequent offense. A driver who refuses a breath test would have to use the device for nine months, or accept a suspension.

High-Visibility Enforcement

As outlined in the problem identification/solution, the FFY 2018 Maryland Impaired Driving Enforcement Plan is based on crash and citation data that is analyzed and mapped for State, county, and municipal law enforcement agencies, to support impaired driving enforcement operations in the highest-risk areas for impaired crashes. This plan is intended to provide grant-funded overtime enforcement resources to State and local law enforcement agencies within a required framework for impaired-driving countermeasures during high-visibility enforcement periods, while maintaining year-round enforcement visibility and including occupant protection enforcement as appropriate during these periods.

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

Results of operations conducted on behalf of Maryland’s Impaired Driving Enforcement Program are evaluated through process measures reported in the MHSO’s grant system and are monitored by the LELs and the Impaired Driving Program Manager. Coordinated HVE efforts among local, municipal, and State police agencies are strongly encouraged toward the following impaired driving enforcement goals. Nine statewide impaired driving enforcement waves are organized throughout the year, including NHTSA’s two national mobilizations (in August & November/December).

<p><u>Key Aspects of :</u></p> <p><u>Sobriety Checkpoints</u></p> <ul style="list-style-type: none"> • Low-manpower checkpoints are encouraged. • Unmanned or “phantom” checkpoints are considered a valuable tool and can be conducted. • Nighttime enforcement emphasis is critical. • Enforcement coupled with speed and seat belt enforcement as key factors is allowable/encouraged. • DUI enforcement using channelization and emphasis on seat belt observations is acceptable. • Using speed observation is an acceptable practice to identify impaired drivers. • Data indicate that speed and non-seat belt use are key factors in identifying drunk drivers. Data by county relative to these factors is available. 	<p><u>Highly Visible Saturation Patrols</u></p> <ul style="list-style-type: none"> • Saturation patrols should include no less than two patrol cars in a county (saturation can occur on separate roadways as needed). • Maryland State Police follow internal policy for saturation patrols • Continuous communications efforts including signage, digital message boards and other efforts to inform drivers of saturation patrols in action (DUI Enforcement Zone, magnets, etc.), and including the use of social media and press releases before and after patrols to raise awareness.
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Action Plan

The impaired driving projects funded for FFY 2018 are representative of research-based countermeasures and address the impaired driving issue using a multifaceted approach.

Project Agency: Baltimore County Department of Health	
Program Area: Impaired Driving	Project Number: GN 18-207
Project Funds / Type: \$9,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project will support after-prom events at 24 Baltimore County public high schools. The Baltimore County Department of Health will work in conjunction with local high schools, and encourage parents/school staff to host alcohol and drug free events on high risk prom night. These events provide a safe and secure alternative for high school students on prom night.	

Project Agency: Calvert Alliance Against Substance Abuse, Inc.	
Program Area: Impaired Driving	Project Number: GN 18-127
Project Funds / Type: \$5,100.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description:	
This project will support Project Graduation events held on graduation night. These events provide alcohol-free and drug-free activities for the graduating seniors from the County's four public high schools. In addition, CAASA will provide educational outreach to students regarding the dangers of underage drinking and impaired driving.	

Project Agency: Mothers Against Drunk Driving	
Program Area: Impaired Driving	Project Number: GN 18-269
Project Funds / Type: \$20,350.30 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description:	
This project will provide ongoing opportunities to fulfill MADD's mission to stop drunk driving, support victims of this violent crime, and prevent underage drinking by educating and equipping youth to talk with each other about alcohol.	

Project Agency: Maryland Chiefs of Police Association	
Program Area: Impaired Driving	Project Number: GN 18-287
Project Funds / Type: \$39,050.00 / 405d AL (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$3,550.00 / 405d AL
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is to sponsor, collaborate, and/or design multiple law enforcement trainings. The MCPA will collaborate with the MHSO to develop a two-day impaired driving class tailored toward officers who need the extra training. This class will provide the skills and confidence necessary to be effective in DUI enforcement.	

Project Agency: Maryland Judiciary - Anne Arundel County DUI Court	
Program Area: Impaired Driving	Project Number: GN 18-065
Project Funds / Type: \$48,620.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve the prosecution and adjudication of impaired driving cases. 	
Project Description: This project supports a local DUI court that provides a systematic and coordinated approach to prosecuting, sentencing, monitoring, and treating DUI offenders.	

Project Agency: Maryland Judiciary - Howard County DUI Court	
Program Area: Impaired Driving	Project Number: GN 18-038
Project Funds / Type: \$23,795.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve the prosecution and adjudication of impaired driving cases. 	
Project Description: This project supports a local DUI court that provides a systematic and coordinated approach to prosecuting, sentencing, monitoring, and treating DUI offenders.	

Project Agency: Maryland Sheriffs' Association, Inc.	
Program Area: Impaired Driving	Project Number: GN 18-278
Project Funds / Type: \$17,710.00 / 405d AL (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$1,610.00 / 405d AL
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. Enhance and improve the prosecution and adjudication of impaired driving cases. Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. 	

Project Description: This project will provide training for law enforcement officers at the DUI Institute.

Project Agency: Maryland Highway Safety Office	
Program Area: High Risk Driving (MC Safety - Impaired Riding)	Project Number: GN 18-250
Project Funds / Type: \$100,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Promote and support legislation and adjudication to reduce high risk driving behaviors. Conduct public awareness, training, and media programs aimed at reducing high risk driving behaviors. 	
Project Description: This project will continue the MVA's Motorcycle Safety Program to integrate impaired riding messaging and media in the annual motorcycle safety campaign. These efforts will include media and other outreach and education efforts to increase public awareness. The campaign will include the development of materials, media resources and other outreach strategies as necessary, as well as the placement of paid media.	

Project Agency: Maryland Highway Safety Office	
Program Area: Impaired Driving	Project Number: GN 18-256
Project Funds / Type: \$510,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Conduct public awareness, training, and media programs aimed at reducing high risk driving behaviors. Promote and support legislation and adjudication to reduce high risk driving behaviors. 	
Project Description: This project supports the MHSO Impaired Driving Program and will develop and implement a "Make a Plan" media and outreach campaign and the Checkpoint Strike Force media and outreach campaign. Collateral and outreach materials include checkpoint cards, SFST notebooks, social media kits, beer and wine bags, and other collateral as needed.	

Project Agency: Maryland Highway Safety Office	
Program Area: Impaired Driving (SPIDRE Media)	Project Number: GN 18-257
Project Funds / Type: \$50,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Promote and support legislation and adjudication to reduce high risk driving behaviors. Conduct public awareness, training, and media programs aimed at reducing high risk driving behaviors. 	
Project Description: This project supports statewide impaired driving educational, media and public awareness initiatives, including the media marketing of Maryland's DUI Team, SPIDRE.	

Project Agency: Maryland Institute for EMS Systems	
Program Area: Impaired Driving	Project Number: GN 18-163
Project Funds / Type: \$30,250.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy: <ul style="list-style-type: none"> Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project will support MIEMSS to provide the Every 15 Minutes program statewide in five high schools. The goal is to educate parents and high school juniors and seniors on the effects of driving while impaired by alcohol.	

Project Agency: Maryland State's Attorneys' Association	
Program Area: Impaired Driving	Project Number: GN 18-237
Project Funds / Type: \$180,412.27 / 405d AL, \$9,613.83 / FA 405d Flex (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$16,401.12 / 405d AL, \$873.98 / FA 405d Flex
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy: <ul style="list-style-type: none"> Improve the availability, quality, collection, and use of data to support impaired driving enforcement, adjudication, programs, and initiatives. Enhance and improve enforcement of impaired driving laws. Enhance and improve the prosecution and adjudication of impaired driving cases. Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. 	
Project Description: This project supports Maryland's TSRP Program. The TSRP Program consists of a full-time attorney who provide statewide training, education, and technical support to traffic crimes prosecutors and law enforcement agencies. The project also includes funds for prosecutors to attend the DUI Institute for Prosecutors at the University of Maryland, a program developed in collaboration with the university, the MSAA, and the MHSO.	

Project Agency: Maryland State Police - DRE	
Program Area: Impaired Driving	Project Number: GN 18-056
Project Funds / Type: \$126,393.80 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy: <ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving. Investigate and promote policies and legislation aimed at reducing impaired driving. 	

Project Description: This project supports the coordination of Maryland’s DRE Program by providing support for a DRE Coordinator. The DRE Coordinator provides DRE and Advanced Roadside Impaired Driving Enforcement (ARIDE) training, assesses and addresses needs, and works to expand the DRE Program objectives.

Project Agency: Maryland State Police - Mobile Unit	
Program Area: Impaired Driving	Project Number: GN 18-057
Project Funds / Type: \$58,172.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project supports Maryland’s Mobile Breath Alcohol Truck (MBAT). The primary purpose of the MBAT is to support the impaired driving enforcement efforts of the Maryland State Police, as well as allied agencies throughout the State.	

Project Agency: St. Mary's County Circuit Court	
Program Area: Impaired Driving	Project Number: GN 18-001
Project Funds / Type: \$30,894.80 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Improve the availability, quality, collection, and use of data to support impaired driving enforcement, adjudication, programs, and initiatives. • Enhance and improve the prosecution and adjudication of impaired driving cases. 	
Project Description: This project supports a local DUI court that provides a systematic and coordinated approach to prosecuting, sentencing, monitoring, and treating DUI offenders.	

Project Agency: Sykesville Freedom District Fire Department	
Program Area: Impaired Driving	Project Number: GN 18-155
Project Funds / Type: \$4,200.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project will support the Sykesville Freedom District Fire Department to provide the Every 15 Minutes Program at Carroll County schools. The goal is to educate parents and high school juniors and seniors on the effects of driving while impaired by alcohol.	

Project Agency: University of Maryland Baltimore, NSC	
Program Area: Impaired Driving	Project Number: GN 18-218
Project Funds / Type: \$46,755.61 / 405d AL (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$9,647.98 / 405d AL

Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Improve the availability, quality, collection, and use of data to support impaired driving enforcement, adjudication, programs, and initiatives. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Investigate and promote policies and legislation aimed at reducing impaired driving. 	
Project Description: This project supports the collection and analysis of toxicology sample data from fatally injured drivers and conduct research by the University of Maryland Baltimore, National Study Center.	

Project Agency: Worcester County Health Department	
Program Area: Impaired Driving	Project Number: GN 18-051
Project Funds / Type: \$2,464.00 / 405d AL (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$224.00 / 405d AL
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project supports a recognition event for liquor license establishments that pass compliance checks by undercover cadets. More than 250 compliance checks are conducted under this program, many of them in the Ocean City resort area.	

Project Agency: Washington Regional Alcohol Program	
Program Area: Impaired Driving	Project Number: GN 18-090
Project Funds / Type: \$227,217.60 / 405d AL (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$35,369.60 / 405d AL
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description:	
This project supports a myriad of projects designed to raise impaired driving awareness among youth and adults and provides recognition to law enforcement officers. The project also supports Maryland's impaired driving media campaign throughout the year.	

Project Agency: Aberdeen Police Department	
Program Area: Impaired Driving	Project Number: LE 18-108
Project Funds / Type: \$4,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. 	

Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.

Project Agency: Allegany County Sheriff's Office	
Program Area: Impaired Driving	Project Number: LE 18-170
Project Funds / Type: \$4,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Annapolis Police Department	
Program Area: Impaired Driving	Project Number: LE 18-033
Project Funds / Type: \$20,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Anne Arundel County Police Department	
Program Area: Impaired Driving	Project Number: LE 18-027
Project Funds / Type: \$35,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Baltimore City Police Department	
Program Area: Impaired Driving	Project Number: LE 18-025
Project Funds / Type: \$25,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Baltimore County Police Department	
Program Area: Impaired Driving	Project Number: LE 18-066
Project Funds / Type: \$140,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy: <ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative utilizing impaired driving HVE tactics year-round and during HVE mobilizations.	

Project Agency: Bel Air Police Department	
Program Area: Impaired Driving	Project Number: LE 18-107
Project Funds / Type: \$4,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy: <ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative utilizing impaired driving HVE tactics year-round and during HVE mobilizations.	

Project Agency: Berlin Police Department	
Program Area: Impaired Driving	Project Number: LE 18-023
Project Funds / Type: \$2,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy: <ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Calvert County Sheriff's Office	
Program Area: Impaired Driving	Project Number: LE 18-145
Project Funds / Type: \$20,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy: <ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. 	

<ul style="list-style-type: none"> Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving.
<p>Project Description: This project is a selective enforcement initiative utilizing impaired driving HVE tactics year-round and during HVE mobilizations.</p>

<p>Project Agency: Cambridge Police Department</p>	
<p>Program Area: Impaired Driving</p>	<p>Project Number: LE 18-273</p>
<p>Project Funds / Type: \$4,028.00 / 405d AL</p>	<p>Indirect Costs / Type: \$0.00</p>
<p>Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)</p>	
<p>SHSP Strategy:</p> <ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. 	
<p>Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.</p>	

<p>Project Agency: Caroline County Sheriff's Office</p>	
<p>Program Area: Impaired Driving</p>	<p>Project Number: LE 18-252</p>
<p>Project Funds / Type: \$9,000.00 / 405d AL</p>	<p>Indirect Costs / Type: \$0.00</p>
<p>Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)</p>	
<p>SHSP Strategy:</p> <ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. 	
<p>Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.</p>	

<p>Project Agency: Carroll County Sheriff's Office</p>	
<p>Program Area: Impaired Driving</p>	<p>Project Number: LE 18-054</p>
<p>Project Funds / Type: \$10,000.00 / 405d AL</p>	<p>Indirect Costs / Type: \$0.00</p>
<p>Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)</p>	
<p>SHSP Strategy:</p> <ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. 	
<p>Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.</p>	

<p>Project Agency: Cecil County Sheriff's Office</p>	
<p>Program Area: Impaired Driving</p>	<p>Project Number: LE 18-061</p>
<p>Project Funds / Type: \$7,000.00 / 405d AL</p>	<p>Indirect Costs / Type: \$0.00</p>
<p>Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)</p>	
<p>SHSP Strategy:</p> <ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	

Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.

Project Agency: Charles County Sheriff's Office	
Program Area: Impaired Driving	Project Number: LE 18-182
Project Funds / Type: \$35,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative utilizing impaired driving HVE tactics year-round and during HVE mobilizations.	

Project Agency: Cheverly Police Department	
Program Area: Impaired Driving	Project Number: LE 18-161
Project Funds / Type: \$2,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: City of Bowie	
Program Area: Impaired Driving	Project Number: LE 18-102
Project Funds / Type: \$2,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Cumberland Police Department	
Program Area: Impaired Driving	Project Number: LE 18-118
Project Funds / Type: \$1,000.00 / 405d AL	Indirect Costs / Type: \$0.00

Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Easton Police Department	
Program Area: Impaired Driving	Project Number: LE 18-086
Project Funds / Type: \$10,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Elkton Police Department	
Program Area: Impaired Driving	Project Number: LE 18-059
Project Funds / Type: \$3,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Frederick Police Department	
Program Area: Impaired Driving	Project Number: LE 18-008
Project Funds / Type: \$15,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Frostburg State University Police	
Program Area: Impaired Driving	Project Number: LE 18-055
Project Funds / Type: \$2,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Fruitland Police Department	
Program Area: Impaired Driving	Project Number: LE 18-098
Project Funds / Type: \$3,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Gaithersburg Police Department	
Program Area: Impaired Driving	Project Number: LE 18-164
Project Funds / Type: \$12,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Greenbelt Police Department	
Program Area: Impaired Driving	Project Number: LE 18-240
Project Funds / Type: \$17,500.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. 	

<ul style="list-style-type: none"> Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving.
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.

Project Agency: Hagerstown Police Department	
Program Area: Impaired Driving	Project Number: LE 18-133
Project Funds / Type: \$7,500.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Hampstead Police Department	
Program Area: Impaired Driving	Project Number: LE 18-002
Project Funds / Type: \$2,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Harford County Sheriff's Office	
Program Area: Impaired Driving	Project Number: LE 18-104
Project Funds / Type: \$40,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative utilizing impaired driving HVE tactics year-round and during HVE mobilizations.	

Project Agency: Havre de Grace Police Department	
Program Area: Impaired Driving	Project Number: LE 18-146
Project Funds / Type: \$1,000.00 / 405d AL	Indirect Costs / Type: \$0.00

Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Howard County Department of Police	
Program Area: Impaired Driving	Project Number: LE 18-071
Project Funds / Type: \$35,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative utilizing impaired driving HVE tactics year-round and during HVE mobilizations.	

Project Agency: Kent County Sherriff's Office	
Program Area: Impaired Driving	Project Number: LE 18-144
Project Funds / Type: \$4,950.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Town of La Plata Police Department	
Program Area: Impaired Driving	Project Number: LE 18-015
Project Funds / Type: \$7,500.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Laurel Police Department	
Program Area: Impaired Driving	Project Number: LE 18-171
Project Funds / Type: \$15,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Maryland Transportation Authority Police	
Program Area: Impaired Driving	Project Number: LE 18-223
Project Funds / Type: \$67,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. 	
Project Description: This project is a selective enforcement initiative utilizing impaired driving HVE tactics year-round and during HVE mobilizations.	

Project Agency: Montgomery County Police Department	
Program Area: Impaired Driving	Project Number: LE 18-243
Project Funds / Type: \$120,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative utilizing impaired driving HVE tactics year-round and during HVE mobilizations.	

Project Agency: Montgomery County Sheriff's Office	
Program Area: Impaired Driving	Project Number: LE 18-200
Project Funds / Type: \$10,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Maryland State Police – State Police Impaired Driving Effort (SPIDRE)	
Program Area: Impaired Driving	Project Number: LE 18-176
Project Funds / Type: \$1,113,035.12 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. 	
Project Description: This project is a selective enforcement initiative utilizing impaired driving HVE tactics year-round and in counties with the greatest incidence of impaired driving.	

Project Agency: Maryland State Police – Statewide (all barracks)	
Program Area: Impaired Driving	Project Number: LE 18-158
Project Funds / Type: \$354,999.99 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. 	
Project Description: This project is a selective enforcement initiative utilizing impaired driving HVE tactics year-round and during HVE mobilizations.	

Project Agency: Ocean City Police Department	
Program Area: Impaired Driving	Project Number: LE 18-212
Project Funds / Type: \$17,028.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Ocean Pines Police Department	
Program Area: Impaired Driving	Project Number: LE 18-242
Project Funds / Type: \$1,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Pocomoke City Police Department	
Program Area: Impaired Driving	Project Number: LE 18-087
Project Funds / Type: \$2,500.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	

SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Prince George's County Police Department – Bureau of Patrol	
Program Area: Impaired Driving	Project Number: LE 18-196
Project Funds / Type: \$27,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. 	
Project Description: This project is a selective enforcement initiative utilizing patrol officers during impaired driving HVE mobilizations.	

Project Agency: Prince George's County Police Department	
Program Area: Impaired Driving	Project Number: LE 18-192
Project Funds / Type: \$100,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative utilizing impaired driving HVE tactics year-round and during HVE mobilizations.	

Project Agency: Princess Anne Police Department	
Program Area: Impaired Driving	Project Number: LE 18-020
Project Funds / Type: \$2,999.50 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Queen Anne's County Sheriff's Office	
Program Area: Impaired Driving	Project Number: LE 18-151
Project Funds / Type: \$4,000.00 / 405d AL	Indirect Costs / Type: \$0.00

Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Riverdale Park Police Department	
Program Area: Impaired Driving	Project Number: LE 18-202
Project Funds / Type: \$2,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Rockville Police Department	
Program Area: Impaired Driving	Project Number: LE 18-185
Project Funds / Type: \$12,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Salisbury Police Department	
Program Area: Impaired Driving	Project Number: LE 18-139
Project Funds / Type: \$10,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of impaired driving laws. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Somerset County Sheriff's Office	
Program Area: Impaired Driving	Project Number: LE 18-125
Project Funds / Type: \$1,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	

SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: St. Mary's County Sheriff's Office	
Program Area: Impaired Driving	Project Number: LE 18-210
Project Funds / Type: \$17,500.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative utilizing impaired driving HVE tactics year-round and during HVE mobilizations.	

Project Agency: Sykesville Police Department	
Program Area: Impaired Driving	Project Number: LE 18-081
Project Funds / Type: \$2,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Talbot County Sheriff's Office	
Program Area: Impaired Driving	Project Number: LE 18-142
Project Funds / Type: \$2,500.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Taneytown Police Department	
Program Area: Impaired Driving	Project Number: LE 18-041

Project Funds / Type: \$2,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: University of Maryland Department of Public Safety	
Program Area: Impaired Driving	Project Number: LE 18-235
Project Funds / Type: \$7,500.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: University Park Police Department	
Program Area: Impaired Driving	Project Number: LE 18-230
Project Funds / Type: \$2,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Washington County Sheriff's Office	
Program Area: Impaired Driving	Project Number: LE 18-006
Project Funds / Type: \$17,500.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Conduct outreach initiatives, including but not limited to education, training, and media programs to reduce impaired driving. 	
Project Description: This project is a selective enforcement initiative utilizing impaired driving HVE tactics year-round and during HVE mobilizations.	

Project Agency: Westminster Police Department	
Program Area: Impaired Driving	Project Number: LE 18-121
Project Funds / Type: \$4,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Project Agency: Wicomico County Sheriff's Office	
Program Area: Impaired Driving	Project Number: LE 18-016
Project Funds / Type: \$3,000.00 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of impaired driving laws. 	
Project Description: This project is a selective enforcement initiative during impaired driving HVE mobilizations.	

Evaluation

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

A pre- and post-campaign survey was conducted for “*Beautiful*”, Maryland’s main impaired driving prevention campaign that was coordinated in conjunction with Virginia. Measurements were taken before and after the 2015 campaign to gauge the effectiveness of the effort. Surveys were conducted among 800 men, aged 21-35, to measure awareness and attitudes about impaired driving. The following statements are a snapshot of the findings of the evaluation:

- Awareness
 - Awareness of “increased law enforcement regarding drinking and driving” increased by a double-digit margin (up 17 percent);
 - Awareness specifically of designated drivers being “beautiful or that a safe ride home is a beautiful thing” increased by a double-digit margin (up 11 percent);
 - Awareness specifically of “a program called *Checkpoint Strikeforce*” increased by eight percent;
 - Nearly two-thirds (65 percent) of persons surveyed being aware of the traffic safety campaign;

- Half of respondents reported being aware of a campaign portraying designated drivers and/or a safe ride home as being “beautiful.”
- Behaviors and Attitudes
 - Using alternative transportation to get home (a key message of 2015’s “*Beautiful*” CPSF campaign) if a designated driver otherwise consumes alcohol increased by a double-digit margin (up 15 percent);
 - Specific “use of a rideshare service” experienced the largest single increase (up 13 percent) in how a “safe ride is planned home”;
 - Planning ahead “for a safe ride home after being out drinking” increased by a double-digit margin (up 14 percent);
 - Making a “conscious decision about planning a safe ride home” before going out increased by a double-digit margin (up 11 percent);
 - “Worrying about getting arrested” by driving after drinking (a key message of 2015’s “*Beautiful*” CPSF campaign) witnessed the single largest increase of concern and of persons surveyed (up 6 percent);
 - Serving as a designated driver increased by five percent (up 5 percent);
 - More than four-out-of-five (82 percent) of respondents reported serving as a designated driver;
 - More than three-quarters (77 percent) of respondents reported planning ahead “for a safe ride home after being out drinking”; and
 - Nearly two-thirds (62 percent) of respondents reported being aware of “increased law enforcement regarding drinking and driving”.

Outcome Measures

Impaired Driving Fatalities and Serious Injuries (Five-Year Average)								
Actual	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Fatalities (alcohol, .08+) (FARS)	178	168	166	161	158	156	149	150
Fatalities (alcohol/drugs)**	210	202	197	185	175	170	162	162
Serious Injuries**	862	809	712	644	589	544	499	455

Impaired Driving Fatalities and Serious Injuries (Five-Year Average)					
Target	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Fatalities (alcohol, .08+) (FARS)	134	130	125	120	115
Fatalities (alcohol/drugs)**	152	147	142	137	132
Serious Injuries**	531	512	493	474	456

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

Fatality Target – Alcohol .08+ (FARS): Reduce the number of NHTSA-defined (BAC 0.08) impaired driving related fatalities on all roads in Maryland from the five-year average (2004-2008) of 178 to 107 or fewer by December 31, 2020.

Fatality Target – Impaired (alcohol/drugs): Reduce the number of State-defined (alcohol/drug) impaired driving related fatalities on all roads in Maryland from the five-year average (2004–2008) of 210 to 122 or fewer by December 31, 2020⁵.

Serious Injury Target– Impaired (alcohol/drugs): Reduce the number of impaired (alcohol/drug) driving related serious injuries on all roads in Maryland from the five-year average (2004-2008) of 862 to 421 or fewer by December 31, 2020.

⁵ Note: The December 31, 2020 target is the mid-year point of the 2018–2022 five-year average. All performance measure target statements will follow this format.

Impaired Driving Low-Range State Status

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

Year		Alcohol-Impaired Driving Fatalities (BAC = .08+)			
		Total Fatalities in all Crashes	Number	Percent	Per 100 Million VMT
2013	Maryland	465	137	29	.23
2014	Maryland	442	130	29	.23
2015	Maryland	513	159	31	.28
Three-year Average					.25

Source: FARS

Maryland's Occupant Protection Program

Problem Identification

Despite increases in observed belt use rates across the nation, 36 percent of all persons killed in motor vehicle crashes were reported as not wearing seat belts⁶. Research has shown that seat belts, when used properly, reduce the risk of fatal injury to front-seat passengers by 45 percent and reduce the risk of moderate to critical injury by 50 percent. This means that if all persons would use seat belts every time they ride or drive, there would be a more than one-fourth reduction in overall fatalities in Maryland and across the nation.

In Maryland for 2015, more than 28,000 crashes occurred in which at least one occupant of an involved motor vehicle was reported as unrestrained. Overall, over 42,000 persons involved in a motor vehicle crash in Maryland have been reported as having been unrestrained. Of those, more than 3,000 were reported to have sustained an injury and 80 were killed.

The upward trend in seat belt use has reversed over the past two years and the number of unbelted fatalities has increased over that same time.

Frequency of Unrestrained Occupant Crashes

For 2015, Maryland crashes involving unrestrained occupants have occurred rather consistently on average throughout the year, although about 67 percent or two-thirds of all crashes involving unrestrained occupants occur in the eight-month period from April through November (about two-thirds of the year), corresponding to typically warm-weather driving periods.

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

Nearly two-thirds of all unrestrained crashes (60 percent) and injury crashes (64 percent) happen between noon and midnight. About one-third of unrestrained crashes occur between 6 p.m. and 3 a.m., but 45 percent of all fatal crashes involving unrestrained occupants occur during that time, which indicates that nighttime hours are a significantly higher risk period for serious crashes involving unrestrained occupants.

Nearly 91 percent of all crashes involving unrestrained occupants occur in nine jurisdictions – Anne Arundel, Baltimore, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington counties – and Baltimore City. These same locations account for 84 percent of all injury crashes involving unrestrained occupants, and 69 percent (more than two in three) of fatal crashes involving unrestrained occupants.

⁶ Defined in the crash report values of 'air bag only' and/or 'none' for safety equipment use. 2011-2015 average.

Typical Profile of Unrestrained Occupants

On average in Maryland, unrestrained or improperly restrained occupants involved in crashes are most likely to be between the ages of newborn and 8 years old, and between ages 25 and 54. This indicates that child passenger safety efforts, including education/awareness/training and enforcement efforts, are necessary, have been effective in the past for other age groups, and should be considered for enhancement. Male drivers are more likely than women to be unrestrained (67 percent vs. 33 percent).

General Crash Factors – Unrestrained Vehicle Occupants		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (drivers)	25–54	61% of involved; 58% of injured; 49% of killed
Age (passengers)	0–8	33% of involved; 29% of injured; 10% of killed
Sex (drivers)	Male	67% of involved; 67% of injured; 84% of killed
Month	April–November (total crashes)	Total – 67%; injury – 70%; fatal – 74%
Day of Week	Friday–Saturday (total, injury, and fatal crashes)	Total – 30%; injury – 32%; fatal – 24%
Time of Day	12 noon–12 midnight (total and injury crashes); 6 p.m.–3 a.m. (fatal crashes)	Total – 60%; injury – 64%; fatal – 45%
Road Type	State roads	Total – 24%; injury – 38%; fatal – 37%
Jurisdiction	Anne Arundel, Baltimore, Frederick, Harford, Howard, Montgomery, Prince George’s, and Washington counties; Baltimore City	Total – 91%; injury – 84%; fatal – 69%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2015.

Child Passenger Safety Results

Analysis of child passenger safety results for motor vehicle occupants under age 8 showed that, in 2015 in Maryland, more than 10,000 children were involved in crashes, with 78 percent of those riding in the back seat, and 33 percent not properly restrained. If children are reported as using any restraint other than an appropriate child safety seat, they are considered improperly restrained or unrestrained. Of the unrestrained, 81 percent were uninjured and 19 percent were injured, with a total of two children age 0 to 7 killed. By comparison, 78 percent of properly restrained children were uninjured, 22 percent injured, and a total of zero were killed.

By age, proper restraint use was more common among younger children of child seat age (more than half up to age 5), while proper restraint use dropped among booster seat age children (to 30 percent at age 6, and 22 percent at age 7). When excluding pickup trucks, to focus the back seat analysis solely on vehicles guaranteed to have back seats, again 78 percent of younger children (ages 0–8) were reported to be riding in the back seat. This shows that a

significant portion of children, as many as one in five, were riding in the front seat at the time of the crash, a less safe location for children.

In 2016, Maryland law enforcement agencies issued a total of 30,782 citations for seat belt use violations, and 3,937 citations for child safety seat violations. This is significantly down from 38,062 seat belt citations issued in 2015, and 50,229 issued in 2014. Maryland law enforcement agencies issued 4,813 child safety seat citations in 2015 and 5,863 in 2014. An MHSO survey of nearly 1,300 law enforcement officers in Maryland in early 2017 showed that officers who either maintained or decreased citation issuance in recent years reported:

- 71 percent of all officers stated that they were too busy with other police work;
- 37 percent felt that the fine of \$83 is too high;
- 23 percent stated that it was not a priority of the agency; and
- 16 percent cited increased scrutiny in recent years of law enforcement officers.

Drivers Survey Results

The most recent MADS showed that more than half of respondents (57 percent) considered it very likely that something bad would happen if seat belts are not worn at any given time. More than 69 percent of respondents, or two in three, said they were somewhat likely or very likely to be ticketed if not wearing a seat belt.

Conversely, more than one in four (28 percent) believed they will not be ticketed for not wearing a seat belt. Eighty-eight percent of respondents reported always using a seat belt when they drive or ride in the front seat of a car, van, SUV, or pick-up truck, which nearly corresponds to the observational survey rate of nearly 93 percent front-seat restraint usage across the State. However, when asked about seat belt usage in the back seat of vehicles, only 59 percent reported using a seat belt all the time.

When driving with child passengers under age 13, nearly three in four (73 percent) of respondents reported having child passengers under age 13 sit in a back seat.

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

Observational Occupant Protection Survey Results

From the Maryland occupant protection observational survey conducted in June 2016, the overall seat belt usage rate among the 14 sampled jurisdictions for all drivers and front seat passengers was 90.8 percent, weighted by probability of roadway selection and jurisdictional roadway-specific VMT. Weighted usage rates were higher for occupants of passenger cars or SUVs (92.0 percent) than for occupants of pick-up trucks (84.0 percent).

Nearly 93 percent of drivers and passengers observed on primary roadways were belted. Similarly, seat belt usage rates were 89.9 percent on secondary roadways and 86.1 percent on local roads. For primary and secondary roadway classifications, front seat occupants of passenger cars or

SUVs showed significantly higher usage rates than corresponding occupants of pick-up trucks (93.4 percent vs. 87.3 percent on primary roads, and 91.1 percent vs. 83.0 percent on secondary roads).

The NSC conducted a back-seat observation study in 2016. Analysis of seat belt use among back seat occupants indicates that belt usage rates are somewhat lower than usage rates observed among front seat occupants and reported in the comprehensive study of seat belt usage in the state of Maryland. In this unweighted study of back seat occupants in cars, SUVs and pick-up trucks, the overall rate among persons with known belt use was only 81.7 percent, though the usage rate was higher among children (90.4 percent) when compared with adults (73.0 percent). For this analysis, it was also determined that at least one person was known to be belted in 78.5 percent of all vehicles with back seat occupants. Usage rates of back seat occupants differed based upon the number of persons sitting in the back seat and the belt use of the driver.

Core Behavior Measure (State Data)	Year (Actual)						
	2014	2015	2016	2017 (Target)	2018 (Target)	2019 (Target)	2020 (Target)
Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey)	92.1	92.9	90.8	94.1	94.8	95.5	96.2

Solution

During the past decade, national fatality numbers and rates have been generally decreasing due to a combination of factors including improved education and awareness, driver training, and law enforcement activities, and perhaps most important, the improvement of vehicle designs to better protect passengers in crashes. These safer vehicle designs, featuring sophisticated air bag systems, anti-lock brakes, crush-proof structural designs, proximity warnings, and other measures, can only work most effectively if drivers and passengers are using approved restraints, such as seat belts and child safety seats that help occupants stay in the vehicle during crashes.

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

The MHSO continues to place a strong emphasis on grant funding for night-time seat belt enforcement efforts, when usage rates especially in fatal and injury crashes are known to drop significantly. The MHSO is coordinating activities and outreach efforts to law enforcement to reverse a general downward trend in the number of seat belt citations issued each year.

Maryland coordinates enforcement and education activity through the State’s Occupant Protection EAT. Data-driven projects are developed under SHSP strategies and include education and media activities such as *Click It or Ticket* and additional enforcement of Maryland’s seat belt laws, especially during night-time hours when the use of seat belts is lowest, especially in urban areas.

Child Passenger Safety (CPS) efforts also form a key component of Maryland’s Occupant Protection Program as the State continues to certify and support trained CPS technicians at fitting

stations throughout the State, especially in jurisdictions with high risk groups. Child safety seats are distributed through CPS partners and local health departments. Outreach is coordinated with hospitals and other CPS partners that continue to promote child passenger safety (both best practices and Maryland law) to care providers of children from birth to age 8.

Click It or Ticket

Under the 2015 FAST Act, states must continue to support *Click It or Ticket (CIOT)*, a nationwide seat belt enforcement and awareness mobilization effort. *CIOT* has been a most successful seat belt enforcement campaign since the early 2000s, helping to increase Maryland’s seat belt usage through a combination of media and grassroots education programs and targeted enforcement.

The national *CIOT* mobilization serves as a cornerstone for NHTSA’s seat belt awareness and education program and coordinated enforcement efforts across Maryland. The primary target market for the *CIOT* campaign – men aged 18 to 44 – results from research that shows this gender/age demographic is least likely to wear seat belts, among all demographics. Each year during the months of May and November, Maryland law enforcement agencies conduct coordinated HVE efforts at various times, delivering the *CIOT, Day and Night* message. The mobilization is supported by national and local paid and earned media campaigns.

Maryland does not typically pay for daytime seat belt enforcement, given the higher observational survey usage rates reported during daylight hours, but continued enforcement by law enforcement partners is strongly encouraged. Daytime seatbelt demonstration projects are funded in jurisdictions (and on roadways) where survey data indicates a significant number of drivers/occupants are unbelted. Maryland’s plan to support *CIOT* for FFY 2018 is as follows:

Wave Dates	Activity
November 13-26, 2017	Media: Fall CIOT: Paid and Earned
November 22-26, 2017	Enforcement Period: CIOT night-time enforcement around Thanksgiving travel
Nov–December 2017	Campaign Pre-planning: Data Collection for November 2017 and May 2018 efforts
May 7- June 14, 2018	Media: CIOT; Paid and Earned
May 21-23, 2018	Enforcement Period: CIOT night-time enforcement at Memorial Day holiday
May 21-24, 2018	Media: CIOT press event; date and speakers TBD
June 4–15 2018	Survey: Seat Belt Observation Survey
June 2018	Media: Seat belt message included with media for ADAPT Campaign Pre-planning: Fall CIOT campaign
July 2018	Media: Seat belt message included with paid media for ADAPT; aggressive driving prevention campaign and Distracted Driving message
August–September 2018	Media: Press release to announce the State use rate and enforcement data (citations and warnings issued); goal is to achieve broadcast through the Governor’s Office and to report data to NHTSA.
August–September 2018	Media: Seat belt messaging included as a component of paid DUI prevention campaigns

Additional Occupant Protection Programs in Maryland

a. Child Restraint Inspection Station Network

The 2015 FAST Act legislation requires that states have “an active network of child restraint inspection stations” throughout the State and requires that “the total number of inspection stations and/or inspection events service rural and urban areas and at risk populations (e.g., low income, minority).” The MHSO uses the most recent national census (currently 2010) data to validate service populations for the State’s child restraint inspection stations. In addition, nationally certified CPS technicians staff the Maryland stations during posted working hours. Federal rules permit the State to have one technician responsible for more than one inspection station. (23 CFR 1200.21(d)(3))

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

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

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

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

- NHTSA - <http://www.nhtsa.gov/cps/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, was submitted with this HSP and provided in Attachment 405 (b).

b. Child Passenger Safety Classes

The FAST ACT specifies that the number of CPS classes to be held, the location of those classes, and estimated number of students must be identified.

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

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

As of the writing of this report, the classes for FFY 2018 have yet to be scheduled and all class information is TBD. When classes are scheduled, the information will be updated through KISS to Maryland’s network of CPS Technicians.

Action Plan

The Occupant Protection projects funded for FFY 2018 are representative of research-based countermeasures and address occupant protection issues using a multifaceted approach.

Project Agency: Maryland Highway Safety Office	
Program Area: Occupant Protection	Project Number: GN 18-270
Project Funds / Type: \$275,000.00 / 405b OP	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project supports the Maryland Highway Safety Office’s statewide occupant protection educational, public awareness and media activities.	

Project Agency: Maryland Highway Safety Office	
Program Area: Seatbelt Survey Contract	Project Number: GN 18-271
Project Funds / Type: \$30,000.00 / FA 405d Flex	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Improve the timeliness, accuracy, completeness, uniformity, accessibility, and integration of occupant protection related data. 	
Project Description: This program supports the MHSO in conducting the NHTSA required seatbelt surveys.	

Project Agency: University of Maryland Baltimore, NSC	
Program Area: Occupant Protection	Project Number: GN 18-217
Project Funds / Type: \$66,627.09 / FA 405d Flex (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$13,748.45 / FA 405d Flex
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Improve the timeliness, accuracy, completeness, uniformity, accessibility, and integration of occupant protection related data. 	

Project Description: This project supports Maryland’s observational seat belt surveys through the analysis of data. Training and quality control services are also provided.

Project Agency: Allegany County Sheriff's Office	
Program Area: Occupant Protection	Project Number: LE 18-168
Project Funds / Type: \$500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Annapolis Police Department	
Program Area: Occupant Protection	Project Number: LE 18-036
Project Funds / Type: \$2,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Anne Arundel County Police Department	
Program Area: Occupant Protection	Project Number: LE 18-029
Project Funds / Type: \$15,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Baltimore City Police Department	
Program Area: Occupant Protection	Project Number: LE 18-031
Project Funds / Type: \$15,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Baltimore County Police Department	
Program Area: Occupant Protection	Project Number: LE 18-069
Project Funds / Type: \$45,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to day-time and night-time enforcement.	

Project Agency: Calvert County Sheriff's Office	
Program Area: Occupant Protection	Project Number: LE 18-226
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Cambridge Police Department	
Program Area: Occupant Protection	Project Number: LE 18-276
Project Funds / Type: \$1,026.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Carroll County Sheriff's Office	
Program Area: Occupant Protection	Project Number: LE 18-052
Project Funds / Type: \$3,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Charles County Sheriff's Office	
Program Area: Occupant Protection	Project Number: LE 18-206
Project Funds / Type: \$4,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Cheverly Police Department	
Program Area: Occupant Protection	Project Number: LE 18-162
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: City of Bowie	
Program Area: Occupant Protection	Project Number: LE 18-101
Project Funds / Type: \$750.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Easton Police Department	
Program Area: Occupant Protection	Project Number: LE 18-084
Project Funds / Type: \$2,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Frederick Police Department	
Program Area: Occupant Protection	Project Number: LE 18-049
Project Funds / Type: \$5,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of adult and child occupant protection laws. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Gaithersburg Police Department	
Program Area: Occupant Protection	Project Number: LE 18-166
Project Funds / Type: \$2,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of adult and child occupant protection laws. Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Greenbelt Police Department	
Program Area: Occupant Protection	Project Number: LE 18-241
Project Funds / Type: \$2,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of adult and child occupant protection laws. Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Hagerstown Police Department	
Program Area: Occupant Protection	Project Number: LE 18-129
Project Funds / Type: \$3,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of adult and child occupant protection laws. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Harford County Sheriff's Office	
Program Area: Occupant Protection	Project Number: LE 18-110
Project Funds / Type: \$5,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	

<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns.
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.

Project Agency: Howard County Department of Police	
Program Area: Occupant Protection	Project Number: LE 18-073
Project Funds / Type: \$10,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Town of La Plata Police Department	
Program Area: Occupant Protection	Project Number: LE 18-013
Project Funds / Type: \$1,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Laurel Police Department	
Program Area: Occupant Protection	Project Number: LE 18-174
Project Funds / Type: \$3,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Maryland Department of Health & Mental Hygiene	
Program Area: Occupant Protection	Project Number: GN 18-093
Project Funds / Type: \$263,148.79 / FA 405b OP (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$23,922.62 / FA 405b OP
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	

<ul style="list-style-type: none"> Implement adult and child occupant protection public awareness and education, training, and media campaigns.
<p>Project Description: This project supports Maryland’s statewide Kids in Safety Seat Program (KISS). Funding is provided to support two full-time staff members to coordinate training, education, child safety seat inspections, loaner programs and technical expertise.</p>

Project Agency: Maryland Institute for EMS Systems	
Program Area: Occupant Protection	Project Number: GN 18-037
Project Funds / Type: \$61,669.00 / FA 405b OP	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
<p>Project Description: This project seeks to reduce the incidence of injuries and deaths in Maryland due to vehicle crashes through a variety of occupant protection interventions.</p>	

Project Agency: Maryland State Police - Statewide	
Program Area: Occupant Protection	Project Number: LE 18-180
Project Funds / Type: \$3,000.00 / FA 405b OP	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
<p>Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.</p>	

Project Agency: Maryland Transportation Authority Police	
Program Area: Occupant Protection	Project Number: LE 18-227
Project Funds / Type: \$4,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of adult and child occupant protection laws. 	
<p>Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.</p>	

Project Agency: Montgomery County Police Department	
Program Area: Occupant Protection	Project Number: LE 18-222
Project Funds / Type: \$15,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of adult and child occupant protection laws. Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
<p>Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.</p>	

Project Agency: Ocean City Police Department	
Program Area: Occupant Protection	Project Number: LE 18-215
Project Funds / Type: \$3,003.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of adult and child occupant protection laws. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Prince George's County Police Department	
Program Area: Occupant Protection	Project Number: LE 18-191
Project Funds / Type: \$15,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of adult and child occupant protection laws. Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Princess Anne Police Department	
Program Area: Occupant Protection	Project Number: LE 18-019
Project Funds / Type: \$752.50 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Riverdale Park Police Department	
Program Area: Occupant Protection	Project Number: LE 18-201
Project Funds / Type: \$800.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of adult and child occupant protection laws. Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Rockville Police Department	
Program Area: Occupant Protection	Project Number: LE 18-186
Project Funds / Type: \$3,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	

SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: St. Mary's County Sheriff's Office	
Program Area: Occupant Protection	Project Number: LE 18-211
Project Funds / Type: \$2,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: University of Maryland Department of Public Safety	
Program Area: Occupant Protection	Project Number: LE 18-236
Project Funds / Type: \$2,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Washington County Sheriff's Office	
Program Area: Occupant Protection	Project Number: LE 18-007
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Project Agency: Westminster Police Department	
Program Area: Occupant Protection	Project Number: LE 18-122
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of adult and child occupant protection laws. 	
Project Description: This project is a selective enforcement initiative during occupant protection HVE mobilizations and is directed to night-time enforcement.	

Evaluation

The MHSO evaluates traffic safety programs through output and outcome measures. Outcome measures include crash data (fatality and serious injury). Projects funded through the MHSO are required to have an evaluation component. Depending on the level of grant funds obligated and the scope of the project, output measures are reported and evaluated throughout the grant cycle.

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

Outcome Measures

Unrestrained Traffic Fatalities and Serious Injuries - Actual (Five-Year Average)								
Actual	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Fatalities	161	153	144	137	130	123	117	109
Serious Injuries	632	548	467	398	361	315	295	282

Unrestrained Traffic Fatalities and Serious Injuries (Five-Year Average)					
Target	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Fatalities	116	112	108	104	101
Serious Injuries	340	329	318	307	295

Fatality Target: Reduce the number of unrestrained-occupant motor vehicle fatalities on all roads in Maryland from the five-year average (2004-2008) of 161 to 95 or fewer by December 31, 2020.

Serious Injury Target: Reduce the number of unrestrained-occupant motor vehicle serious injuries on all roads in Maryland from the five-year average (2004-2008) of 632 to 274 or fewer by December 31, 2020.

Maryland's Distracted Driving Program

Problem Identification

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

Maryland law enforcement crash reports define and capture distraction violations as driver-contributing circumstances in crashes, and identify such factors as cell phone use or, more generally, the driver's "*failure to pay full time attention*." Cell phone use is difficult to validate at the scene of a crash, but the latter code is commonly (and overly) used, so distracted driving crashes account for around half of all crashes. Officers reporting on crashes indicate other direct causes such as speed and impairment, but often infer about other contributors such as lack of attentiveness. With the advent of electronic crash data reporting in 2015, officers also capture information about the type of distraction which may include: looked but did not see; other electronic device (tablet, GPS, MP3 player, etc.); by other occupants; by moving object in vehicle; talking or listening on cellular phone; dialing cellular phone; adjusting audio and/or climate controls; using other device controls integral to vehicle; using device/object brought into vehicle (non-electronic); distracted by outside person, object, or event; eating or drinking; smoking related; other cellular phone related; lost in thought; or texting from a cellular phone. Nationally, driver decision errors (33 percent) and performance errors (11 percent) account for nearly half of all crashes, with another 41 percent attributed to recognition errors, with distraction considered a recognition error. Despite both a wealth and lack of data on this complex subject, most drivers are doing something in the vehicle other than giving full attention to the complex activity of driving. Any moment away from the driving task at hand presents a risk to the driver, other occupants, and other road users.

In Maryland from 2011 to 2015, the incidence of distracted driving crashes has declined by eight percent. About 48,000 distracted driving crashes occur on Maryland roads each year.

For the latest five-year period, distracted driving was a factor in an annual average of more than half of all traffic crashes (54 percent), nearly two-thirds of injury crashes (60 percent), and one-third of all fatal crashes (37 percent). Distracted driving was a factor in 62 percent of injuries and 38 percent of fatalities. Distracted driving is significantly over-represented statistically in all crashes, and even more so in injury crashes. The significant contribution of identified distracted driving combined with the difficulty in accurately capturing distracted driving as a cause on crash reports would indicate that distracted driving is, potentially, still more under-reported and a larger problem than currently indicated. Hence, distracted driving is a major focus for traffic safety professionals in Maryland and across the nation.

In 2016, Maryland law enforcement officers issued 34,015 citations for cell phone use and 1,854 citations for texting while driving. This is compared to 40,489 handheld cell phone citations in 2015, and 39,167 handheld citations in 2014; and 2,225 texting citations in 2015, and 2,110 texting citations in 2014.

Frequency of Distracted Driving Crashes

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

Typical Profile of Distracted Driver

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

Typical Distracted Driving Crash Locations

Most distracted driver-involved crashes occur in Prince George’s and Baltimore counties, both urban areas. This may be an expected profile and one that makes sense as a focus of statewide education and media, and enforcement campaigns.

General Crash Factors – Distracted Driving		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (drivers)	21–29	25% of involved; 27% of injured; 26% of killed
Sex (drivers)	Male	56% of involved; 51% of injured; 80% of killed
Month	May and October (total and injury crashes) August (fatal crashes)	Total – 18%; injury – 18%; fatal – 10%
Day of Week	Friday (total and injury crashes); Saturday (fatal crashes)	Total – 16%; injury – 16%; fatal – 19%
Time of Day	2–6 p.m. (total, injury, and fatal crashes)	Total – 28%; injury – 29%; fatal – 20%
Road Type	State and county roads	Total – 58%; injury – 62%; fatal – 67%
Jurisdiction	Anne Arundel, Baltimore, Montgomery, and Prince George’s Counties; Baltimore City	Total – 69%; injury – 66%; fatal – 45%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2011-2015 averages.

Legislative Aspects

In October 2013, using a handheld cell phone while driving became a primary offense in Maryland, enabling law enforcement agencies to target this behavior more directly. This has led to a significant increase in the number of citations given to distracted drivers in Maryland since that time, and future citation numbers were thus expected to increase, which held true in 2014 and 2015; however, a decline in cell phone citations was evident in 2016, which is in line with an overall decline in all traffic citations being issued by law enforcement in Maryland that year.

Drivers Survey Results

The MADS showed that more than half of respondents (61 percent) strongly disagreed with the statement: *Most of my family or friends think it's OK to talk on a cell phone without using a*

hands-free device while driving: About one in six respondents (18 percent) “agreed” with the statement. Similarly, more than 10 percent indicated they were “likely” to text the next time they drive.

About one in six respondents (18 percent) indicated they were “likely” to talk on a handheld cell phone the next time they drive. However, about two-thirds (65 percent) of respondents indicated they would not be talking on a handheld phone the next time they drive. About 42 percent indicated that they had used a cell phone without a hands-free device at least once during the most recent week. More than one in four respondents (31 percent) indicated that they had texted while driving during the most recent week.

Solution

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

Maryland’s TZD vision also recognizes distracted driving as a significant cause of crashes throughout the State. Improved crash reporting systems, such as the ACRS, will help better identify causes of distracted driving crashes. This will support improved data-driven strategies throughout the State for future distracted driving prevention campaigns.

Action Plan

Distracted driving projects funded for FFY 2018 are representative of research-based countermeasures and address the distracted driving issue using a multifaceted approach.

Project Agency: Maryland Highway Safety Office	
Program Area: Distracted Driving	Project Number: GN 18-248
Project Funds / Type: \$100,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Identify and implement effective engineering and technological solutions to reduce crashes, injuries, and deaths on Maryland highways. • Conduct public awareness, training, and media programs aimed at reducing high risk driving behaviors. • Develop and implement highway safety enforcement practices. 	
Project Description: This project supports the MHSO’s Distracted Driving Program that provides public information/media and outreach materials to support statewide and local awareness of cell phone use and texting laws and enforcement efforts. Outreach, training, and other materials will be developed to support the overall distracted driving campaign.	

Project Agency: Aberdeen Police Department	
Program Area: Distracted Driving	Project Number: LE 18-112
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	

SHSP Strategy: Enhance and improve enforcement of distracted driving laws.	
Project Description: This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations.	

Project Agency: Allegany County Sheriff's Office	
Program Area: Distracted Driving	Project Number: LE 18-169
Project Funds / Type: \$1,250.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Annapolis Police Department	
Program Area: Distracted Driving	Project Number: LE 18-035
Project Funds / Type: \$8,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Anne Arundel County Police Department	
Program Area: Distracted Driving	Project Number: LE 18-026
Project Funds / Type: \$20,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Baltimore City Police Department	
Program Area: Distracted Driving	Project Number: LE 18-292
Project Funds / Type: \$10,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Baltimore County Police Department	
Program Area: Distracted Driving	Project Number: LE 18-068
Project Funds / Type: \$17,850.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Bel Air Police Department	
Program Area: Distracted Driving	Project Number: LE 18-111
Project Funds / Type: \$2,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Berlin Police Department	
Program Area: Distracted Driving	Project Number: LE 18-022
Project Funds / Type: \$500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy: Enhance and improve enforcement of distracted driving laws.	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Calvert County Sheriff's Office	
Program Area: Distracted Driving	Project Number: LE 18-225
Project Funds / Type: \$3,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Cambridge Police Department	
Program Area: Distracted Driving	Project Number: LE 18-275
Project Funds / Type: \$2,014.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	

SHSP Strategy: Enhance and improve enforcement of distracted driving laws.	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Caroline County Sheriff's Office	
Program Area: Distracted Driving	Project Number: LE 18-255
Project Funds / Type: \$2,520.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of distracted driving laws. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Carroll County Sheriff's Office	
Program Area: Distracted Driving	Project Number: LE 18-053
Project Funds / Type: \$4,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of distracted driving laws. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Cecil County Sheriff's Office	
Program Area: Distracted Driving	Project Number: LE 18-064
Project Funds / Type: \$3,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of distracted driving laws. Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Charles County Sheriff's Office	
Program Area: Distracted Driving	Project Number: LE 18-205
Project Funds / Type: \$4,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of distracted driving laws. Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Cheverly Police Department	
Program Area: Distracted Driving	Project Number: LE 18-160
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: City of Bowie	
Program Area: Distracted Driving	Project Number: LE 18-100
Project Funds / Type: \$750.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: City of Hyattsville Police Department	
Program Area: Distracted Driving	Project Number: LE 18-012
Project Funds / Type: \$500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Cumberland Police Department	
Program Area: Distracted Driving	Project Number: LE 18-117
Project Funds / Type: \$500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Easton Police Department	
Program Area: Distracted Driving	Project Number: LE 18-085
Project Funds / Type: \$4,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Elkton Police Department	
Program Area: Distracted Driving	Project Number: LE 18-060
Project Funds / Type: \$2,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Frederick Police Department	
Program Area: Distracted Driving	Project Number: LE 18-048
Project Funds / Type: \$10,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy: Enhance and improve enforcement of distracted driving laws.	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Frostburg State University Police	
Program Area: Distracted Driving	Project Number: LE 18-079
Project Funds / Type: \$500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Fruitland Police Department	
Program Area: Distracted Driving	Project Number: LE 18-097
Project Funds / Type: \$500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	

SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Gaithersburg Police Department	
Program Area: Distracted Driving	Project Number: LE 18-165
Project Funds / Type: \$2,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Greenbelt Police Department	
Program Area: Distracted Driving	Project Number: LE 18-239
Project Funds / Type: \$3,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Hagerstown Police Department	
Program Area: Distracted Driving	Project Number: LE 18-131
Project Funds / Type: \$3,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy: Enhance and improve enforcement of distracted driving laws.	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Hampstead Police Department	
Program Area: Distracted Driving	Project Number: LE 18-115
Project Funds / Type: \$500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	

Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.

Project Agency: Hancock Police Department	
Program Area: Distracted Driving	Project Number: LE 18-132
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Harford County Sheriff's Office	
Program Area: Distracted Driving	Project Number: LE 18-106
Project Funds / Type: \$15,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Havre de Grace Police Department	
Program Area: Distracted Driving	Project Number: LE 18-147
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Howard County Department of Police	
Program Area: Distracted Driving	Project Number: LE 18-074
Project Funds / Type: \$10,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Kent County Sherriff's Office	
Program Area: Distracted Driving	Project Number: LE 18-150
Project Funds / Type: \$1,485.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of distracted driving laws. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Town of La Plata Police Department	
Program Area: Distracted Driving	Project Number: LE 18-014
Project Funds / Type: \$2,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of distracted driving laws. Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Laurel Police Department	
Program Area: Distracted Driving	Project Number: LE 18-173
Project Funds / Type: \$7,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of distracted driving laws. Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Maryland Transportation Authority Police	
Program Area: Distracted Driving	Project Number: LE 18-228
Project Funds / Type: \$43,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of distracted driving laws. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Montgomery County Police Department	
Program Area: Distracted Driving	Project Number: LE 18-137
Project Funds / Type: \$25,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	

SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Maryland State Police - Statewide	
Program Area: Distracted Driving	Project Number: LE 18-157
Project Funds / Type: \$80,000.02 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Ocean City Police Department	
Program Area: Distracted Driving	Project Number: LE 18-214
Project Funds / Type: \$4,004.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Ocean Pines Police Department	
Program Area: Distracted Driving	Project Number: LE 18-232
Project Funds / Type: \$750.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Prince George's County Police Department	
Program Area: Distracted Driving	Project Number: LE 18-190
Project Funds / Type: \$22,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Princess Anne Police Department	
Program Area: Distracted Driving	Project Number: LE 18-018
Project Funds / Type: \$1,001.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Queen Anne's County Sheriff's Office	
Program Area: Distracted Driving	Project Number: LE 18-153
Project Funds / Type: \$2,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Riverdale Park Police Department	
Program Area: Distracted Driving	Project Number: LE 18-188
Project Funds / Type: \$1,300.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Rockville Police Department	
Program Area: Distracted Driving	Project Number: LE 18-184
Project Funds / Type: \$5,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Salisbury Police Department	
Program Area: Distracted Driving	Project Number: LE 18-138
Project Funds / Type: \$3,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	

SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of distracted driving laws. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Somerset County Sheriff's Office	
Program Area: Distracted Driving	Project Number: LE 18-126
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of distracted driving laws. Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: St. Mary's County Sheriff's Office	
Program Area: Distracted Driving	Project Number: LE 18-209
Project Funds / Type: \$4,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of distracted driving laws. Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Sykesville Police Department	
Program Area: Distracted Driving	Project Number: LE 18-082
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of distracted driving laws. Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Talbot County Sheriff's Office	
Program Area: Distracted Driving	Project Number: LE 18-141
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Enhance and improve enforcement of distracted driving laws. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Taneytown Police Department	
Program Area: Distracted Driving	Project Number: LE 18-043
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: University of Maryland Department of Public Safety	
Program Area: Distracted Driving	Project Number: LE 18-234
Project Funds / Type: \$2,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Washington County Sheriff's Office	
Program Area: Distracted Driving	Project Number: LE 18-005
Project Funds / Type: \$10,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce distracted driving. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Westminster Police Department	
Program Area: Distracted Driving	Project Number: LE 18-120
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Enhance and improve enforcement of distracted driving laws. 	
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.	

Project Agency: Wicomico County Sheriff's Office	
Program Area: Distracted Driving	Project Number: LE 18-040
Project Funds / Type: \$2,500.00 / 402	Indirect Costs / Type: \$0.00

Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)
SHSP Strategy: <ul style="list-style-type: none"> Enhance and improve enforcement of distracted driving laws.
Project Description: This project is a selective enforcement initiative during distracted driving HVE mobilizations.

Evaluation

The MHSO evaluates traffic safety programs through output and outcome measures. Outcome measures include crash data (fatality and serious injury). Projects funded through the MHSO are required to have an effective evaluation component. Depending on the level of grant funds obligated and the scope of the project, output measures are reported and evaluated throughout the grant cycle.

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

Outcome Measures

Distracted Driving Fatalities and Serious Injuries - Actual (Five-Year Average)								
Actual	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Fatalities	333	303	281	260	250	232	211	185
Serious Injuries	4,134	3,648	3,191	2,826	2,545	2,348	2,097	1,770

Distracted Driving Fatalities and Serious Injuries (Five-Year Average)					
Target	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Fatalities	218	211	204	197	190
Serious Injuries	2,310	2,226	2,142	2,058	1,978

Fatality Target: Reduce the number of distracted driving related fatalities on all roads in Maryland from the five-year average (2004 to 2008) of 333 to 177 or fewer by December 31, 2020.

Serious Injury Target: Reduce the number of distracted driving related serious injuries on all roads in Maryland from the five-year average (2004-2008) of 4,134 to 1,826 or fewer by December 31, 2020.

Maryland's Aggressive Driving Prevention Program

Problem Identification

Aggressive driving has become more recognized in the past 10 years as a significant traffic safety problem across Maryland and the entire nation, but the various individual acts involved in aggressive driving have only recently become more commonly recognized and acknowledged as a part of the broader discussion of aggressive driving and how to prevent it. It is also widely recognized that speeding offenses tend to be the underlying component of most aggressive driving occurrences. Therefore, Maryland's speed mitigation strategies are contained within the Aggressive Driving Program Area.

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

- Failed to yield right of way;
- Failed to obey stop sign;
- Failed to obey traffic signal;
- Failed to obey other traffic control;
- Failed to keep right of center;
- Failed to stop for school bus;
- Wrong way on one way;
- Exceeding speed limits;
- Too fast for conditions;
- Followed too closely;
- Improper lane change;
- Improper passing;
- Failure to obey traffic signs, signals, or officer;
- Disregarded other road markings;
- Other improper action; and
- Operated motor vehicle in erratic or reckless manner.

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

Two of the 16 listed factors are speed-related (exceed speed limit, too fast for conditions), and represent the two most common aggressive driving characteristics recorded on crash reports. To qualify as a speed-related crash, one of those two attributes must be listed in the first two contributing factor fields. Thus, speed-related crashes occur more frequently than aggressive crashes and are included separately in the problem identification and program evaluation processes in Maryland.

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

Aggressive Driving

During the latest five-year period, 2011 through 2015, the incidence of aggressive driving crashes has declined by 43 percent in Maryland. Although it cannot be confirmed, it is believed that some of the decline may be an artifact of crash reporting and attributable to the new ACRS report. However, some 5,000 crashes due to aggressive driving occur on Maryland roads each year.

For the same five-year period, aggressive driving accounted for an average of five percent of all traffic crashes, seven percent of all injury crashes, and eight percent of all fatal crashes in Maryland. Aggressive driving also accounted for one in every 14 crash injuries (seven percent) and one in every 11 fatalities (nine percent) across Maryland.

Frequency of Aggressive Driving Crashes

Aggressive driving crashes overall are most common during the months of October and November. Injury crashes involving aggressive driving typically increase during May and June. Maryland averaged 35 fatal aggressive driving crashes per year during the latest five-year period, but more fatal crashes tended to occur in October, November, and March. Most crashes, including injury crashes, occur on Fridays and Tuesdays. Fatal crashes are more common during weekends (Friday to Sunday). The afternoon rush hour time (2 to 6 p.m.) accounts for the largest proportion of aggressive driving crashes, including injury and fatal crashes.

Typical Profile of Aggressive Drivers

Data show the common profile of an aggressive Maryland driver involved in a crash as male, ages 21 to 29, and generally using a seat belt restraint. Most of these drivers are involved in crashes in Baltimore, Anne Arundel, Montgomery, and Prince George’s counties, and Baltimore City. This high-risk driver will be a major focus of statewide education and media campaigns, as well as increased enforcement efforts.

General Crash Factors – Aggressive Driving		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (drivers)	21–29	27% of involved; 28% of injured; 29% of killed
Sex (drivers)	Male	58% of involved; 52% of injured; 82% of killed
Month	October–November (total crashes); May–June (injury crashes); October, November, March (fatal crashes)	Total – 185%; injury – 19%; fatal – 33%
Day of Week	Friday–Sunday (total, injury, and fatal crashes)	Total – 39%; injury – 40%; fatal – 46%
Time of Day	2–6 p.m. (total, injury, and fatal crashes)	Total – 32%; injury – 32%; fatal – 23%
Road Type	State and county roads	Total – 58%; injury – 60%; fatal – 62%
Jurisdiction	Baltimore, Anne Arundel, Montgomery, and Prince George’s counties; Baltimore City	Total – 64%; injury – 63%; fatal – 44%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2011-2015 averages.

Ongoing Enforcement Efforts

In 2016, Maryland law enforcement officers issued 758 citations statewide for aggressive driver violations, compared to 797 in 2015 and 749 in 2014. Difficulties exist in obtaining convictions for violating the aggressive driving statute because of the requirement that officers observe three separate driving violations to issue an aggressive driving citation. This requirement almost certainly contributes to the low number of citations written each year for aggressive driving in Maryland, since law enforcement officers are typically trained to take immediate action upon seeing a violation. Waiting to observe two or more offenses before taking enforcement action is counter-intuitive to officers. It is suspected that many of the aggressive driving citations are directly related to police pursuits.

Among the 16 acts that comprise aggressive driving outlined in Maryland law, enforcement officers in 2016 cited 13,890 drivers for failing to yield, 39,797 for failing to obey traffic control devices (such as stopping for red lights and stop signs), and 12,652 drivers for lane violations. By comparison, in 2015, officers wrote 15,146 citations for failure to yield, 45,248 citations for traffic control violations, and 13,338 for lane violations. In 2014, officers wrote 17,723 citations for failure to yield, 46,127 citations for traffic control violations, and 13,159 for lane violations. Likewise, nearly 215,000 citations are issued annually for excessive speed violations (see next page).

Maryland police officers are seeing and acting on instances of aggressive driving as defined by one or more characteristics and not waiting for a third violation to occur to write the aggressive driving violation. While the aggressive violation numbers are low, citations for the individual aggressive behaviors are either holding steady or slightly increasing. Thus, the prevention of aggressive driving through enhanced awareness, education, and enforcement strategies is critical to the reduction in crash-related fatalities and injuries. As such, prevention of aggressive driving in all its forms represents an increasing focus point for traffic safety professionals since these basic 'rules of the road' violations tend to cut across all types of highway crashes.

Excessive Speed

The incidence of speed-involved crashes declined by 40 percent in Maryland during the five-year period from 2011 through 2015, but Maryland sees an average of more than 13,000 speed-involved crashes on its roadways each year.

For the same five-year period, speeding drivers were involved in an average of nearly one in seven of all statewide traffic crashes (14 percent), nearly one in six of all statewide injury crashes (16 percent), and one in five of all statewide fatal crashes (21 percent). Speed-involved crashes accounted for 16 percent of statewide injuries and 21 percent of statewide fatalities.

The results show that excessive speed contributes to an over-represented proportion of statewide crashes, fatalities, and injuries, and is the largest contributor to aggressive driving violations. It is also known that as speed increases the risk of serious injury or death in a crash rises exponentially. Speed enforcement and improved awareness and education of the dangers of excessive speed while driving should remain major focus points for traffic safety professionals.

Frequency of Speed-Involved Crashes

Because speeding is the most common component cited in aggressive driving crashes, trends in speed-involved and aggressive driving crashes are similar. Speed-involved crashes are most common during the months of October through February. Increases in injury crashes tend to occur from October through January. Excessive speed caused an average of 64 fatal crashes annually from 2011 through 2015, with most occurring in May and August. Most speed-involved crashes, including injury crashes, occur on Fridays, and fatal crashes are most common on weekends (Saturday-Sunday). The afternoon rush hour period from 2 to 6 p.m. accounts for a larger proportion of speed-involved crashes, including injury crashes, than any other part of the day. Fatal crashes show a slight increase during the late-night hours of midnight to 2 a.m.

Typical Profile of Speeding Driver

Crash data show the profile of the typical speeding Maryland driver involved in a crash as male, ages 21 to 34, and using a seat belt restraint. Most of these drivers are involved in crashes in Baltimore, Prince George’s, Montgomery, and Anne Arundel counties, mainly urban areas. This high-risk driver, like all aggressive drivers, should be a major focus of statewide education and media campaigns, as well as increased enforcement efforts.

In 2016, Maryland law enforcement agencies issued 214,995 citations for speeding, compared to 237,116 in 2015 and 245,446 in 2014. The steady decline in speed citations is not necessarily a cause for concern as Maryland has a robust speed camera program at the State (for work zones only) and local (in school zones) levels. The decrease in officer-written citations correlates with the growth in the speed camera program. Statistics for the number of speed camera violation notices for all statewide and local programs are currently not available for aggregation in a simple and accessible format. NOTE: No HSP Federal Funds are used to support the State’s Automated Speed Enforcement program.

General Crash Factors – Excessive Speed		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (drivers)	21–34	35% of involved; 37% of injured; 45% of killed
Sex (drivers)	Male	57% of involved; 52% of injured; 81% of killed
Month	October–February (total and injury crashes); June–October (fatal)	Total – 47%; injury – 43%; fatal – 46%
Day of Week	Friday–Sunday (total, injury, and fatal crashes)	Total – 42%; injury – 42%; fatal – 53%
Time of Day	2 – 6 p.m. (total and injury crashes); midnight–2 a.m. (fatal)	Total – 26%; injury – 27%; fatal – 14%
Road Type	State and county roads	Total – 59%; injury – 61%; fatal – 64%
Jurisdiction	Baltimore, Anne Arundel, Montgomery, and Prince George’s counties	Total – 57%; injury – 56%; fatal – 42%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2011-2015 averages.

Drivers Survey Results

The MADS found that one in three drivers (34 percent) preferred to drive more than 10 miles-per-hour over the posted speed limit. More than 35 percent of respondents indicated that most friends and family preferred to drive more than 10 miles-per-hour over the posted speed limit. And, nearly half (49 percent) of all drivers indicated that, in the most recent 30-day period, they had driven more than 10 miles-per-hour over the posted speed limit.

Two in every three (68 percent) respondents surveyed “*somewhat agreed*” or “*strongly agreed*” they would likely be stopped by police if they drove more than 10 miles-per-hour over the speed limit.

Solution

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

The largest component of the Aggressive Driving Prevention Program has traditionally been the State’s *Smooth Operator* campaign, a program that was in existence for more than a decade. The MHSO’s new *Aggressive Drivers are Public Threats (ADAPT)* campaign retains the same relative approach of *Smooth Operator* – a combination of enforcement and education, during concentrated mobilizations, that seeks to eliminate the dangers posed by aggressive and speeding drivers. The new campaign seeks to eliminate the dangers posed by aggressive drivers by identifying specific behaviors (including speed) that make up aggressive driving and suggesting that drivers “adapt” their behaviors to avoid crashes and/or citations.

Grant support for overtime enforcement is provided for three 10-day enforcement waves supporting *ADAPT*, as well as year-round HVE for select agencies. The target violators are speeding and aggressive drivers, and crash data related to speed and aggressive related crashes determine locations for enforcement activities. Training and equipment purchases are provided as a component of many of these programs, along with various media and education campaigns to address characteristics of aggressive driving.

Action Plan

Aggressive driving prevention projects funded for FFY 2018 are representative of research-based countermeasures and address aggressive driving issues using a multifaceted approach

Project Agency: Maryland Highway Safety Office	
Program Area: Aggressive Driving	Project Number: GN 18-247
Project Funds / Type: \$200,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Conduct public awareness, training, and media programs aimed at reducing high risk driving behaviors. 	
Project Description: Maryland is continuing the implementation of its new aggressive driving media and marketing campaign, ADAPT. ADAPT is a coordinated program designed to combat and find short-term and long-term solutions for the aggressive driving problem.	

Project Agency: Aberdeen Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-113
Project Funds / Type: \$3,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Allegany County Sheriff's Office	
Program Area: Aggressive Driving	Project Number: LE 18-143
Project Funds / Type: \$1,250.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Annapolis Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-034
Project Funds / Type: \$8,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Anne Arundel County Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-024
Project Funds / Type: \$25,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT as well as year-round speed enforcement utilizing HVE tactics.	

Project Agency: Baltimore City Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-028
Project Funds / Type: \$35,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	

<ul style="list-style-type: none"> Conduct public awareness, training, and media programs aimed at reducing aggressive driving.
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT as well as year-round speed enforcement utilizing HVE tactics.

Project Agency: Baltimore County Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-067
Project Funds / Type: \$75,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT as well as year-round speed enforcement utilizing HVE tactics.	

Project Agency: Bel Air Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-109
Project Funds / Type: \$2,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Berlin Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-021
Project Funds / Type: \$2,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Bladensburg Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-262
Project Funds / Type: \$2,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Calvert County Sheriff's Office	
Program Area: Aggressive Driving	Project Number: LE 18-224
Project Funds / Type: \$13,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT as well as year-round speed enforcement utilizing HVE tactics.	

Project Agency: Cambridge Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-274
Project Funds / Type: \$2,014.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Caroline County Sheriff's Office	
Program Area: Aggressive Driving	Project Number: LE 18-254
Project Funds / Type: \$6,520.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Carroll County Sheriff's Office	
Program Area: Aggressive Driving	Project Number: LE 18-050
Project Funds / Type: \$7,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Cecil County Sheriff's Office	
Program Area: Aggressive Driving	Project Number: LE 18-063
Project Funds / Type: \$7,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	

Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.

Project Agency: Charles County Sheriff's Office	
Program Area: Aggressive Driving	Project Number: LE 18-181
Project Funds / Type: \$27,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT as well as year-round speed enforcement utilizing HVE tactics.	

Project Agency: Cheverly Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-159
Project Funds / Type: \$3,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: City of Bowie	
Program Area: Aggressive Driving	Project Number: LE 18-099
Project Funds / Type: \$1,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: City of Hyattsville Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-010
Project Funds / Type: \$1,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Cumberland Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-116
Project Funds / Type: \$500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Denton Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-289
Project Funds / Type: \$2,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Easton Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-083
Project Funds / Type: \$4,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Elkton Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-062
Project Funds / Type: \$2,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Frederick Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-047
Project Funds / Type: \$15,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT as well as year-round speed enforcement utilizing HVE tactics.	

Project Agency: Frostburg State University Police	
Program Area: Aggressive Driving	Project Number: LE 18-078
Project Funds / Type: \$500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Fruitland Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-009
Project Funds / Type: \$1,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Gaithersburg Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-123
Project Funds / Type: \$11,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Greenbelt Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-238
Project Funds / Type: \$10,000.00 / 402	Indirect Costs / Type: \$0.00

Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Hagerstown Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-128
Project Funds / Type: \$3,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Hampstead Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-003
Project Funds / Type: \$2,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Hancock Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-130
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Harford County Sheriff's Office	
Program Area: Aggressive Driving	Project Number: LE 18-105
Project Funds / Type: \$12,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. 	

<ul style="list-style-type: none"> Conduct public awareness, training, and media programs aimed at reducing aggressive driving.
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT as well as year-round speed enforcement utilizing HVE tactics.

Project Agency: Havre de Grace Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-148
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy: <ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Howard County Department of Police	
Program Area: Aggressive Driving	Project Number: LE 18-072
Project Funds / Type: \$15,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy: <ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Kent County Sherriff's Office	
Program Area: Aggressive Driving	Project Number: LE 18-149
Project Funds / Type: \$3,465.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy: <ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Town of La Plata Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-011
Project Funds / Type: \$4,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy: <ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Laurel Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-172
Project Funds / Type: \$5,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Maryland Transportation Authority Police	
Program Area: Aggressive Driving	Project Number: LE 18-088
Project Funds / Type: \$52,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT as well as year-round speed enforcement utilizing HVE tactics.	

Project Agency: Montgomery County Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-136
Project Funds / Type: \$77,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT as well as year-round speed enforcement utilizing HVE tactics.	

Project Agency: Maryland State Police - Statewide	
Program Area: Aggressive Driving	Project Number: LE 18-177
Project Funds / Type: \$369,000.00 / 402; \$82,500.00 / SMDF	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT as well as year-round speed enforcement utilizing HVE tactics.	

Project Agency: Ocean City Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-216
Project Funds / Type: \$9,500.00 / 402	Indirect Costs / Type: \$0.00

Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Pocomoke City Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-154
Project Funds / Type: \$2,495.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Prince George's County Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-189
Project Funds / Type: \$63,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT as well as year-round speed enforcement utilizing HVE tactics.	

Project Agency: Princess Anne Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-017
Project Funds / Type: \$1,249.50 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Queen Anne's County Sheriff's Office	
Program Area: Aggressive Driving	Project Number: LE 18-152
Project Funds / Type: \$4,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. 	

Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.

Project Agency: Riverdale Park Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-187
Project Funds / Type: \$2,900.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Rockville Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-183
Project Funds / Type: \$5,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Salisbury Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-094
Project Funds / Type: \$7,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: St. Mary's County Sheriff's Office	
Program Area: Aggressive Driving	Project Number: LE 18-208
Project Funds / Type: \$19,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT as well as year-round speed enforcement utilizing HVE tactics.	

Project Agency: Sykesville Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-077
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Talbot County Sheriff's Office	
Program Area: Aggressive Driving	Project Number: LE 18-140
Project Funds / Type: \$1,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Taneytown Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-042
Project Funds / Type: \$2,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: University of Maryland Department of Public Safety	
Program Area: Aggressive Driving	Project Number: LE 18-233
Project Funds / Type: \$6,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: University of Baltimore Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-266

Project Funds / Type: \$2,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: University Park Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-124
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Washington County Sheriff's Office	
Program Area: Aggressive Driving	Project Number: LE 18-004
Project Funds / Type: \$9,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT as well as year-round speed enforcement utilizing HVE tactics.	

Project Agency: Westminster Police Department	
Program Area: Aggressive Driving	Project Number: LE 18-119
Project Funds / Type: \$1,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Wicomico County Sheriff's Office	
Program Area: Aggressive Driving	Project Number: LE 18-039
Project Funds / Type: \$5,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement statewide aggressive driving enforcement practices. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Project Agency: Worcester County Sheriff's Office	
Program Area: Aggressive Driving	Project Number: LE 18-076
Project Funds / Type: \$2,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Develop and implement statewide aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving. 	
Project Description: This project is a selective enforcement initiative during Maryland's HVE program, ADAPT.	

Evaluation

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

Measurements were taken before and after the 2015 Smooth Operator campaign to gauge the effectiveness of the effort. Online surveys were conducted to measure awareness and attitudes among drivers and pedestrians. The groups surveyed were a representative sample of respondents who live in the campaign's targeted geographic regions. The pre-campaign benchmark survey was conducted with 501 respondents, while the follow-up survey was conducted with 500 respondents. Respondents aged 18 to 34 represented 51 percent of the sample with a 50/50 gender split.

The following statements are a snapshot of the findings of the evaluation:

- Respondents ranked texting and use of cell phones most dangerous followed by aggressive driving and drunk driving.
- Campaign awareness remained strong with message recall increasing 14 points from pre to post.
- Recall of radio, outdoor, television, and digital media matched the percentage of distribution listed in the media plan.
- More than half (56 percent) of people said they saw increased enforcement in 2015 versus only one in three in 2014.
- Nearly 80 percent believed that aggressive driving laws were strictly enforced in 2015, up from 70 percent in 2014.

Outcome Measures

Aggressive Driving Fatalities and Serious Injuries – Actual (Five-Year Average)								
Actual	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Fatalities	70	69	66	57	52	51	45	41
Serious Injuries	525	535	483	407	367	336	288	251

Aggressive Driving Fatalities and Serious Injuries (Five-Year Average)					
Target	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Fatalities	40	38	36	34	32
Serious Injuries	336	325	314	303	292

Fatality Target: Reduce the number of aggressive driving related fatalities on all roads in Maryland from the five-year average (2004-2008) of 70 to 29 or fewer by December 31, 2020.

Serious Injury Target: Reduce the number of aggressive driving related serious injuries on all roads in Maryland from the five-year average (2004-2008) of 525 to 273 or fewer by December 31, 2020.

Speed-Related Fatalities and Serious Injuries - Actual (Five-Year Average)								
ACTUAL	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Fatalities	176	176	166	149	138	128	115	104
Serious Injuries	1,340	1,238	1,076	943	820	728	628	538

Speed-Related Fatalities and Serious Injuries (Five-Year Average)					
TARGET	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Fatalities	123	119	116	113	109
Serious Injuries	751	725	699	673	648

Fatality Target: Reduce the number of speed-related fatalities on all roads in Maryland from the five-year average (2004-2008) of 176 to 102 or fewer by December 31, 2020.

Serious Injury Target: Reduce the number of speed-related serious injuries on all roads in Maryland from the five-year average (2004-2008) of 1,340 to 600 or fewer by December 31, 2020.

Maryland's Motorcycle Safety Program

Problem Identification

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

From 2011 through 2015, motorcycle-involved crashes in Maryland declined by 21 percent. Currently, about 1,600 motorcycle-involved crashes occur on Maryland roads each year.

From 2011 through 2015 in Maryland, motorcycles were involved in an average of two percent of all traffic crashes, four percent of injury crashes, and 15 percent of fatal crashes. Motorcycle-involved crashes accounted for three percent of injuries and 14 percent of fatalities. Thus, motorcycles are significantly over-represented in fatal crashes.

While a relatively low four percent of motorcycle crashes result in a fatality, the fact that 15 percent of all statewide fatal crashes involve a motorcycle is cause for concern among traffic safety experts. This significant involvement of motorcycles in fatal crashes and their effects on overall traffic fatalities in Maryland indicate the need for greater motorcycle safety efforts such as awareness, education, training, and enforcement as a major focus for traffic safety professionals.

Frequency of Motorcycle Crashes

Warmer weather is conducive to motorcycle riding, so it is not surprising that higher proportions of motorcycle-involved crashes occur during the warm-weather months of May through September. Crashes are significantly more common during the weekend days, with more than half (56 percent) occurring Friday through Sunday. Motorcycle-involved crashes are most common between 4 and 8 p.m.

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

Typical Profile of Motorcycle Operators in Crashes

Crash data suggest the typical profile of Maryland motorcycle operators involved in a crash as male (85 percent), ages 21 to 34 or 45 to 54, with about two in every three wearing a safety helmet (72 percent). The majority of motorcycle crashes occur in Baltimore City and Baltimore and Prince George's counties, mainly urban areas.

General Crash Factors – Motorcycles		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (Motorcycle drivers only)	21–34; 45–54 (total, injury, and fatal crashes)	54% of involved; 58% of injured; 57% of killed
Sex (Motorcycle drivers only)	Male	85% of involved; 92% of injured; 96% of killed
Month	April–October (total, injury, and fatal crashes)	Total – 7.6%; injury – 78%; fatal – 78%
Day of Week	Friday–Sunday (total, injury, and fatal crashes)	Total – 56%; injury – 56%; fatal – 59%
Time of Day	4–8 p.m. (total, injury and fatal crashes)	Total – 33%; injury – 34%; fatal – 27%
Road Type	State and county roads	Total – 61%; injury – 66%; fatal – 65%
Jurisdiction	Baltimore and Prince George’s Counties; Baltimore City	Total – 52%; injury – 47%; fatal – 44%

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

Helmet-Law Violations in Maryland

Maryland has had a comprehensive mandatory helmet law for decades, but the accurate capturing of helmet use on the crash report may be in question. Maryland observations on helmet usage have shown nearly 100 percent compliance with the law, but data from crash reports fail to corroborate this rate. Crash data show that 28 percent of motorcycle operators in a crash are not wearing a helmet and 14 percent of operator fatalities are unhelmeted.

Further investigation and verification of rates of helmet usage are required before a distinct correlation can be assumed between the lack of helmet use and fatal injuries. Additional evaluation and investigation is a viable first step in determining the accuracy of observational surveys vs. crash reports and remains vital to the development and implementation of effective strategies to improve motorcycle safety. No funding is used to check for helmet usage or for motorcycle safety checkpoints.

Solution

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

Media campaigns will be coordinated to increase awareness of motorcycle safety issues and will use a variety of communications techniques to reach targeted audiences. In addition to public information and education, adequate rider training and licensure are major components of Maryland’s efforts to decrease motorcycle-involved crashes, in addition to improved enforcement of the State’s traffic safety laws.

Numerous rider courses are offered through the Maryland Motorcycle Safety Program. The State's goals are to improve rider skill and to increase awareness levels and "share the road" among motorcyclists and other vehicle drivers.

V. Other Relevant Program Area Information

Maryland qualifies for two out of six motorcycle safety eligibility criteria under the FAST Act Motorcyclist Safety Grant Program [23 CFR 1200.25]. The State is submitting the following Motorcycle Safety Countermeasures Application for FFY 2018 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" (2015 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 the Motorcycle Safety Foundation Basic Rider course in a majority of the State's political subdivisions.

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

Code of Maryland Regulations (COMAR) 11.20.01-03 designates the Maryland Motor Vehicle Administration (MVA) as the State agency having authority over motorcyclist safety issues. The COMAR citation was submitted in Attachment 405 (f).

1. COMAR 11.20.01.15 states that MVA is the approving and implementing agency over a formal motorcycle curriculum of instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle training to motorcyclists. The curricula were developed by the Motorcycle Safety Foundation. The COMAR citation was submitted in Attachment 405 (f).

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

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

Training Centers listed by Jurisdiction of Operation	Number of Registered Motorcycle Riders	Training Site Information by Jurisdiction		Training was offered in the jurisdiction during the month(s) selected:												
		Yes, Training Site in Jurisdiction	No, not a Training Site in Jurisdiction	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	
Allegany ACM	5,760	Yes		Yes	Yes	Yes							Yes	Yes	Yes	
Anne Arundel GMVA	33,700	Closed		No												
Anne Arundel AACC				Yes	Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes
Anne Arundel RHAD				Yes	Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes
Baltimore HDB	37,020	Yes		Yes	Yes	Yes	Yes	Yes					Yes	Yes	Yes	
Calvert	2,816		No													
Caroline	7,964		No													
Carroll CACC	15,274	Yes		Yes	Yes	Yes	Yes						Yes	Yes	Yes	
Cecil CECC	8,082	Yes		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes	
Charles CSM	10,944	Yes		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes	
Charles AAHD				Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes	
Dorchester	2,149		No													
Frederick FCC	18,300	Yes		Yes	Yes	Yes	Yes						Yes	Yes	Yes	
Frederick HDF				Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes	
Garrett	2,926		No													
Harford HACC	17,863	Yes		Yes	Yes	Yes	Yes						Yes	Yes	Yes	
Harford CHD				Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes	
Howard HOCC	13,281	Yes		Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes	
Kent	1,283		No													
Montgomery MC	29,360	Yes		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes	
Prince George's PGCC	27,068	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	4,029	Closed		No												
St. Mary's Safety Zone	7,987	Yes		Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	
Somerset	1,562		No													
Talbot	2,396		No													
Washington HGCC	11,844	Yes		Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes	
Wicomico WWCC	5,431	Yes		Yes	Yes	Yes	Yes					Yes	Yes	Yes		
Worcester	4,037		No													
Baltimore City SKHS	11,156	Yes		Yes	Yes	Yes	Yes	Yes	Yes	yes		Yes	Yes	Yes	Yes	

iv. **Certification of Motorcycle Safety Instructors [23 CFR 1200.25(e)(1)(iii)]**
COMAR 11.20.01.14 requires that 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.”

v. **Quality Control Procedures**

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

To promote instructor development and retention, the MVA also conducts an annual Motorcycle Safety Program Instructor Conference. Attendance at the conference is mandatory for all motorcycle safety instructors. These conferences include the presentation of crash data trends, discussions of best practices and review of changes made to approved courses. The 2016 instructor development conference included presentations on implementing updates to the Motorcycle Safety Foundation Basic Rider Course. A follow-up training was offered to MCSP Instructors who were unable to attend the full conference.

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

b. **Motorcycle Awareness Program: Qualification Criteria II**

In compliance with 23 U.S.C. 405(f)(3)(B), Maryland continues to conduct a motorcyclist awareness program in a manner like 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

1. COMAR 11.20.01-03 states that the MVA is the designated State authority having authority over motorcyclist safety issues.

ii. Letter from the Governor's Representative

1. The Governor's Representative for Highway Safety endorses Maryland's Motorcyclist Awareness Program, developed, and managed by the MVA in direct collaboration with the Maryland Motorcycle Safety Coalition and other stakeholders.

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

1. Supports the State's overall safety policy and countermeasure program and its SHSP;
2. Is designed to educate motorists in those jurisdictions where the incidence of motorcycle crashes is highest; and
3. Uses a mix of communications channels to raise awareness of the problem.

The implementation of a targeted motorcyclist awareness campaign requires careful review of traffic crash report data and other related information. Review of demographics of motorists involved in motorcycle crashes shows no significant differences from the broader population of motorists involved in all crashes. Motorcycle messages will be incorporated in all routine driver outreach. Where targeted messaging is required, emphasis is placed on those geographic areas that are overrepresented in motorist-involved motorcycle crashes. Almost 60 percent of all crashes statewide occur in Baltimore City and Anne Arundel, Baltimore, Montgomery, and Prince George's counties. These areas will again be targeted as high priority areas in the 2018 Strategic Communications Plan.

County/Jurisdiction	Motorcycle Involved Crashes 2015
Prince George's	207
Baltimore City	206
Baltimore	204
Anne Arundel	155
Montgomery	122
Subtotal	894
Frederick	76
Howard	65
Washington	61
Charles	53
Harford	53
Carroll	42
Calvert	39
Worcester	38
St. Mary's	31
Cecil	29
Wicomico	27
Talbot	14
Allegany	11
Dorchester	11
Caroline	10
Queen Anne's	9
Garrett	7
Kent	6
Somerset	1
Subtotal	583
Total Crashes	1,477

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

Cruiser Riders

Cruiser riders appear to be more overrepresented in multiple vehicle crashes, per analysis by the NSC. Speed is still a factor in many crashes, where excessive speed affects both the handling dynamics of the bike and the reaction time available to both the rider and the motorist to avoid a collision. These riders tend to be older than other groups, in general. Preliminary analysis using five years of data shows that 40% or more of

cruiser riders killed in crashes had alcohol in their system at the time of the crash. The median age of alcohol-involved cruiser riders killed was 48 years and the median BAC was 0.15.

Sport bike Riders

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

Other Riders

There are other categories of riders, including sport-touring riders, vintage bike riders, custom bike riders, 3-wheeled riders and so on. Broad safety campaigns adequately address these subgroups.

iv. Collaboration Among Agencies and Organizations:

Maryland had a long-standing Motorcycle Safety Coalition (MSC) for many years and the State will continue to revitalize this coalition. A wide range of State, local, and federal agencies, as well as enforcement partners, local businesses, motorcycle dealerships, and other partners will be invited to a 2018 Motorcycle Safety Summit. From that effort, a new coalition will be formed to guide motorcycle safety activities.

v. Motorcycle Safety Strategic Communications Plan

This 2018 Motorcycle Safety Strategic Communications Plan will focus on two main messages—“Share the Road” targeting motorist awareness and “Drinking and Riding Don’t Mix” as an example of impaired riding messaging. These themes allow the campaign to maintain consistency across multiple years while allowing the campaign to target 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 and other organizations and businesses from across the State.

Broad public communication channels (e.g. outdoor advertising, radio, social, and TV ads) 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 riders. Both paid and

earned media are used in this campaign to promote motorcycle safety and awareness to the public and motorcycle rider communities.

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 MHSO. This plan also supports the Maryland SHSP by coordinating the development of the five-year strategic plan for motorcycle safety and the emphasis area plans of the SHSP.

While motorcyclist safety is not an emphasis area of the SHSP, motorcyclists are considered a vulnerable user group in the conceptual framework of the plan, which includes several emphasis areas like impaired driving and aggressive driving. The work of the MHSO to develop a motorcycle-specific strategic plan is coordinated with and supports the goals of the SHSP and is formulated under NHTSA's Uniform Guideline #3 for Motorcycle Safety. Action items developed by the MHSO are included in the appropriate EAT implementation plan.

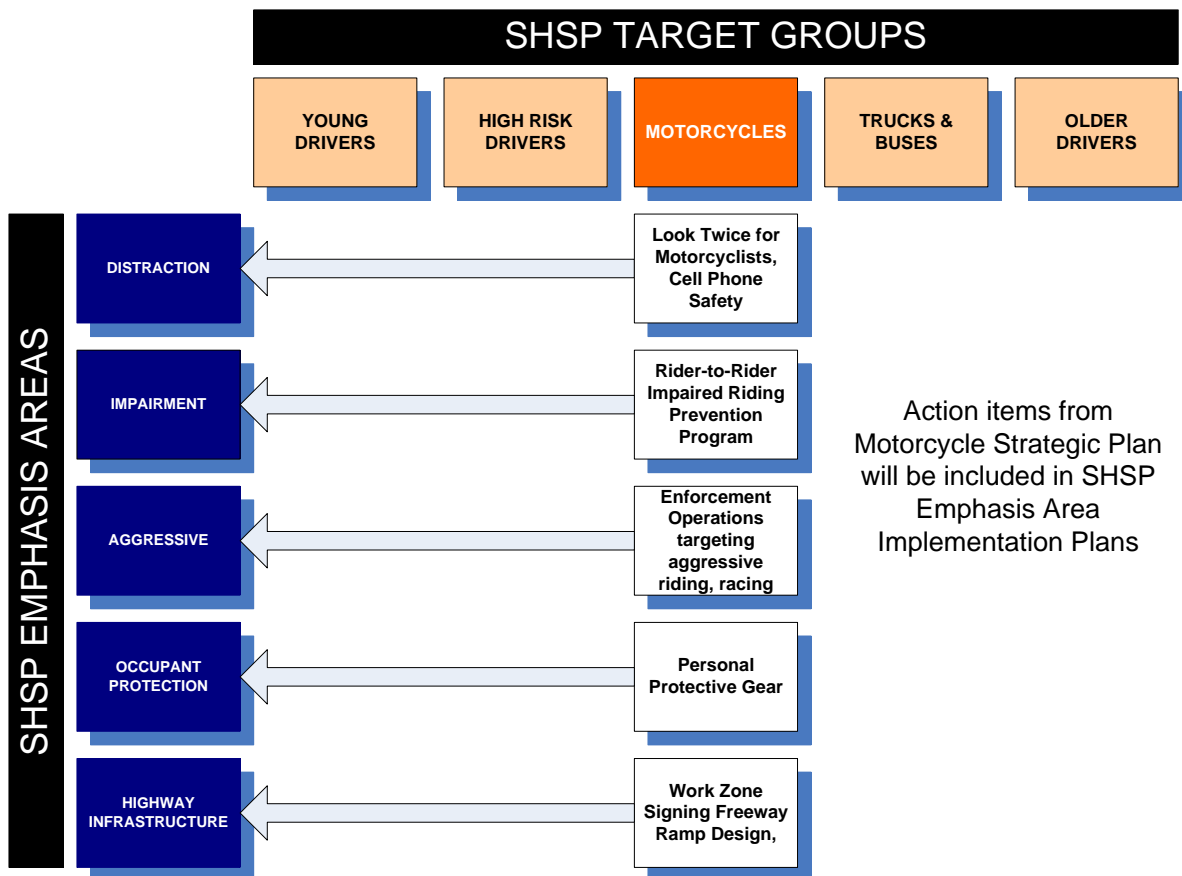


FIGURE 1: COORDINATION OF MOTORCYCLE SAFETY ACTION ITEMS WITH THE SHSP EMPHASIS AREAS

vi. **Prioritization and Targeting Using Crash Data**

Most motorcyclist crashes in Maryland are concentrated in the State’s two metropolitan regions of Baltimore and Washington, D.C. More than 60 percent of all motorcyclist crashes in 2015 occurred in the five most urbanized jurisdictions in the State: Anne Arundel County, Baltimore City, Baltimore County, Montgomery County, and Prince George’s County. Maryland’s motorcycle safety media and outreach will focus paid media investments in these high priority target areas.

Jurisdiction	Motorcyclist Crashes 2015	Statewide %	Communication Channels Used	% Coverage
Prince George's	207	14.01%	High Priority Target Areas: Radio Advertisements, Internet Advertisements, Social Media, Press Event	High Priority Areas Represent more than 60 percent of Motorcyclist Crashes in 2015
Baltimore City	206	13.95%		
Baltimore	204	13.81%		
Anne Arundel	155	10.49%		
Montgomery	122	8.26%		
Frederick	76	5.15%	Secondary Target Areas: Outdoor Advertising, Radio Advertisements, Internet Advertisements, Social Media, Banners, Yard Signs	Secondary Target Areas Represent 35 percent of Motorcyclist Crashes in 2015
Howard	65	4.40%		
Harford	61	4.13%		
Charles	53	3.59%		
Carroll	53	3.59%		
Washington	42	2.84%		
Worcester	39	2.64%		
Cecil	38	2.57%		
St. Mary's	31	2.10%		
Calvert	29	1.96%		
Wicomico	27	1.83%		
Allegany	14	0.95%	Non-Target Areas: Unpaid electronic media, Social Media	Non-Target Areas Represent nearly 5 percent of Motorcyclist Crashes in 2015
Garrett	11	0.74%		
Queen Anne's	11	0.74%		
Dorchester	10	0.68%		
Talbot	9	0.61%		
Caroline	7	0.47%		
Somerset	6	0.41%		
Kent	1	0.07%		
TOTAL	1,477	100.0 %		

vii. **Communication Channels**

This 2018 Motorcycle Safety Strategic Communications Plan incorporates a variety of communications methods to increase awareness of motorcyclist safety issues. Adjustments to this plan will be made based on the evaluation of the 2017 Strategic Communications Plan implementation.

1. **Campaign Kickoff Event**

MVA will host a campaign kickoff event in the spring of 2018. The press event will launch the 2018 motorcycle safety campaign and attract earned media exposure for motorist awareness and impaired riding prevention.

2. **Digital advertisements and websites**

Internet and digital materials have been produced based on campaign themes and will be placed on websites appropriate for the target demographic—males between the ages of 21 and 54. The *Share the Road, Look Twice for Motorcycles* ads directs traffic to marylandrider.org URL, which links to the MVA motorcycle safety program web pages and MHSO's TZD webpage, for the 2018 campaign. The MHSO also will fund efforts to target essential influencer groups, such as relatives of riders, to promote safe riding behaviors.

The MVA website provides current training information throughout the State, as well as an avenue for general rider safety information. This is intended to be the main resource page for additional motorcycle safety information.

3. **Vehicle Registration Mailing**

To support the motorist awareness campaign, the MVA will print special envelopes for all registration renewals mailed to MVA customers statewide in June. More than 200,000 message envelopes will be mailed during the campaign, reminding all motorists to look twice for motorcyclists.

4. **Dynamic/Variable Message Boards**

Along Maryland's major highways, overhead dynamic message signs will be used to promote motorcycle safety during the launch of the 2018 motorcycle safety campaign. These signs will also be used around major motorcycling events, such as Rolling Thunder in May and Delmarva Bike Week in September. Roadside portable dynamic message signs are used for more local promotional efforts and to supplement other media placements.

5. **Social Media**

Campaign artwork and messaging will be adapted for use in social media channels, including Facebook, Twitter, and Instagram. These messages will be delivered in multiple short social media campaigns across all platforms. Activities conducted with riders will be posted, as will efforts that are coordinated with local riding advocates. These messages will also incorporate click-through redirects to the central campaign website.

6. **Community Yard Signs**

Yard signs will be used in the motorcycle safety event in April/May 2018 and distributed to partners in areas outside the dense urbanized areas of Baltimore and Washington to supplement other advertising and to support local motorcycle safety initiatives and events.

7. **Direct Outreach**

To promote rider safety, the MVA will continue using its mobile classroom, Honda SMART trainers, and a “show bike” at motorcycle events and other venues. Collateral material will be developed and distributed at these events to raise awareness about MVA’s training programs.

viii. **FUNDING**

The motorcycle safety program cost summary represents the multi-faceted program implemented by the MHSO. Approximately \$218,250 in funds are being programmed for Maryland-funded motorcycle safety programs during FFY 2018.

Action Plan

The Motorcycle Safety projects funded for FFY 2018 are representative of research-based countermeasures and address motorcycle safety issues using a multifaceted approach.

Project Agency: Maryland MVA, Motorcycle Safety Program	
Program Area: Motorcycle	Project Number: GN 18-229
Project Funds / Type: \$16,804.43 / 402; \$6,446.00 / 405f MC (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$1,527.68 / 402; \$586.00 / 405f MC
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Conduct public awareness, training, and media programs aimed at reducing high risk driving behaviors. 	
Project Description: This project supports rider to rider outreach, motorist awareness and motorcycle safety training.	

Project Agency: Maryland Highway Safety Office	
Program Area: High Risk Driving (MC Awareness & Rider Training)	Project Number: GN 18-249
Project Funds / Type: \$50,000.00 / FA 405d MC	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy: <ul style="list-style-type: none"> • Conduct public awareness, training, and media programs aimed at reducing high risk driving behaviors. • Promote and support legislation and adjudication to reduce high risk driving behaviors. 	
Project Description: This project is a motorist awareness media campaign supporting “Share the Road” messaging.	

Evaluation

The MHSO evaluates traffic safety programs through output and outcome measures. Outcome measures include crash data (fatality and serious injury). Projects funded through the MHSO are required to have an effective evaluation component. Depending on the level of grant funds obligated and the scope of the project, impact or output measures are reported and evaluated throughout the grant cycle.

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

Outcome Measures

Motorcycle Fatalities and Serious Injuries - Actual (Five-Year Average)								
ACTUAL	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Fatalities	84	84	81	78	74	70	70	69
Serious Injuries	423	404	373	348	323	306	294	280

Motorcycle Fatalities and Serious Injuries (Five-Year Average)					
TARGET	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Fatalities	66	65	63	61	60
Serious Injuries	291	282	272	262	253

Fatality Target: Reduce the number of motorcycle-involved fatalities on all roads in Maryland from the five-year average (2004-2008) of 84 to 56 or fewer by December 31, 2020.

Serious Injury Target: Reduce the number of motorcycle-involved serious injuries on all roads in Maryland from the five-year average (2004-2008) of 423 to 235 or fewer by December 31, 2020.

Maryland's Pedestrian and Bicycle Safety Programs

Problem Identification

Pedestrian-Involved Crashes

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

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

For the five-year period from 2011 through 2015, the incidence of pedestrian-involved crashes in Maryland has increased by 21 percent, with nearly 3,000 pedestrian-involved crashes occurring on Maryland roads each year.

For the same five-year period in Maryland, pedestrians were involved in an average of three percent of all traffic crashes, eight percent of injury crashes, and more than one in five (23 percent) of fatal crashes. Pedestrians involved in crashes accounted for six percent of injuries and 21 percent of all fatalities.

The risk and correlation are evident: While only four percent of pedestrian-involved crashes result in a fatality, pedestrians are involved in 23 percent of fatal crashes and account for 21 percent of all statewide fatalities. These facts alone show cause for concern among safety professionals as pedestrians are significantly over-represented in fatal crashes. The significant and apparent risk to pedestrians involved in Maryland crashes calls for improved pedestrian safety as a major focus for traffic safety professionals across the State.

Frequency of Pedestrian-Involved Crashes

Pedestrian-involved crashes tend to occur consistently through the year, but more than one-third of pedestrian-involved crashes (38 percent) occur in the fall and early winter months, September through December, which is also when 40 percent of fatal pedestrian crashes occur. May and June alone account for an additional 17 percent of total pedestrian crashes, including 15 percent of fatal crashes.

Three in every four pedestrian-involved crashes (76 percent) occur on weekdays, Monday through Friday. But 41 percent of all pedestrian-involved crashes occur Friday through Sunday, and nearly half of all fatal crashes (45 percent) occur Friday through Sunday.

Close to half (43 percent) of pedestrian-involved crashes occur between the hours of 2 and 8 p.m., supporting the idea of work and school commuter traffic (in vehicles and on foot) contributing to the occurrence of pedestrian crashes. Close to half of all fatal crashes involving pedestrians occur later in the evening from 5 p.m. to midnight (44 percent).

Typical Profile of Pedestrians Involved in Crashes

The profile of Maryland pedestrian-involved in a crash includes: between the ages of 20–29, male, and being struck on the road, but not in a crosswalk (46 percent). By contrast, older age groups tend to be involved in more serious pedestrian crashes, often later at night. The range of 40 to 59-year-olds accounts for about one in four (25 percent) of all pedestrians involved in crashes, but more than one in three (36 percent) of all pedestrian fatalities. Pedestrians age 60 and up account for 13 percent of all pedestrians involved in crashes, but 23 percent of all pedestrian fatalities.

Data show that nearly two in three fatally injured pedestrians were struck on the roadway, but not in a crosswalk. More than half of all pedestrians struck were crossing the roadway (27 percent at an intersection and 30 percent not at an intersection). Less than half of all pedestrian-involved crashes (48 percent) and injury crashes (49 percent) occur on State, federal, or county roads, but 77 percent of all fatal pedestrian-involved crashes occur on State, federal, or county roads.

Typical Locations of Pedestrian-Involved Crashes

Nearly one-third of pedestrian crashes (32 percent) occur in Baltimore City, but these crashes account for only 12 percent of fatalities, mirroring crash results involving traditional school-age pedestrians under 20 (24 percent of total, 10 percent of fatalities).

About 57 percent of all pedestrian-involved crashes occur in seven Maryland counties: Anne Arundel, Baltimore, Harford, Howard, Montgomery, Prince George's, and Washington (excluding Baltimore City). These same seven counties account for more than two in every three fatal crashes involving pedestrians (68 percent).

Four other counties show disproportionate results in comparing total crashes with fatal crashes. The counties of Cecil, Charles, St. Mary's, and Worcester together account for 5 percent of all pedestrian-involved crashes, but 12 percent of all fatal crashes involving pedestrians, an indicator of more serious crash situations occurring.

Pedestrian-Involved Crashes, Impairment as a Factor

In 2016 the MCTSA conducted an expanded analysis of pedestrian involved crashes that resulted in serious and/or fatal injuries between 2011–2014. This analysis determined that 47 percent of the pedestrians killed were found to be alcohol and/or drug impaired in the police crash investigation. Conversely, of the drivers who were involved in pedestrian fatality and serious injury crashes, only 5.5 percent were impaired. Looking at all crashes between 2009–2013 involving a pedestrian, more than 8 percent of pedestrians had an indication of alcohol and/or drug involvement, while only a little more than 2% of drivers had the same condition. In the fatality analysis, a high prevalence of pedestrians was found

to be wearing dark clothing, not in a crosswalk, and walking or standing in the travel lane during night, dusk, or dawn hours. Each of these factors makes a pedestrian less visible and more vulnerable, especially to drivers who are distracted or speeding (or impaired). Adding alcohol and/or drugs into the mix is an even deadlier recipe for pedestrians.

In 2015, 455 pedestrians were cited in Maryland for violating traffic laws, and 1,525 drivers were cited for violating pedestrian traffic laws. This is in comparison to 747 pedestrians cited in 2015, and 1,061 pedestrians cited in 2014; and 1,572 drivers cited in 2015, and 1,280 cited in 2014.

General Crash Factors – Pedestrian-Involved		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (pedestrians)	20–29 (total, injury, and fatal)	20% of involved; 21% of injured; 17% of killed
Sex (pedestrians)	Male	57% of involved; 56% of injured; 70% of killed
Month	May–June and September–December (total, injury, and fatal crashes)	Total – 55%; injury – 55%; fatal – 55%
Day of Week	Friday–Sunday (total, injury, and fatal crashes)	Total – 41%; injury – 41%; fatal – 45%
Time of Day	2–8 p.m. (total and injury crashes); 5 p.m.–midnight (fatal crashes)	Total – 43%; injury – 44%; fatal – 44%
Road Type	State and County roads	Total – 43%; injury – 44%; fatal – 62%
Jurisdiction	Baltimore, Montgomery, and Prince George’s counties; Baltimore City	Total – 76%; injury – 75%; fatal – 63%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2011-2015 averages.

Drivers Survey Results

The MADS results indicate that nearly half (46 percent) of all respondents believed they are not likely to be cited for a crosswalk violation as pedestrians. And, as drivers, more than one-third (39 percent) of respondents believe they are not likely to be issued a citation for a crosswalk/pedestrian violation.

Both outcomes indicate a significant potential for problems in perception of the importance of pedestrian and crosswalk safety laws, and indicate the need for traffic safety professionals to look at ways to better educate, train, and protect against pedestrian-involved crashes, and to better enforce pedestrian/crosswalk laws.

Bicycle-Involved Crashes

Bicycle crashes are a focus point for the traffic safety community because higher proportions of bicyclists involved in and injured in crashes are younger than age 17 (29 percent and 30 percent). Children account for about nine percent of fatalities.

By contrast, bicycle riders aged 20 to 24 accounted for 14 percent of all bicyclists involved in crashes, but 12 percent of those fatalities. Riders aged 40 to 54 were involved in 18 percent of all crashes, but one in every three fatalities (33 percent).

Bicycle riders, like pedestrians, do not have the structural protection afforded by vehicles, are not as visible as other vehicles, and are not motorized. These factors together put bicycles at a great disadvantage on roadways, especially where motorized vehicles are traveling at much higher rates of speed. For instance, a few more than half of all bicycle-involved crashes (56 percent) occur on State, county, and federal roadways, but 88 percent of all fatal crashes occur on the same roadways.

For the five-year period from 2011 through 2015, the incidence of bicycle-involved crashes increased by 20 percent in Maryland. Close to 800 bicycle-involved crashes occur on Maryland roadways each year. From 2011 through 2015, bicycles were involved in an average of fewer than one in 100 (0.8 percent) of all statewide traffic crashes, two percent of statewide injury crashes, and one percent of statewide fatal crashes. Bicycle-involved crashes accounted for one percent of injuries and one percent of fatalities.

Frequency of Bicycle-Involved Crashes

Bicycle crashes are more common from May to October, when nearly 62 percent of all such crashes occur, most likely due to warmer/drier weather encouraging greater use of bicycles for travel or commuting, as well as increased recreational riding.

Most fatal bicycle crashes (72 percent) occur from June through November. More than three in four (81 percent) of fatal bicycle-involved crashes occur Thursday through Sunday, although those same four days account for only 55 percent of total and injury crashes.

More than two in three bicycle-involved crashes (68 percent) occur between noon and 9 p.m., also when nearly two in every three fatal crashes occur (59 percent).

Non-Motorized Fatalities

Based upon data in FARS, the combination of pedestrian and bicyclist fatalities in calendar year 2015 was 20 percent of the total number of the State's crash-related fatalities.

Typical Profile of Crash-Involved Bicycle Rider

Maryland crash data indicate a typical profile for a bicyclist involved in a crash as male, ages 5 to 17 or 20 to 29, and nearly half of all bicyclists struck were riding in the roadway (22 percent with traffic and 20 percent against traffic). Riders ages 5 to 17 accounted for 28 percent of all riders involved in and injured in crashes and six percent of fatalities. Riders ages 20 to 29 accounted for 23 percent of all riders involved in and injured in crashes, and about 18 percent of fatalities.

Nearly one-fourth of bicycle crashes occur in Baltimore City, where 12 percent of fatal crashes occur. More than 55 percent of total bicycle crashes occur in five counties: Anne

Arundel, Baltimore, Montgomery, Prince George's, and Worcester counties (excluding Baltimore City), and these same five counties account for nearly 60 percent of fatal crashes.

Clearly, bicycle-involved crashes, like pedestrian-involved crashes, are over-represented statistically in terms of resulting injuries and fatalities, particularly among younger riders. The combination of bicycle and pedestrian safety represent a major focus point for safety professionals.

General Crash Factors – Bicycle Involved		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (riders)	5–17; 20–29	52% of involved; 53% of injured; 27% of killed
Sex (riders)	Male	82% of involved; 82% of injured; 85% of killed
Month	May–October (total and injury crashes); June–December (fatal crashes)	Total – 62%; injury – 62%; fatal – 72%
Day of Week	Thursday–Sunday (total, injury, and fatal crashes)	Total – 55%; injury – 55%; fatal – 81%
Time of Day	12–9 p.m. (total, injury, and fatal crashes)	Total – 68%; injury – 67%; fatal – 59%
Road Type	State and County roads	Total – 52%; injury – 54%; fatal – 84%
Jurisdiction	Anne Arundel, Baltimore, Montgomery, Prince George's, and Worcester counties; Baltimore City	Total – 79%; injury – 78%; fatal – 72%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2011-2015 averages.

Solution

Maryland has two principal campaigns for pedestrian and bicycle safety in the Washington, D.C. and Baltimore metropolitan areas. The first is known as *Street Smart* and has been historically focused around metropolitan Washington, D.C., including numerous Maryland counties. The second effort, known as *Look Up, Look Out* has been adopted in Baltimore City and surrounding counties, and Annapolis. Pedestrian safety funds will be coordinated with both campaigns to coincide with media-centered awareness, education, and enforcement efforts. Local safety partners and others distribute educational material throughout the year. The MHSO also supports statewide *Walk Your Child to School Week* events, designed to improve education and awareness for children and parents.

A Pedestrian Crash Analysis was conducted in 2016, and the MHSO will continue to utilize the information contained within the report to direct enforcement and education efforts throughout Maryland. Perhaps even more than any other safety area, a combined and integrated approach of engineering-education-enforcement is critical to success in pedestrian safety initiatives. Pedestrian enforcement efforts are funded in areas where

those efforts are determined to play a vital role in changing negative behaviors that endanger pedestrian and bicyclists.

Maryland has an avid bicycling population and incorporates special planning into traffic safety activities to meet the needs of these road users. With infrastructure improvements as a key element of the SHSP, Maryland traffic safety officials seek to make the bicycling environment as safe as possible through infrastructure improvements, social media information, and the integration of bicycle safety messaging within statewide pedestrian safety campaigns and motorist safety materials.

The MHSO will be responsible for organizing and chairing a Bicycle Safety Task Force, as dictated by a law passed in the 2017 legislative session. The Task Force will be responsible for recommendations it considers necessary regarding:

- safety issues related to bicycle operators on highways in the State;
- the appropriate operation of bicycles on highways in the State;
- the operation of motor vehicles in relation to bicycles on highways in the State;
- the adequacy of the current and future capacity and use of bike lanes, bike paths, and protected cycle tracks in the State;
- past, current, and future implementation of Complete Streets strategies related to facilitating safe travel for all bicyclists regardless of age, ability, or mode of travel;
- issues related to traffic control devices governing the operation of and behavior towards bicycles on highways in the State;
- education and outreach related to the operation of bicycles on highways in the State;
- funding sources to support and encourage the safe operation of bicycles in the State;
- the effects of bike lanes, bike paths, and protected cycle tracks on street parking and pedestrian and vehicular traffic flow;
- the siting of utilities and other infrastructure along bike lanes, bike paths, and protected cycle tracks; and
- best practices for ensuring access to retail, residential, commercial, and other points of interest adjacent to bike lanes, bike paths, and protected cycle tracks.

Action Plan

The pedestrian and bicycle safety projects funded for FFY 2018 are representative of research-based countermeasures and address pedestrian and bicycle safety issues using a multifaceted approach.

Project Agency: Maryland Highway Safety Office	
Program Area: Pedestrian/Bicycle	Project Number: GN 18-286
Project Funds / Type: \$350,000.00 / FA 405h NM; \$350,000.00 / SMDF	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Conduct public awareness, training, and media programs aimed at reducing high risk driving behaviors. 	

Project Description: This project will implement media campaigns and other projects to reduce the number of pedestrians and bicyclists injured or killed on Maryland's roads.

Project Agency: Metropolitan Washington Council of Governments	
Program Area: Pedestrian/Bicycle	Project Number: GN 18-204
Project Funds / Type: \$250,000.00 / SMDF	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. 	
Project Description: This project supports the Washington Metropolitan Region's <i>Street Smart</i> pedestrian and bicycle safety education and media campaign.	

Project Agency: Maryland State Police - Statewide	
Program Area: Pedestrian/Bicycle	Project Number: LE 18-178
Project Funds / Type: \$8,000.00 / SMDF	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. 	
Project Description: This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.	

Additional enforcement projects may be forthcoming based upon collaboration with the SHA and the identification of specific locations where engineering countermeasures for pedestrian safety are being implemented or considered.

Evaluation

The MHSO evaluates traffic safety programs through output and outcome measures. Outcome measures include crash data (fatality and serious injury). Projects funded through the MHSO must have an effective evaluation component. Depending on the level of grant funds obligated and the scope of the project, output measures are reported and evaluated throughout the grant cycle.

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

Measurements were taken before and after the 2015 spring *Street Smart* campaign to gauge the effectiveness of the effort. Online surveys were conducted to measure awareness and attitudes among drivers and pedestrians. The groups surveyed were a representative sample of respondents who live in the three targeted geographic regions, including suburban Maryland. The pre-campaign benchmark survey was conducted

March 4 – March 14, 2015, with 300 respondents, while the follow-up survey (Wave 2) was conducted April 22 – April 30, 2015, with 300 respondents. The following statements are a snapshot of the findings of the evaluation:

- Awareness
 - Unaided awareness increased overall from 22 percent in Wave 1 to 27 percent in Wave 2. The increase was not statistically significant. This was also consistent with 2014, when unaided awareness registered at 26%.
 - The respondents who recalled ads reported campaign elements such as “treads on a face,” “exercise caution,” “Street Smart,” “stay aware,” and “dangers of jaywalking.”
 - On an aided basis, 55 percent said they saw at least one of the three advertising executions in Wave 1 and 68 percent in Wave 2. This is a significant increase from previous years, when aided awareness in Wave 2 was 56 percent (in 2014), 39% (in 2013), and 19 percent (in 2012).
 - 32 percent of participants recalled seeing the newly produced video ad.

- General Awareness
 - General awareness for the *Street Smart* program remained consistent (35 percent to 41 percent).
 - About one in five respondents said they had heard of police efforts to enforce pedestrian traffic laws. There were no changes on this measure between waves.
 - In general, the respondents do not perceive the authorities to be very strict in enforcing laws for pedestrians, drivers, or bicyclists.
 - Roughly 6 of 10 respondents believe that the authorities are “not very strict” or “not strict at all” in enforcing safety laws.

- Behaviors and Attitudes
 - The respondents reviewed a list of behaviors surrounding pedestrian and bicycle safety. Overall, there were no significant changes in any of the self-reported behavior measures between waves. In both waves, the respondents identified “driving while texting,” “driving while on cell phone,” and “aggressive driving” as the most serious problems in their area.
 - In the Driver segment, the perceived severity of “drivers texting while driving” increased significantly (83 percent to 91 percent). The perceived severity of “drivers running red lights and stop signs” also increased significantly (67 percent to 79 percent).
 - In the Pedestrian segment, the perceived severity of “pedestrians jaywalking (crossing mid-block)” increased significantly (61 percent to 73 percent).

Outcome Measures

Pedestrian Fatalities and Serious Injuries (Five-Year Average)								
Actual	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Fatalities	103	106	106	108	106	105	102	102
Serious Injuries	492	471	442	412	384	362	351	343

Pedestrian Fatalities and Serious Injuries (Five-Year Average)					
Target*	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Fatalities	91	89	87	85	83
Serious Injuries	353	342	332	322	312

*Since pedestrians have shown an increase in the number of fatalities during recent years, applying an exponential trend line cannot be used to project future decreases. Instead, a two-percent reduction was applied to each year to establish the pedestrian fatality targets.

Fatality Target: Reduce the number of pedestrian fatalities on all roads in Maryland from the five-year average (2004–2008) of 103 to 78 or fewer by December 31, 2020.

Serious Injury Target: Reduce the number of pedestrian serious injuries on all roads in Maryland from the five-year average (2004–2008) of 492 to 293 or fewer by December 31, 2020.

Bicycle Fatalities and Serious Injuries - Actual (Five-Year Average)								
Actual	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Fatalities	8	8	8	7	7	7	6	7
Serious Injuries	81	76	76	74	73	68	69	64

Bicycle Fatalities and Serious Injuries (Five-Year Average)					
Target	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Fatalities	7	6	6	6	6
Serious Injuries	62	60	59	58	56

Fatality Target: Reduce the number of bicycle fatalities on all roads in Maryland from the five-year average (2004-2008) of 8 to 5 or fewer by December 31, 2020.

Serious Injury Target: Reduce the number of bicycle serious injuries on all roads in Maryland from the five-year average (2004-2008) of 81 to 52 or fewer by December 31, 2020.

Maryland's Young and Older Driver Safety Program

Problem Identification

Young-Driver Involved

There are fewer novice drivers, ages 16–20, licensed in Maryland than any other age group and yet their traffic crash fatality rate is higher than all other age groups. Teenage drivers are at greater risk on roadways often simply due to a lack of experience behind the wheel. The unique challenges many of these drivers face must be considered in all planning and education efforts. Young drivers' relative inexperience may mean less anticipation, slower reaction times, poor judgment, or risky behavior as compared to drivers 21 and older, and all these issues must factor into awareness, education, and enforcement efforts.

For the five-year period from 2011 through 2015, the incidence of young-driver involved crashes has decreased by one percent in Maryland, but close to 12,000 young-driver involved crashes occur on Maryland roads each year.

From 2011 through 2015, young drivers were involved in an average of one in eight (12 percent) of all traffic crashes, 14 percent of injury crashes, and ten percent of fatal crashes. Young driver-involved crashes accounted for 15 percent of injuries and 11 percent of fatalities. Drivers age 16 to 20 represent only one in 14 (seven percent) of all drivers involved in crashes, which means the age group is over-represented in crashes that account for higher proportions of injuries and fatalities to people of all ages. Thus, young drivers are involved in a disproportionate number of fatal and injury crashes, and young driver safety has become a major focus for traffic safety professionals.

Frequency of Young-Driver Involved Crashes

Higher proportions of young-driver involved crashes occur during summer and fall months (May through October) when 52 percent of all such crashes occur and 62 percent of fatal crashes, perhaps reflecting greater exposure on roadways during summer vacations from high school and college.

Crashes involving young drivers are most common during weekdays, but Friday through Sunday account for 43 percent of all young-driver involved crashes and 53 percent of fatal crashes. About three in four crashes involving young drivers overall involve drivers ages 18–20, including about 82 percent of fatal crashes in the 16–20 demographic.

Crashes involving young drivers are most common from 7 p.m. to 3 a.m., when about 28 percent of total and injury crashes occur, but when 47 percent of all fatal crashes occur involving the age group. The fact that drivers aged 16 and 17 account for 24 percent of the crash-involved drivers in the age group would indicate the relative effectiveness of night-time driving restrictions imposed during the Graduated Driver Licensing process in Maryland, prohibiting young drivers from driving after midnight, when 17 percent of fatal crashes young-driver involved crashes occur (midnight to 3 a.m.).

Research indicates the importance of studying driving habits and patterns of young drivers to determine if these crash patterns of behavior and outcomes may be correlated.

Typical Profile of Crash-Involved Young Drivers

Crash data shows the most typical profile of a young Maryland driver involved in a crash as male, ages 18 to 20 (28 percent are age 20), and using a seat belt restraint. About 80 percent of all fatal crashes in this age group feature male drivers, with the majority occurring late at night.

Most crashes involving young Maryland drivers (70 percent) occur in Anne Arundel, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery, Prince George’s, and Washington counties. Approximately 68 percent of fatal crashes in the age group occur in these nine counties. Baltimore City accounts for about nine percent of overall crashes involving young drivers, but only about six percent of all fatal crashes in the age group.

General Crash Factors – Young Driver Involved		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (drivers)	18–20	76% of involved; 76% of injured; 82% of killed
Sex (drivers)	Male	56% of involved; 50% of injured; 77% of killed
Month	May–October (total, injury, and fatal crashes)	Total – 52%; injury – 54%; fatal – 62%
Day of Week	Friday–Sunday (total, injury, and fatal crashes)	Total – 43%; injury – 43%; fatal – 53%
Time of Day	7 p.m.–3 a.m. (total, injury, and fatal crashes)	Total – 28%; injury – 27%; fatal – 47%
Road Type	State and County roads	Total – 66%; injury – 69%; fatal – 78%
Jurisdiction	Anne Arundel, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery, Prince George’s, and Washington counties (excluding Baltimore City)	Total – 70%; injury – 69%; fatal – 68%

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2011-2015 averages.

Older-Driver Involved

As the statewide population ages, older drivers (ages 65–110) will become more prevalent on roadways and can present unique challenges that must be considered in safety planning and education. Older drivers may have slower reaction times and shorter sight distances, which factor into awareness, education, and enforcement efforts.

For the five-year period from 2011 through 2015, the incidence of older-driver involved crashes increased by 24 percent. More than 11,000 crashes involving older drivers occur on Maryland roads each year.

From 2011 through 2015, older drivers were involved in an average of more than one in eight (12 percent) of all traffic crashes, 15 percent of injury crashes, and 17 percent of fatal crashes annually. Older drivers were involved in crashes that accounted for nearly one in six injuries (16 percent) and 17 percent of fatalities.

Drivers 65 and older represent 6.8 percent of all drivers involved in crashes and are over-represented in crashes that account for significantly higher proportions of injuries and fatalities to people of all ages. Thus, older driver safety has become a focus for traffic safety professionals, but between the younger and older groups, crash data clearly indicate a higher risk factor with young drivers involved in crashes, along with higher severity on average among young drivers involved in crashes.

Frequency of Crashes Involving Older Drivers

Older driver involved crashes occur consistently throughout the year, with slightly higher proportions during late fall and early winter (October through December), possibly due to inclement weather and earlier onset of darkness. More than half of all fatal crashes in this age group (53 percent) occur in the last six months of the year.

About one-third of crashes involving older drivers, including fatal crashes, occur on Thursday and Friday. Crashes involving older drivers are most common from 11 a.m. to 6 p.m., when nearly 60 percent of all crashes in the age group occur, along with 61 percent of fatal crashes.

Typical Profile of Crash-Involved Older Drivers

Crash data outline the typical profile of an older Maryland driver involved in a crash as male, ages 65 to 79 (19 percent are over age 79), and using a seat belt restraint.

Most crashes (70 percent) involving older drivers occur in the same nine counties outlined for young driver-involved crashes, including about 66 percent of fatal crashes.

General Crash Factors – Older Driver (65-plus) Involved		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (drivers)	65–79	81% of involved; 79% of injured; 67% of killed
Sex (drivers)	Male	58% of involved; 50% of injured; 68% of killed
Month	October–December (total, injury, and fatal crashes)	Total – 29%; injury – 28%; fatal – 28%
Day of Week	Thursday–Friday (total, injury, and fatal crashes)	Total – 33%; injury – 32%; fatal – 33%
Time of Day	11 a.m.– 6 p.m. (total, injury, and fatal crashes)	Total – 58%; injury – 59%; fatal – 61%
Road Type	State and County roads	Total – 59%; injury – 63%; fatal – 72%

Jurisdiction	Anne Arundel, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery, Prince George’s, and Washington counties (excluding Baltimore City)	Total – 70%; injury – 71%; fatal – 66%
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Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2011-2015 averages.

Solution

The MHSO and its partners address the issue of young driver safety through parent involvement programs and driver instructional efforts. The MHSO utilizes a program called *Every 15 Minutes* which educates parents and students on the effects of driving while impaired by alcohol and conducts various types of outreach through high school, college, and community presentations. The MHSO also raises awareness and educates young drivers and their parents through grant-funded programs at high schools and other venues with victim advocates, safety professionals and law enforcement. Young drivers (ages 16–20) are a core component within MHSO traffic safety initiatives and much of the collateral material and publicity surrounding the State’s traffic safety marketing efforts are directed at young drivers via social media, educational and other outlets.

The needs of older drivers (age 65 or older) vary greatly, and Maryland is attentive to identifying older driver needs, evaluating their driving ability, and helping plan for their continued mobility. Older driver safety initiatives are carried out at the local level with significant input from the MHSO’s Partnerships, Resources, & Outreach Section. The MHSO works closely with the MVA’s Driver Safety Division on older driver education issues for statewide programming, and the MVA maintains an Older Driver Safety Forum which meets on a regular basis to address the needs of Maryland’s older drivers.

Young and Older Drivers are included in Maryland’s SHSP as vulnerable users and target groups. Action steps within the various Emphasis Area Strategies are aimed at addressing the issues that are specifically identified in the crash data.

Action Plan

The MHSO was unable to identify partner agencies that were willing to undertake specific younger or older driver programs for FFY 2018. The MHSO does fund programs such as *Every 15 Minutes* and after-prom projects that are covered in the Impaired Driving Program Area summary contained previously in this report.

Evaluation

The MHSO evaluates traffic safety programs through output and outcome measures. Outcome measures include crash data (fatality and serious injury). Projects funded through the MHSO are required to have an effective evaluation component. Depending on the level of grant funds obligated and the scope of the project, output measures are reported and evaluated throughout the grant cycle.

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

Outcome Measures

Young-Driver Related Fatalities and Serious Injuries – Actual (Five-Year Average)								
Actual	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Fatalities	117	109	98	89	77	65	55	52
Serious Injuries	1,455	1,254	1,053	887	745	649	551	480

Young-Driver Related Fatalities and Serious Injuries (Five-Year Average)					
Target	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Fatalities	70	69	67	65	63
Serious Injuries	698	673	648	621	596

Fatality Target: Reduce the number of young driver involved fatalities on all roads in Maryland from the five-year average (2004–2008) of 117 to 60 or fewer by December 31, 2020.

Serious Injury Target: Reduce the number of young driver involved serious injuries on all roads in Maryland from the five-year average (2004–2008) of 1,455 to 548 or fewer by December 31, 2020.

Older-Driver Related Fatalities and Serious Injuries – Actual (Five-Year Average)								
Actual	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
Fatalities	95	95	91	85	85	82	79	84
Serious Injuries	781	730	659	617	576	545	529	487

Older-Driver Related Fatalities and Serious Injuries (Five-Year Average)					
Target	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020
Fatalities	74	72	70	67	65
Serious Injuries	519	502	485	468	451

Fatality Target: Reduce the number of older driver involved fatalities on all roads in Maryland from the five-year average (2004–2008) of 95 to 61 or fewer by December 31, 2020.

Serious Injury Target: Reduce the number of older driver involved serious injuries on all roads in Maryland from the five-year average (2004–2008) of 781 to 420 or fewer by December 31, 2020.

Maryland's Traffic Safety Information System Improvement Program

Problem Identification

Hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic safety data are critical components to Maryland's traffic records system. The datasets managed by this system include crash, driver licensing and history, vehicle registration and titling, commercial motor vehicle, roadway, injury control, citation/adjudication, and EMS/trauma registry data.



Maryland employs a two-tiered Traffic Records Coordinating Committee (TRCC), with both General (or technical) and Executive Councils, comprised of data owners, data managers, and data users with oversight and interest in the datasets listed above. MHSO staff serves on the TRCC General Council and subcommittees, and advises the TRCC Executive

Council, which oversees and approves the Maryland Traffic Records Strategic Plan (TRSP).

The TRSP is a five-year plan that runs concurrent with the Maryland SHSP. Both the TRSP and SHSP went into effect January 2016 and will cover the years 2016 through 2020. The TRCC worked with the NHTSA on its most recent Traffic Records Assessment. Maryland accepted the final report in early December 2014, and the TRCC formed a Traffic Records Strategic Plan Steering Committee to oversee development of the next five-year plan for traffic records. After a year of development, the TRCC Executive Council accepted the plan in January 2016.

Recommendations from the 2014 assessment include Maryland's need to improve:

- TRCC's strategic planning abilities;
- Procedures, process flows, and interfaces for the crash data system;
- Data quality control programs for the crash, vehicle, driver, roadway, and injury surveillance data systems;
- Procedures and process flows for the roadway data system;
- Interfaces with the citation and adjudication systems; and
- Interfaces with the injury surveillance systems.

Objectives in the TRSP are based on the 2010 and 2014 assessments, along with the Crash Data Improvement Program findings, and other needs determined by members of the TRCC, including the various partners in the process. The prioritization and selection process for projects requesting funds includes an evaluation of each project's ability to meet the priority objectives in the TRSP, considering the strategies in the SHSP and the five-year needs of the SHSP Emphasis Areas. Priority objectives are reviewed and determined annually by the TRCC Executive Council.

Solution

The accurate collection and timely dissemination of traffic records information are crucial to ensuring positive results from projects and strategies within the five-year plan. Data elements form the informational backbone for all the MHSO's programs and the SHSP itself. All activities, from enforcement to education, rely on good data, and the MHSO's focus is to provide effective data support and analysis for programs that can help the State meet traffic safety goals in reducing crashes and resulting injuries and fatalities.

Maryland's Traffic Records Executive Council's leadership goal is to develop a comprehensive statewide traffic records system that provides traffic safety professionals with reliable, accurate, and timely data to inform decisions and actions for implementing proven countermeasures and managing and evaluate safety activities to resolve traffic safety problems. The traffic records system encompasses the hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic safety data. This system is used to manage basic crash data from all law enforcement agencies, along with information on driver licensing and history, vehicle registration and titling, commercial motor vehicles, roadways, injury control efforts, citation and adjudication activities, and the EMS/trauma registry.

Maryland's Traffic Records Executive Council provides policy leadership to the TRCC and its efforts to continually review and assess the status of Maryland's traffic safety information system and its components. The TRCC oversees the development and update of the Traffic Records Strategic Plan to serve public- and private-sector needs for traffic safety information, to identify technologies and other advancements necessary to improve the system, and to support the coordination and implementation of system improvements.

The MHSO participates on all levels of the TRCC through its own staff and through a grant-funded project at the NSC called the MCTSA, a more comprehensive, expert staff-based approach to provide services based on the CODES and other traffic records data and to meet the wide and varied needs of the MHSO and its partners.

The MHSO is a member of the Crash Data Tri-Agency Council—consisting of the MSP, the SHA, and the MVA—which oversees policies and projects related to the crash data system. The MHSO is also represented on the ACRS Task Force, working with technical and policy experts named by the Tri-Agency Council to oversee continuing improvements of Maryland's newest electronic data system. The Tri-Agency Council and the ACRS Task Force act as subcommittees of the TRCC and share goals to meet the priority objectives set forth in the TRSP.

MHSO staff members work with subject matter experts from the MCTSA project to help manage the TRSP, and the MHSO continues the CODES program. These are some of the ways in which the MHSO relies on its many partner agencies to make data accessible for highway safety planning, as it employs various systems and programs, with the help of State agencies and grantees, to collect, maintain and analyze internal data information.

The mission to provide data and analytical support to traffic safety professionals at the local, State, regional, and national levels drives the direction of the Traffic Records Program. Projects to be considered for funding by the Traffic Safety Information System Improvement Program must adhere to goals and objectives within the TRSP and provide support for the data needs of the traffic records community.

Action Plan

Traffic safety information system projects funded for FFY 2018 are listed below, each referencing the TRSP strategy and the NHTSA Traffic Records Assessment recommendation addressed:

Project Agency: Maryland Sheriffs' Association, Inc.	
Program Area: Traffic Records	Project Number: GN 18-279
Project Funds / Type: \$5,500.00 / 405c TR Data (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$500.00 / 405c TR Data
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement training/skills based/curriculum. 	
TRSP Strategy:	
<ul style="list-style-type: none"> Provide ongoing access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation with analytical partner support. 	
Assessment Recommendation:	
<ul style="list-style-type: none"> Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory. 	
Project Description: This project will provide traffic records training for law enforcement.	

Project Agency: University of Maryland Baltimore, NSC	
Program Area: Traffic Records	Project Number: GN 18-219
Project Funds / Type: \$354,814.90 / 405c TR Data (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$73,215.77 / 405c TR Data
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Identify and target highway safety issues, populations, and locations of concern through the collection, analysis and evaluation of data and information. 	
TRSP Strategies:	
<ul style="list-style-type: none"> Conduct and publish a complete traffic records system inventory to include data definitions and flow diagrams for each component system. Prioritize strategic plan responsibilities using annual timelines. Catalog and publish data release policies and/or data sharing agreements from all partners with traffic record data, specifically identifying rules that allow intra and interagency access, and public access. Review and prioritize federal data element requirements (e.g., Model Minimum Uniform Crash Criteria Guidelines (MMUCC), National Emergency Medical Services (EMS) Information System (NEMESIS), and Model Inventory of Roadway 	

<p>Elements (MIRE) needed to enhance State traffic records data improvement systems.</p> <ul style="list-style-type: none"> • Critically appraise the TRCC’s direction, strategy, and business approaches as outlined in the approved Charter. • Institutionalize the evaluation of TRCC responsibilities. • Provide ongoing access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation with analytical partner support. • Integrate data from traffic records component systems to satisfy specific analytical inquires. • Provide timely access to data analyses and interpretation upon request. • Make outputs from State data linkage systems available to State and local decision-makers to influence data-driven policy and reform. • Provide a narrative description of the process by which MMUCC was used to identify what crash data elements and attributes are included in the crash database and police crash report.
<p>Assessment Recommendations:</p> <ul style="list-style-type: none"> • Strengthen the TRCC’s abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory. • Improve the data quality control program for the crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
<p>Project Description: This project supports data analysis to the MHSO and statewide partners and administrative support for MHSO’s Traffic Records Program.</p>

Project Agency: Washington College	
Program Area: Traffic Records	Project Number: GN 18-046
Project Funds / Type: \$493,634.22 / 405c TR Data (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$89,016.01 / 405c TR Data
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Identify and target highway safety issues, populations, and locations of concern through the collection, analysis and evaluation of data and information. 	
TRSP Strategies:	
<ul style="list-style-type: none"> • Provide ongoing access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation with analytical partner support. • Integrate data from traffic records component systems to satisfy specific analytical inquires. • Provide timely access to data analyses and interpretation upon request. • Make outputs from State data linkage systems available to State and local decision-makers to influence data-driven policy and reform. • Make outputs from State data linkage systems available to the general public. 	
Assessment Recommendations:	
<ol style="list-style-type: none"> 1. Improve the data quality control program for the crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. 2. Improve the data quality control program for the roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 	

Project Description: This project will focus on strategies that will improve the ability to use data driven analysis to reduce crashes and deaths on Maryland roads.

Evaluation

Goals are prioritized for appropriate components of the traffic records information system, with objectives developed based on the periodic assessments, ongoing TRCC evaluation and input, and other state agency-identified needs. The TRCC sets performance measures for priority objectives identified in the TRSP, which are reviewed regularly throughout each year. Systems are evaluated for quantitative progress, such as improved timeliness and completeness, with reports submitted to NHTSA at least annually. Additionally, MHSO grants are evaluated during and after implementation through grantee reporting using proven process evaluation measures.

Performance Measures

1. Crash Data: Accuracy: 13.37 percent improvement

Measure of the quality control (QC) process at the MSP. ACRS “off-road” crashes are meant to be a selection for officers to indicate a crash occurring on a non-trafficway (e.g., parking lots, private road) but officers have been selecting “off-road” for vehicles that run off the roadway (crash starting on a trafficway). Through QC processes at MSP, to include an automated selection of reports marked off-road, to a manual review of crash reports, and also a communications procedure from the training unit, Maryland has been able to improve the accuracy of its crash data by reducing the percentage of crashes erroneously marked as off-road.

```
SELECT round(count(A.ReportNumber)/tot_crashes * 100 ,2) PERCENTAGE_2015
FROM ACRS_QUEUE A, (SELECT count(ReportNumber) tot_crashes FROM
acrs_QUEUE d WHERE
type_id=2 and CRASH_DATE between '01-APR-15' and '01-APR-16' )
where type_id=2 and CRASH_DATE between '01-APR-15' and '01-APR-16'
and STATUS_ID in ('03','04')
GROUP BY tot_crashes;
```

43.28

```
SELECT round(count(A.ReportNumber)/tot_crashes * 100 ,2) PERCENTAGE_2016
FROM ACRS_QUEUE A, (SELECT count(ReportNumber) tot_crashes FROM
acrs_QUEUE d WHERE
type_id=2 and CRASH_DATE between '01-APR-16' and '01-APR-17' )
where type_id=2 and CRASH_DATE between '01-APR-16' and '01-APR-17'
and STATUS_ID in ('03','04')
GROUP BY tot_crashes;
```

29.91

2. Citation Data: Completeness: 6.33 percent improvement

Percentage of e-citations with no longitude and latitude coordinates (i.e., x/y). We assess the traffic citations issued by law enforcement to ensure there is a location for each. In the period assessed just prior to this FFY 2018 submission, a 6.33 percent decrease in the number of citations *without* an x/y was found.

ETIX Citations Location Analysis April 1st 2015 to March 30th 2016				
Citation Data	Location In Maryland	Outside of Maryland's Boundary's	No XYS	Total ETIX Citations
Raw Data	273840	242504	518713	1034607
Raw Data with Updated XYs	515384	510	518713	1034607
Raw Data with Updated XYs and No Identical Citations	302948	293	254908	558149

ETIX Citations Location Analysis April 1st 2016 to March 30th 2017				
Citation Data	Location In Maryland	Outside of Maryland's Boundary's	No XYS	Total ETIX Citations
Raw Data	37962	465754	485868	989584
Raw Data with Updated XYs	503307	409	485868	989584
Raw Data with Updated XYs and No Identical Citations	282632	214	230298	513144
Raw Data from District Court			-32845	
			-6.33%	

3. Crash Data: Accuracy: 0.1 percent improvement

Percentage of crashes with longitude and latitude coordinates (i.e., x/y) with values inside the State of Maryland (where the crashes would have had to occur).

For April 1, 2015 – March 31, 2016:

0 Missing Lat/Long values.

111,511/111,853 were inside Maryland (99.7 percent) (342 outside the State).

For April 1, 2016 – March 31, 2017:

0 Missing Lat/Long values.

117,161/117,425 were inside Maryland (99.8 percent) (264 outside the State).

Maryland's Police Traffic Services Program

Problem Identification

To develop successful and effective solutions that address traffic issues on the roadways themselves, law enforcement agencies need staff personnel that are highly motivated, educated, and trained to enforce traffic safety laws. They must be adept at identifying, analyzing, and solving problems that help preserve local resources or tend to benefit public or private agencies in their solution.

The Maryland Traffic Safety Specialist (TSS) Program provides perhaps the only major recognition and feedback program for law enforcement officers who have received advanced levels of training and developed high levels of proficiency and expertise in areas of traffic safety. The TSS is the only program in the State that specifically tracks and recognizes the advanced training and proficiency of law enforcement officers in traffic safety. There is a continuing need for such recognition and its positive motivational effect on law enforcement officers along with opportunities it provides to enhance professional development specifically in traffic safety.

Traffic safety in Maryland remains a primary public safety issue given the demands that confront law enforcement agencies, but, too often, traffic safety programs are not given a high priority by all public safety executives. Many local jurisdictions experience traffic safety problems that would benefit from local analysis and data-driven solutions. Likewise, as the need for more complete and accurate data continues to grow, there is a comparable need for training officers in the highly technical field of crash reconstruction.

By implementing its Leading Effective Traffic Enforcement Program (LETEP), the MHSO helps to systematically address many traffic safety and other public safety issues through a recognized training curriculum that makes traffic management a priority.

New techniques and tools are emerging every day, and law enforcement needs State support for a more effective way to embrace these resources. The economies of scale make this kind of training invaluable to Maryland law enforcement professionals.

Partner organizations such as the MSA and the MCPA recognize the training needs for law enforcement members that are not adequately met by State and local governments. Traffic safety is often neglected or diminished in importance, compared to what may seem more pressing law enforcement training issues experienced by individual agencies.

Additionally, as noted in the Congressional Conference Report accompanying the FAST Act legislation, there is a growing concern for the dangers posed by unsecured loads on non-commercial vehicles. By developing projects combining a comprehensive public education campaign coupled with an HVE component, the MHSO hopes to address this concern.

Results from Drivers Survey

Results of the Maryland Annual Driving Survey of motorist attitudes and behavior highlight the need for additional resources, training, and ongoing support for law enforcement officers, specifically as it relates to motorist knowledge, attitudes, and behaviors. For instance, one in three drivers (34 percent) indicated they “strongly agree” or “somewhat agree” with the statement: “I like to drive more than 10 MPH over the posted speed limit.” Similarly, nearly 30 percent of drivers believed they are not likely to be stopped when driving more than 10 MPH, indicating many drivers both feel compelled to speed and feel there will be little, or no, consequences to doing so.

Approximately 18 percent of survey respondents indicated their friends and family members are not necessarily opposed to talking on a handheld cell phone while driving, even though this activity has been illegal in Maryland since 2013. Nearly 18 percent of the respondents indicated they are likely to talk on a handheld cell phone the next time they drive. More than one-quarter (25 percent) of survey respondents believed they were not likely to be stopped by police if they drove within two hours of drinking alcohol. But nearly two in three respondents (66 percent) strongly agreed that the punishment would be severe if they were stopped after drinking and driving. Nearly 30 percent of respondents believed they would not be ticketed if they did not wear a seat belt, despite the Maryland law requiring seat belt usage.

These results are important in demonstrating the actual beliefs of drivers and passengers. The MHSO shapes training curricula to offset some of those behaviors and to help bridge the gap between public perception of laws and unsafe behaviors into more effective law enforcement practices and programs.

Solution

Throughout FFY 2018, the MHSO will support law enforcement training through grants and will collaborate with the MCPA, MSA, and the Maryland Police and Correctional Training Commission on training and officer recognition. The MHSO coordinates a TSS certification for law enforcement officers, and the program will continue to be expanded throughout the coming year.

The MSP, MDTA Police, and many local law enforcement agencies will receive funds for overtime enforcement to address the most pressing traffic safety challenges, using a data-driven approach. In addition, the MHSO will fund LETEP to improve and encourage strategic traffic safety thinking among law enforcement.

Action Plan

Police traffic services projects funded for FFY 2018 are listed below:

Project Agency: Baltimore County Police Dept. - Crash Recon	
Program Area: Special Projects	Project Number: GN 18-092
Project Funds / Type: \$43,364.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	

SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement training/skills based curriculum. 	
Project Description: This project supports training to Maryland's Crash Reconstructionist personnel throughout the State by Maryland's Crash Reconstruction Committee.	

Project Agency: Maryland Chiefs of Police	
Program Area: Special Projects	Project Number: GN 18-203
Project Funds / Type: \$83,600.00 / 402; \$550.00 / SMDF (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$7,600.00 / 402; \$50.00 / SMDF
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Conduct or participate in traffic safety related conferences. 	
Project Description: This project supports the MCPA in developing and implementing trainings for law enforcement officials throughout the grant year.	

Project Agency: Maryland Sheriffs' Association, Inc.	
Program Area: Special Projects	Project Number: GN 18-282
Project Funds / Type: \$23,100.00 / 402 (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$2,100.00 / 402
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Conduct or participate in traffic safety related conference. Develop and implement a comprehensive enforcement strategy. Develop and implement training/skills based curriculum. 	
Project Description: This project provides specialized training for law enforcement supervisors and command staff members.	

Project Agency: Maryland Police and Correctional Training Commissions	
Program Area: Special Projects	Project Number: GN 18-135
Project Funds / Type: \$37,117.29 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement training/skills based curriculum. 	
Project Description: This project supports Maryland's TSS Program, the only program in the State that tracks and recognizes advanced training and proficiency of law enforcement officers in traffic safety.	

Project Agency: MML PEA Committee of 2018	
Program Area: Special Projects	Project Number: GN 18-294
Project Funds / Type: \$4,500.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement training/skills based curriculum. 	

Project Description: The Maryland Municipal League Police Executive Association Training Conference held in April offers top level executives a variety of educational sessions. One 90-minute plenary training session, along with a lunch speaker, is planned to help educate executives on new and emerging traffic safety issues, countermeasures, and the goals of the TZD campaign.

Project Agency: Wor-Wic Community College	
Program Area: Special Projects	Project Number: GN 18-259
Project Funds / Type: \$11,361.60 / 402 (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$841.60 / 402
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement training/skills based curriculum. 	
Project Description: This project provides law enforcement training for law enforcement officials on the Eastern Shore who are unable to travel to trainings offered elsewhere.	

Project Agency: Baltimore County Police Department	
Program Area: Special Projects	Project Number: LE 18-070
Project Funds / Type: \$2,150.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement training/skills based curriculum. 	
Project Description: This grant is to cover the cost of two officers to attend the Maryland Chiefs Conference and associated membership fees.	

Project Agency: Montgomery County Police Department	
Program Area: Special Projects	Project Number: LE 18-293
Project Funds / Type: \$3,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement training/skills based curriculum. 	
Project Description: This project is to cover the cost of the food, location, awards, and speaker fees for a traffic symposium.	

In addition to the projects listed above, the MHSO is also funding a special project with the MDTA Police to address unsecured loads on Maryland's roads. The details of the project are as follows:

Project Agency: Maryland Transportation Authority Police	
Program Area: Special Projects	Project Number: LE 18-295
Project Funds / Type: \$20,000.00 / FA 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	

- Identify and target unsecured-load safety issues, populations, and locations of concern through the collection, analysis and evaluation of data and information.
- Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.

Project Description: This project will assist Maryland law enforcement in their vigilance of unsecured-load violations while also educating the public of the hazards associated with improperly secured loads and trailers.

Evaluation

Maryland's traffic safety law enforcement grants track progress on the number of officers trained and ensures quality training. Evaluating these grants can be difficult as they rely mainly on an individual officer's ability to process and retain the information presented, as well as the ability to continue to implement training in everyday enforcement situations. Nevertheless, the MHSO does conduct training appraisals to determine the value of the training, identify possible gaps, and determine required changes to a curriculum.

Training does make a difference but general training funding in law enforcement budgets is extremely limited. By developing worthwhile traffic training (and recognition programs), the MHSO can dramatically influence the traffic enforcement culture and positively influence enforcement of Maryland's traffic safety laws.

Program Support

Problem Identification

Many projects that do not fall neatly into program focus areas are undertaken for their innate ability to help accomplish the goals of Maryland’s overall traffic safety program, either alone or in conjunction with specific programs. For instance, the MHSO’s Communications Program utilizes the problem identification statements from individual program areas as factors for creating and placing support messaging. The factors considered include audience demographics such as age, gender, ethnicity, and even the types of media availability within a target audience’s reach, and are utilized to shape media messages that support traffic safety programs.

Maryland places significant emphasis on the use of paid and earned media to positively impact enforcement operations and educational programs coordinated throughout the State. Maryland has two large Designated Market Areas (DMA) in the Baltimore and Washington, D.C. 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 and Washington, D.C. metropolitan media markets. Many of the MHSO’s campaigns utilize a mix of media, and the mix depends upon the target demographic and budgets within individual programs.

Solution

The MHSO funds projects that help achieve Maryland’s traffic safety goals overall and within individual programs. Program support projects funded in FFY 2018 will include grants to support the staffing of the MHSO Program Managers; media and communications projects that augment HVE programs; local task force meeting expenses; technical support for the SHSP; the continued development of the MHSO’s new electronic grants management system; funding for the MHSO’s planning and administration costs; and the salaries of Maryland’s four LELs.

Action Plan

Program support projects funded for FFY 2018 are listed below:

Project Agency: Chesapeake Region Safety Council	
Program Area: Special Projects	Project Number: GN 18-280
Project Funds / Type: \$203,254.70 / 402 (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$18,477.70 / 402
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement training/skills based curriculum. 	
Project Description: This project will support the MHSO's Law Enforcement Services Section. The section coordinates directly with MHSO’s largest group of grantees-law enforcement. This project will support the salaries and expenses of two full-time LELs.	

Project Agency: Chesapeake Region Safety Council	
Program Area: Special Projects	Project Number: GN 18-280
Project Funds / Type: \$78,262.80 / 405d (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$7,114.80 / 405d
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Develop and implement training/skills based curriculum. 	
Project Description: This project will support the MHSO's Law Enforcement Services Section. The section coordinates directly with the office's largest group of grantees – law enforcement. This project will support the hiring of two part-time LELs.	

Project Agency: Governors Highway Safety Association	
Program Area: Special Projects	Project Number: GN 18-267
Project Funds / Type: \$111,716.19 / SMDF (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$13,890.57 / SMDF
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Conduct or participate in traffic safety related conference. Develop and implement training/skills-based curriculum. 	
Project Description: This project supports the evaluation of the Maryland SHSP. The findings of the evaluation could assist in the formulation of the next SHSP (2021-2025).	

Project Agency: Maryland Highway Safety Office	
Program Area: Planning & Administration (P&A)	Project Number: GN 18-277
Project Funds / Type: \$72,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Use data-driven approaches to identify driver behaviors and target audiences to focus on highway safety issues. Identify and implement effective engineering and technological solutions to reduce crashes, injuries, and deaths on Maryland highways. Conduct public awareness, training, and media programs aimed at reducing high risk driving behaviors. Promote and support legislation and adjudication to reduce high risk driving behaviors. 	
Project Description:	
This grant provides a mechanism to track payments for everyday P&A costs such as travel, printing, and supplies. These funds are captured for MHSO reporting purposes with other federal funds.	

Project Agency: Maryland Highway Safety Office	
Program Area: Grant Management System	Project Number: GN 18-281
Project Funds / Type: \$200,000.00 / 402	Indirect Costs / Type: \$0.00

Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> This project supports the P&A functions of the MHSO. 	
Project Description: This project will allow the MHSO to continue work on the contract with United Solutions to implement the new online grants management system.	

Project Agency: Maryland Highway Safety Office	
Program Area: Communications (Non-DUI)	Project Number: GN 18-284
Project Funds / Type: \$285,000.00 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Identify and implement effective engineering and technological solutions to reduce crashes, injuries, and deaths on Maryland highways. Conduct public awareness, training, and media programs aimed at reducing high risk driving behaviors. Develop and implement highway safety enforcement practices. 	
Project Description: This project supports the MHSO's projects within the Communications Unit such as a social media program, engagement and maintenance of a website and the creation of the MHSO's annual report, along with other projects.	

Project Agency: Maryland Highway Safety Office	
Program Area: Leidos	Project Number: GN 18-272
Project Funds / Type: \$265,000.00 / SMDF	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Support and conduct public awareness, training, and/or media programs aimed at reducing high risk driving behaviors. 	
Project Description: This project will support the MHSO through separate tasks agreed upon through a contract with Leidos, a company that provides logistical support to the SHSP Emphasis Area Teams through a variety of deliverables that support SHSP activity.	

Project Agency: Maryland Highway Safety Office	
Program Area: MHSO Staffing	Project Number: GN 18-283
Project Funds / Type: \$91,587.86 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> This project supports the entire SHSP by providing staff coordination, implementation, and evaluation support. 	
Project Description: This grant provides the mechanism needed to allow the MVA to pay the salaries and benefits of the MHSO staff and be reimbursed by the NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Program Area: MHSO Staffing	Project Number: GN 18-283
Project Funds / Type: \$243,245.20 / 405d AL	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> This project supports the entire SHSP by providing staff coordination, implementation, and evaluation support. 	
Project Description: This grant provides the mechanism needed to allow MVA to pay the salaries and benefits of the MHSO staff and be reimbursed by the NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Program Area: MHSO Staffing	Project Number: GN 18-283
Project Funds / Type: \$644,730.74 / 402; \$146,071.18 / STATE	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> This project supports the entire SHSP by providing staff coordination, implementation, and evaluation support. 	
Project Description: This grant provides the mechanism needed to allow MVA to pay the salaries and benefits of the MHSO staff and be reimbursed by the NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Program Area: MHSO Staffing	Project Number: GN 18-283
Project Funds / Type: \$198,834.48 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> This project supports the entire SHSP by providing staff coordination, implementation, and evaluation support. 	
Project Description: This grant provides the mechanism needed to allow MVA to pay the salaries and benefits of the MHSO staff and be reimbursed by the NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Program Area: MHSO Staffing	Project Number: GN 18-288
Project Funds / Type: \$3,000.41 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> This project supports the entire SHSP by providing staff coordination, implementation, and evaluation support. 	
Project Description: This grant provides the mechanism needed to allow MVA to pay the salaries and benefits of the MHSO staff and be reimbursed by the NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Program Area: MHSO Staffing 2	Project Number: GN 18-288
Project Funds / Type: \$29,656.84 / 402	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> This project supports the entire SHSP by providing staff coordination, implementation, and evaluation support. 	
Project Description: This grant provides the mechanism needed to allow MVA to pay the salaries and benefits of the MHSO staff and be reimbursed by the NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Program Area: MHSO Staffing 2	Project Number: GN 18-288
Project Funds / Type: \$88,970.50 / FA 405b OP	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> This project supports the entire SHSP by providing staff coordination, implementation, and evaluation support. 	
Project Description: This grant provides the mechanism needed to allow MVA to pay the salaries and benefits of the MHSO staff and be reimbursed by the NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Program Area: MHSO Staffing 2	Project Number: GN 18-288
Project Funds / Type: \$120,070.60 / 405c TR Data	Indirect Costs / Type: \$0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> This project supports the entire SHSP by providing staff coordination, implementation, and evaluation support. 	
Project Description: This grant provides the mechanism needed to allow MVA to pay the salaries and benefits of the MHSO staff and be reimbursed by the NHTSA for federal expenditures.	

Project Agency: Washington Regional Alcohol Program	
Program Area: Special Projects	Project Number: GN 18-091
Project Funds / Type: \$29,400.00 / 402 (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$4,900.00 / 402
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> Conduct or participate in traffic safety related conference. 	
Project Description: This project supports task force and training components of projects by providing meeting logistics and other program support as needed.	

Project Agency: Washington Regional Alcohol Program	
Program Area: Special Projects	Project Number: GN 18-091
Project Funds / Type: \$21,820.00 / 405d AL (Note: Total includes Indirect Cost)	Indirect Costs / Type: \$1,820.00 / 405d AL
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy:	
<ul style="list-style-type: none"> • Conduct or participate in traffic safety related conference. 	
Project Description: This project supports task force and training components of projects by providing meeting coordination and other program support as needed.	

Evaluation

Electronic media, outdoor advertising, and other forms of communication involving various traffic safety messages are used in awareness and education campaigns. Using a dedicated media contractor, messaging is designed and created to concisely deliver traffic safety information and messages to the intended demographic audiences. In every instance of media purchases, the MHSO expects and receives a full evaluation of the results of these media purchases and outreach efforts.

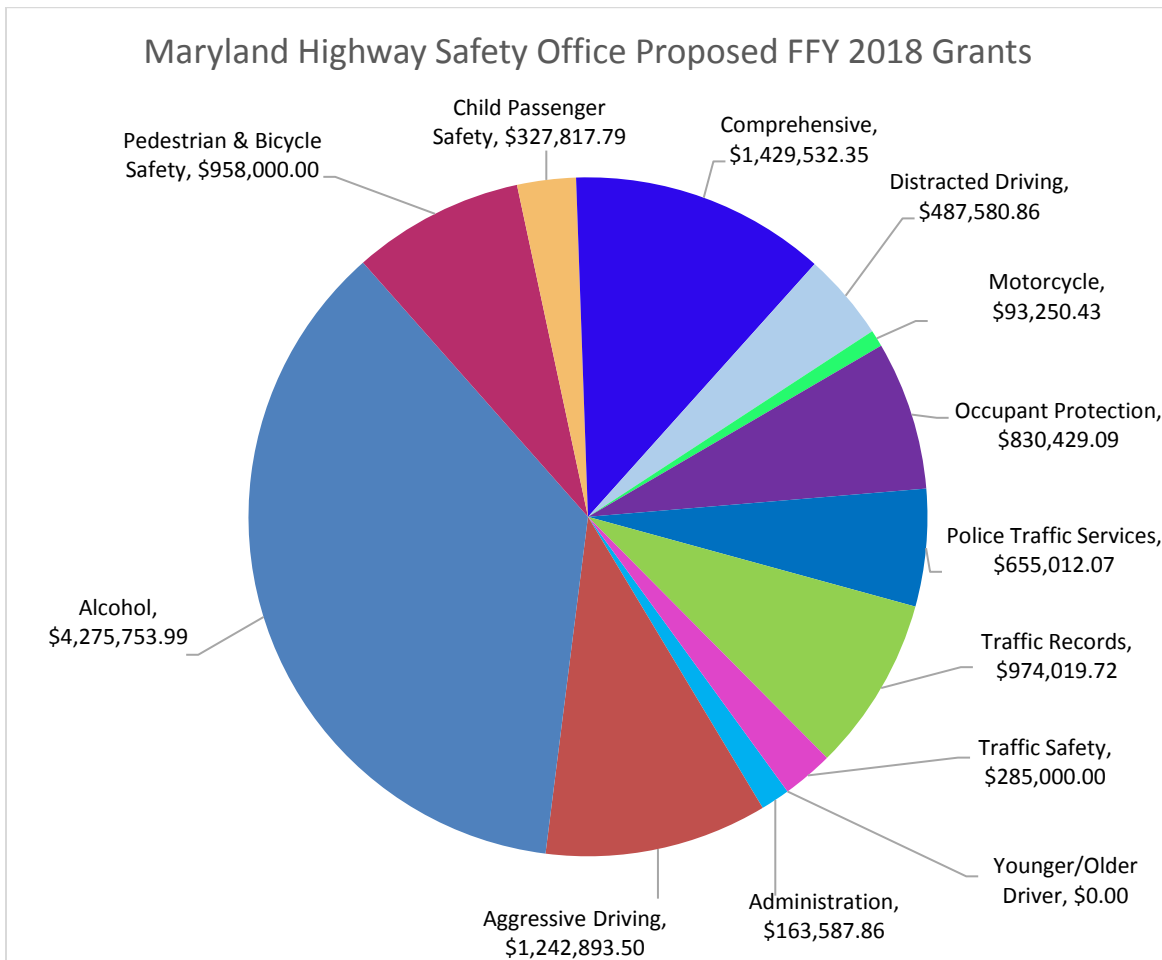
The types of evaluative components include:

- Number of paid airings;
- Total impressions;
- TRP/GRP;
- Reach;
- Frequency;
- Electronic and social media hits;
- Press releases/articles distributed/aired; and
- Numbers of materials distributed.

Highway Safety Program Cost Summary

The Maryland Highway Safety Office allocated a total of \$11,722,877.66 for the following highway safety program areas:

Administration	\$163,587.86
Aggressive Driving	\$1,242,893.5
Alcohol	\$4,275,753.99
Pedestrian & Bicycle Safety	\$958,000.00
Child Passenger Safety	\$327,817.79
Comprehensive	\$1,429,532.35
Distracted Driving	\$487,580.86
Motorcycle	\$93,250.43
Occupant Protection	\$830,429.09
Police Traffic Services	\$655,012.07
Traffic Records	\$974,019.72
Traffic Safety	\$285,000.00
Younger/Older Driver	0
Total	\$11,722,877.66



APPENDICES AND ATTACHMENTS

Appendix A: Sources and Crash Data Definitions

Unless otherwise noted, all crash data are derived from the MDOT SHA, based on reports submitted and processed by the Maryland State Police Central Records Division (MSP CRD) through the ACRS.

For each crash definition labeled to include the word ‘related,’ the total number of persons in a crash with a driver exhibiting a particular behavior are included. For example, the number of older-driver related fatalities includes all those killed in a crash that involved a driver 65 or older. It is not a summary of drivers ages 65 or older killed in motor vehicle crashes.

Fatality: Defined as injury severity 05, based on the KABCO scale, as determined by law enforcement, and also must be a person who dies due to injuries sustained in motor vehicle crash (within 30 days of that incident) on Maryland traffic ways, as defined by the Maryland State Police with guidance from ANSI D16.1 Manual on Classification of Motor Vehicle Traffic Accidents.

Serious Injury: Defined as injury severity 04, based on the KABCO scale, as determined by law enforcement.

Aggressive Driving Related Crash: A crash in which a driver has one of the following values in both the primary and secondary contributing circumstance fields of the Maryland crash report: failed to yield right of way; failed to obey stop sign; failed to obey traffic signal; failed to obey other traffic control; failed to keep right of center; failed to stop for school bus; wrong way on one way; exceed speed limit; too fast for conditions; followed too closely; improper lane change; or improper passing; improper passing; failure to obey traffic signs, signals, or officer; disregarded other road markings; other improper action; or operated motor vehicle in erratic/reckless manner.

Distracted Driving Related Crash: At least one driver in the crash was reported to be distracted, defined by having values of either ‘failure to give full time and attention’ or ‘cell phone in use’ in any of the first four available contributing circumstance fields, or any of the following values in the driver distracted by field: looked but did not see; other electronic device (tablet, GPS, MP3 player, etc.); by other occupants; by moving object in vehicle; talking or listening on cellular phone; dialing cellular phone; adjusting audio and/or climate controls; using other device controls integral to vehicle; using device/object brought into vehicle (non-electronic); distracted by outside person, object, or event; eating or drinking; smoking related; other cellular phone related; lost in thought; or texting from a cellular phone.

Impaired Driving Related Crash: The Maryland definition of an impaired driving crash is: At least one driver in the crash is determined to be impaired by the investigating officer as indicated through the driver condition, blood alcohol content, substance use detected, and contributing factor fields on the Maryland crash report.

- person condition of ‘had been drinking’, ‘using drugs’, or ‘influenced by medications and/or drugs and/or alcohol’; or
- blood alcohol concentration (BAC) between .01 and .50; or
- substance use of ‘alcohol contributed’, ‘illegal drugs contributed’, ‘medication contributed’, or ‘combination contributed’; or
- contributing circumstance of ‘under the influence of drugs’, ‘under the influence of alcohol’, ‘under the influence of medication’, or ‘under combined influence’.

Note: This number includes drug impairment as well as alcohol impairment, and will not match alcohol-impaired fatality figures provided by NHTSA’s Fatal Accident Reporting System (FARS), which measures only drivers with a recorded Blood Alcohol Content (BAC) greater than 0.08. Objectives for both State and federally defined impaired driving are included in the FFY 2018 HSP to maintain continuity with previous Maryland SHSP and HSPs, and to maintain a link with other state plans that exclusively use State crash data as the source for problem identification and program evaluation.

Occupant Protection (Unrestrained): An unrestrained occupant crash is defined as an occupant of a passenger vehicle (non-motorcycle) who is: less than 8 years of age recorded as not using a ‘child/youth restraint’; 8 years of age or older recorded as not using a “lap and shoulder belt” or “air bag and belt”.

Pedestrian Crash: All persons involved in a crash with a person reported as a pedestrian on foot (using the ‘pedestrian’ person type and ‘pedestrian on foot’ pedestrian type).

Bicyclist Crash: All persons involved in a crash with a person reported as a bicyclist or pedalcyclist (using the ‘pedestrian’ person type and ‘bicyclist’ or ‘other pedalcyclist’ pedestrian type).

Speed-Related Crash: All persons in a crash where at least one driver in the crash was reported to be speeding, defined by having values of either ‘exceeded speed limit’ or ‘too fast for conditions’ in the first or second contributing circumstance fields.

Motorcycle Crash: All persons in a crash involving at least one motorcycle, defined as a ‘motorcycle’ body type. Operators and passengers on the motorcycle itself are included.

Older-Driver Related Crash: All persons in a crash where at least one driver in the crash was reported to be age 65 or older.

Young-Driver Related Crash: All persons in a crash where at least one driver in the crash was reported to be between the ages of 16 and 20.

Appendix B : NHTSA Core Performance Measures (Required)

To meet federal requirements as expressed in the FAST Act, the required minimum set of core performance measures are included below. The source for all fatality baseline data is NHTSA’s FARS most recently available data. Please note that base year numbers and targets will NOT match the base year number and targets stated above due to differences in data definitions between the NHTSA FARS system and the State crash data system.

All targets below are set using a five-year average and the exponential trend method described earlier. Additional sources include: serious injury crash data derived from the SHA, based on reports submitted and processed by the Maryland State Police Central Records Division (MSP CRD) and through the ACRS; seat belt use rate obtained from the annual Maryland Observational Surveys of Safety Belt Use; and seat belt citations, DUI arrests, and speeding citations obtained through MHSO’s grant management reporting system.

As with the SHSP, the end-year targets (by December 31, 2020) and single year targets are derived from the midpoint of the 5-year average for the years 2018–2022.

Standardized Performance and Survey Measures
<ul style="list-style-type: none"> • Reduce the five-year average number of fatalities on all roads in Maryland from 623 in 2004–2008 (<i>NHTSA FARS ARF</i>) to 391 or fewer by December 31, 2020.
<ul style="list-style-type: none"> • Reduce the five-year average number of fatalities on rural roads in Maryland from 251 in 2004–2008 to 98 or fewer by December 31, 2020.
<ul style="list-style-type: none"> • Reduce the five-year average number of fatalities on urban roads in Maryland from 371 in 2004–2008 to 239 or fewer by December 31, 2020.
<ul style="list-style-type: none"> • Reduce the five-year average fatality rate per VMT on all roads in Maryland from 1.11 in 2004–2008 to 0.64 or lower by December 31, 2020.
<ul style="list-style-type: none"> • Reduce the five-year average fatality rate per VMT on rural roads in Maryland from 1.76 in 2004–2008 to 0.76 or lower by December 31, 2020.
<ul style="list-style-type: none"> • Reduce the five-year average fatality rate per VMT on urban roads in Maryland from 0.89 in 2004–2008 to 0.56 or lower by December 31, 2020.
<ul style="list-style-type: none"> • Reduce the five-year average number of serious injuries on all roads in Maryland from 6,171 in 2004–2008 to 2,939 or fewer by December 31, 2020.
<ul style="list-style-type: none"> • Reduce the five-year average number of unrestrained passenger vehicle occupant fatalities (all seat positions) on all roads in Maryland from 167 in 2004–2008 to 72 or fewer by December 31, 2020.
<ul style="list-style-type: none"> • Reduce the five-year average number of alcohol-related fatalities (BAC 0.08+) on all roads in Maryland from 178 in 2004–2008 to 107 or fewer by December 31, 2020.
<ul style="list-style-type: none"> • Reduce the five-year average number of speeding-related fatalities on all roads in Maryland from 222 in 2004–2008 to 99 or fewer by December 31, 2020.
<ul style="list-style-type: none"> • Reduce the five-year average number of motorcyclist fatalities on all roads in Maryland from 85 in 2004–2008 to 58 or fewer by December 31, 2020.
<ul style="list-style-type: none"> • Reduce the five-year average number of unhelmeted motorcyclist fatalities on all roads in Maryland from 11 in 2004–2008 to 7 or fewer by December 31, 2020.
<ul style="list-style-type: none"> • Reduce the five-year average number of drivers aged 20 or under involved in fatal crashes on all roads in Maryland from 103 in 2004–2008 to 21 or fewer by December 31, 2020.

Standardized Performance and Survey Measures
<ul style="list-style-type: none"> • Reduce the five-year average number of pedestrian fatalities on all roads in Maryland from 105 in 2004–2008 to 95 or fewer by December 31, 2020.
<ul style="list-style-type: none"> • Reduce the five-year average number of bicyclist and other cyclist fatalities on all roads in Maryland from 8 in 2004–2008 to 5 or fewer by December 31, 2020.
<ul style="list-style-type: none"> • To increase statewide observed belt use rate of front seat outboard occupants in passenger vehicles and light trucks from the 2012 calendar base year of 91.1 percent to 96.2 percent by December 31, 2020.
<ul style="list-style-type: none"> • To report the number of seat belt citations issued during grant-funded enforcement activities.
<ul style="list-style-type: none"> • To report the number of impaired driving arrests made during grant-funded enforcement activities.
<ul style="list-style-type: none"> • To report the number of speeding citations issued during grant-funded enforcement activities.

Core Outcome Measures		Year								2016-2020 target*
		2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	
Traffic Fatalities	Total	623	604	580	547	526	501	480	483	416
	Rural	251	240	227	204	191	180	170	142	109
	Urban	371	363	351	341	332	317	307	278	240
Fatalities Per 100 Million Vehicle Miles Driven	Total	1.11	1.08	1.04	0.98	0.94	0.89	0.85	0.85	0.75
	Rural	1.76	1.67	1.59	1.44	1.35	1.34	1.34	1.19	0.92
	Urban	0.89	0.87	0.84	0.82	0.80	0.74	0.70	0.62	0.52
Unrestrained passenger vehicle fatalities (all seat positions)		167	155	144	137	130	123	117	109	81
Alcohol-Impaired Driving Fatalities (BAC=.08+)		178	168	166	161	158	156	149	150	131
Speeding-Related Fatalities		222	210	199	180	177	168	158	149	113
Motorcyclist Fatalities		85	85	84	83	79	73	73	72	62
Unhelmeted Motorcyclist Fatalities		11	11	11	11	10	9	9	8	7
Drivers Aged 20 or under Involved in fatal crashes		103	100	90	81	73	62	51	48	27
Pedestrian Fatalities*		105	109	109	110	106	105	102	100	97
Bicyclist and Other Cyclist Fatalities*		8	7	8	7	7	7	6	6	5

FARS ARF (as of April 27, 2017)

*Updated targets based on rolling 5-year average.

Core Outcome Measures – Single Year Targets		2016	2017	2018	2019	2020
		Traffic Fatalities	Total	442	429	416	403	391
Rural	129		120	112	105	98
Urban	271		263	255	247	239
Fatalities Per 100 Million Vehicle Miles Driven	Total	0.72	0.70	0.68	0.66	0.64
	Rural	0.97	0.91	0.86	0.81	0.76
	Urban	0.64	0.62	0.60	0.58	0.56
Unrestrained passenger vehicle fatalities (all seat positions)		91	86	81	76	72
Alcohol-Impaired Driving Fatalities (BAC=.08+)		125	120	115	111	107
Speeding-Related Fatalities		125	118	111	105	99
Motorcyclist Fatalities		66	64	62	60	58
Unhelmeted Motorcyclist Fatalities		8	8	7	7	7
Drivers Aged 20 or under Involved in fatal crashes		34	31	27	24	21
Pedestrian Fatalities**		101	101	100	99	99
Bicyclist and Other Cyclist Fatalities**		6	5	5	5	5
Serious Injuries		3,422	3,294	3,171	3,053	2,939

Core Outcome Measure (State Data)	Year								
	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2016-2020 target
Serious Injuries	6,171	5,571	4,923	4,436	4,020	3,702	3,436	3,147	3,171

Core Behavior Measure (State Data)	Year (Actual)						
	2014	2015	2016	2017 (Target)	2018 (Target)	2019 (Target)	2020 (Target)
Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey)	92.1	92.9	90.8	94.1	94.8	95.5	96.2

Activity Measures (State Data: Grant-funded Only) *	Federal Fiscal Year (FFY)				
	FFY2012	FFY2013	FFY2014	FFY2015	FFY2016
Number of seat belt citations issued during grant-funded enforcement activities	13,506	7,455	7,815	4,434	4,900
Number of impaired driving arrests made during grant-funded enforcement activities	2,088	1,510	2,096	1,620	1,894
Number of speeding citations issued during grant-funded enforcement activities	40,772	21,542	26,669	20,752	24,542

*Targets are not created for activity measures. Cannot compare year-to-year due to how the data are pulled. For Annual Reporting purposes, use only the most recent year.

Appendix C: MVA Match Documentation



MOTOR VEHICLE
ADMINISTRATION

mva.maryland.gov

June 6, 2017

Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary

Dr. Elizabeth A. Baker
Regional Administrator
National Highway Traffic Safety Administration – Mid-Atlantic Region
10 South Howard Street, Suite 6700
Baltimore MD 21201

Re: Highway Safety Programs Match for NHTSA Federal Funds

Dear Dr. Baker:

The Maryland Department of Transportation Maryland Motor Vehicle Administration (MDOT MVA) is committed to one long-term goal to zero fatalities on Maryland roadways. As the primary organization responsible for managing Maryland's traffic safety grants program, the MDOT MVA provides funding to assist our partners in developing and implementing highway safety programs designed to reduce traffic crashes, deaths, injuries, and property damage.

In Federal Fiscal Year 2018, the MDOT MVA will obligate roughly \$15 million in federal funding toward highway safety programs and will be responsible for providing roughly \$14.7 million of in-kind services as matching funds. The MDOT MVA's Central Operations and Safety Programs will designate the match solely for federal highway safety grants and will not be used to match other federal grant programs. Please refer to Attachment 1 for the breakdown of matching funds.

The MDOT MVA maintains the highest commitment to safety, driver services, and the effective management of our highway safety grants. If you have any additional questions or concerns, please contact me at 410-768-7830 or cnizer@mva.maryland.gov.

Sincerely,

Christine Nizer
MDOT MVA Administrator
Governor's Highway Safety Representative

Attachment

cc: Mr. Thomas J. Gianni, Chief, MHSO

PCA	INDEX_CODE	INDEX_TITLE	FUND	AOBJ	AOBJ_TITLE	BUDGET	FY17 Expenditures as of 06/01/2017
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0101	SALARIES-REGULAR EARNINGS	255,530.00	260,278.21
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0102	SALARIES-STUDENTS		84,735.38
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0151	FICA REGULAR	13,306.00	18,463.89
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0152	HOSPITAL INSURANCE	18,424.00	21,014.82
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0154	HEALTH INSURANCE RETIRED	10,893.00	12,287.26
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0161	RETIREMENT	50,778.00	
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0162	PENSION		49,794.18
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0174	UNEMPLOYMENT	720.00	950.75
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0189	TURN OVER EXPECTANCY	(9,661.00)	
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0818	REGISTRATION FEES - CONF	842.00	
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0825	DOCTOR FEES/MEDICAL ADVIS	133,129.00	30,875.00
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0846	COPIER LEASE	1,930.00	1,797.24
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0874	MEETING EXPENSES	778.00	362.35
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0902	OFFICE SUPPLIES	41.00	72.88
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0926	PERSONAL COMPUTER SUPPLIE	357.00	468.09
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0993	PRINTSHOP SUPPLIES	146.00	141.00
10030	21000	PC: DRIVER SAFETY RESEARC	0300	1046	REPLACEMENT OFFICE FURNIT	2,656.00	
	21000 Total					479,869.00	481,241.05
10030	22000	DRIVER SAFETY DIVISION	0300	0101	SALARIES-REGULAR EARNINGS	233,429.00	210,767.15
10030	22000	DRIVER SAFETY DIVISION	0300	0151	FICA REGULAR	17,178.00	15,270.78
10030	22000	DRIVER SAFETY DIVISION	0300	0152	HOSPITAL INSURANCE	27,636.00	31,889.91
10030	22000	DRIVER SAFETY DIVISION	0300	0154	HEALTH INSURANCE RETIRED	16,341.00	18,642.02
10030	22000	DRIVER SAFETY DIVISION	0300	0161	RETIREMENT	46,387.00	
10030	22000	DRIVER SAFETY DIVISION	0300	0162	PENSION		41,884.88
10030	22000	DRIVER SAFETY DIVISION	0300	0174	UNEMPLOYMENT	657.00	559.02
10030	22000	DRIVER SAFETY DIVISION	0300	0189	TURN OVER EXPECTANCY	(8,976.00)	
10030	22000	DRIVER SAFETY DIVISION	0300	0401	TRVL-IN-ST-ROUT OPERATION		240.20
10030	22000	DRIVER SAFETY DIVISION	0300	0403	TRAVEL OUT ST-ROUT OPERAT	570.00	569.73
10030	22000	DRIVER SAFETY DIVISION	0300	0804	PRINTING/REPRODUCTION	338.00	
10030	22000	DRIVER SAFETY DIVISION	0300	0818	REGISTRATION FEES - CONF		750.00
10030	22000	DRIVER SAFETY DIVISION	0300	0821	CONSULTANTS	24,000.00	

PCA	INDEX_CODE	INDEX_TITLE	FUND	AOBJ	AOBJ_TITLE	BUDGET	FY17 Expenditures as of 06/01/2017
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0101	SALARIES-REGULAR EARNINGS	255,530.00	260,278.21
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0102	SALARIES-STUDENTS		84,735.38
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0151	FICA REGULAR	13,306.00	18,463.89
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0152	HOSPITAL INSURANCE	18,424.00	21,014.82
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0154	HEALTH INSURANCE RETIRED	10,893.00	12,287.26
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0161	RETIREMENT	50,778.00	
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0162	PENSION		49,794.18
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0174	UNEMPLOYMENT	720.00	950.75
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0189	TURN OVER EXPECTANCY	(9,661.00)	
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0818	REGISTRATION FEES - CONF	842.00	
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0825	DOCTOR FEES/MEDICAL ADVIS	133,129.00	30,875.00
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0846	COPIER LEASE	1,930.00	1,797.24
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0874	MEETING EXPENSES	778.00	362.35
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0902	OFFICE SUPPLIES	41.00	72.88
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0926	PERSONAL COMPUTER SUPPLIE	357.00	468.09
10030	21000	PC: DRIVER SAFETY RESEARC	0300	0993	PRINTSHOP SUPPLIES	146.00	141.00
10030	21000	PC: DRIVER SAFETY RESEARC	0300	1046	REPLACEMENT OFFICE FURNIT	2,656.00	
	21000 Total					479,869.00	481,241.05
10030	22000	DRIVER SAFETY DIVISION	0300	0101	SALARIES-REGULAR EARNINGS	233,429.00	210,767.15
10030	22000	DRIVER SAFETY DIVISION	0300	0151	FICA REGULAR	17,178.00	15,270.78
10030	22000	DRIVER SAFETY DIVISION	0300	0152	HOSPITAL INSURANCE	27,636.00	31,889.91
10030	22000	DRIVER SAFETY DIVISION	0300	0154	HEALTH INSURANCE RETIRED	16,341.00	18,642.02
10030	22000	DRIVER SAFETY DIVISION	0300	0161	RETIREMENT	46,387.00	
10030	22000	DRIVER SAFETY DIVISION	0300	0162	PENSION		41,884.88
10030	22000	DRIVER SAFETY DIVISION	0300	0174	UNEMPLOYMENT	657.00	559.02
10030	22000	DRIVER SAFETY DIVISION	0300	0189	TURN OVER EXPECTANCY	(8,976.00)	
10030	22000	DRIVER SAFETY DIVISION	0300	0401	TRVL-IN-ST-ROUT OPERATION		240.20
10030	22000	DRIVER SAFETY DIVISION	0300	0403	TRAVEL OUT ST-ROUT OPERAT	570.00	569.73
10030	22000	DRIVER SAFETY DIVISION	0300	0804	PRINTING/REPRODUCTION	338.00	
10030	22000	DRIVER SAFETY DIVISION	0300	0818	REGISTRATION FEES - CONF		750.00
10030	22000	DRIVER SAFETY DIVISION	0300	0821	CONSULTANTS	24,000.00	

10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0104	SALARIES-OVERTIME	12,517.00	60,157.01
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0151	FICA REGULAR	190,927.00	159,015.46
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0152	HOSPITAL INSURANCE	506,660.00	372,222.38
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0154	HEALTH INSURANCE RETIRED	299,572.00	217,721.24
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0161	RETIREMENT	498,609.00	
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0162	PENSION		403,592.05
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0174	UNEMPLOYMENT	7,076.00	5,820.03
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0189	TURN OVER EXPECTANCY	(96,484.00)	
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0203	TEMPORARY EMPLOYEES	77,159.00	40,475.45
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0804	PRINTING/REPRODUCTION	2,544.00	1,823.75
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0806	SCANNING / MICROFILMING	34,902.00	27,132.35
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0821	CONSULTANTS	2,905.00	-
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0846	COPIER LEASE	6,685.00	5,433.09
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0864	DP SYSTEM SOFTWARE MAINT		24,995.00
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0902	OFFICE SUPPLIES	2,040.00	2,886.72
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0909	MEDICAL SUPPLIES		90.93
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0926	PERSONAL COMPUTER SUPPLIE	24,559.00	25,189.47
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0935	JANITORIAL SUPPLIES		457.34
10030	26200	PC:DEL:DRIVER WELLNESS AN	0300	0993	PRINTSHOP SUPPLIES	8,341.00	6,451.50
	26200 Total					4,160,543.00	3,468,678.58
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0101	SALARIES-REGULAR EARNINGS	358,350.00	110,148.69
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0104	SALARIES-OVERTIME		34.75
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0151	FICA REGULAR	26,371.00	8,126.31
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0152	HOSPITAL INSURANCE	64,484.00	17,715.80
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0154	HEALTH INSURANCE RETIRED	38,128.00	10,356.34
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0161	RETIREMENT	71,211.00	
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0162	PENSION		21,971.98
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0174	UNEMPLOYMENT	1,009.00	297.32
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0189	TURN OVER EXPECTANCY	(13,779.00)	
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0203	TEMPORARY EMPLOYEES		5,123.32
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0802	FORMS TRANSLATION		4,915.00
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0804	PRINTING/REPRODUCTION	1,078.00	
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0821	CONSULTANTS		1,200.00
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0874	MEETING EXPENSES	2,186.00	(1,311.28)
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0902	OFFICE SUPPLIES	260.00	234.77
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0926	PERSONAL COMPUTER SUPPLIE		321.09
10030	26500	PC:DEL:DRIVER INSTRUCTIONA	0300	0993	PRINTSHOP SUPPLIES		69.00

10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0101	SALARIES-REGULAR EARNINGS	549,298.00	179,203.09
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0102	SALARIES-STUDENTS	244,661.00	304,225.43
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0151	FICA REGULAR	35,936.00	39,828.83
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0152	HOSPITAL INSURANCE	20,631.00	25,690.72
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0154	HEALTH INSURANCE RETIRED	46,060.00	38,604.75
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0161	RETIREMENT	27,233.00	22,565.37
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0162	PENSION	48,619.00	57,440.86
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0174	UNEMPLOYMENT	689.00	940.27
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0189	TURN OVER EXPECTANCY	(9,408.00)	
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0304	MISCELLANEOUS COMMUNICATI	3,271.00	3,114.00
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0802	FORMS TRANSLATION		22,862.43
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0804	PRINTING/REPRODUCTION	10,110.00	
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0819	TRAINING		3,781.80
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0821	CONSULTANTS		-
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0874	MEETING EXPENSES		7,223.80
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0902	OFFICE SUPPLIES	2,792.00	2,461.53
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0909	MEDICAL SUPPLIES		12.27
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0926	PERSONAL COMPUTER SUPPLIE	3,742.00	1,707.74
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0935	JANITORIAL SUPPLIES	176.00	119.51
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	0993	PRINTSHOP SUPPLIES	1,660.00	741.02
10030	26520	PC:DEL:DRIVER EDUCATION P	0300	1046	REPLACEMENT OFFICE FURNIT	490.00	490.00
	26520 Total					436,662.00	531,810.33
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0101	SALARIES-REGULAR EARNINGS	212,718.00	115,294.35
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0102	SALARIES-STUDENTS	2,767.00	
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0151	FICA REGULAR	15,651.00	8,335.20
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0152	HOSPITAL INSURANCE	36,848.00	28,959.27
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0154	HEALTH INSURANCE RETIRED	21,788.00	16,938.51
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0161	RETIREMENT	42,156.00	
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0162	PENSION		23,330.50
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0174	UNEMPLOYMENT	600.00	305.02
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0175	WORKERS COMPENSATION	1,478.00	1,478.00
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0189	TURN OVER EXPECTANCY	(8,175.00)	
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0203	TEMPORARY EMPLOYEES	51,760.00	44,706.75
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0401	TRVL-IN-ST-ROUT OPERATION	5,280.00	1,891.21
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0403	TRAVEL OUT ST-ROUT OPERAT		92.09
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0703	MTR VEH-MAINT & REPAIR	606.00	406.93

10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0730	PURCHASE & LEASE OTHER VE	443.24	443.24	443.24
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0801	ADVERTISING	5,568.00	5,568.00	3,160.00
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0804	PRINTING/REPRODUCTION	5,365.00	5,365.00	1,120.00
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0808	OFFICE EQUIPMENT RENTAL	4,000.00	4,000.00	
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0818	REGISTRATION FEES - CONF		204.00	204.00
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0819	TRAINING	19,277.00	19,277.00	2,256.02
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0821	CONSULTANTS		7,835.91	7,835.91
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0846	COPIER LEASE	2,804.00	2,804.00	2,391.55
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0874	MEETING EXPENSES	9,836.76	9,836.76	6,068.75
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0902	OFFICE SUPPLIES	945.44	945.44	517.14
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0904	MAINT BLDG SUPPLIES	41.56	41.56	41.56
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0914	INSTRUCTIONAL SUPPLIES	26,287.00	26,287.00	23,204.86
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0926	PERSONAL COMPUTER SUPPLIE	905.00	905.00	488.50
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	0993	PRINTSHOP SUPPLIES	439.00	439.00	69.00
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	1301	RENT (NON-DGS)			-
10050	26510	PC:DEL:MOTORCYCLE SAFETY	0300	1305	ASSOCIATION DUES	1,200.00	1,200.00	1,200.00
	26510 Total					460,589.00	460,589.00	290,738.36
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0101	SALARIES-REGULAR EARNINGS	475,583.00	475,583.00	(220,943.13)
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0151	FICA REGULAR	34,992.00	34,992.00	(17,358.99)
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0152	HOSPITAL INSURANCE	55,272.00	55,272.00	(37,872.24)
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0154	HEALTH INSURANCE RETIRED	32,680.00	32,680.00	(22,284.46)
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0161	RETIREMENT	94,226.00	94,226.00	
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0162	PENSION			(42,786.93)
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0174	UNEMPLOYMENT	1,341.00	1,341.00	(637.16)
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0189	TURN OVER EXPECTANCY	(18,277.00)	(18,277.00)	
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0401	TRVL-IN-ST-ROUT OPERATION			1,761.85
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0403	TRAVEL OUT ST-ROUT OPERAT			5,001.67
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0801	ADVERTISING			17,459.30
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0804	PRINTING/REPRODUCTION			1,660.00
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0808	OFFICE EQUIPMENT RENTAL			7,225.00
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0821	CONSULTANTS	592,653.00	592,653.00	327,982.40
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0868	ISC TRAINING			-
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0902	OFFICE SUPPLIES	1,500.00	1,500.00	1,261.50
40010	28000	MARYLAND HIGHWAY SAFETY	0300	0914	INSTRUCTIONAL SUPPLIES			3,465.72
40010	28000	MARYLAND HIGHWAY SAFETY	0300	1133	ADDITIONAL DP EQUIPMENT -			979.86
40010	28000	MARYLAND HIGHWAY SAFETY	0300	1202	PAYMENT TO POLITICAL SUBD	1,062,303.00	1,062,303.00	539,297.64
	28000 Total					2,332,273.00	2,332,273.00	564,212.03

40010	28009	MARYLAND HIGHWAY SAFETY (	0300	0101	SALARIES-REGULAR EARNINGS	984,406.84
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	0104	SALARIES-OVERTIME	687.54
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	0151	FICA REGULAR	71,849.71
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	0152	HOSPITAL INSURANCE	172,660.39
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	0154	HEALTH INSURANCE RETIRED	100,790.20
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	0162	PENSION	184,678.65
40010	28009	MARYLAND HIGHWAY SAFETY (	0300	0174	UNEMPLOYMENT	2,629.78
	28009 Total					1,517,703.11
	Grand Total					16,704,027.00 14,675,936.80

**APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State 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.]

State: Maryland

Fiscal Year: FFY 2018

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

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
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL 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 (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - 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).
- c. 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.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(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.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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 (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
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 or may pursue suspension or debarment.
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*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. 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 NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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 and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
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*, *debarment*, *suspension*, *ineligible*, *lower tier participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. 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 NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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.

BUY AMERICA ACT
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items 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. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

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.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for 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))

3. 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))
4. At least 40 percent 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 political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. 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))
6. 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))
7. 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 as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation in accordance with 23 CFR part 1300.11(d)(6)(ii);
 - 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, except for the Secretary of Interior on behalf of Indian tribes;
 - 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))

8. 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))
9. 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))

The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Christine Nizer
Signature Governor's Representative for Highway Safety

6/27/17
Date

Christine Nizer
Printed name of Governor's Representative for Highway Safety