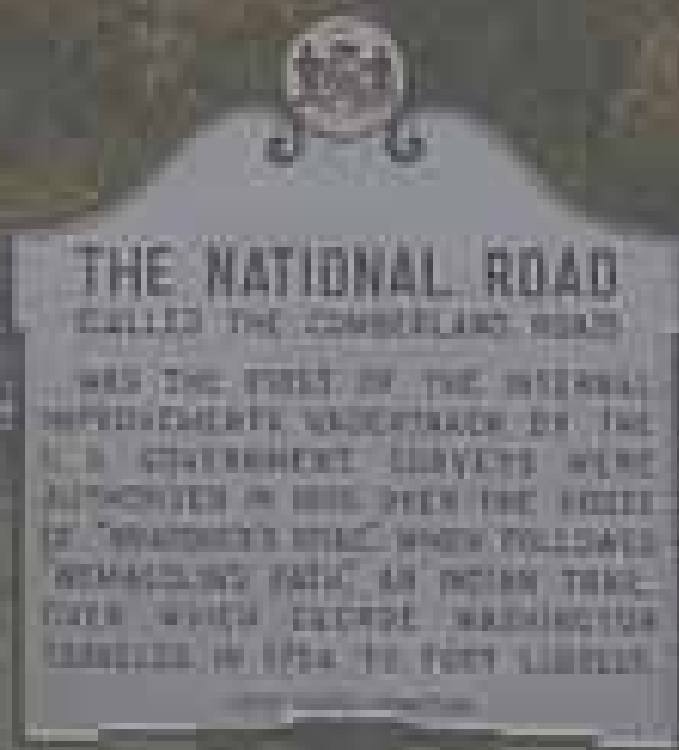


STATE OF MARYLAND

FFY 2009

HIGHWAY SAFETY PLAN



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FFY 2009 Highway Safety Plan

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September 1, 2008

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Executive Summary

The Maryland Department of Transportation (MDOT) and the Maryland State Highway Administration's (SHA) Highway Safety Office (MHSO) is pleased to present this FFY 2009 Highway Safety Plan (Benchmark Report). MDOT and MHSO continue to place traffic safety as the first and foremost concern in the State of Maryland. Through Maryland's Strategic Highway Safety Plan (SHSP), elected officials, heads of agencies and partners in both the public and private sectors will carry out efforts to save lives and prevent injuries on Maryland's roads by reducing the number and severity of motor vehicle crashes through the administration of a comprehensive and effective network of traffic safety programs.

While past successes have been encouraging, the ultimate goal remains for Maryland to experience zero fatalities from traffic-related incidents. Multiple organizations comprise a tightly-knit core for spreading the traffic safety message and emphasizing the seriousness of traffic crashes. Building and continuing partnerships is vital to the long-term reduction in crashes and the MHSO remains committed in FFY 2009 to finding pro-active partners in traffic safety.

After a slight upswing in traffic fatalities in 2006, statistics for 2007 showed a slight improvement. In 2007, traffic fatalities decreased from the 2006 reporting period, helping result in a downward swing in the State's fatality rate. Additionally, alcohol-related fatalities, as reported through the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS), dropped slightly in 2007, from 189 in 2006 to 179 in 2007.

Injuries continued a sharp decline in 2007 and, as measured by observational safety belt use surveys, Maryland's use rate grew. During the 2008 annual safety belt use rate observation, Maryland's statewide use rate increased to an all-time high of 93.3%, up from 93.1% in 2007. Maryland currently has a fatality rate which still hovers close to the national goal of 1.0 or less. Although there have been significant statewide successes in regard to highway safety, leadership throughout the State realizes that there is still much work to be done. This HSP identifies many of the major contributors to those successes and also addresses the roles of the MHSO's partners in meeting the State's future traffic safety needs.

Maryland Highway Safety Office

In accord with the Highway Safety Act of 1966, Maryland established what is known today as the Maryland Highway Safety Office (MHSO) to assist in the reduction of crashes throughout the State. The MHSO is a division within the Maryland SHA's Office of Traffic and Safety (OOTTS), and serves as Maryland's designated State Highway Safety Office (SHSO). The State Highway Administrator serves as the Governor's Highway Safety Representative and the Chief of the MHSO serves as Maryland's Highway Safety Coordinator. Maryland's highway safety program is facilitated by the MHSO's staff and supported by a combination of federal highway safety incentive and innovative program funds, as well as state and local funds.

The primary functions of the Maryland Highway Safety Office include:

- **Administration:** Includes the management of federal highway safety funds (402, 405, 406, 408, 410, 2010 and 2011 funds), state highway safety funds (148), distribution of these funds to sub-grantee agencies and the preparation of the Annual Highway Safety Plan and Annual Evaluation Report.

- **Problem Identification:** Includes identification of actual and potential traffic hazards and the development of effective countermeasures.
- **Monitoring and Evaluation:** Includes monitoring initiatives that impact highway safety and evaluating the effectiveness of approved highway safety projects.
- **Public Information & Education:** Includes development and coordination of numerous media events and public awareness activities with emphasis on the identified priority areas.

The MHSO staff is divided into sections – a Safety Programs Section (SPS), a Finance and Information Systems Section (FISS), and the Program Advisory Section (PAS). The MHSO’s Chief, Mr. Vernon F. Betkey, Jr., oversees the operation of the entire office. Assistance in overall operations is provided by the MHSO’s Deputy Chief, Ms. Joy Marowski. Three Section Chiefs function as leads for their individual areas and in coordinating efforts of those sections. A full listing of the MHSO’s staff and sections is provided in Appendix B of this document.

Strategic Highway Safety Plan (SHSP)

Continuing the dramatic achievements that were made in regard to the SHSP during FFY 2008 will be integral to continuing a sustained reduction in motor vehicle crashes. Maryland has consistently emphasized an approach to highway safety that combines the “Four Es” of Education, Enforcement, Engineering, and Emergency Medical Services (EMS) to work toward its ultimate goal of saving lives and preventing injuries on its roadways.

The Maryland SHA is designated as the lead agency in the development of the SHSP. Through a lengthy process of coordination between the SHSP’s Executive Committee and Steering Committee, a list of Emphasis Areas (EA) was created. These EAs incorporate many recommendations from other transportation agencies, including the Federal Highway Administration (FHWA) and the American Association of State Highway Transportation Officials. This diverse group of organizations was brought together specifically for the task of improving highway safety in Maryland and the State has sought Memorandums of Understanding among all of its SHSP Executive Committee members, thereby placing traffic safety as a top priority in the business plans of more than 30 federal, state, and local agencies.

The SHSP planning process commenced at a highway safety summit during July of FFY 2006 where more than 320 highway safety stakeholders participated in Emphasis Area work teams. Attendees represented diverse backgrounds such as engineering, enforcement, EMS, education, transportation operations, and planning. A successful follow-up Summit was held in FFY 2008. The focus of this Summit was leadership and the implementation of the SHSP at the regional, county, city, and municipal levels. The top-down support and attendance at this event helped galvanize additional partnerships with non-traditional stakeholders.

The structure of the SHSP process allows for a framework of Emphasis Area Teams (EAT) to work on specific aspects of highway safety (ie. Young Driver Safety, Impaired Driving Prevention) and complements MHSO initiatives well. All EATs have reported progress in working toward the SHSP’s short and long-term goals in 2008. The SHSP is a “living” document and represents the future of highway safety in Maryland. As such, Maryland will continue to emphasize the comprehensive effort and commitment from all stakeholders.

The SHSP implementation process was initially viewed as an opportunity to galvanize the State’s traffic safety efforts by securing commitments from a multitude of partners, many of

which were not previously engaged in such programs. As the process of developing the plan evolved and continues to advance, Maryland's SHSP has provided a comprehensive framework for further reductions in highway safety fatalities and injuries on **all** public roads through the establishment of a statewide goal, objectives, key emphasis areas, and strategies.

Maryland's Benchmark Report – FFY 2009

It should be noted that the SHSP is just one piece of the puzzle in addressing highway safety in Maryland. This FFY 2009 HSP Report (Benchmark Report) will hopefully shed light on another important piece of the puzzle, more specific to the duties and functions of the MHSO. In conjunction with efforts to provide uniformity in HSP reporting among all 50 states and additional territories, the MHSO has chosen to continue utilizing the template provided by the Governors Highway Safety Association (GHSA). In brief summary, the template provides the following:

- **The Performance Plan**, including an explanation of the MHSO's SHSP, the State's overall problem identification process, an outline of target areas, as well as a summary of goals;
- **The Highway Safety Plan (HSP)**, containing information on the MHSO's Program Areas;
- **The Certifications and Assurances**, containing all relevant legal information pertaining to the MHSO's projects, signed by Mr. Vernon F. Betkey Jr., the designee for the Governor's Representative for Highway Safety, Mr. Neil J. Pedersen, also the Administrator of the Maryland SHA; and
- **The Program Cost Summary**, including a detailed description of the MHSO's funding source categories and funds allocated for projects.
- **Appendices:** For the convenience of readers, a list of commonly used terms and acronyms has been provided in *Appendix A: List of Acronyms*, and a list of MHSO staff has been provided in *Appendix B*.

Performance Plan

Problem Identification Process & Data Sources

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

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

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

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

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

The MHSO continues to work with the University Of Maryland School Of Medicine's National Study Center for Trauma and EMS (NSC) to improve the problem identification process used by the MHSO and its grantees. Data sources include the Comprehensive Crash Outcome Data Evaluation System (CCODES), the Health Services Cost Review Commission (HSRC), the Maryland Ambulance Information System, and the Maryland Trauma Registry. Supplemental data factors included:

- statewide demographics
- exposure data (vehicle miles traveled, population, number of registered vehicles, number of licensed drivers)
- traffic citations & convictions

- driver & vehicle records
- offender & post-mortem alcohol test results
- statewide observational seat belt use rates (provided in conjunction with the local Community Traffic Safety Program (CTSP))

The NSC annually provides the following data to statewide partners, and a localized version to each Community Traffic Safety Program (CTSP), in an effort to better focus programming efforts:

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

This data is analyzed for trends and substantial deviations from these trends. Inter-jurisdictional comparisons and comparisons with regional and national data are also used in the identification process. Ultimately, the data is used to determine target areas for action in each jurisdiction, countermeasures for which are enumerated in the CTSP Project Agreements (PA) for FFY 2009.

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

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

In addition, Maryland will continue to use data available on the internet to assist in problem identification. Present sources of data being used by both the MHSO and its grantees

include the Maryland Department of Planning, the US Census Bureau, the Centers for Disease Control and Prevention, and the FHWA.

Summary of Goals

Each year, NHTSA establishes national priority program areas for the states to follow. However, each state is given the ability to adjust their priority areas using their own state and local data. Impaired driving prevention and occupant protection will continue to be the lead program priorities for Maryland's highway safety program in FFY 2009. Data Enhancement has assumed the third priority during the grant year and Maryland continues to strive for automated mobile reporting capabilities and real-time data capture. In addition, Maryland seeks to enhance the accessibility to this data for highway safety partners. Real-time data and subsequent analysis of this data will ultimately allow Maryland to make significant programmatic adjustments to achieve the results desired by the MHSO and its highway safety partners. A more efficient and effective use of funding would allow the targeting of those populations most at risk not only in the areas of occupant protection and impaired driving prevention, but also pedestrian/bicycle safety, school zone safety, aggressive driving prevention, motorcycle safety, inattentive driving prevention, and those programs administered for general driver safety. The following listing identifies Maryland's top priority traffic safety areas during FFY 2009:

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

An overall goal has been established for Maryland's highway safety program for FFY 2009 and several objectives have also been identified as being critical to the program's success. Individual program and general area objectives have also been set for the various priority program areas as well. Objectives have been broken down into two categories: Impact Objectives, which focus on the crash data, and Administrative Objectives, which focus on the countermeasures used to address the problems and issues identified by data. Each program area has its own set of Impact and Administrative Objectives. The general areas, such as Police Traffic Services, use a general set of overall Impact Objectives, but have their own set of Administrative Objectives. The overall Impact Objectives are listed below.

Combining variables that the MHSO's governing agencies desire the State to follow allowed the development of Maryland's highway safety program Impact Objectives. These agencies include NHTSA, the GHSA, and the Maryland SHA. The objectives are written in such a way that they are specific, measurable, action-oriented, realistic and time-bound (S.M.A.R.T.).

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

OVERALL IMPACT OBJECTIVES
<ul style="list-style-type: none"> To decrease the total number of crashes from 8,556 in 2004 to 8,173 in 2010. To decrease the total number of fatal crashes from 183 in 2004 to 176 in 2010. To decrease the total number of injury crashes from 3,082 in 2004 to 2,364 in 2010. To decrease the total number of fatalities from 215 in 2004 to 206 in 2010. To decrease the total number of injuries from 4,572, in 2004 to 3,069 in 2010.

Each program area has been assigned 15 Impact Objectives, although only the top 5 are presented in this report, that have been developed based on progress in the previous five-year period. For example, if aggressive driving crashes decreased by three percent in the past five years, then the objective for the following five-year period would be a decrease of another three percent. Conversely, if impaired driving crashes increased by eleven percent over the past five years, then the five-year average is used as the measure. In every case, there has been a decrease and an appropriately sound measure has been used in formulating the new objectives.

Unless otherwise indicated, the MHSO is projected to meet its stated objectives by the end of 2010. This date was chosen in order for the MHSO's goal and objectives to fall more closely in line with those addressed in the Maryland SHA's Business Plan, as well as Maryland's Strategic Highway Safety Plan (SHSP). Interim goals for calendar year 2009 are included to help monitor the progress toward achieving these objectives.

Statewide Demographics

As of March 2008, the Maryland Department of Planning provided an estimate stating that slightly more than 5.6 million people live in the State of Maryland, as shown below in Table 1, representing a 5.4% increase from the 2000 estimate. In contrast to its relatively small geographic size, Maryland ranks as the 19th most populated state, according to US Census Bureau statistics. The Maryland Motor Vehicle Administration (MVA) estimates that there are approximately 3.8 million licensed drivers throughout the State with more than 3.7 million vehicle registrations on record.

Table 1 – Total Population for Maryland Jurisdictions, 2006-2007

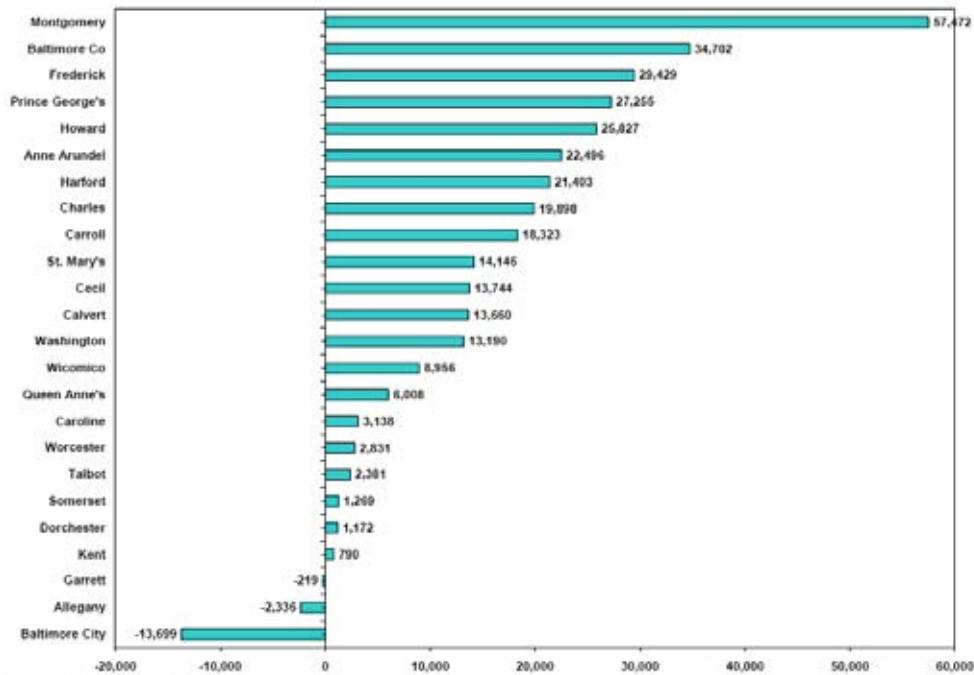
	2006	2007
MARYLAND	5,602,017	5,618,344
Allegany County	72,613	72,594
Anne Arundel County	510,230	512,154
Baltimore City	640,961	637,455

Baltimore County	787,762	788,994
Calvert County	87,582	88,223
Caroline County	32,278	32,910
Carroll County	168,403	169,220
Cecil County	98,674	99,695
Charles County	139,302	140,444
Dorchester County	31,417	31,846
Frederick County	221,953	224,705
Garrett County	29,639	29,627
Harford County	239,569	239,993
Howard County	270,505	273,669
Kent County	19,829	19,987
Montgomery County	925,327	930,813
Prince George's County	834,660	828,770
Queen Anne's County	45,856	46,571
Somerset County	25,814	26,016
St. Mary's County	98,605	100,378
Talbot County	36,077	36,193
Washington County	143,334	145,113
Wicomico County	92,465	93,600
Worcester County	49,162	49,374

Data extracts prepared by the Maryland Department of Planning, Planning Data Services, from U.S. Census Bureau and U.S. BEA, March 2008

Table 2, below, provides a brief summary of overall Maryland population growth by county. The table is listed in descending order, beginning with Montgomery County, which has experienced the most population growth. The MHSO will continue to take population data into consideration when planning for future programmatic activities.

TABLE 2 – Population Change For Maryland's Jurisdictions, 2000-2007



Source: Population Division, U.S. Census
Prepared by the Maryland Department of Planning, Planning Data Services, March 2008

The MHSO continues to look toward age-based demographic information as a key component to effective traffic safety messaging. Analysis of such data, including projections of future population estimates, allows the MHSO to generate programming specifically focused on delivering messages to various at-risk populations, most notably younger and older drivers. Table 3 is presented on the following page as a means to highlight projections in Maryland's population until the year 2020.

TABLE 3 - Maryland Population Estimates by Age

Population Characteristics:	Historical				Projected			
	1970	1980	1990	2000	2005	2010	2015	2020
Total Population	3,922,399	4,216,975	4,780,753	5,296,486	5,589,800	5,897,600	6,176,060	6,386,230
Male	1,916,030	2,042,810	2,318,291	2,557,794	2,695,840	2,842,360	2,976,550	3,078,360
Female	2,006,369	2,174,165	2,462,462	2,738,692	2,893,970	3,055,240	3,199,500	3,307,880
White **	3,193,021	3,158,838	3,430,055	3,493,504	3,584,900	3,696,090	3,796,580	3,853,980
Nonwhite **	729,378	1,058,137	1,350,698	1,802,982	2,004,910	2,201,510	2,379,470	2,532,260
Selected Age Groups:								
0-4	344,573	272,274	364,988	353,393	370,650	379,130	404,560	418,150
5-19	1,170,508	1,054,505	940,288	1,139,572	1,201,500	1,220,440	1,216,080	1,246,580
20-44	1,321,781	1,645,037	2,046,144	1,978,806	1,941,140	1,953,190	2,019,020	2,071,070
45-64	785,840	849,550	914,989	1,225,408	1,432,780	1,616,860	1,674,610	1,642,810
65+	299,697	395,609	514,344	599,307	643,730	727,980	861,790	1,007,620
Total	3,922,399	4,216,975	4,780,753	5,296,486	5,589,800	5,897,600	6,176,060	6,386,230

Source: Maryland Department of Planning, Planning Data Services, Population Division

In conjunction with an analysis of age-based information, the MHSO also analyzes population estimates by race and gender. Analysis of ethnicity information allows the MHSO to recognize gaps in traffic safety messaging and adjust outreach efforts to meet the needs of diverse communities. The MHSO has utilized such information to place media, to create new messaging that is appealing to diverse audiences, and to aid the conduct of enforcement activities, namely enabling enforcement officers and traffic safety partners to more effectively communicate with Maryland's diverse communities. Table 4, provides an ethnic breakdown of Maryland's total population:

TABLE 4 - Maryland Population Estimates by Race

Estimated Annual Share of the Population by Race, and Hispanic Origin for Maryland: 2000 to 2007								
Race, and Hispanic Origin	Population Estimates							
	July 2007	July 2006	July 2005	July 2004	July 2003	July 2002	July 2001	July 2000
Total Population	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
One race	98.4%	98.5%	98.5%	98.6%	98.6%	98.6%	98.7%	98.7%
White	63.6%	63.8%	64.2%	64.5%	64.9%	65.2%	65.6%	65.9%
Black	29.5%	29.4%	29.2%	29.0%	28.8%	28.7%	28.5%	28.3%
American Indian and Alaska Native	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%
Asian	5.0%	4.9%	4.8%	4.6%	4.5%	4.4%	4.2%	4.1%
Native Hawaiian and Other Pacific Islander	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
Two or more races	1.6%	1.5%	1.5%	1.4%	1.4%	1.4%	1.3%	1.3%

Per 2008 statistics from the Maryland Department of Business and Economic Development, on average 96.2 percent of the 2.9 million people eligible for employment are employed in a given month. The mobility of these 2.9 million employees is a motivating factor when considering the State's highway safety efforts and the implementation of highway safety efforts. In fact, employers constitute a considerable portion of the MHSO's outreach effort and Maryland will continue in FFY 2009 to utilize these outstanding vessels for disseminating information. Drive times in both the morning and the afternoon represent some of the busiest on Maryland's roadways. As in the past, commuters will also continue to be one of the primary targets for the MHSO's messaging during FFY 2009.

State of the State

In 2007, 615 people were killed in the 100,943 police-reported traffic crashes in Maryland, while 51,729 people were injured and 65,519 crashes involved property damage only. In total, 374 drivers (286 vehicle drivers and 88 motorcycle operators), 117 pedestrians and bicyclists, and 121 passengers were killed on Maryland highways. On average, one person was killed every 14.3 hours, 142 people were injured each day (6 injuries every hour), and 276 police-reported traffic crashes occurred every day.

Table 5 – VMT, Fatality and Injury Information, 2003-2007

Year	VMT (billion miles)	Fatalities*	Fatality Rate*	Number Injured*	Alcohol-related Fatalities**	Safety Belt Use Rate
2003	54.7	651	1.190	58,118	281	87.9 %
2004	55.1	643	1.166	57,409	286	89.0 %
2005	56.6	614	1.103	55,303	235	91.1 %
2006	56.6	652	1.149	53,615	268	91.1 %
2007	56.8	615	1.083	51,729		93.1%

* Source: Maryland State Highway Administration, MHSO/F&ISS

** Source: NHTSA, FARS

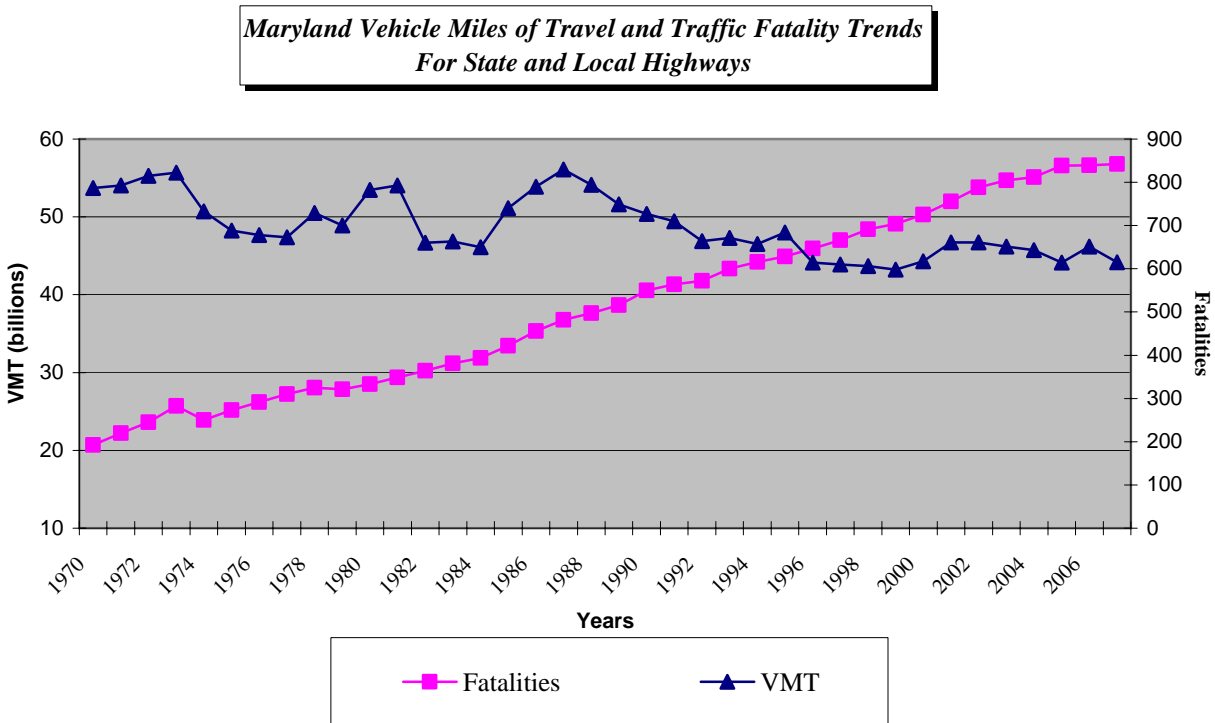
TABLE 6 – Statewide Total Crashes, Injury Crashes, Fatal Crashes, Injuries & Fatalities

Statewide Crashes							
	2003	2004	2005	2006	2007	% Change	2010 Goal
Fatal Crashes	596	576	577	593	558	-6.4	523
Injury Crashes	38,710	37,422	36,543	35,865	34,866	-9.9	32,304
Property Damage Only	69,824	66,105	65,488	65,430	65,519	-6.2	62,905
Total Crashes	109,130	104,103	102,608	101,888	100,943	-7.5	98,326
Total of All Fatalities	651	643	614	651	615	-5.5	530
Total Number Injured	58,118	57,409	55,287	53,615	51,729	-11.0	47,749

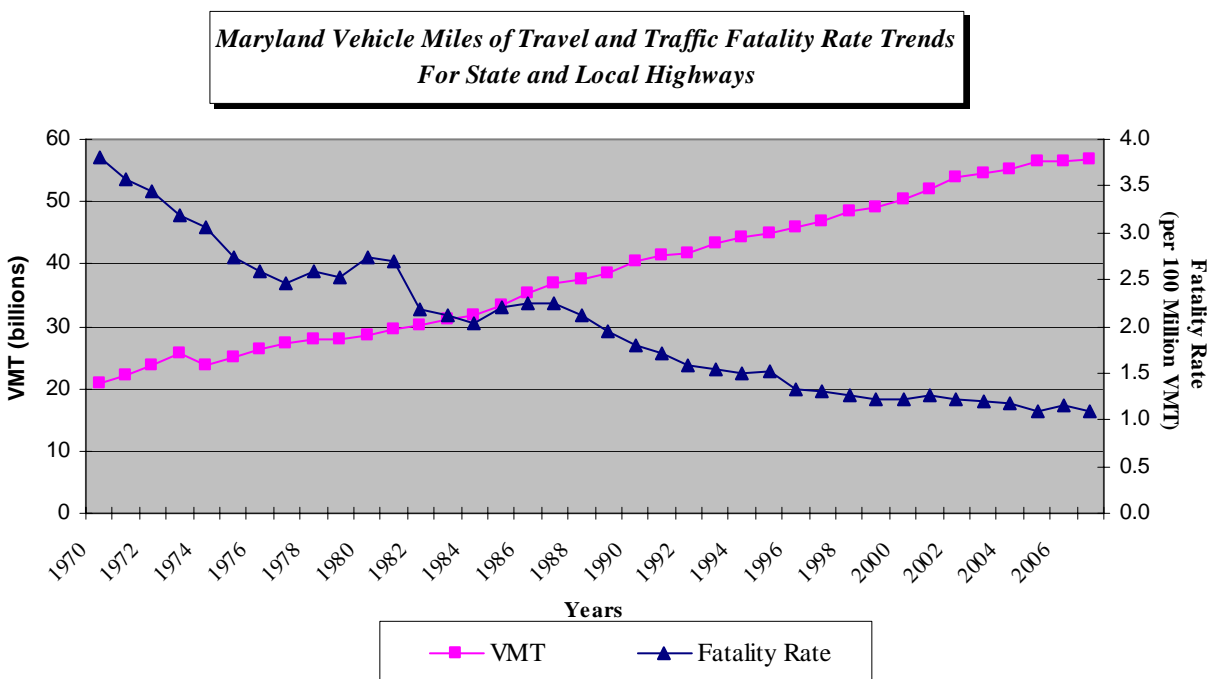
Source: Maryland State Highway Administration, FISS

There were decreases in every sub-category of crashes, except property damage only crashes. Over the past year, total crashes decreased by 945 and injury crashes and total injuries decreased by 999 and 1,886, respectively. The largest decrease was seen in total injuries, which decreased by 3.5 percent. Additionally, the twelve-year fatality rate trend for Maryland decreased from a high of over 1.59 in 1992 to a low of 1.08 in 2005. Maryland's overall fatality rate has also consistently been lower than the national fatality rate for every year since 1992, and 2007 was no exception. Finally, the total injury crashes decreased in 2007. Total VMT increased by slightly less than 1% to 56.8 billion in 2007. Despite the increase in VMT, the overall marked improvement in crash trends is clear, as noted in the graph on the following page, which illustrates the downward trend in the fatality rate and the upward trend of VMT.

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



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



5-YEAR CRASH TRENDS

Table 7, below, illustrates Maryland’s highway safety crash trends over the past 5 years. Individual program areas are ranked by total crashes, injuries and fatalities. The rankings are computed using 5-year averages – 2003 through 2007. The chart reveals that on average, the highest number of total crashes and injuries involve inattentive, young, older and alcohol / drug impaired drivers; however, a different pattern emerges among fatalities. Persons involved in alcohol or drug-impaired, young driver and inattentive driver crashes suffered more injuries. Improved coding of the Contributing Circumstances field on the police crash report between 2004 and 2005 led to a significant reduction in the use of the “07-Failure to Give Full Time and Attention” code in favor of other, more accurate determination of the crash circumstances. This resulted in a large decrease in the number of crashes that were attributed to Inattentive Driving (albeit still an inflated figure) and a subsequent increase in the number of crashes attributed to Aggressive Driving.

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

	2003	2004	2005	2006	2007	5 Yr Avg
TOTAL CRASHES*						
Inattentive Driving	47,969	44,972	32,229	27,830	26,032	35,806
Young Driver (age 16-20)	22,354	20,882	20,316	19,857	18,993	20,480
Older Driver (65 & above)	10,600	10,226	10,167	10,364	10,166	10,305
Alcohol/Drug Impaired Driving	8,719	8,556	8,475	8,712	8,610	8,614
Aggressive Driving	3,912	3,909	5,651	6,252	6,205	5,186
Pedestrian	3,131	2,843	2,955	2,960	2,928	2,963
Motorcycle Involved	1,323	1,570	1,749	1,804	1,841	1,657
Pedalcycle	847	875	775	794	809	820
INJURIES*						

Inattentive Driving	27,200	26,523	17,405	14,177	12,994	19,660
Young Driver (age 16-20)	14,373	13,927	13,281	12,565	11,666	13,162
Older Driver (65 & above)	7,517	7,202	6,909	7,125	6,822	7,115
Alcohol/Drug Impaired Driving	4,869	4,886	4,851	5,068	4,820	4,899
Aggressive Driving	2,745	2,861	4,060	4,505	4,242	3,683
Pedestrian	2,925	2,631	2,755	2,765	2,667	2,749
Motorcycle Involved	1,235	1,416	1,599	1,701	1,661	1,522
Pedalcycle	676	705	655	671	662	674
FATALITIES*						
Alcohol/Drug Impaired Driving	156	215	201	241	221	207
Young Driver (age 16-20)	146	122	113	111	112	121
Inattentive Driving	173	187	73	51	40	105
Pedestrian	119	96	103	97	112	105
Older Driver (65 & above)	108	104	96	112	79	100
Motorcycle Involved	58	68	88	87	96	79
Aggressive Driving	62	58	62	88	76	69
Pedalcycle	6	12	7	7	7	8

Source: Maryland State Highway Administration, FISS

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

VARIABLE DATA

The breakdown below summarizes where over-representation occurs in the various categories listed on crash reports for all of Maryland's traffic crashes. In FFY 2009, the MHSO will use this data to target educational efforts by age and gender, while focusing enforcement efforts by month, day of week, time of day, road type, and county.

Over-Represented Crash Factors – General		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (drivers)	21-29	20% of Total Crashes; 23% of Injured; 26% of killed
Gender (drivers)	Men	51% of Total Crashes; 51% of Injured; 80% of killed
Month	October – total and injury crashes; September-November – fatal crashes	Total – 9%; injury – 10%; fatal – 28%
Day Of Week	Friday – total and injury crashes; Saturday – fatal crashes	Total – 17%; injury – 17%; fatal – 20%
Time Of Day	2pm-6pm	Total – 27%; injury – 29%; fatal – 23%
Road Type	State roads	Total – 29%; injury – 35%; fatal – 43%
County	Baltimore City – total crashes; Baltimore and Prince George's Counties – injury and fatal crashes	Total – 19%; injury – 30%; fatal – 34%

Programmatic and fiscal proposals for FFY 2009 were developed utilizing the aforementioned information. The MHSO used all available data to determine levels of funding for the various program areas, a process which remains especially vital in times of limited financial resources.

ALTERNATE SOURCES OF DATA

The MHSO continues to collaborate with the NSC to improve the problem identification process for FFY 2009. The following tables and graphs were compiled by the NSC to allow for an alternative look at the progress and/or continuing issues of those areas addressed by the Maryland highway safety program.

HOSPITAL DISCHARGES

The Health Services Cost Review Commission (HSCRC) collects data on patients discharged from Maryland hospitals. The following three representations contain data on patients discharged from Maryland hospitals in 2006, after involvement in a motor vehicle crash. During the past year, victims of motor vehicle crashes accumulated over \$112 million in hospital charges.

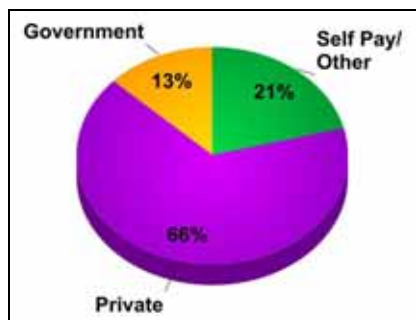
TABLE 8 – 2006 Distribution of Total Hospital Charges, Percents & Percentiles

Mechanism	Number	Charge (\$ in 1,000s)	Percent (%)	Percentile (\$)		
				25th	Median	75th
Driver	3,492	55,216	48.9	3,782	5,479	12,696
Passenger	1,294	18,949	16.8	3,783	5,425	12,458
Motorcyclist	747	16,554	14.7	4,556	7,682	20,010
Pedalcyclist	116	1,784	1.6	3,578	5,607	9,991
Pedestrian	756	14,304	12.7	4,362	7,182	17,138
Unspecified	285	5,947	5.3	4,258	6,771	14,338
Total	6,690	112,754	100.0	3,915	5,738	13,858

Source: NSC

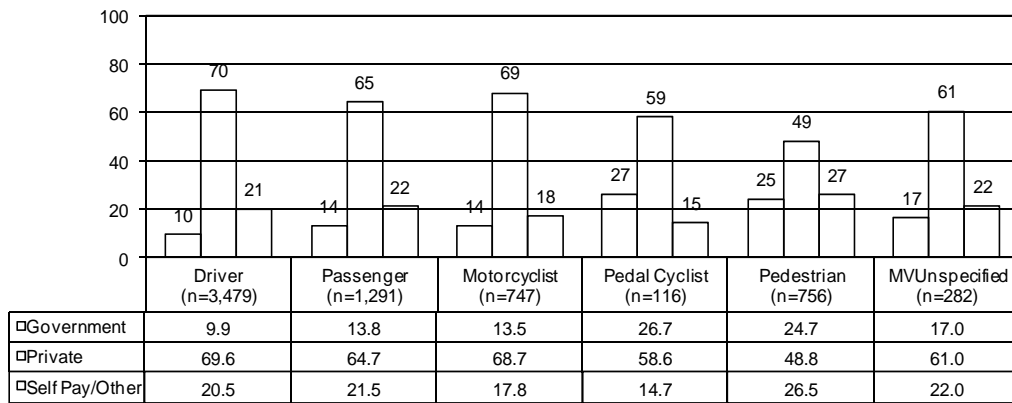
When combined across all hospital visits in Maryland, drivers and passengers accounted for two-thirds of all motor vehicle related hospital charges (49.0% and 16.8%, respectively). Yet motorcyclists and pedestrians accumulated the highest median hospital charges per hospital visit (\$7,682 and \$7,182, respectively).

GRAPH 3 – 2006 Principal Source of Payment of Hospital Charges



Source: NSC

GRAPH 4 – 2006 Principal Source of Payment of Hospital Charges by Person Type



Source: NSC

Close to two-thirds of all payments were attributed to private insurance carriers. Pedalcyclists were highest in terms of payment by government sources (26.7%), and pedestrians had the highest percentage of self-payers (26.5%).

AMBULATORY CARE

The HSCRC also collects data on each outpatient hospital encounter, i.e. Emergency Department (ED) visit, in Maryland hospitals. However, the file does not contain information on patients treated by private physicians. The following three representations contain data on 71,758 outpatient ambulatory care visits in 2006, after involvement in a motor vehicle crash.

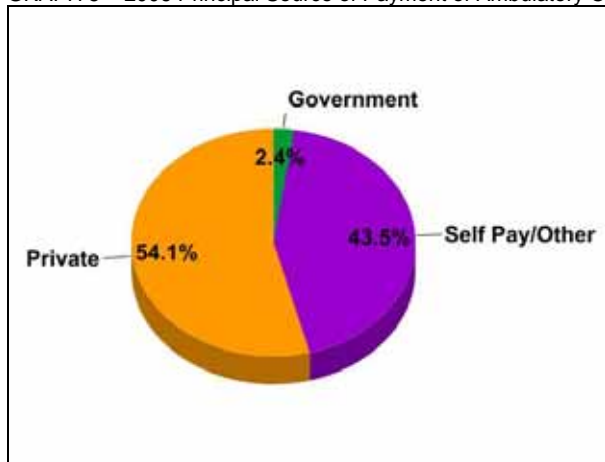
TABLE 9 – 2006 Distribution of Total ED Charges, Percents & Percentiles

Mechanism	Number	Charge (\$ in 1,000s)	Percent (%)	Percentile (\$)		
				25th	Median	75th
Driver	42,625	17,049	58.1	178	296	469
Passenger	19,981	7,468	25.5	162	273	439
Motorcyclist	2,133	1,385	4.7	302	447	785
Pedalcyclist	432	263	0.9	296	446	772
Pedestrian	2,582	1,561	5.3	268	411	747
Unspecified	4,005	1,594	5.4	185	293	446
Total	71,758	29,320	100.0	179	298	474

Source: NSC

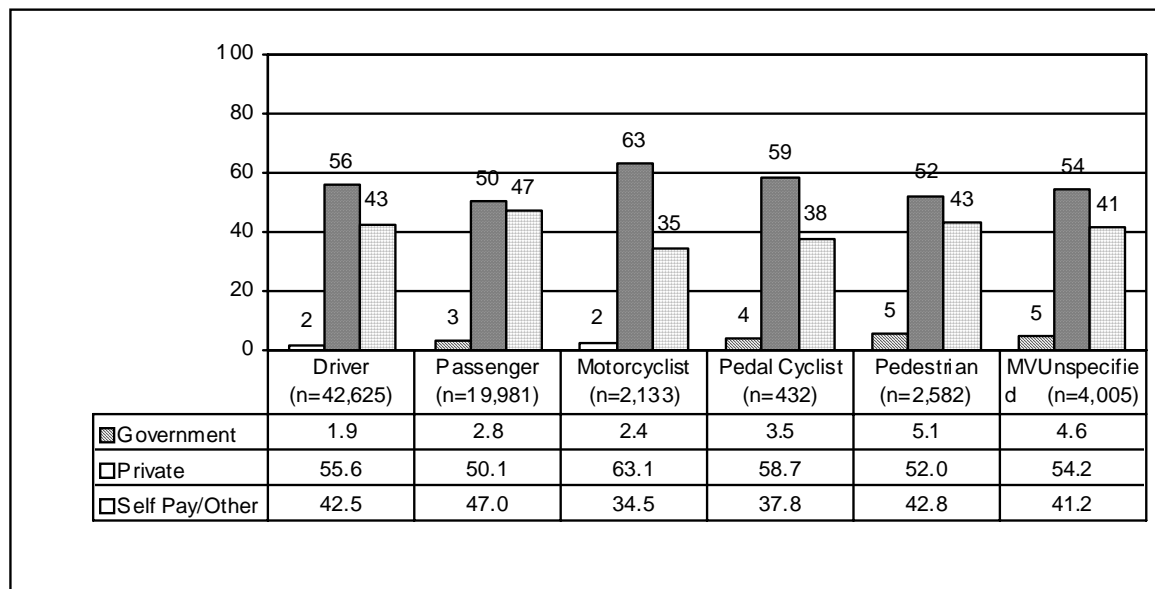
The distribution of ED charges (not including professional fees) among persons injured in a motor vehicle crash is displayed in the chart above. Motor vehicle crashes accounted for over \$29 million in ED charges in 2006. This, when combined with in-patient charges, brings the total in excess of \$140 million. Here, drivers and passengers accounted for nearly 84% of the total (58.1% and 25.5%, respectively). Once again, motorcyclists and pedalcyclist had the highest median charges per visit (\$447 and \$446, respectively).

GRAPH 5 – 2006 Principal Source of Payment of Ambulatory Care



Source: NSC

GRAPH 6 – 2006 Principal Source of Payment of Ambulatory Care by Person Type



More than half of all ED visit payments were attributed to private insurance carriers. As found in the hospital discharge data, pedestrians were highest in terms of payment by government sources (5.1%), although the proportion of the total bill paid by the government was much smaller. Passengers were highest in terms of those who self-paid or used other insurance means (approximately 47%), and motorcyclists were most likely to be covered by private insurance.

EMERGENCY MEDICAL SERVICES SYSTEMS

Regarding EMS response time, a total of 36,270 transported cases injured in a motor vehicle crash (including motorcyclists and pedestrians) were identified in the 2005 Maryland Ambulance Information System. EMS response time was calculated as the number of minutes

between the time the call was received by the EMS system to the time the ambulance arrived at the scene location. The median EMS response time was 6 minutes and the mean response time was 7.5 minutes, with a standard deviation of 6.7 minutes.

TRAUMA REGISTRY

TABLE 10 – Motor Vehicle Crash Injured Cases Reported by Trauma Centers in 2005

Mechanism	Number	Percent (%)
Driver	3,297	53.6
Passenger	1,159	18.8
Motorcyclist	829	13.5
Pedalcyclist	77	1.3
Pedestrian	707	11.5
Unspecified	83	1.3
Total	6,152	100.0

Source: NSC

The Maryland Trauma Registry contains a record pertaining to each primary admission to the nine trauma centers located throughout the state. A treated patient is considered a primary admission if he/she is not released from the ED within six hours of arrival. According to the 2005 Maryland Trauma Registry, a total of 6,152 persons were admitted to a trauma center for injuries sustained in a motor vehicle crash. The majority of these patients were drivers (53.6%) and passengers (18.8%). Pedestrians accounted for approximately 12% of all motor vehicle related primary admissions.

CITATIONS / COURT

Table 10 contains data on the ten most commonly issued citations in Maryland in 2006. Each citation identifies a violation of the state transportation article. More than 1.3 million citations had been issued throughout the state. Close to one-third were issued to motorists due to a speeding violation, and another 10% were issued for improper seatbelt use. The violator was found guilty (either through payment of the fine or through the court system) in a majority of the improper belt use cases (89%) and for two-thirds of those cited for speeding violations.

TABLE 11 – Top Ten Types of Traffic Citations, 2006

Rank	Type	Number	% Guilty
1	Speeding	385,668	68
2	Improper belt use	129,266	89
3	Expired registration	80,420	62
4	Driving Under the Influence (DUI) or Driving While Intoxicated (DWI)	65,646	12

5	Failure to carry registration card	54,851	67
6	Suspended / revoked license	71,924	17
7	Registration violation (with canceled registration)	64,082	39
8	Failure to obey traffic control device	38,591	60
9	Failure to carry license	42,014	58
10	Driving without required license and authorization	37,003	29
Total		969,465	58

Source: NSC

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

TABLE 12 – Citation Type by Court Disposition, 2006

Type	Guilty	Not Guilty	Probation Before Judgment	Dismissed	Nol Pross	Jury Trial	Merge with Other Citation	Fail to Appear	Inactive Docket
Speeding	260,224	16,016	74,211	7,351	8,417	263	275	14,336	4,352
Belt Use	115,310	1,563	1,339	812	2,901	88	152	6,518	536
DWI/DUI	8,041	1,358	10,782	229	33,667	1,830	849	2,941	5,508

Source: NSC

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

(<http://medschool.umaryland.edu/NSCforTrauma//traffic.asp>)

Highway Safety Plan

Program Delivery – An Overview

The Maryland Highway Safety Office is dedicated to implementing an expansive highway safety plan to reduce the number and severity of crashes and injuries on Maryland's roadways. The MHSO will continue to utilize a comprehensive approach to addressing its top identified priority traffic safety areas during FFY 2009. While many projects are developed and implemented in-house, many more are carried out with the assistance of statewide partners. This section will briefly introduce the four primary instruments utilized by the MHSO to deliver its program.

1. Grant Development and Monitoring

In FFY 2009, the MHSO hopes to distribute over \$11 million in matching (state and federal) grant seed monies. Approximately \$6 million additional funds will be from state and local matching funds. These funds will help aid in the implementation of numerous projects identified in each of the twelve Priority Program Areas (see page 12). These projects range from outreach and media campaigns, law enforcement campaigns, judicial education, Community Traffic Safety Programs, and assessment and evaluation components, to name a few. In the following pages, each program area will be highlighted, as well as a description of each anticipated grant and grantee that falls within that Priority Program Area.

The MHSO is charged with determining the appropriate allocation of federal funds to impact highway safety and reach as many motorists as possible. With the goals of accountability and efficiency, over the years, the MHSO has put a considerable amount of effort into developing comprehensive and transparent grant solicitation and selection processes. Below is a brief overview of the processes used to identify those projects that will have the largest impact in achieving MHSO's stated goals. These processes and timelines cover more than one calendar year, in the sense that preparation for the FFY begins well in advance of its formal starting date (October 1), and closeout extends beyond its formal ending date (September 30). A more detailed description of these processes can be obtained by contacting the MHSO.

A. Establish Program Direction (October-December)

Select members of the MHSO staff meet to review programmatic activities and refine problem identification based on available data sources. Priority Program Areas are refined and reset for the next fiscal year, if necessary.

B. Information Dissemination (November-February)

MHSO continues to utilize a comprehensive approach to solicit grantees. These grantees are broken out into three categories:

- a. Existing General – grantees that have already received funding from MHSO in previous fiscal years (ie., law enforcement agencies, non-profits, municipal governments, educational institutions)
- b. Potential General – organizations that have not received funding from MHSO in previous years, but that are interested in developing projects that address MHSO Priority Program Areas.
- c. Existing Local Funding – county-level agencies that house the 20 Community Traffic Safety Programs (CTSP). One-third of the CTSP programs are housed in health departments, one-third in law enforcement agencies, and the rest in various county offices.

Each year, the MHSO conducts three separate seminars, distinct to the type of grantee the office is trying to solicit. In order to be considered for grant funding, attendance is required for both existing and potential grantees. These seminars provide MHSO staff an opportunity to outline Priority Program Areas, the data that supports the Priority Program Areas, and the type of grant activities that the MHSO is seeking for the next fiscal year.

**The MHSO's Grants Management Team is considering an alternate option for FFY 2009, replacing the grant applicant seminars with individual meetings conducted by MHSO staff with prospective grantee agencies, occurring in the time period of January through March.*

C. Expressions of Interest (April)

Those organizations and agencies that have attended the required seminar(s) are allowed to review the available data, prepare descriptions of projects that address Priority Program Areas, and submit a formal Expression of Interest (EOI) to the MHSO. Formal EOIs contain identification of problem(s), proposed project description, project objectives, project activities with timelines, a description of how the project will be evaluated, and project costs. Local Funding Grantees submit a similar Project Agreement (PA) document that outlines programmatic activities for the coming fiscal year.

D. Grant Review (mid-June)

Select members of the MHSO staff and partner agencies meet to review the formal EOIs and PAs submitted by Local Funding Grantees, Potential Grantees, and Existing Grantees. Utilizing a comprehensive weighted category system, EOIs are evaluated based on how well they address the Priority Program Areas. Funding recommendations are made by the grant review team and presented to the GR/SHA Administrator for final approval before being proposed back to the submitting agency.

E. Project Agreements (June-September)

Potential and Existing Grantees and Local Funding Grantees are allowed to submit revisions, if necessary, or withdraw the EOI. Once the grant review team and the grantee resolve any issues with the grant proposal, the project agreement is executed, on the condition of availability of funds and compliance with the terms of the agreement. During this time, the MHSO submits the Annual Application for Federal Highway Safety Funds that outlines proposed projects and grants.

F. Approval from NHTSA (October)

On or after October 1, the MHSO Chief is notified by letter of the federal funds available for the new fiscal year. If necessary, proposed budgets and grants are modified.

G. Monitoring and Reporting (October-December-FY2009)

MHSO staff monitor grantees to ensure compliance with standards and project agreements. Throughout the fiscal year, grantees are required to submit status reports, reimbursement claims, reimbursement itemization reports and supporting documentation, and equipment accountability report (if necessary). At the conclusion of the fiscal year, grantees are also required to submit a final narrative evaluation report. Each December 31, MHSO also submits an annual overall evaluation report to NHTSA for the previous fiscal year.

2. Community Traffic Safety Programs

Maryland will continue to utilize a network of local traffic safety personnel to address various community issues. These local programs, known as the Community Traffic Safety Programs, cover each of Maryland's 23 counties and Baltimore City*. The CTSP program allows the MHSO to incorporate local efforts to address problems unique to a certain community and to allow for more effective local implementation of the MHSO's Priority Program Areas as well as implementation of SHSP Emphasis Areas. The CTSP program is another tool for the MHSO to help ensure that annual performance measures laid out in this HSP are met.

Each year, local CTSP Coordinators work with their respective county-level Task Forces to gather data, identify local traffic safety issues and problems, develop appropriate countermeasures, and implement or advocate solutions. The Task Forces are the focal point for communication and cooperation among government agencies and the private sector on traffic safety matters, and serve as community facilitators for local traffic safety initiatives. Local CTSP Coordinators develop and implement numerous activities including:

Coordinate Task Force Activities/Meetings	Conduct seat belt use observational surveys
Manage CTSP budgets	Conduct outreach to new and existing partners
Supplement MHSO campaigns and functions	Coordinate law enforcement activities

While CTSPs are given autonomy to decide how best to address identified traffic safety issues in their locality, much work is done at the MHSO to monitor the progress of each CTSP and ensure that the activities will help achieve the stated Impact Objectives for the year. Several new tools introduced in 2008 in pilot phase, and moving to full implementation in FFY 2009, will allow both CTSP Coordinators and the MHSO to better evaluate local CTSP program implementation. Developed collaboratively with funds by the MHSO and the Johns Hopkins University School of Public Health, Center for Injury Research and Policy and the University of Maryland, National Study Center for Trauma and EMS, several new tools are now in use to support MHSO's integrated evaluation system of CTSP:

1. CTSP Community Coalition Survey Tool

This survey allows members to evaluate and rate the effectiveness of their respective county-level Task Force. This gives CTSP Coordinators an opportunity to better understand what their coalition is doing well, at what stage in development the coalition is functioning and ways to continue to advance the coalition towards optimal performance.

2. Action Measure Tools

This survey allows general population participants and attendees at highway safety-related events to weigh in on the effectiveness of MHSO programs. The purpose of the tool is to collect information regarding public knowledge, attitudes and behaviors in relation to traffic safety laws, programs, issues, and more.

3. Strategic Plan and Status Reporting Document

Perhaps the most ambitious grant evaluation tool to-date at MHSO, this comprehensive document, developed through an Access database, will help CTSP Coordinators conceptually develop, implement and track their program's progress. The Strategic Planning Document is developed at the onset of the

* The Mid-Atlantic Region is comprised of Carroll and Frederick Counties. The Upper Chesapeake Region is comprised of Kent and Queen Anne's Counties. The Washington Metro Region is comprised of Montgomery and Prince George's Counties. All other counties/jurisdictions are managed individually.

grant process with the MHSO as a portion of the Expression of Interest/Project Agreement and carries on electronically as a Status Reporting Tool that is submitted quarterly to the MHSO to track program activities.

The combination of these evaluation tools will better equip MHSO with the ability to track progress in meeting SHSP goals, HSP Impact Objectives, as well as tap into the public's knowledge, perception, and approval of MHSO activities. The MHSO will continue to review the progress of the CTSPs and evaluate the effectiveness of each program, as well as monitor the effectiveness of these new evaluation tools

COMMUNITY TRAFFIC SAFETY PROGRAMS: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source(s)
Local	Local CTSP Base & Special Funds	\$2,439,000	Section 402 / 406
Local	Local CTSP Enforcement	\$1,243,700	Sections 402 / 406 / 410
Total All Funds		\$3,682,700	

3. Law Enforcement

In addressing the Priority Program Areas, the MHSO administers numerous highway safety programs and projects. A major portion of almost every program includes a law enforcement component. Inherent in highway safety is the use of behavior modification to achieve multiple objectives, including, but not limited to, reductions in vehicle fatalities, reductions in impaired driving, and increasing seat belt usage. Enforcement of traffic laws is a large contributor to modifying driver behavior. Maryland has over 140 law enforcement agencies throughout the state, most of which have the authority and resources to enforce traffic laws. The MHSO will continue to utilize a comprehensive approach to coordinating and supporting the traffic safety activities of law enforcement agencies across the state. This will be accomplished in a variety of fashions including, but not limited to:

- **Programmatic Initiatives** – Of the 12 Priority Program Areas, the programs that most directly address behavioral modification are supplemented with enforcement support funding. These programs that include targeted enforcement are Aggressive Driving, Impaired Driving, Motorcycle Safety, and Pedestrian Safety. A more detailed description of how these enforcement funds will be utilized is included in each Priority Program Area description. A total of \$768,900 will be allocated in FFY 2009 for targeted programmatic enforcement.
- **Police Traffic Services** – Law enforcement agencies are expected to address a multitude of public safety concerns, including rising crime rates, drug use, and traffic fatalities and injuries, especially in a post-9/11 environment. However, law enforcement agencies, in most cases, are expected to do this with current or static resources and budgets. Therefore, MHSO staff will continue to work closely with law enforcement agencies to seek unique and innovative approaches that can combine and achieve multiple law enforcement objectives. Activities include training courses for law enforcement officers in Crash Reconstruction, Crash Investigation, Drug Recognition, and coordination and participation in the annual Chiefs' Challenge activities. A more detailed description of this program can be

found in the Priority Program Area.

- **Maryland Chiefs of Police Association** – Multiple MHSO staff are involved in the promotion and development of this association's activities, as they relate to highway safety. This association helps serve as a vehicle for communicating and providing top-level encouragement in participating in MHSO's initiatives and campaigns.
- **CTSP** - In addition to the CTSP base budget, each CTSP will receive additional funding to support local traffic enforcement, including special events enforcement such as motorcycle safety enforcement at BikeFest at Maryland International Raceway, and DUI checkpoints and saturation patrols at the Tiki Bar opening on Solomon's Island, to name a few. CTSP Coordinators are also expected to coordinate enforcement activities in relation to NHTSA national crackdown periods and MHSO initiatives, including *Click It Or Ticket* seat belt enforcement, *Checkpoint Strikeforce* impaired driving enforcement, and *Smooth Operator* aggressive driving enforcement, to name a few. A total of \$1,243,700 will be allocated in FY 2009 for CTSP enforcement coordination.

4. In-House Public Information & Education (PI&E)

Another equally important component to behavior modification is the dissemination of public information and the use of educational mediums (PI&E) to encourage drivers to use good judgment and obey traffic laws. The MHSO will initiate and fund numerous public information campaigns throughout FFY 2009, as well as produce educational materials for distribution throughout the State at various events. Following the techniques employed by other areas of public health promotion, the MHSO will utilize both social norming and risk awareness messages to convey to drivers the need for good judgment and adherence to traffic laws. In addition to highlighting the personal health risks associated with poor driving behavior, another caveat widely utilized by the MHSO is to highlight the potential financial and legal risks also associated with poor driving behavior (ie, tickets, fines, points levied against one's driving record, arrest and incarceration). The male 18-34 year old demographic is the MHSO's primary audience for a wide variety of messaging, and in many instances, educational programming is formulated with this group in mind.

In addition to participation in NHTSA national crackdown initiatives and PI&E campaigns (ie, *Click It Or Ticket*, *Checkpoint Strikeforce*, and *Over The Limit Under Arrest*), MHSO employs numerous well-branded statewide and regional campaigns such as *Smooth Operator*. The MHSO adheres to a strict calendar to roll out these campaigns and ensure that messages do not get overlapped. The particular mediums utilized by the MHSO for its PI&E campaigns are wide and varied. Far too many examples to list here, a few are provided below to exemplify the breadth and scope of MHSO's mediums in FFY 2009:

- Radio Public Service Announcements (PSAs)
- Busbacks and Buswraps
- Press Conferences
- Employer Outreach
- Media Interviews
- Television PSAs
- New Booster Seat Law Card Brochure
- Earned Media
- Interactive web-based messaging
- Billboards
- Event Promotion/Partnerships
- Target-based Activity Incentive Give-Aways
- Email Newsletters
- Roadside signage/VMS

Program Area Details

Throughout FFY 2009, the MHSO will fund a variety of programs, projects and activities, with federal transportation dollars, which are intended to advance the traffic safety goals set forth by the State of Maryland. As in the past several years the Program Areas listed in this report have been arranged to coincide with their position in the MHSO's overall set of priority Program Areas, as defined in the "Summary of Goals" section. It is important to note that the Program Area priorities have not changed since FFY 2006, with top priority being placed on the areas of impaired driving prevention, occupant protection and the enhancement of statewide data collection and dissemination.

Each section of the priority areas will contain crash data and a listing of Impact Objectives and Administrative Objectives. Roughly half of the Program Areas identified utilize a general set of Impact Objectives, namely Data Enhancement, the CTSP, General Driver Safety, Police Traffic Services, Diversity in Traffic Safety, EMS, Engineering, and Planning and Administration. Only the Administrative Objectives will be provided for each of these sections.

The use of federal Section 402, 405, 406, 408, 410, 2010, and 148 funds (in accordance with fund use limitations) is planned and the activities for which these funds will be used are included in the appropriate program area descriptions. The program area descriptions do not include state matching funds, however, those financial indicators can be found in the Program Cost Summary at the end of the document. The Program Cost Summary section identifies the specific planned uses of the various grant funds in FFY 2009. Additionally, basic program cost summaries are provided at the end of each individual Program Area section and a breakdown of funds to be spent on Maryland's SHSP activities is also provided in each section.

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

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

IMPAIRED DRIVING PREVENTION

TABLE 13 – Crash Summary: Driver Involved Alcohol or Drug Impaired *

	2003	2004	2005	2006	2007	5-year % Change	2010 Goal
Fatal Crashes	140	183	184	214	192	+37.2	180
Injury Crashes	3,198	3,142	3,124	3,236	3,151	-1.47	2,442
Property Damage Only	5,381	5,231	5,167	5,262	5,267	-2.12	4,962
Total Crashes	8,719	8,556	8,475	8,712	8,610	-1.25	7,918
Total of All Fatalities	156	215	201	241	221	+41.67	196
Total Number Injured	4,869	4,886	4,851	5,068	4,820	-1.00	3,707

Over the past five years, an average of 8,614 impaired driving crashes has occurred annually on Maryland's roadways. Maryland's 2010 goal is 7,918 impaired driving crashes, as noted in the above table. On average, 207 people have lost their lives each year. This loss of life represents one-third of all of Maryland's traffic fatalities. In addition, an average of 4,899 people has been injured annually, accounting for nearly 9% of all of Maryland's traffic injuries.

Over-Represented Crash Factors – Impaired Driving		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (drivers)	21-24	17% of involved; 20% of Injured; 24% of killed
Gender (drivers)	Men	74% of involved; 77% of Injured; 88% of killed
Month	July and December – total crashes; September – injury crashes; May – fatal crashes	Total – 18%; injury – 9%; fatal – 14%
Day Of Week	Saturday and Sunday	Total – 42%; injury – 42%; fatal – 51%
Time Of Day	12am-4am	Total – 30%; injury – 29%; fatal – 35%
Road Type	State and county roads	Total – 62%; injury – 68%; fatal – 71%
County	Prince George's and Baltimore Counties	Total – 30%; injury – 28%; fatal – 40%

- To decrease the total number of crashes from 8,475 in 2005 to 7,918 in 2010.
- To decrease the total number of fatal crashes from 184 in 2005 to 180 in 2010.
- To decrease the total number of injury crashes from 3,124 in 2005 to 2,442 in 2010.
- To decrease the total number of fatalities from 201 in 2005 to 196 in 2010.
- To decrease the total number of injuries from 4,851 in 2005 to 3,707 in 2010.

In FFY 2009, the MHSO will partner for a fifth year with Virginia and the District of Columbia (DC) in the regional *Checkpoint Strikeforce* (CPSF) Campaign, its mission being to curb impaired driving through the use of education, enforcement and accompanying outreach efforts in highly targeted jurisdictions throughout the State. The targeted Maryland areas are

based on impaired driving crash, fatality, injury, arrest and judicial outcome data and include the Central Maryland/Baltimore area, the Washington DC metropolitan area, the Southern market and Maryland's Eastern Shore. Continued coordination of the Campaign message and materials will carry on throughout FFY 2009 in order to maintain a year-long, sustained and high-visibility enforcement program to increase awareness of enforcement efforts, and the consequences of impaired driving from a legal, health and public safety perspective.

In FFY 2009 the MHSO will purchase \$400,000 of paid media for the statewide CPSF Campaign. Additional funds will be used to implement impaired driving prevention and awareness advertising using web-based programs, television and high profile events. These campaigns will be designed to support the objectives of NHTSA's Regional impaired driving prevention campaign and will target Maryland-specific issues such as Court monitoring, DUI Courts, server training and alternative transportation services for impaired drivers. Media spots will be placed during the high visibility enforcement periods, and other seasonally important initiatives. The types of media used in conjunction with enforcements periods include TV, radio, outdoor advertising and sporting events.

The MHSO will continue its plan to maintain and/or increase sobriety checkpoints and/or saturation patrols in concert with its paid and earned media campaign during FFY 2009. The plan identifies joint enforcement teams in each county throughout Maryland. These teams, called "projects", are required to carry out at least one sobriety checkpoint and/or saturation patrol per quarter, as well as at least four operations during the two-week national impaired driving mobilization. This does not, however, prohibit or discourage departments who can manage to carry out operations independently from doing so. In the long run the MHSO hopes this plan will help maintain the numbers of sobriety checkpoints conducted and increase the total number of operations carried out statewide during FFY 2009 and in turn provide more opportunities to reach our target audience through direct contact with the law and increase the perception of the risk of arrest.

Maryland's *Impaired Driving Coalition (IDC)*, facilitated and supported by the MHSO, will continue to serve as the lead governing body of the statewide impaired driving prevention efforts. The *IDC* will continue to consist of a diverse membership, including state agencies, local agencies, law enforcement representation and private businesses. Speakers will be invited to present cutting-edge information, new initiatives, and data research to maintain better insight into the problems and solutions in impaired driving area such as: Public Awareness, *CPSF*, Improved Practice of Law, Creating Effective Legislation, Data Collection, and Education to Prevent Impaired Driving. The *IDC* will continue to discuss, develop, and establish a comprehensive impaired driving program guided by 2007 Impaired Driving Assessment that was conducted in conjunction with NHTSA's Region 3. The impaired driving program will pursue the recommendations of the 2007 assessment, as well as the objectives established by the SHSP Impaired Driving Emphasis Team which includes a recognition program for police agencies and rewards individual officers from across the State who make the highest numbers of DUI arrests for their respective agencies. In addition, the Impaired Driving Coalition will seek to achieve a set of strategies and action steps to address increased enforcement, stronger penalties and standards for impaired driving convictions, as well as an overall strengthening of the post-arrest scenario, as well as exploring more effective and better coordinated enforcement and media campaigns to increase the public's awareness of impaired driving, its consequences and alternatives to this crime. The Impaired Driving EAT has been integrated into the State's existing *IDC*, thus increasing membership to include the following agencies: MVA, SHA, MIEMSS, Department of Corrections, Departments of Health, statewide law enforcement, the University of Maryland, County Governments among others.

Major initiatives for FFY 2009 will include: the pursuit of a Traffic Safety Resource Prosecutor for the enhancement of relations with judges, prosecutors, defense attorneys, and law enforcement; the DUI Law Enforcement Awards Ceremony, *Maryland Remembers*, a memorial service recognizing impaired driving victims during *National Drunk and Drugged Driving Prevention Month*; continuation of the *CPSF* Campaign; and press events, one announcing *CPSF* and the law enforcement crackdown, and another for *Maryland Remembers* activities, and the results of annual campaigns, as well a request to the Lieutenant Governor to continue to serve as the Honorary Chair of the *IDC*.

During Maryland's 2007 Legislative Session, the Task Force to Combat Driving Under the Influence of Drugs and Alcohol was statutorily established from July 2007 through December 2008. The Task Force, commonly referred to as the DUI Task Force, is charged with conducting a comprehensive study of Maryland's DUI education, enforcement, engineering, and public outreach programs, as well as all of the components of the judicial and licensing proceedings, screening, intervention and treatment programs and more. The DUI Task Force is charged with summarizing the findings and providing recommendations to the legislature and Governor by October 31, 2008 and a final sunset of the Task Force in December 2008. The State Highway Administrator was appointed by the Secretary of Transportation as Chair of the Task Force and is supported by his lead staff, the Impaired Driving Prevention Coordinator. The State Highway Administration and the Maryland Highway Safety Office provides staff and logistical support for the Task Force. Recommendations from this task force will be the guiding imperatives for the SHSP Impaired Driving Prevention EAT, as well as the *IDC*.

In addition in FFY 2009 the MHSO will fund the following projects, to work toward accomplishing its impaired driving prevention objectives:

American Automobile Association (AAA) Mid-Atlantic Region – *Tipsy? Taxi!*

- Non-profit
- Target audience – 21-year-olds & older
- Target area – Baltimore Area (originating at establishments within Baltimore City limits)

The *Tipsy?Taxi!* Program, which is modeled after the Washington Regional Alcohol Program's SoberRide Campaign, will provide free taxi rides to drivers who have been drinking and need a safe ride home. The program was piloted during the 2006 July 4th holiday and more than 150 free rides were provided to potentially impaired drivers during the pilot. This program was expanded to provide rides for three holidays throughout FFY 2008. FFY 2009 will include Halloween, Thanksgiving, New Year's, St. Patrick Day, Cinco de Mayo, July 4th, and Labor Day. Free taxi rides will be available to those 21 years old and older who have been drinking at an establishment (restaurant or bar) within Baltimore City limits. Those wishing to utilize the service will be directed via an intense earned media campaign prior to each "ride program" to call 1-877-963-TAXI for a SAFE & FREE RIDE HOME within the Baltimore metropolitan area. Riders may only request a ride home and not to another bar, party, or public location. A ride provided by *Tipsy?Taxi!* may not exceed \$50. The program is committed to reducing drunk driving and recognizes that holidays can be deadly due to drunk driving fatalities. Partners of this program include AAA Mid-Atlantic, Yellow Cab of Baltimore, and the MHSO. The program partners will be working on expanding public and private partners to support this program.

Anne Arundel, Harford & Howard County District Courts – *DUI/Drug Courts*

- State agency
- Target audience – convicted subsequent DUI offenders
- Target area – Anne Arundel, Harford & Howard Counties

The *DUI/Drug Court* is designed to address individuals over the age of 18 who have been charged with a DUI/DWI or a violation of probation on those charges, offering them a highly intensive monitoring and rehabilitative treatment program. Eligible individuals will have a prior history of DUI or DWI convictions, no pending sentences or warrants, and will not currently be on parole or probation. The program will divert offenders from long periods of incarceration. However, they must serve any minimum mandatory sentence prior to entering the treatment program. This program is intended as a post-conviction, voluntary program that utilizes a multi-faceted approach to rehabilitation. The program proposes to reduce recidivism for the repeat offenders participating in each county court program, and increase abstinence from alcohol by 50 percent. Offenders will be monitored by frequent alcohol and drug tests, and will meet frequently with their team, consisting of a judge, probation monitor, treatment personnel, and their supervising officer. Participants will be tracked for one year following discharge to assess recidivism, drug use, and social functioning.

Local Law Enforcement / Statewide – *Impaired Driving Enforcement*

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

The main goal of this program is to increase traffic patrols and sobriety checkpoints in areas and at specific times where impaired driving has been identified as a problem in local communities and roadways. Increased enforcement will be conducted during heavily advertised enforcement waves, building the public perception of coordinated enforcement across the State. Almost all law enforcement agencies in the State devote some portion of their traffic enforcement efforts to reducing impaired driving, and many are supported at the local level through their CTSP. Additionally, the MHSO Law Enforcement Program Coordinator will work closely with newly formed checkpoint task forces across the State, providing them technical support as well as facilitating instruction in the form of Checkpoint Manager's training to police supervisors. MHSO, in conjunction with MSP, will help fund a coordinated statewide Drug Recognition Expert (DRE) effort, including maintaining certification of 110 DREs, and recruiting and training of new candidates. Best practices of previous pilot projects and innovative operations will be shared across the State, including a greater utilization of the low-manpower sobriety checkpoints. Additionally, training for patrol officers will continue to be offered to police agencies across the State in the form of *Catch 'em If You Can* seminars, which assist officers in identifying strategies for dealing with circumstances that might otherwise discourage the arrest of an impaired driver.

Mother's Against Drunk Driving, Chesapeake Region – Court Monitoring Program

- Non-profit
- Target audience – District Court
- Target area – Prince George's and Howard Counties; Statewide

MADD National has a long held tradition of volunteers sitting in on court proceedings to monitor the outcomes of drunk driving cases, in the interest of the victims, for the management of victim impact panels, and to encourage the judicial system to hold offenders accountable for their actions. Over the years the organization developed a database tracking system that tracks case outcomes, recidivism and more. In an effort to capture judicial outcomes and help improve adjudication of DUI cases, the Chesapeake Region MADD will monitor district courts in select counties, Prince George's and Howard, using volunteers. The program has a paid coordinator to train volunteers and serve as a liaison to the courts.

Washington Regional Alcohol Program – *Impaired Driving Outreach*

- Non-profit
- Target audience – 21-44 year olds
- Target area – Montgomery & Prince George's Counties; Statewide

Serving the residents of Montgomery and Prince George’s counties, as well as having statewide impact through the *CPSF* Campaign, the focus of this program is multi-faceted, addressing the problem of impaired driving in the Washington Metro region through public education and innovative health education. Through partnering with numerous public and private partners such as AT&T Wireless, GEICO Direct, Washington Area New Automobile Dealers Association and ExxonMobil, the Washington Regional Alcohol Program (WRAP) will present programs on the effects of impaired driving to high school age youth and adults 21 – 44 years of age. The support of these businesses provides an avenue to the target population that data shows is over-represented in crashes, fatalities and injuries. Programs such as *Safe And Vital Employees*, the distribution of 5,000 Corporate Guides to Safe Driving and Safe Celebrating, and WRAP’s *SoberRide*, providing free taxi cab rides to would be drunk drivers during major holidays, will create an extensive public awareness program. Through the combination of efforts by Maryland, Virginia, and DC, WRAP will coordinate a media campaign and press event for the NHTSA *CPSF* advertising buy as well as ancillary media material. WRAP will provide support for the DUI Law Enforcement Awards and *Maryland Remembers* event in December.

Washington Regional Alcohol Program – Maryland DUI Laws Assessment

- Non-profit
- Target audience – Statewide DUI Laws and Programs
- Target area – Statewide

A thorough evaluation of the Maryland DUI Laws is essential to the objectives of the impaired driving program and its statewide stakeholders, namely the IDC and the SHSP Impaired Driving Emphasis Area Team. In order to effectively address the impaired driving issue, it is critical to understand the impact of the DUI laws from implementation, as compared to other states and best practices, as well as misconceptions, loopholes, and contradictions between laws. The Pacific Institute for Research and Evaluation will conduct a thorough review of the laws, how they compare to model laws, best practices and provide a final summary of the issues surrounding Maryland’s DUI system. The results of this evaluation/assessment help support the work and recommendations of the DUI Task Force.

IMPAIRED DRIVING PREVENTION: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
09-027	Impaired Driving Outreach	\$541,200	Sections 410 / 148
09-028	Impaired Driving Enforcement	\$354,600	Sections 410 / 148
09-005	MADD – Court Monitoring	\$85,300	Section 410
09-067	Maryland DUI/Drug Court - Harford County	\$45,000	Section 410
09-068	Maryland DUI/Drug Court - Howard County	28,600	Section 410
09-069	Maryland DUI/Drug Court – Anne Arundel County	\$69,400	Section 410
09-TBD	Maryland DUI Laws Assessment	\$110,000	Section 410
09-011	Tipsy? Taxi!	\$44,000	Section 410
Total All Funds		\$1,278,100	

OCCUPANT PROTECTION

As a technology, seat belts continue to be an occupant’s best protection against drunk and/or aggressive drivers. In the event of a crash, there is no better technology to aid in

reducing the likelihood of a fatality or injury. Marylanders continue to recognize this, as evidenced in seat belt use observation surveys. During the 2008 annual safety belt use rate observation, Maryland's statewide use rate increased to an all-time high of 93.3%, up from 93.1% in 2007. It is important to note that Maryland's adult safety belt law covers only those occupants in the front outboard seating positions, most specifically drivers and front seat passengers. The slight increase in the rate means that roughly 2.5%, or 7,200 of Maryland drivers were converted into safety belt users during the past year. Car drivers and front-seat passengers were observed to be buckled up at a rate of more than 94.2% and pick up truck drivers were significantly behind at 88.3%. The rate for pick-up truck drivers fell slightly from 2007 despite a continued focus to impact that demographic with targeted media-related messaging.

High speed roadways provided the most favorable results during the observational surveys, with several major interstates and connections demonstrating use rates at 97% or higher. These roads were also the most likely to have a dramatically higher number of passengers and the discrepancy among car drivers and pickup truck drivers was minimal on high speed roadways. Local roadways and rural roads often demonstrated use rates in the mid-80s and the propensity for pick up truck drivers to be unbuckled was dramatically higher. Commercial pickup trucks were especially unlikely to have the drivers or occupants wearing safety belts, a fact which will be addressed through activities with the MHSO's *Traffic Safety Awareness for Employers (T-SAFE)* project in FFY 2009.

As in the past two years, in cases where belt use was noted as incorrect (such as a belt being worn under the arm), the culprit was most typically a woman driver or passenger. Older drivers were also likely to wear the seat belt incorrectly, if at all, and these two populations must continue to be addressed with educational and enforcement activities throughout FFY 2009.

The following chart indicates the overall seat belt rates in counties that contain NHTSA survey sites, along with their percent change from 2007-2008:

County	2006	2008	% CHANGE (2008 – 2007)
ANNE ARUNDEL	95.22%	94.42%	-0.79%
BALTIMORE CITY	88.53%	89.98%	1.45%
BALTIMORE COUNTY	85.83%	91.77%	5.93%
CARROLL	90.93%	91.76%	0.83%
CHARLES & ST. MARY'S	93.87%	92.46%	-1.41%
FREDERICK	96.00%	93.24%	-2.76%
HARFORD	90.20%	91.31%	1.11%
HOWARD	96.48%	96.92%	0.44%
MONTGOMERY	96.48%	93.93%	-2.55%
PRINCE GEORGE'S	89.47%	91.96%	2.49%
WASHINGTON	84.16%	89.66%	5.50%

As evident, the majority of the counties experienced an increase in the observed use rates. In particular, the increases in Baltimore and Prince George's Counties are especially

significant as these two Counties have roughly 1/3 of Maryland's NHTSA observational sites. Anne Arundel, Frederick and Montgomery Counties will be focal points of the MHSO's media and enforcement efforts in FFY 2009. Baltimore City, as well as Baltimore and Prince George's Counties will also receive heavy exposure to enforcement and media messaging as these areas are directly served by Maryland's two largest media markets, that of the Baltimore and Washington DC metro regions. Other areas of the State will continue to get coverage through media outlets and outdoor, print, radio and cable advertising will be used to supplement those areas which may not have as much service from television media outlets.

The MHSO will use all available crash and observational data to target its educational efforts by age, gender, time of day/night, and type of vehicle driven, while focusing its specialized enforcement efforts during the national *Click It or Ticket (CIOT)* mobilization in May 2009. Additionally, Maryland law enforcement will continue to give special attention to seat belt compliance throughout the year during regular patrols.

IMPACT OBJECTIVES – OCCUPANT PROTECTION
<ul style="list-style-type: none"> • To increase the statewide seat belt use rate from the 2000 rate of 85% to 94.5% in 2010. • To increase restraint use in pickup trucks to 87.5% by 2010. • To decrease the total number of fatalities of unrestrained occupants to 65 in 2010. • To decrease the total number of injuries of unrestrained occupants to 866 in 2010.

In FFY 2009, the MHSO will purchase at least \$550,000 of paid media for the statewide *CIOT* Campaign, with campaigns conducted through television, radio, print and outdoor media outlets. The MHSO utilized a different vendor for the statewide television buy during FFY 2008, and the change resulted in a dramatic increase in the number of Television Rating Points (TRPs) and impressions achieved through the campaign. In FFY 2009, the MHSO will continue to maximize return on investment in all facets of *CIOT* media, and radio campaigns will continue to be heavily augmented through radio-sponsored community events, web-based advertising, streaming media, and printed materials distributed by radio partners. Outdoor advertising has traditionally been placed throughout the Baltimore metropolitan region but in FFY 2008, the MHSO also placed a small amount in Western Maryland, an activity that will be repeated and expanded in FFY 2009. All avenues of possible paid and earned media will be explored, including multi-messaging with other Program Areas such as Impaired Driving Prevention, with the constant goal of increasing statewide exposure to safety belt and CPS messaging.

The MHSO hosts Maryland's *Occupant Protection Task Force (OPTF)*, one of the agency's largest task forces. With more than 200 people that have been active participants, each quarterly meeting draws anywhere from 50-60 individuals from a variety of state, local and municipal groups, as well as employers, media outlets, hospitals, and advocacy groups. During these meetings, topics are introduced to the members and guidance to Maryland's occupant protection issues are solicited. The meeting follows a statewide CPS Task Force which is spearheaded by Maryland's SAFE KIDS Coordinator. During FFY 2009, the *OPTF* will be focused on increasing the effectiveness of grass roots communications, focusing media and enforcement efforts, and providing the latest technical information to members. Special initiatives and the direction of the Occupant Protection Emphasis Area for Maryland's SHSP will also be primary focal points of the *OPTF* during FFY 2009.

A major planned initiative for FFY 2009 is the continued expansion and development of the *Maryland Chiefs' Challenge* campaign. In FFY 2008, *Chiefs' Challenge* was expanded from

its traditional focus of Occupant Protection to include all areas of traffic safety and placed an equal emphasis on occupant protection, impaired driving prevention and aggressive driving prevention. The time line of the campaign was altered from a two-month window surrounding *C/OT* to a year-round calendar in which enforcement agencies may compete on all traffic safety activities conducted, whether those efforts be limited to the three main areas or also include additional activities such as pedestrian and bicycle safety, motorcycle safety or a variety of other initiatives aimed at increasing public safety through traffic safety. Changes to the campaign were initiated with the help of a select group of past Chiefs' Challenge coordinators and have been received well, with more than 100 agencies participating in FFY 2008 and into FFY 2009.

The MHSO is planning to hold a one-day Occupant Protection-specific Summit in early Spring of 2009, bringing together all disciplines – education, engineering, enforcement, and emergency medical services partners – to focus statewide efforts on achieving the goal of 94% safety belt use. Media representatives will be invited to have a first-hand look at Maryland's needs in media messaging, and to provide input on more effectively reaching specific groups such as Hispanic and African American audiences. Enforcement and engineering representatives will work together to provide more localized plans for achieving gains in seat belt use in those counties which lag behind the statewide average. The MHSO's CTSP network, as well as other partners, will be instrumental in the success of this venture, and the results of this Summit will drive future planning in all aspects of the MHSO's Occupant Protection Program.

In addition in FFY 2009, the MHSO will fund the following projects, to work toward accomplishing its occupant protection objectives:

Maryland Department of Health & Mental Hygiene (DHMH) – *Maryland Kids In Safety Seats (KISS) Program*

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

The main grant-funded programs of this project include providing information to the public about CPS, coordinating CPS trainings for professionals and families, providing child restraint installation instruction to parents and caregivers at permanent and mobile fitting stations/events, monitoring a CPS hotline and website, and coordinating child safety loaner programs throughout the State. In the coming year, KISS will take the lead on *National CPS Awareness Week* in September; sponsor or provide technical assistance in at least 30 safety seat checkup events/inspections throughout the State; provide more than 1,250 seats to low-income families via loaner sites; develop and post quarterly Best Practice public education articles on the KISS website for public use and distribution; develop materials to be disseminated to law enforcement/training partners; and conduct the annual observational child safety seat surveys at designated locations. KISS will continue to identify and recruit more senior checkers and potential CPS instructors in each region of the State; serve in a leadership role and provide the latest technical information for CPS technicians/instructors; and co-coordinate the *Maryland Child Passenger Safety Advisory Board*.

Maryland Institute for Emergency Medical Services Systems EMS for Children Program —*CPS & OP Health Care Project*

- State agency
- Target audience – hospital personnel and other health care providers (ED personnel in particular), CPS technicians and instructors, general public, parents and caregivers of

- children with special health care and transportation needs
- Target area – State of Maryland

The primary grant-funded initiatives of this project will include conducting a survey of both primary care and ED practices to determine hot topics; continuing the contacts between more than 30 CPS Technician volunteers and Maryland’s 50 acute care and 3 pediatric rehabilitation hospitals, so that technical assistance and links to occupant protection resources are maintained in all Maryland jurisdictions; developing a training module for two new CPS technical focus areas (1) rear-facing as long as possible and 2) booster seats until 8); to expands the SECURE (Safe Ambulance transport training) to include fire and rescue personnel; and updating/distributing the *Best Practices Workbook* and CD for new hospital staff.

OCCUPANT PROTECTION: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
09-020	CPS Hospital Assessment/Special Populations Project	\$45,200	Section 405
09-021	Maryland Kids In Safety Seats	\$210,200	Section 2011 / 405
Total All Funds		\$255,400	

DATA ENHANCEMENT

MHSO’s programmatic activities are largely determined based on available data. Therefore, the MHSO will continue to work toward improving crash and injury quality and timeliness. However, since traffic crash and injury data is derived from a multitude of sources, a strategic and multi-agency approach is necessary to achieve improvements. In Maryland, that strategic approach comes in the form of the Maryland Traffic Records Coordinating Committee (TRCC). The current TRCC organizational structure consists of the TRCC Executive Council (EC) and the Traffic Records Technical Coordinating Committee (TRTCC). The TRCC’s EC is comprised of chief executives that designate the membership of the technical level.

TRCC Member Organizations	
DHMH	MSP
Governor's Office of Crime Control and Prevention	MVA
Maryland Department of Public Safety and Correctional Services	NSC
Maryland Transportation Authority	OCME
MCPA	Office of Information Technology
MIEMSS	SHA/MHSO
MSA	
Advisory Members to the TRCC	
Federal Motor Carrier Safety Administration	Maryland Judiciary
FHWA	NHTSA
Governor's Office of Homeland Security	

The vision of the TRCC is “to provide a strong, coordinated plan to maximize the efficiency and effectiveness of traffic safety information collection and analysis and to provide the

resources needed to support the resulting safety data system.” Additionally, the TRCC is committed to support data improvements at all levels of government that minimize duplication, improve uniformity, advance electronic data collection, and facilitate data access and use. The primary goal of the Committee is to ensure that complete, accurate and timely traffic safety data is collected, analyzed, and made available for decision-makers at the national, state and local levels to improve public safety through the elimination of crashes and their associated deaths and injuries. The Maryland Traffic Records Coordinating Committee (TRCC) has continued to implement recommendations from a 2005 Traffic Records Assessment and will continue to do so in FFY 2009. Plans are being put into place for a follow up Assessment in 2010.

During FFY 2009, MHSO will work together with the TRCC, MSP and the SHA’s Motor Carrier Division (MCD) to develop a new standardized crash form that will meet the Model Minimum Uniform Crash Criteria (MMUCC) data standard. In order to meet MMUCC compliancy, new data elements and data codes which were suggested in the 2005 Traffic Records Assessment will be added. The new crash form is expected to be completed by the end of FFY 2009. In addition to the new crash report necessary changes will be made to the Maryland Automated Accident Reporting System (MAARS) database to ensure backwards compliancy with the former data elements and data codes.

The MHSO will work with the Federal Highway Administration (FHWA) to develop performance measures to improve the quality of Maryland’s crash data. The FHWA has developed a consistent collection of performance measures for agencies to use to measure the quality of their data. The MHSO plans to work with FHWA to hold a workshop in FFY 2009 to teach MHSO and its partners how to implement these measures.

The MHSO will work with the TRCC, National Study Center for Trauma & EMS and Towson University’s Center for Geospatial Information Systems to integrate various datasets including Crash Data, CODES data, EMS data and Vehicle Data into a Virtual Data Warehouse. Creating a Virtual Data Warehouse will enable secure sharing of data across governmental, geographic and disciplinary boundaries. The Virtual Data Warehouse will allow users to use GIS technology to explore relationships among these disparate datasets.

In addition in FFY 2009, the MHSO will fund the following projects, to work toward accomplishing its Traffic Records objectives:

Maryland Institute for Emergency Medical Services Systems – NEMSIS

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

The objective of this program is to improve Maryland’s EMS pre-hospital data collection under a statewide, uniform data structure. This program is necessary to continue to meet and to enhance the needs of Maryland’s EMS and traffic safety communities while also meeting the National Emergency Medical Services Information System (NEMSIS) goals. The successful completion of this project will allow for the measurement of motor vehicle crash mortality, and EMS vehicular crashes and outcomes.

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

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

The main goal of this project is to provide a resource for motor vehicle related injury data and information to state and local agencies. Data supplied to the MHSO and its grantees includes: statewide demographics, exposure data (VMT, population, number of registered vehicles, number of licensed drivers), traffic citation & conviction data, driver & vehicle records, offender & post-mortem alcohol test results, and statewide observational seat belt use rates (provided as a service to local CTSPs). Data provided to each jurisdiction includes: data summaries per program area, Impact Objectives per program area, ranking of program areas, density maps per program area, driver residence & overall crash data, citations per program area, citations vs. crashes, crime-crash clock, adjudication per program area, hospital data per program area – showed number of inpatients, hospital days & hospital charges, and the top ten causes of death, all using local data.

This project also includes CARE, which is a data analysis software package designed for problem identification and countermeasure development purposes. This software was developed by the staff of the CARE Research & Development Laboratory (CRDL) at the University of Alabama in the Computer Science Department. Users will have the ability to run frequencies and cross tabulations on selected variables from the crash report. Additional data sets available through the NSC CODES project will be subsequently made available through the CARE software. The number and type of variables available for analysis will be determined by the host agency of each individual database.

Towson University Extended Education & Online Learning – *Safety and Transportation Knowledge Online (STKO)*

- Institute of Higher Education
- Target audience – State and local responder agencies
- Target area – State of Maryland

The main objective for this program for FFY 2009 is to complete the e-Learning component of the STKO web portal. This component will be targeted to first responders and will provide them valuable online training modules. This e-learning component will also serve as a forum for users to interact by sharing information and reviewing workshops and training sessions to expand their knowledge in the fields of law enforcement, transportation safety and Emergency Medical Services. The web-based nature of this training allows for an easily accessible repository of knowledge.

Towson University Center for Geospatial Information Systems – *Virtual Data Warehouse*

- Institute of Higher Education
- Target audience – State and local enforcement agencies
- Target area – State of Maryland

The partnership with Towson University's Center for Geospatial Information Systems (CGIS) is moving into its third year of developing the Virtual Data Warehouse (VDW) and the Maryland Incident Location Tool (MILT). For FFY 2009 CGIS will build upon successes from previous years to enhance MILT and VDW and migrate them to production.

MILT is a map based tool that gives first responders the ability to quickly and accurately identify their location, helping to meet the SHSP goal of improving the quality of Maryland's data. MILT will be integrated into the enhanced MAARS project to allow law enforcement officers the ability to accurately report crash locations.

Enhancements to VDW include developing methods and standards to aggregate disparate datasets into one unified view. CGIS will also leverage existing programs for traffic enforcement initiatives, such as eMAARS, E-Citation, and Traffic Stop. Relationships will be forged with law enforcement to generate buy-in of MILT and VDW.

DATA ENHANCEMENT: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
09-054	Comprehensive Crash Outcome Data Evaluation System (CCODES)	\$210,400	Section 408
09-034	MD Incident Locator Tool (MILT) & Virtual Data Warehouse (VDW)	\$182,800	Section 408
09-038	National Emergency Medical Services Information System (NEMSIS)	\$53,700	Section 408
09-018	Safety and Transportation Knowledge Online (STKO)	\$207,100	Section 408
Total All Funds		\$654,000	

AGGRESSIVE DRIVING PREVENTION

TABLE 14 – Crash Summary: Aggressive Driver Involved *

	2003	2004	2005	2006	2007	5-year % Change	2010 Goal*
Fatal Crashes	55	52	56	79	65	+18.18	70
Injury Crashes	1,640	1,660	2,415	2,663	2,582	+57.44	2,399
Property Damage Only	2,217	2,197	3,180	3,510	3,558	+60.49	3,375
Total Crashes	3,912	3,909	5,651	6,252	6,205	+58.61	6,033
Total of All Fatalities	62	58	62	88	76	+22.58	72
Total Number Injured	2,745	2,861	4,060	4,505	4,242	+54.54	4,012

Over the past five years, an average of 5,186 aggressive driving crashes has occurred annually on Maryland's roadways. On average, 69 people have lost their lives each year, representing nearly eleven percent of all of Maryland's traffic fatalities. In addition, 3,683 people, on average, have been injured annually, representing close to seven percent of all of Maryland's traffic injuries.

Over-Represented Crash Factors – Aggressive Driving		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (drivers)	21-29	25% of involved; 27% of Injured; 26% of killed
Gender (drivers)	Men	62% of involved; 60% of Injured; 87% of killed
Month	October – total and injury crashes; September – fatal crashes	Total – 10%; injury – 10%; fatal – 15%
Day Of Week	Friday – total and injury crashes; Sunday-Monday – fatal crashes	Total – 18%; injury – 16%; fatal – 45%
Time Of Day	2pm-6pm	Total – 30%; injury – 30%; fatal – 26%
Road Type	State and county roads	Total – 57%; injury – 59%; fatal – 65%

County	Baltimore County – total and injury crashes; Prince George’s County – fatal crashes	Total – 20%; injury – 18%; fatal – 18%
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IMPACT OBJECTIVES – AGGRESSIVE DRIVING*
<ul style="list-style-type: none"> • To decrease the total number of crashes from 6,252 in 2006 to 6,033 in 2010. • To decrease the total number of fatal crashes from 79 in 2006 to 70 in 2010. • To decrease the total number of injury crashes from 2,663 in 2006 to 2,399 in 2010. • To decrease the total number of fatalities from 88 in 2006 to 72 in 2010. • To decrease the total number of injuries from 4,505 in 2006 to 4,012 in 2010.

* A recent change in definition and scope of “aggressive” driving resulted in a re-categorization of relevant statistics. For this reason, 2006 baseline statistics are utilized for aggressive driving impact objectives.

In FFY 2009, the MHSO will spend \$300,000 on a paid media campaign for the tri-jurisdictional *Smooth Operator* Campaign, including its share of about \$450,000 in paid media for the entire area. The evaluation plan for this campaign will include the contracting of an independent research firm that will develop a polling tool to survey motorists in the targeted areas both before and after the campaign to gauge their perceptions of aggressive driving and their awareness of the *Smooth Operator* Campaign. Likewise, the evaluation of the media campaign will include a comparison of the number of media impressions made regionally during this campaign as compared with media impressions made during previous campaigns and will utilize new web-based polling formats.

In FFY 2009, the MHSO will continue to partner with Virginia and the District of Columbia (DC) in the regional *Smooth Operator Task Force (SOTF)*. During FFY 2008, New Jersey joined the *SOTF* making it a five-jurisdiction cooperative initiative. The *SOTF* mission is to curb aggressive driving through the use of intense, coordinated enforcement waves and accompanying public awareness efforts throughout the expanded DC-metro area, including the entire state of Maryland. Over 500 state and municipal law enforcement agencies from across the region now participate in this program. For the upcoming year the MHSO will continue to provide a Program Coordinator for the quad-jurisdictional *SOTF*. This coordinator will provide the administrative oversight of the program and facilitate the implementation of initiatives, as well as the fulfillment of directives agreed upon by the *Smooth Operator* Executive Advisory Committee.

The MHSO’s Aggressive Driving Program is a major component in the State’s SHSP. The Aggressive Driving EAT began meeting in July 2006, as part of Maryland’s Strategic Highway Summit. Major initiatives for FFY 2009 will include enforcement waves which include media and enforcement mobilizations. Week-long enforcement waves are preceded as well by at least one major press event in each of the DC-metro and Baltimore area to kick off the program. Special Enforcement Corridors in Maryland - areas based on crash data, established as pilot projects over the past two years will be perfected and offered statewide as model projects, one being the Baltimore County Crash/Crime Corridor Project. Signs will be erected in these corridors, and enhanced enforcement activities will take place throughout the enforcement campaign. New brochures and posters will be developed to target at-risk operators, specifically males in the 16-29 age categories. The Public Information and Education (PI&E) plan will include outdoor media, web-based advertising, and media spots on radio whose demographic audience includes those in our targeted categories. Additionally, posters and brochures will be distributed to each CTSP across the State for use in safety fairs and community forums.

In addition in FFY 2009, the MHSO will fund the following projects, to work toward accomplishing its aggressive driving prevention objectives:

Maryland Motor Vehicle Administration – Smooth Operator PR Campaign

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

The focus of this program is to conduct a massive education and awareness campaign through a collaborated effort between Maryland, Pennsylvania, New Jersey, Virginia and DC Metropolitan area highway safety offices and law enforcement. This public education campaign focuses on four enforcement waves intended to raise awareness not only of the aggressive driving problem, but also of the stepped-up enforcement activity targeting these unsafe behaviors. Included in the media portion of the program are radio spots, as well as web-based media including pod-casts, and radio streaming. Additional media includes distributed posters & brochures and outdoor advertising such as Metro bus backs and billboard placement. Electronic media outlets for the program include the heavily populated Baltimore and DC-metro markets, and provide air coverage for the vast majority of the State's driving population, especially those statistically over-represented counties. The public awareness campaign for which these funds will be used begins in May, 2009 and continues through the summer months culminating with a recognition program in October to honor the efforts of the law enforcement community.

Maryland State Police – Aggressive Driving Enforcement

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

The focus of this program is to increase patrols in areas and at specific times where aggressive driving has been identified as a problem. MSP troopers will be deployed to areas prone to incidents of aggressive driving during those times that historically aggressive driving incidents are most likely to occur. Funding to barracks across the State will be disbursed based on a formula tracking past trends in enforcement and crash rates in areas, and on highways of MSP jurisdiction. This new disbursement formula will aid MSP in targeting enforcement to areas / barracks where the data indicates a more extensive aggressive driving problem. Troopers will continue to utilize both conventional and non-conventional methods to identify and apprehend aggressive drivers, as well as explore new and innovative enforcement methods. Finally, this agency will continue to participate in the Smooth Operator program and will continue to provide an agency representative to sit on the Executive Advisory Committee.

AGGRESSIVE DRIVING: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source(s)
09-028	Aggressive Driving Enforcement	\$339,500	Sections 406 / 148
09-051	Smooth Operator PR Campaign	\$300,000	Section 406
Total All Funds		\$639,500	

PEDESTRIAN-PEDALCYCLE SAFETY

Table 15 – Crash Summary: Pedestrian On Foot Involved*

	2003	2004	2005	2006	2007	5-year % Change	2010 Goal
Fatal Crashes	118	95	102	95	108	-8.47	98
Injury Crashes	2,633	2,405	2,487	2,473	2,436	-7.48	2,389
Property Damage Only	380	343	366	392	384	+1.05	352
Total Crashes	3,131	2,843	2,955	2,960	2,928	-6.48	2,838
Total of All Fatalities	119	96	103	97	112	-5.88	99
Total Number Injured	2,925	2,631	2,755	2,765	2,667	-8.82	2,646

Table 16 – Crash Summary: Pedalcycle Involved *

	2003	2004	2005	2006	2007	5-year % Change	2010 Goal
Fatal Crashes	6	12	7	7	7	+16.67	7
Injury Crashes	653	665	624	642	640	-1.99	460
Property Damage Only	188	198	144	145	162	-13.83	103
Total Crashes	847	875	775	794	809	-4.49	570
Total of All Fatalities	6	12	7	7	7	+16.67	7
Total Number Injured	676	705	655	671	662	-2.07	490

Over the past five years, an average of 2,963 pedestrian and 820 pedalcyclist crashes have occurred on Maryland's roadways. On average, 105 pedestrians and 8 pedalcyclists have lost their lives each year, representing nearly 17.8% of Maryland's traffic fatalities. In addition, an average of 2,749 pedestrians and 674 pedalcyclists has been injured annually, representing 6.2% of all Maryland's traffic injuries

Over-Represented Crash Factors - Pedestrian		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (pedestrians)	<16 in crashes and injured; 20-29 - killed	21% of involved; 21% of Injured; 23% of killed
Gender (pedestrians)	Men	57% of involved; 56% of Injured; 71% of killed
Month	October – December	Total – 27%; injury – 27%; fatal – 36%
Day Of Week	Fridays	Total – 18%; injury – 18%; fatal – 18%
Time Of Day	2pm-8pm – total and injury crashes; 6pm-12am – fatal crashes	Total – 44%; injury – 44%; fatal – 44%
Road Type	Baltimore City streets – total and injury crashes; State roads – fatal crashes	Total – 31%; injury – 30%; fatal – 43%
County	Baltimore City – total and injury crashes; Prince	Total – 33%; injury – 32%; fatal – 26%

	George's County – fatal crashes	
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Over-Represented Crash Factors - Pedalcycles		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (pedalcyclists)	10-15 in crashes and injured; 50-54 killed	23% of involved; 25% of Injured; 42% of killed
Gender (pedalcyclists)	Men	83% of involved; 83% of Injured; 100% of killed
Month	July – total and injury crashes; May – fatal crashes	Total – 16%; injury – 17%; fatal – 42%
Day Of Week	Monday – total and injury crashes; Tuesday – fatal crashes	Total – 20%; injury – 21%; fatal – 57%
Time Of Day	4pm-8pm – total and injury crashes	Total – 42%; injury – 40%
Road Type	County roads – total and injury crashes	Total – 32%; injury – 33%
County	Baltimore City – total and injury crashes	Total – 21%; injury – 19%

IMPACT OBJECTIVES - PEDESTRIAN
<ul style="list-style-type: none"> • To decrease the total number of crashes from 2,955 in 2005 to 2,838 in 2010. • To decrease the total number of fatal crashes from 102 in 2005 to 98 in 2010. • To decrease the total number of injury crashes from 2,487 in 2005 to 2,389 in 2010. • To decrease the total number of fatalities from 103 in 2005 to 99 in 2010. • To decrease the total number of injuries from 2,755 in 2005 to 2,646 in 2010.

IMPACT OBJECTIVES - PEDALCYCLE
<ul style="list-style-type: none"> • To decrease the total number of crashes from 775 in 2005 to 570 in 2010. • To maintain and/or decrease the total number of fatal crashes from 7 in 2005 to 7 in 2010. • To decrease the total number of injury crashes from 624 in 2005 to 460 in 2010. • To maintain and/or decrease the total number of fatalities from 7 in 2005 to 7 in 2010. • To decrease the total number of injuries from 655 in 2005 to 490 in 2010.

During FFY 2009, a top priority will be developing a comprehensive action plan for pedestrian and bicycle safety in support of the SHSP. The MHSO will continue its leadership role in pedestrian and pedalcycle safety through the Pedestrian & Bicycle Safety Task Force (PBSTF). The PBSTF meets quarterly and serves as a clearinghouse for pedestrian safety information, activities, and best practices in pedestrian and bicycle safety in Maryland and from around the nation. Major initiatives for FFY 2009 will include enforcement and education efforts across the State.

Using overtime grant funds, training, educational and enforcement resources from the MHSO, local law enforcement agencies will target high-risk motorist and pedestrian behaviors and locations. Training on enforcement for motorists and pedestrians will be offered to support this enforcement effort and earned media support will be offered to participating agencies to further extend the impact of the enforcement.

The MHSO is working with its partners in FFY 2009 to expand the *StreetSmart* campaign to the Baltimore Metropolitan area, and will explore ways in which the *StreetSmart* campaign materials can be promoted in other pedestrian hotspots in the state, including Ocean City and other urban centers in otherwise rural areas.

In addition in FFY 2009, the MHSO will fund the following projects, to work toward accomplishing its pedestrian and bicycle safety objectives:

Metropolitan Washington Council of Governments – *Street Smart: PR Campaign*

- Non-Profit/Not-for-Profit
- Target audience – General public
- Target area – Washington DC-metropolitan region

The main goal of this program is to reduce pedestrian and bicycle traffic fatalities and injuries in the Washington area. The WASHCOG will coordinate a media press event to kick off the implementation of the Regional Pedestrian, Bicycle and Traffic Safety Education Campaign and will also conduct three enforcement-related events in the Washington region by April. Included in the media portion of the program are plans intended to run a one-month campaign consisting of radio spots, transit advertising, print ads and collateral materials such as posters and safety hand-outs to be distributed through partner agencies. The DC-metro media markets will be heavily targeted in the program efforts. During FFY 2009 an increased amount of Spanish-language media will be purchased to address pedestrians closer to age 40 in this group. This specific arrangement of markets will provide air coverage for the vast majority of Maryland's driving population, especially within the statistically over-represented counties. The public awareness campaign for which these funds will be used will be completed by May 2009.

PEDESTRIAN-PEDALCYCLE SAFETY: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source(s)
09-061	Street Smart - PR Campaign	\$130,000	Section 402
Total All Funds		\$130,000	

MOTORCYCLE SAFETY

TABLE 17 – Crash Summary: Motorcycle Involved *

	2003	2004	2005	2006	2007	5-year % Change	2010 Goal
Fatal Crashes	56	65	86	83	91	+62.50	83
Injury Crashes	1,026	1,222	1,348	1,406	1,428	+39.18	1,295
Property Damage Only	241	283	315	315	322	+33.61	303
Total Crashes	1,323	1,570	1,749	1,804	1,841	+39.15	1,680
Total of All Fatalities	58	68	88	87	96	+65.52	85
Total Number Injured	1,235	1,416	1,599	1,701	1,661	+34.49	1,536

Over the past five years, an average of 1,657 motorcycle crashes has occurred on Maryland's roadways. On average, 79 people have lost their lives each year, representing close to 13% of all of Maryland's traffic fatalities. In addition, an average of 1,522 people has been injured annually, representing nearly 3% of all of Maryland's traffic injuries.

Over-Represented Crash Factors - Motorcycles		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Age (operators)	35-39	12% of involved; 12% of Injured; 19% of killed
Gender (operators)	Men	89% of involved; 91% of Injured; 99% of killed
Month	July-September	Total – 42%; injury – 44%; fatal – 44%
Day Of Week	Saturday	Total – 22%; injury – 23%; fatal – 26%
Time Of Day	4pm-8pm	Total – 34%; injury – 34%; fatal – 38%
Road Type	State and county roads	Total – 64%; injury – 65%; fatal – 64%
County	Baltimore and Prince George's Counties	Total – 29%; injury – 29%; fatal – 33%

IMPACT OBJECTIVES – MOTORCYCLE SAFETY
<ul style="list-style-type: none"> • To decrease the total number of crashes from 1,749 in 2005 to 1,680 in 2010. • To decrease the total number of fatal crashes from 86 in 2005 to 83 in 2010. • To decrease the total number of injury crashes from 1,348 in 2005 to 1,295 in 2010. • To decrease the total number of fatalities from 88 in 2005 to 85 in 2010. • To decrease the total number of injuries from 1,599 in 2005 to 1,536 in 2010.

As gas prices soar and the popularity of motorcycles as an alternative continues, motorcycle-related fatalities and injuries continue to increase on Maryland's roadways. In FFY 2009, the MHSO will augment its existing motorcycle safety programmatic resources to address this problematic trend.

In FFY 2009, the MHSO will restructure the Motorcycle Safety Task Force, a recommendation from the Motorcycle Safety Program Assessment conducted in 2006. The MHSO and MVA will convene the 2nd Motorcycle Safety Leadership Summit in FFY 2009, and a steering committee of state and local agencies and motorcycle rider group representatives will serve as an interim coordinating body. A revised Task Force will be developed to implement the recommendations and program plans from the Summit, in alignment with the SHSP and the Assessment recommendations.

The MHSO Motorcycle Safety Program will continue to be a central player in the State's SHSP. The Motorcycle Safety EAT will work in close coordination with the restructured *MTF*. New members will be recruited from State and local law enforcement agencies, diverse rider groups and motorcycle industry representatives.

Major initiatives for FFY 2009 will include the 2nd Motorcycle Safety Summit, the Motorcycle Safety Month Campaign including a kick off press event, and continued motorcycle safety enforcement outreach and training. In FFY 2009, MHSO will work with its media contractor to implement the motorcycle safety strategic communications plan and to develop new branding for MHSO and partner programs and projects.

In addition in FFY 2009, the MHSO will fund the following projects, to work toward accomplishing its motorcycle safety objectives:

Maryland Motor Vehicle Administration – Coordinated Outreach Program

- State agency
- Target audience – Motorcycle riders and vehicle drivers
- Target area – State of Maryland

This project is part of a coordinated effort to implement recommendations of the 2006 Motorcycle Safety Program Assessment, with close coordination between the MHSO and MVA. This year’s program will increase the availability of rider safety training instructors, a critical need in the MVA motorcycle safety program, and includes innovative approaches to rider training and licensing. The MVA will use riding simulators and a centerpiece of direct rider outreach to promote training and licensure among at-risk populations and will develop its on-site license testing program at major motorcycle events in the State. The MVA motorcycle safety communications coordinator will develop new, low-cost methods of reaching motorists with driver awareness messages.

MOTORCYCLE SAFETY: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source(s)
09-030	MVA Coordinated Outreach Program	\$39,000	Section 406
Total All Funds		\$39,000	

INATTENTIVE DRIVING PREVENTION

TABLE 18 – Crash Summary: Inattentive Driver Involved*

	2003	2004	2005	2006	2007	5-year % Change	2010* Goal
Fatal Crashes	156	161	69	44	38	-75.64	39
Injury Crashes	17,857	16,906	11,452	9,523	8,767	-50.90	8,577
Property Damage Only	29,956	27,905	20,708	18,263	17,227	-42.49	17,558
Total Crashes	47,969	44,972	32,229	27,830	26,032	-45.73	26,857
Total of All Fatalities	173	187	73	51	40	-76.88	42
Total Number Injured	27,200	26,523	17,405	14,177	12,994	-52.22	12,626

Over the past five years, an average of 35,806 inattentive driving crashes has occurred on Maryland roadways. On average, 105 people lost their lives each year, representing 17% of all of Maryland’s traffic fatalities. In addition, an average of 19,660 people has been injured annually, representing 38% of all of Maryland’s traffic injuries.

Over-Represented Crash Factors – Inattentive Driving		
Factor	Variable	Percentage
Age (drivers)	21-29	21% of involved; 25% of Injured
Gender (drivers)	Men	54% of involved; 49% of Injured; 76% of killed

Month	May and June – total crashes; September and October – injury crashes; June-August – fatal crashes	Total – 18%; injury – 18%; fatal – 37%
Day Of Week	Friday	Total – 17%; injury – 17%; fatal – 21%
Time Of Day	2pm-6pm – total and injury crashes; 9pm-1am – fatal crashes	Total – 29%; injury – 31%; fatal – 37%
Road Type	State roads	Total – 30%; injury – 36%; fatal – 42%
County	Prince George’s County	Total – 25%; injury – 26%; fatal – 34%

IMPACT OBJECTIVES – INATTENTIVE DRIVING*	
<ul style="list-style-type: none"> • To decrease the total number of crashes from 32,229 in 2005 to 26,857 in 2010. • To decrease the total number of fatal crashes from 69 in 2005 to 39 in 2010. • To decrease the total number of injury crashes from 11,452 in 2005 to 8,577 in 2010. • To decrease the total number of fatalities from 73 in 2005 to 42 in 2010. • To decrease the total number of injuries from 17,405 in 2005 to 12,626 in 2010. 	

* A recent change in definition and scope of “inattentive” driving resulted in a re-categorization of relevant statistics. For this reason, 2005 baseline statistics are utilized for aggressive driving impact objectives.

Inattentive driving continues to be a significant contributor to crashes in Maryland, both fatal and non-fatal. In FFY 2009, the MHSO’s *Inattentive Driving Program* will work closely with other MHSO Programs to provide a collaborative message regarding the importance of paying attention while driving. A focus will be placed on promoting awareness to high risk, younger and older drivers. These efforts will concentrate on driver habits and behavior.

The MHSO’s *Inattentive Driving Program* is one of the components of the State’s SHSP. The Distracted Driving Emphasis Area Team began meeting in July 2006, as part of Maryland’s Strategic Highway Summit. Since that time, the team has reviewed numerous recommendations to meet the strategies and goals of the plan. The EAT provides quarterly reports and generates ideas to meet the action step items included in the plan. Currently, the EAT members are working toward streamlining tasks, working with other teams and the MVA. The EAT membership consists of enforcement personnel, MVA representatives, and representatives from private businesses. The MHSO will grant funds to provide training to law enforcement and EMS personnel to support the SHSP goals.

Major Initiatives for FFY 2009 will include coordinating the following: *Inattentive Driving Mini Seminar*, organizing initiatives to support the *National Sleep Awareness Week*, and the *Traffic Safety Month*, as well as creating two new pieces of literature, and disseminating approximately 60,000 pieces of materials through our network of partnerships.

Additionally in FFY 2009, the MHSO will fund the following projects, to work toward accomplishing its inattentive driving prevention objectives:

Chesapeake Region Safety Council, Inc. – “Alive at 25” Program

- Private (Non-Profit/Not-for-Profit)
- Target audience – Young Drivers
- Target area – Regional (Anne Arundel, Carroll and Wicomico Counties)

The program is designed to focus on areas such as aggressive, distracted, impaired, occupant protection as well as decision-making skills to keep young drivers safe. A considerable amount of training will be provided to high risk drivers between 16-18 years of age.

INATTENTIVE DRIVING PREVENTION: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source(s)
09-033	"Alive at 25"	\$48,600	402
Total All Funds		\$48,600	

OLDER DRIVER SAFETY

Older Driver (65+) Safety

TABLE 19 – Crash Summary: Older Driver Involved *

	2003	2004	2005	2006	2007	5-year % Change	2010 Goal
Fatal Crashes	100	90	90	101	71	-29.00	79
Injury Crashes	4,714	4,447	4,371	4,491	4,448	-5.64	3,607
Property Damage Only	5,786	5,689	5,706	5,772	5,647	-2.40	5,703
Total Crashes	10,600	10,226	10,167	10,364	10,166	-4.09	9,326
Total of All Fatalities	108	104	96	112	79	-26.85	76
Total Number Injured	7,517	7,202	6,909	7,125	6,822	-9.24	5,408

Over the past five years, an average of 10,305 older driver crashes (age 65 and up) have occurred on Maryland’s roadways. On average, 100 people have lost their lives each year in older driver crashes, representing 16.2% of all Maryland traffic fatalities. In addition, an average of 7,115 persons has been injured annually, representing 13.7% of all of Maryland’s traffic injuries.

Over-Represented Crash Factors – Older Drivers		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Gender (drivers)	Men	59% of involved; 50% of Injured; 65% of killed
Month	September-November	Total – 27%; injury – 29%; fatal – 41%
Day Of Week	Friday and Thursday	Total – 34%; injury – 33%; fatal – 34%
Time Of Day	12pm-4pm	Total – 37%; injury – 38%; fatal – 27%
Road Type	State roads	Total – 35%; injury – 39%; fatal – 58%
County	Baltimore County – total and injury crashes; Prince George’s and Montgomery Counties – fatal crashes	Total – 18%; injury – 18%; fatal – 24%

IMPACT OBJECTIVES – OLDER DRIVER SAFETY
<ul style="list-style-type: none"> To decrease the total number of crashes from 10,167 in 2005 to 9,326 in 2010. To decrease the total number of fatal crashes from 90 in 2005 to 79 in 2010.

- To decrease the total number of injury crashes from 4,371 in 2005 to 3,607 in 2010.
- To decrease the total number of fatalities from 96 in 2005 to 76 in 2010.
- To decrease the total number of injuries from 6,909 in 2005 to 5,408 in 2010.

Next to the youngest drivers, older drivers aged 65 years or more are the most at-risk, measured in crashes per mile traveled. Drivers aged 75 or more are particularly at risk. Older drivers experience changes in physical and cognitive capacities that affect their ability to safely execute the complex set of tasks that driving a motor vehicle demands. Program evaluations show that older drivers are receptive to self regulation and adaptive strategies to maintain independent safe driving, making behavioral interventions a very appropriate strategy for reducing older driver crashes, injuries and fatalities. Following on the success of the original Seniors on the M.O.V.E. (Mature Operators Vehicular Education) program, the MHSO and Johns Hopkins University are developing a less resource-intensive alternative so that the program may be more widely distributed throughout the State.

In FFY 2009, the MHSO will fund the following projects, to work toward accomplishing its older driver safety goals:

John Hopkins Bloomberg School of Public Health – Seniors on the M.O.V.E. Low Intensity Intervention Evaluation

- Institute of Higher Education
- Target audience – Older Drivers (65+)/Retirement Community Population
- Target area – Catonsville, Maryland

The goal of this program is to develop a lower-intensity intervention option for organizations and agencies implementing older driver safety programs. This pilot evaluation will be conducted in partnership with the Erikson Foundation and tested at the Charlestown Erikson retirement community, located in Catonsville. Groups will receive either the full Seniors on the M.O.V.E. program, this new low intensity intervention consisting of a brief informational session and supplemental collateral print material, or no intervention at all. Participants will be evaluated using existing screening tools and will receive pre and post intervention knowledge attitude and belief questionnaires. If successful, these interventions may be used as a part of the retirement community intake screening process.

OLDER DRIVER: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
09-TBD	Seniors on the M.O.V.E. Low Intensity Intervention Evaluation - JHU	\$40,000	Section 402
Total All Funds		\$40,000	

YOUNG DRIVER SAFETY

TABLE 20 – Crash Summary: Young Driver Involved

	2003	2004	2005	2006	2007	5-year % Change	2010 Goal
Fatal Crashes	125	109	100	102	98	-21.60	76
Injury Crashes	8,855	8,524	8,174	7,808	7,357	-16.92	6,223
Property Damage Only	13,374	12,249	12,042	11,947	11,538	-13.73	10,423

Total Crashes	22,354	20,882	20,316	19,857	18,993	-15.04	16,672
Total of All Fatalities	146	122	113	111	112	-23.29	79
Total Number Injured	14,373	13,927	13,281	12,565	11,666	-18.83	10,007

Over the past five years, an average of 20,480 crashes involving young drivers has occurred on Maryland's roadways. On average, 121 people have lost their lives each year. This loss of life represents close to twenty percent of all of Maryland's traffic fatalities. In addition, an average of 13,162 people has been injured annually, accounting for one-quarter of all of Maryland's traffic injuries.

Over-Represented Crash Factors – Young Drivers		
<i>Factor</i>	<i>Variable</i>	<i>Percentage</i>
Gender (drivers)	Men	57% of involved; 51% of Injured; 77% of killed
Month	May and June – total and injury crashes; June and July – fatal crashes	Total – 18%; injury – 19%; fatal – 23%
Day Of Week	Friday – total and injury crashes; Saturday – fatal crashes	Total – 18%; injury – 17%; fatal – 20%
Time Of Day	2pm-7pm	Total – 37%; injury – 39%; fatal – 33%
Road Type	State and county roads	Total – 66%; injury – 68%; fatal – 78%
County	Baltimore County – total and injury crashes; Anne Arundel and Prince George's Counties – fatal crashes	Total – 17%; injury – 15%; fatal – 28%

IMPACT OBJECTIVES – YOUNG DRIVER SAFETY
<ul style="list-style-type: none"> • To decrease the total number of crashes from 20,316 in 2005 to 16,672 in 2010. • To decrease the total number of fatal crashes from 100 in 2005 to 76 in 2010. • To decrease the total number of injury crashes from 8,174 in 2005 to 6,223 in 2010. • To decrease the total number of fatalities from 113 in 2005 to 79 in 2010. • To decrease the total number of injuries from 13,281 in 2005 to 10,007 in 2010.

Sixteen year-olds have by far the highest crash risk of drivers of any age. Nationally, the crash risk per mile driven by 16 year-olds is twice that for 18-19 year-olds and about 7 times the risk for drivers ages 30-59. Sixteen and 17-year-old drivers represent only 1.6 of all licensed Maryland drivers, and 1.3 percent of all miles driven, but these drivers represent 11 percent of all driver fatalities, on average. Inattention, poor driving strategies and high-risk behaviors continue to be problem areas with young drivers. Parent involvement during the learner's permit and provisional licensing periods is a critical component of a comprehensive approach to young driver safety. The MHSO is exploring two innovative approaches to increasing parental involvement through parent coaching and parental monitoring enhanced by an in-car video feedback system. The results of these two pilot programs will benefit not only the participants in the programs, but also parents statewide as the lessons learned from these pilots are shared across the State.

In FFY 2009, the MHSO will convene four meetings of the *Young Driver Task Force (YDTF)*. The *YDTF* will serve as the coordination point for information exchange and program development for young driver safety programs in the State. The *YDTF* will be the forum for grantee partners to share progress reports on their projects with CTSPs and other stakeholders.

The MHSO's Young Driver Safety Program is a core partner in the State's SHSP. The SHSP Young Driver EAT, with staff support from MHSO, will review priority action items for FFY 2009 and project forward priorities for FFY 2010 that these priority actions may be developed into grant projects in the earliest stages of the FFY 2010 granting projects. The MHSO and the SHSP EAT will recruit new partners to develop and deliver projects that address critical action items in the SHSP

Major initiatives for FFY 2009 will include the *Alcohol Compliance Enforcement* campaign centered on Prom and Graduation season in April and May 2009, implemented in coordination with *Checkpoint Strikeforce* activities. The focus of other MHSO activity in this program area will be focused on innovative ways of increasing parental involvement in their young drivers' learning and training.

In addition in FFY 2009, the MHSO will fund the following projects, to work toward accomplishing its Young Driver safety objectives:

Howard Community College – *Teaching Parents to Teach*

- Institute of higher education
- Target audience – Parents of Learners Permit Drivers
- Target area – Howard County / State of Maryland

This project will research, design, develop and evaluate a short course to teach parents how to be better, more confident, more organized and more effective teachers of young drivers during the monitored driving period. The project will be developed in Howard County, but to make a more immediate statewide impact, the program materials, which will include specific lesson plans, teaching tips and skills checklists, will be provided on a mini-website which can be used with the parent course or independently.

MVA-Driving Program Assessment

- State Agency
- Target audience – State and Local Agencies
- Target area –State of Maryland

This program will address a priority action item in the SHSP Young Driver Emphasis Area: to conduct an evaluation of existing driver education programs. This project will include, but not be limited to, formal driver education. The assessment process provides a comprehensive plan for the development and evaluation of programs designed to improve all channels of driver education. The assessment will be a cooperative effort between the MVA, MHSO, NHTSA, other state agencies, and a wide variety of community stakeholders.

Tri-County Council of Southern Maryland – *Southern Maryland DriveCam*

- Local Agency
- Target audience – Teen Drivers & their Parents
- Target area – Calvert, Charles and St. Mary's Counties

The DriveCam program will be initiated for treatment groups, consisting of an in-car monitoring system that is activated upon a change in momentum. Video clips are uploaded,

reviewed, and forwarded to parents with event-specific information used to increase the teen's skill and decrease risk taking behaviors. The results of the intervention will be evaluated for effectiveness in reducing risky behavior and change in knowledge, attitudes and behaviors of young drivers and the involvement of parents.

YOUNG DRIVER: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source(s)
09-019	MVA Driving Program Assessment	\$30,800	Section 406
09-016	Parents of Teen Drivers	\$45,600	Section 402
09-039	Southern Maryland DriveCam Evaluation	\$93,000	Section 402
Total All Funds		\$169,400	

TRAFFIC SAFETY AWARENESS FOR EMPLOYERS (T-SAFE)

The total cost of motor vehicle crashes in the state of Maryland is more than \$7.5 billion annually and crashes are the number one cause of fatal workplace accidents. The average crash costs an employer \$16,500 in lost productivity, insurance costs and workers' compensation. When a worker has an on-the-job crash that results in an injury, the cost to their employer is \$74,000, and costs can exceed \$500,000 when a fatality is involved.

MHSO's *T-SAFE Project* will work together with all partners to jointly increase workplace driver safety issues and concerns. The initiatives implemented throughout the year will assist employers with identifying and proposing training for employees, motivating employees to change driver behaviors, as well as providing assistance with seminars and programs to promote traffic safety awareness.

Major initiatives for FFY 2009 will include one training seminar in conjunction with the MHSO Program Coordinators which will be implemented by September 2009. The Drive Safely Work Week (DSWW) kick-off event and activities will be promoted throughout the designated week with a special emphasis on drivers sharing the road. The Maryland Employers' Resource Guide will be finalized by September 2009 and the distribution plan will include the T-SAFE Executive Council, T-SAFE members, and other agencies and organizations interested in starting a traffic safety program. During 2009, there will be two T-SAFE Executive Council Meetings.

T-SAFE and the Choose Safety for Life (CSFL) campaign are teaming up in early FFY2009 to promote an internal "Be a Driving Force for Safety" campaign, which will kick off during National Drive Safety Work Week. The internal SHA campaign will strive to make state government more efficient and effective, by encouraging state employees to drive safely on and off the job.

In addition in FFY 2009, the MHSO will fund the following project, to work toward accomplishing its traffic safety awareness driving prevention objectives:

Chesapeake Region Safety Council, Inc. – "Boot Camp" for Employers Program

- Private (Non-Profit/Not-for-Profit)

- Target audience – Business Community, Employers & Employees
- Target area – Statewide

The main objective of this program is to provide education, guidance, and effective tools for reducing the risk for future crashes and employee on-the-job crashes. A main component will be convincing employees of their need for such a program, and suggesting best practices that employers are able to utilize. A considerable amount of training will be provided to employers without a current traffic safety program in place.

TRAFFIC SAFETY AWARENESS FOR EMPLOYERS: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source(s)
09-032	"Boot Camp" For Employers Program	\$24,800	Section 402
Total All Funds		\$24,800	

POLICE TRAFFIC SERVICES

The MHSO administers a variety of federally funded highway safety programs and projects. A major portion of almost every program includes a law enforcement component. Given the number of enforcement agencies across Maryland on the state, county and local levels, a need for coordination of the law enforcement response in highway safety initiatives has been identified. Training, program overviews, and needs assessments are required for the most efficient deployment of enforcement resources. Site visits, statewide meetings, and training symposiums offered to the MSP and allied agencies afford the MHSO an opportunity to implement effective techniques for maximum impact in the various project areas. Additionally, continued outreach through active liaison with the Maryland Chiefs of Police Association and the Maryland Sheriff's Association provides the opportunity for highway safety messages and programs to receive endorsement and support by this crucial group of law enforcement executives.

Needs assessments conducted across Maryland have identified gaps in both general training and in the coordination and intensity of targeted enforcement on the state level. To resolve these issues in FFY 2009, continued interaction with the MSP Command Staff will be made and regional meetings for law enforcement across the State will be conducted to provide project guidance and coordination of enforcement efforts as well as identify and assess the various needs at the street enforcement level. Likewise, participation in organizations such as the Maryland Chiefs of Police Association and Maryland Sheriff's Association, provides the opportunity to reaffirm the role these agencies play in an effective highway safety program as well as identify resources available to them through the MHSO.

To ensure a more comprehensive partnership with the law enforcement community, the MHSO will collaborate with officials at all levels to provide training opportunities and recognition for officers who are actively involved in highway safety initiatives, as well as to recruit more of such involvement from police officers in general. Towards this end, the MHSO will continue to promote the University of Maryland's Institute for Advanced Law Enforcement Studies (DUI Institute) by providing technical and logistical support, as well as recruiting potential students from the law enforcement community and providing agencies with scholarship assistance for their personnel. Additionally, in conjunction with the Maryland Police and Correctional Training Commission(MPCTC), the MHSO will implement a statewide Traffic Safety Specialist classification in recognition of police officers who have attained advanced levels of training in

highway safety initiatives, and have demonstrated their interest and proficiency in this area. These programs will work in concert with plans to better 'market' traffic enforcement initiatives within the statewide law enforcement community, as well as to develop future police leaders in highway safety.

The MHSO Law Enforcement Program Coordinator, along with the MHSO Law Enforcement Liaison, will actively enlist agencies, as well as provide technical support for the Maryland Chiefs' Challenge Campaign for FFY 2009. This recently reformatted Chiefs' Challenge now includes a comprehensive mix of enforcement activities that include Impaired Driving, Occupant Protection and Aggressive Driving initiatives in conjunction with ongoing programs in those areas.

In addition in FFY 2009, the MHSO will fund the following projects, to work toward accomplishing its police traffic services objectives:

Baltimore County Police – *Police Crash Reconstruction Training*

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

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

Maryland Chiefs of Police Association – *Managing a Traffic Safety Unit*

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

The main goal of this program is to provide accelerated command level training to law enforcement managers and MSP Barrack Commanders who supervise Traffic Safety Units. This training, provided in conjunction with the Maryland Chiefs of Police Association will consist of one week of instruction on identifying high crash locations and conducting subsequent selective traffic enforcement. Training at this level will provide present and future police supervisors from across the State a strong background in Police Traffic Services, enabling them to integrate effective traffic enforcement as part of their daily operational plan.

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

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

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

will conduct all administration of the program. With the development and implementation of this program it is anticipated that officers will be motivated to attend traffic safety training and apply their skills in highway safety matters.

Maryland Sheriff’s Association – Crash Reconstruction-Advanced Topics Regional Conference

- State agency
- Target audience – Police Crash Reconstruction Specialists
- Target area – State of Maryland & NHTSA Region 3

The main goal of this program is to provide training on advanced topics of a crash reconstruction nature in a conference format to reconstruction specialists from across the region. By holding a three day conference, more specialists will be able to attend to receive information on some of the latest issues and technical matters in this field of expertise from some of the most renowned instructors across the country. Registration fees and grants from other state agencies will help to offset the cost of this training. Additionally this conference will help to solidify the relationship between the Maryland Sheriff’s Association and the MHSO.

Maryland State Police – Police Traffic Services/Training

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

The focus of this project is to promote greater communication and cooperation between the MSP Command staff and the MHSO. Command Summits provide the MHSO Law Enforcement Coordinator an opportunity to address MSP administration, as well as commanders at the barrack level, in reference to priority areas in highway safety, grants management, and current best practices in enforcement techniques. As the lead law enforcement agency in the state, the MSP and its command staff play a crucial role in the implementation of Maryland’s Highway Safety Plan.

POLICE TRAFFIC SERVICES: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source(s)
09-013	Police Crash Reconstruction Training	\$64,200	Section 402
09-037	Police Crash Reconstruction - Adv Topics Conference	\$27,800	Section 406
09-028	Police Traffic Services/Training	\$45,300	Section 402
09-031	Traffic Safety Specialist	\$15,700	Section 406
09-010	Training & Highway Safety Initiatives	\$100,000	Section 402 / 406 / 410
Total All Funds		\$253,000	

DIVERSITY IN TRAFFIC SAFETY

Traffic crashes are the leading cause of death for children under the age of 14 and this trend is especially evident within diverse populations in Maryland. Seat belt use is significantly

lower among African American males than other race and ethnicity groups. Similarly, improper use of child safety seats continues to be a major concern among traffic safety professionals, as well. Minorities are disproportionately killed in motor vehicle crashes statewide. While educational efforts are continuing to progress in these areas, the MHSO's *Diversity Task Force (DTF)* and its partners, recognize the need for an approach sensitive to the needs of diverse audiences. The MHSO will continue to work closely with grass roots programs in FFY 2009 to increase awareness, and tailor programs to increase these audience's knowledge about traffic safety. The MHSO will use statewide demographic projection data and zip code data to focus educational efforts by age and gender, while focusing on specific community needs. The MHSO will also work with the NSC to capture new demographic and projection data.

Major initiatives for FFY 2009 will include hosting the Annual Diversity in Traffic Safety Summit, conducting quarterly Task Force meetings, recruiting new partners, distributing more than 75,000 pieces of educational materials and creating various radio spots in different languages. The anticipated reach for the radio spots will be approximately 300,000 including spots aired during major drive time.

Additionally in FFY 2009, the MHSO will fund the following projects, to work toward accomplishing its diversity in traffic safety objectives:

Millennium Health & Human Services Development Corporation – *Community Highway Outreach Safety Education Program*

- Non-Profit
- Target audience – Diverse audiences
- Target area – State of Maryland

The main goal of this program is to utilize community ties built to improve awareness and outreach activities. In FFY 2009, a portion of this grant will focus on working directly with minority groups and immigrant communities. In 2009, the M-CHOSE project will continue community outreach to seven counties with large populations of minorities and immigrant residents. Education to diverse communities will increase by increasing the literature disseminated, working with males to increase seat belt use, and creating a program to concentrate on African American motorcycle education.

Montgomery County Board of Liquor Control – *Montgomery County Latino Server Training*

- Non-profit
- Target audience – General public, non-English speaking populations
- Target area – Montgomery County

The Latino Server Training Program was established to provide culturally competent server training and proper certification to establishments that serve alcohol. The program is the first of its kind to conduct outreach and training to Hispanic owned restaurants and bars in areas in Montgomery County. Licensed establishments selling alcoholic beverages in the central business areas are targeted because the highest concentrations of Latinos in the county live in Wheaton, Silver Spring, and Gaithersburg. The program teaches business owners and employees about the need to recognize the signs of intoxication, the knowledge to avoid over serving and not sell to underage patrons. The training is intended to inform business owners and employees about impaired driving laws, consequences and the legal responsibilities they are expected to know, and are encouraged to uphold. In FFY 2009, the program is expected to expand with outreach to other counties.

DIVERSITY IN TRAFFIC SAFETY: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source(s)
09-040	Community Highway Outreach Safety Education Program	\$89,800	Section 402
09-009	Latino Server Training	\$7,200	Section 410
Total All Funds		\$97,000	

EMERGENCY MEDICAL SERVICES

Improving the systems approach to reductions in crash-related fatalities and injuries requires addressing deficiencies in delivery of emergency medical systems. In FFY 2009, the MHSO will partner with the MIEMSS to fund and support several programs that address emergency medical systems. As in previous years, the MHSO will provide funding for the Bystander Care Program and the Highway Safety Equipment for EMS Program. This will be the second year to fund the Roadway Incident Safety for Emergency Responders Grant. EMS is widely regarded as including the full spectrum of emergency care, including recognizing the emergency, telephone access to the system, provision of pre-hospital care and rehabilitation. The minutes directly following traumatic injury are often the most critical to saving the victim's life or minimizing the long-term effects of injury.

According to the National Safety Council, nearly 60% of all trauma deaths occur in rural areas despite the fact that only 20% of the nation's populations live in these areas. EMS personnel, is needed to ensure responder safety, quick clearance and communication. These grants will increase the number of bystanders trained, improve the way crash scenes are managed, and increase rescue and extrication equipments purchased for volunteer EMS companies in which 90% of the companies are located in rural Maryland.

In FFY 2009, the MHSO will fund the following projects, to work toward accomplishing its EMS objectives:

Maryland Institute For Emergency Medical Services Systems, Region I – Bystander Care Program

- State agency
- Target audience – employers, including State and local agencies, with fleets
- Target area – State of Maryland

The focus of this program is to provide participants with the knowledge, skills and confidence to act in a roadside emergency situation if needed. The program emphasizes five important steps to successfully handling a roadside emergency. The program uses a curriculum, video, and supporting materials developed through past collaborations between the MHSO and the MIEMSS. Recruitment of instructor candidates includes pre-hospital care providers and emergency room nurses. The program covers Western, Southern Maryland as well as the Eastern Shore. The program has been implemented in nearly half of SHA's District Offices, with the hopes of full implementation by the end of FFY 2009. During FFY 2009, more than 100 companies will be contacted by MIEMMS, about the Bystander Care Program, as well as recruit and train ten instructors. Approximately 50 bystander care classes will be administered and five train-the-trainer instructors will be certified. In addition, the Bystander Care Program will work closely with the MHSO's T-SAFE Project.

Maryland Institute For Emergency Medical Services Systems - *Incident Safety for EMS Responders*

- State agency
- Target audience – EMS personnel, Fire & Rescue Companies, Firefighters, Law Enforcement, Emergency Responders (SHA-CHART)
- Target area – State of Maryland

This program will focus on traffic incident management including but not limited to: responder safety, quick clearance, prompt and reliable communication. Class participants will gain useful knowledge about traffic backups and what is needed to efficiently and effectively clear these crashes, to ensure a safe crash scene and build partnerships to support a multi-disciplinary on-scene mission.

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

- State agency
- Target audience – Fire & EMS Companies
- Target area – State of Maryland

The main goal of the program is to promote crash response education and scene safety during motor vehicle crashes. This is an integral part of keeping Maryland roadways safe and secure. As a function of this grant, the MIEMSS will provide mini-grants to all Fire/EMS companies in all five regions in the State. Each company is eligible to request EMS equipment, medical equipment for first responders, scene safety equipment, and training equipment through the grant.

EMERGENCY MEDICAL SERVICES: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source(s)
09-070	Bystander Care Program	\$26,500	Section 406
09-036	Incident Safety for EMS Responders	\$16,200	Section 406
09-071	Statewide EMS Equipment Project	\$150,000	Section 402
Total All Funds		\$192,700	

Management Details

FINANCIAL MANAGEMENT

The Financial and Information Systems Section (FISS) will develop a systems requirement document and RFP to acquire a Web-based, user-friendly grants management system (e-Grants). The ultimate outcome is the secure, on-line submission of Expressions of Interest (EOI), Project Agreements (PAs), Status Reports, Reimbursement Claims, supporting documentation, and related documents by grantees. The proposed system would have automatic error checking and required fields, and greater reporting capabilities. Other key components of the system would be the on-line ability of MHSO staff to review and score EOI submissions prior to funding consideration and to closely monitor financial and program status, by comparing actual results with proposed objectives and activities during project implementation. Information reported would include financial information, as well as statistical /

monitoring information specific to the project, which would be used in annual reporting to the NHTSA and other partners.

Primary users of the e-Grants system and their roles will be:

- Applicants – to complete and submit EOIs for highway safety grants
- Grantees – to complete and submit grant status and financial forms
- MHSO management and administrative staff – to review all forms, assign EOIs to Project Managers
- MHSO financial staff – to review and score EOIs, review and process reimbursement forms, monitor overall program expenditures
- MHSO Project Managers – to review and score EOIs, review and approve status reports and reimbursement claims, conduct routine monitoring

Additional users, with read-only access, may include NHTSA, FHWA, and other SHA management and financial staff, as needed.

The long-term goal is to integrate and improve communication among the new e-Grants system, the State Financial Management Information System (FMIS) and NHTSA’s Grants Tracking System (GTS). This will enhance the MHSO’s ability to manage programs and associated projects more effectively and efficiently, resulting in better use of staff time and service to customers.

To comply with the *MHSO Monitoring Policy* and federal requirements, the FISS will conduct monitoring site visits on all projects with \$150,000 or more in funds obligated to the projects. Projects under \$150,000 will have formal site visits as deemed necessary. Monitoring is essential to track progress of projects in meeting objectives and performance measures. Monitoring also helps ensure compliance with procedures, laws, and regulations and sound operational practices, in addition to fulfilling the reporting requirements contained in 49 CFR Part 18, Sect. 18.40 - 43.

During FFY 2009, the *Rules for Financial Management of Highway Safety Projects* will be reviewed, revised or updated, if necessary. When revisions are made to the NHTSA Grants Management Manual, the MHSO will incorporate those revisions as well as other updates to existing materials to improve the overall operation and management of the program. Additionally, the MHSO will be conducting grants management training for all MHSO grantees and staff. Grants management and related projects are coordinated by the Grants Management Team, which meets monthly.

FINANCIAL MANAGEMENT: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
09-002	Coordination & Management	\$234,500	Sect 406
09-TBD	e-Grants System-IT Project	\$200,000	Sect 406
09-001	Planning & Administration	\$50,000	Sect 402
Total All Funds		\$484,500	

OFFICE MANAGEMENT

The Office Management Section (OMS) currently consists of an Office Manager, one Administrative Assistant and one State Temporary employee. The State Temporary Employee works along with the Administrative Assistant and the Office Manager with the overall

responsibility to provide administrative support to the Chief of the Maryland Highway Safety Office, the Deputy Chief, the Chief of the Safety Programs Section, and the Chief of the Program Advisory Section. In FFY 2009 the OMS will continue to provide support to the expanding program areas and the division as a whole as well, including coordinating events, including bids for location, resources, and determining necessary materials. In addition, the OMS will continue a lead role in training the new staff on the current policies and procedures, location of files, electronic forms, and will implement new policies and/or training as necessary.

An important part of the Office Manager's duties center around grants management, and thus, the OM sits on the Grants Management Team. The Office Manager continues to work with the FISS to establish an annual grantee monitoring schedule that conforms to the monitoring policy. Site visits will continue to be coordinated as required by MHSO policy.

During FFY 2009, the OMS will continue to implement new components to the Resource Inventory Database, specifically, measures to increase the efficiency of the existing system. The OMS will continue to provide administrative support by assisting with preparation for major press events, coordinating various MHSO annual events, and automating general use office forms and templates. With the increasing responsibilities of the MHSO, the OMS is vital to the organization's continued success and positive growth.

Conclusion

Maryland remains resolved in its dedication to reducing traffic crashes and the associated injuries and fatalities throughout Maryland. In FFY 2009, the MHSO will depend upon its vast network of traffic safety partners, including state and local agencies, CTSPs, community-based groups, associations, non-profit organizations, hospitals, institutions of higher learning, and the private sector, to effect real and lasting change throughout the State. Strategies to improve the planning and development of highway safety programs will receive continual attention throughout the year as will methods to enhance data collection and dissemination. Periodic assessments conducted to monitor progress and to ensure accountability for both programmatic and fiscal responsibilities will continue to receive the upmost attention.

Maryland's Strategic Highway Safety Plan (SHSP) continues to be a complementary guide to programmatic prioritization and targeted countermeasure implementation. In FFY 2009, the MHSO will continue to seek new and unique partnerships to help implement the action measures identified within the SHSP. Additionally, the projects and programs outlined in this report will undoubtedly have a significant impact in addressing the goals outlined within the SHSP as well as the overall goal to substantially reduce motor vehicle-related crashes, thereby reducing the fatalities, injuries, and resulting property damage.

While the five percent overall reductions in fatalities for FFY 2008 was encouraging, the MHSO is certain that even greater achievements can be attained in the coming year. Anchored by an impressive safety belt use rate and a dedicated network of partners, Maryland stands poised to make some significant inroads to reducing fatalities in the next several years. With the assistance of federal funding, Maryland's leadership remains firmly committed to this goal and the MHSO looks forward to providing a stable, efficient, and effective highway safety program for years to come.

Certifications & Assurances

The following are scanned copies of the required Certifications and Assurances for FFY 2007, as secured through the Governor's Highway Safety Representative designee, Mr. Vernon F. Betkey, Jr.. Please note that the NHTSA received an original copy of the Certifications & Assurances in the HSP documents submitted to the agency on September 1, 2007.

State Certifications

Revised 8/20/08

STATE CERTIFICATIONS AND ASSURANCES

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

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

- o 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- o 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- o 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- o 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- o NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- o Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

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

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

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

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:

- o National law enforcement mobilizations,
- o Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- o An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- o Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

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

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title

VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- k. 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;
- l. Establishing a drug-free awareness program to inform employees about:
 - 1. The dangers of drug abuse in the workplace.
 - 2. The grantee's policy of maintaining a drug-free workplace.
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- m. 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).
- n. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1. Abide by the terms of the statement.
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- o. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

- p. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- q. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

- 18. 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.

- 19. (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-L.L., "Disclosure Form to Report Lobbying," in accordance with its instructions.
- 20. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

- 21. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
- 22. 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.

- 23. 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.
- 24. 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.
- 25. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
- 26. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
- 27. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
- 28. 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.
- 29. 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.

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

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

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

Instructions for Lower Tier Certification

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

32. 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.
33. 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.
34. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
35. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
36. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
37. 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.
38. 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.
39. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the

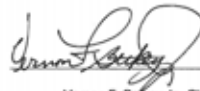
Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

40. 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.
41. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Vernon F. Berkeley Jr., Chief
Maryland Highway Safety Office &
Maryland Highway Safety Coordinator

8/20/08

Date

Program Cost Summary

Project #	Agency Abbr.	Program Area/Projects	402 Federal	405 Federal	406 Federal	408 Federal	410 Federal	2010 Federal	2011 Federal	Total NHTSA Federal	Section 148	State Funds	TOTALS	State/ Local Match	Grand Totals
01 Aggressive Driving Safety Programs															
09-051	MVA	Smooth Operator Outreach- PR Campaign	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ 25,000	\$ 325,000
09-022	MdTA	Impaired & Aggressive Driving Enforcement ¹	\$ -	\$ -	\$ 38,400	\$ -	\$ -	\$ -	\$ -	\$ 38,400	\$ -	\$ -	\$ 38,400	\$ 24,300	\$ 62,700
09-028	MSP	Aggressive Driving Enforcement ¹	\$ -	\$ -	\$ 139,500	\$ -	\$ -	\$ -	\$ -	\$ 139,500	\$ 200,000	\$ -	\$ 339,500	\$ 281,000	\$ 620,500
	Local	CTSP Enforcement-Aggressive ¹	\$ -	\$ -	\$ 287,500	\$ -	\$ -	\$ -	\$ -	\$ 287,500	\$ -	\$ -	\$ 287,500	\$ -	\$ 287,500
	MHSO	Law Enforcement/Aggr Driv Prevention Program	\$ 17,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,400	\$ -	\$ -	\$ 17,400	\$ -	\$ 17,400
Total Aggressive Driving Safety Programs			\$ 17,400	\$ -	\$ 765,400	\$ -	\$ -	\$ -	\$ -	\$ 782,800	\$ 200,000	\$ -	\$ 982,800	\$ 330,300	\$ 1,313,100
02 Inattentive Driving Safety Programs															
	MHSO	Inattentive Driving Prevention Program	\$ 17,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,400	\$ -	\$ -	\$ 17,400	\$ -	\$ 17,400
	UMCP	Inattentive/Diversity/TSAFE Program Coordination	\$ 94,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ -	\$ 94,600	\$ -	\$ 94,600
Total Inattentive Driving Safety Programs			\$ 112,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 112,000	\$ -	\$ -	\$ 112,000	\$ -	\$ 112,000
03 Impaired Driving Safety Programs															
09-069	District Court	Maryland DUI/Drug Court - Anne Arundel County	\$ -	\$ -	\$ -	\$ -	\$ 69,400	\$ -	\$ -	\$ 69,400	\$ -	\$ -	\$ 69,400	\$ 106,300	\$ 175,700
09-067	Harf Co	Maryland DUI/Drug Court - Harford County	\$ -	\$ -	\$ -	\$ -	\$ 45,000	\$ -	\$ -	\$ 45,000	\$ -	\$ -	\$ 45,000	\$ 39,600	\$ 84,600
09-022	MdTA	Impaired & Aggressive Driving Enforcement ¹	\$ -	\$ -	\$ -	\$ -	\$ 36,400	\$ -	\$ -	\$ 36,400	\$ -	\$ -	\$ 36,400	\$ 24,200	\$ 60,600
09-068	How Co	Maryland DUI/Drug Court - Howard County	\$ -	\$ -	\$ -	\$ -	\$ 28,600	\$ -	\$ -	\$ 28,600	\$ -	\$ -	\$ 28,600	\$ 68,400	\$ 97,000
09-027	WRAP	Impaired Driving Outreach	\$ -	\$ -	\$ -	\$ -	\$ 341,200	\$ -	\$ -	\$ 341,200	\$ 200,000	\$ -	\$ 541,200	\$ 604,700	\$ 1,145,900
09-028	MSP	Impaired Driving Enforcement ¹	\$ -	\$ -	\$ -	\$ -	\$ 154,600	\$ -	\$ -	\$ 154,600	\$ 200,000	\$ -	\$ 354,600	\$ 293,300	\$ 647,900
09-041	TBD	Traffic Safety Resource Prosecutor (TSRP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -	\$ 150,000
09-011	AAA-Mid Atl.	Tipsy? Taxi!	\$ -	\$ -	\$ -	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000	\$ 29,000	\$ 73,000
09-005	MADD	Court Monitoring	\$ -	\$ -	\$ -	\$ -	\$ 85,300	\$ -	\$ -	\$ 85,300	\$ -	\$ -	\$ 85,300	\$ 246,700	\$ 332,000
09-TBD	WRAP	MD DUI Laws Assessment	\$ -	\$ -	\$ -	\$ -	\$ 110,000	\$ -	\$ -	\$ 110,000	\$ -	\$ -	\$ 110,000	\$ -	\$ 110,000
	Local	CTSP Enforcement-Impaired ¹	\$ -	\$ -	\$ -	\$ -	\$ 631,200	\$ -	\$ -	\$ 631,200	\$ -	\$ -	\$ 631,200	\$ -	\$ 631,200
	MHSO	Impaired Driving Prevention Program	\$ -	\$ -	\$ -	\$ -	\$ 49,200	\$ -	\$ -	\$ 49,200	\$ -	\$ -	\$ 49,200	\$ -	\$ 49,200
	UMCP	Impaired Driving Coordination	\$ 94,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ -	\$ 94,600	\$ -	\$ 94,600
Total Impaired Driving Safety Programs			\$ 94,600	\$ -	\$ -	\$ -	\$ 1,594,900	\$ -	\$ -	\$ 1,689,500	\$ 550,000	\$ -	\$ 2,239,500	\$ 1,412,200	\$ 3,651,700
04 Motorcycle Safety Programs															
	MVA	Motorcycle Safety Program	\$ 49,700	\$ -	\$ -	\$ -	\$ -	\$ 200,300	\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000	\$ 33,900	\$ 283,900
09-030	MVA	Motorcycle Safety - Public Information & Awareness	\$ -	\$ -	\$ 39,000	\$ -	\$ -	\$ -	\$ -	\$ 39,000	\$ -	\$ -	\$ 39,000	\$ -	\$ 39,000
	Local	CTSP Enforcement-Motorcycle ¹	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000
	MHSO	Motorcycle Safety Program	\$ 34,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,700	\$ -	\$ -	\$ 34,700	\$ -	\$ 34,700
Total Motorcycle Safety Programs			\$ 184,400	\$ -	\$ 39,000	\$ -	\$ -	\$ 200,300	\$ -	\$ 423,700	\$ -	\$ -	\$ 423,700	\$ 33,900	\$ 457,600
05 Occupant Protection Programs															
09-026	Broad Assn	NCSA Public Awareness Media Outreach Campaign ¹	\$ -	\$ 374,800	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 524,800	\$ 250,000	\$ -	\$ 774,800	\$ 360,000	\$ 1,134,800
09-021	DHMH	Maryland Kids in Safety Seats	\$ -	\$ 105,100	\$ -	\$ -	\$ -	\$ -	\$ 105,100	\$ 210,200	\$ -	\$ -	\$ 210,200	\$ 131,400	\$ 341,600
09-020	MEMSS	CPS Hospital Assessment/Special Populations Project	\$ -	\$ 45,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,200	\$ -	\$ -	\$ 45,200	\$ 105,500	\$ 150,700
09-028	MSP	Occupant Protection Program ¹	\$ -	\$ 15,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,100	\$ -	\$ -	\$ 15,100	\$ 12,400	\$ 27,500
	MHSO	Occupant Protection Program	\$ -	\$ 26,000	\$ -	\$ -	\$ -	\$ -	\$ 26,100	\$ 52,100	\$ -	\$ -	\$ 52,100	\$ -	\$ 52,100
	UMCP	Occupant Protection Coordination	\$ 94,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 94,600	\$ -	\$ -	\$ 94,600	\$ -	\$ 94,600
Total Occupant Protection Programs			\$ 94,600	\$ 566,200	\$ -	\$ -	\$ -	\$ -	\$ 281,200	\$ 942,000	\$ 250,000	\$ -	\$ 1,192,000	\$ 609,300	\$ 1,801,300

<u>06 Pedestrian & Bicycle Safety Programs</u>																								
09-061	WASHCOG	Street Smart - PR Campaign	\$	130,000	\$	-	\$	-	\$	-	\$	-	\$	130,000	\$	-	\$	-	\$	130,000	\$	114,600	\$	244,600
	Local	CTSP Enforcement-Pedestrian ¹	\$	225,000	\$	-	\$	-	\$	-	\$	-	\$	225,000	\$	-	\$	-	\$	225,000	\$	-	\$	225,000
	MHSO	Pedestrian/Bicycle Safety Program	\$	34,700	\$	-	\$	-	\$	-	\$	-	\$	34,700	\$	-	\$	-	\$	34,700	\$	-	\$	34,700
Total Pedestrian & Bicycle Safety Programs			\$	389,700	\$	-	\$	-	\$	-	\$	-	\$	389,700	\$	-	\$	-	\$	389,700	\$	114,600	\$	504,300
<u>07 Traffic Safety Programs</u>																								
09-026	Broad Assn	NCSA Public Awareness Media Outreach Campaign ¹	\$	105,000	\$	-	\$	-	\$	-	\$	-	\$	105,000	\$	-	\$	-	\$	105,000	\$	40,000	\$	145,000
09-025	NSC	SHSP Training & Evaluation	\$	80,900	\$	-	\$	-	\$	-	\$	-	\$	80,900	\$	-	\$	-	\$	80,900	\$	-	\$	80,900
09-014	BMC	Baltimore Regional Traffic Safety Campaign	\$	100,000	\$	-	\$	-	\$	-	\$	-	\$	100,000	\$	-	\$	-	\$	100,000	\$	-	\$	100,000
09-015	St. Mary's Co.	Southern Maryland Media & Enforcement Campaign	\$	-	\$	-	\$	113,000	\$	-	\$	-	\$	113,000	\$	-	\$	-	\$	113,000	\$	386,800	\$	499,800
09-016	Howard Com Ed.	Teaching Parents to Teach Young Drivers	\$	45,600	\$	-	\$	-	\$	-	\$	-	\$	45,600	\$	-	\$	-	\$	45,600	\$	32,300	\$	77,900
09-019	MVA	Driving Program Assessment	\$	-	\$	-	\$	30,800	\$	-	\$	-	\$	30,800	\$	-	\$	-	\$	30,800	\$	24,000	\$	54,800
09-004	UMCP	Monitoring the Future of Maryland's TS Programs	\$	-	\$	-	\$	53,900	\$	-	\$	-	\$	53,900	\$	-	\$	-	\$	53,900	\$	49,000	\$	102,900
09-032	Ches Reg SC	"Boot Camp" for Employers	\$	24,800	\$	-	\$	-	\$	-	\$	-	\$	24,800	\$	-	\$	-	\$	24,800	\$	22,000	\$	46,800
09-033	Ches Reg SC	"Alive at 25"	\$	48,600	\$	-	\$	-	\$	-	\$	-	\$	48,600	\$	-	\$	-	\$	48,600	\$	34,700	\$	83,300
09-039	St. Mary's Co.	Drive Cam	\$	93,000	\$	-	\$	-	\$	-	\$	-	\$	93,000	\$	-	\$	-	\$	93,000	\$	-	\$	93,000
09-TBD	JHU	Seniors on the Move	\$	40,000	\$	-	\$	-	\$	-	\$	-	\$	40,000	\$	-	\$	-	\$	40,000	\$	-	\$	40,000
	OC/SHA	RFP - Public Awareness	\$	330,000	\$	-	\$	-	\$	-	\$	-	\$	330,000	\$	-	\$	-	\$	330,000	\$	-	\$	330,000
	MHSO	SHSP Initiatives	\$	-	\$	-	\$	250,000	\$	-	\$	-	\$	250,000	\$	-	\$	-	\$	250,000	\$	-	\$	250,000
	MHSO	E-Grants Project	\$	-	\$	-	\$	200,000	\$	-	\$	-	\$	200,000	\$	-	\$	-	\$	200,000	\$	-	\$	200,000
	MHSO	T-SAFE Program	\$	26,100	\$	-	\$	-	\$	-	\$	-	\$	26,100	\$	-	\$	-	\$	26,100	\$	-	\$	26,100
	MHSO	Young Driver Safety Program	\$	26,100	\$	-	\$	-	\$	-	\$	-	\$	26,100	\$	-	\$	-	\$	26,100	\$	-	\$	26,100
	UMCP	SPS Chief/MC/Ped Program Coordination	\$	94,600	\$	-	\$	-	\$	-	\$	-	\$	94,600	\$	-	\$	-	\$	94,600	\$	-	\$	94,600
	UMCP	Younger Driver/Older Driver Coordination	\$	94,600	\$	-	\$	-	\$	-	\$	-	\$	94,600	\$	-	\$	-	\$	94,600	\$	-	\$	94,600
	UMCP	Public Relations Coordination	\$	94,600	\$	-	\$	-	\$	-	\$	-	\$	94,600	\$	-	\$	-	\$	94,600	\$	-	\$	94,600
Total Traffic Safety Programs			\$	1,203,900	\$	-	\$	647,700	\$	-	\$	-	\$	1,851,600	\$	-	\$	-	\$	1,851,600	\$	588,800	\$	2,440,400
<u>08 Diversity Programs</u>																								
09-040	Mill Health	M-CHOSE	\$	89,800	\$	-	\$	-	\$	-	\$	-	\$	89,800	\$	-	\$	-	\$	89,800	\$	109,900	\$	199,700
09-009	Mont. Co. Liq. Con	Latino Server Training	\$	-	\$	-	\$	-	\$	7,200	\$	-	\$	7,200	\$	-	\$	-	\$	7,200	\$	34,900	\$	42,100
	MHSO	Diversity in Traffic Safety Program	\$	14,500	\$	-	\$	-	\$	-	\$	-	\$	14,500	\$	-	\$	-	\$	14,500	\$	-	\$	14,500
Total Diversity Programs			\$	104,300	\$	-	\$	-	\$	7,200	\$	-	\$	111,500	\$	-	\$	-	\$	111,500	\$	144,800	\$	256,300
<u>09 Data Enhancement Programs</u>																								
09-054	NSC	Comprehensive Crash Outcome Data Evaluation System	\$	-	\$	-	\$	210,400	\$	-	\$	-	\$	210,400	\$	-	\$	-	\$	210,400	\$	56,400	\$	266,800
09-034	Towson Univ.	MD Incident Locator Tool(MILT) & Virtual Data Warehouse(VDI)	\$	-	\$	-	\$	182,800	\$	-	\$	-	\$	182,800	\$	-	\$	-	\$	182,800	\$	166,900	\$	349,700
09-018	Towson Univ.	Safety & Transportation Knowledge Online (STKO)	\$	-	\$	-	\$	207,100	\$	-	\$	-	\$	207,100	\$	-	\$	-	\$	207,100	\$	214,400	\$	421,500
09-038	MIEMSS	NEMISIS	\$	-	\$	-	\$	53,700	\$	-	\$	-	\$	53,700	\$	-	\$	-	\$	53,700	\$	54,100	\$	107,800
	UMCP	Data Coordination	\$	94,600	\$	-	\$	-	\$	-	\$	-	\$	94,600	\$	-	\$	-	\$	94,600	\$	-	\$	94,600
Total Data Enhancement Programs			\$	94,600	\$	-	\$	654,000	\$	-	\$	-	\$	748,600	\$	-	\$	-	\$	748,600	\$	491,800	\$	1,240,400
<u>10 Community Traffic Safety Programs</u>																								
	Local	Local Community Traffic Safety Programs	\$	1,699,000	\$	-	\$	-	\$	-	\$	-	\$	1,699,000	\$	-	\$	500,000	\$	2,199,000	\$	1,600,000	\$	3,799,000
	Local	CTSP SHSP Initiatives	\$	-	\$	-	\$	240,000	\$	-	\$	-	\$	240,000	\$	-	\$	-	\$	240,000	\$	-	\$	240,000
	MHSO	CTSP Program	\$	2,800	\$	-	\$	-	\$	-	\$	-	\$	2,800	\$	-	\$	-	\$	2,800	\$	-	\$	2,800
	UMCP	CTSP Coordination	\$	94,600	\$	-	\$	-	\$	-	\$	-	\$	94,600	\$	-	\$	-	\$	94,600	\$	-	\$	94,600
Total Community Traffic Safety Programs			\$	1,796,400	\$	-	\$	240,000	\$	-	\$	-	\$	2,036,400	\$	-	\$	500,000	\$	2,536,400	\$	1,600,000	\$	4,136,400

12 Police Traffic Services																												
09-013	Balto Co PD	Police Crash Reconstruction Training	\$	64,200	\$	-	\$	-	\$	-	\$	-	\$	64,200	\$	-	\$	64,200	\$	62,500	\$	126,700						
09-017	Ches Reg SC	Law Enforcement Liaison	\$	150,000	\$	-	\$	-	\$	-	\$	-	\$	150,000	\$	-	\$	150,000	\$	-	\$	150,000						
09-037	MD Sher Assn	Crash Investigation Conference	\$	-	\$	-	\$	27,800	\$	-	\$	-	\$	27,800	\$	-	\$	27,800	\$	123,500	\$	151,300						
09-010	MCPA	Training & Highway Safety Initiatives	\$	14,200	\$	-	\$	21,600	\$	-	\$	64,200	\$	-	\$	-	\$	100,000	\$	-	\$	100,000						
09-031	MD Pol.Trng Comm	Traffic Safety Specialist	\$	-	\$	-	\$	15,700	\$	-	\$	-	\$	15,700	\$	-	\$	15,700	\$	10,800	\$	26,500						
09-028	MSP	Police Traffic Services/Training 1	\$	45,300	\$	-	\$	-	\$	-	\$	-	\$	45,300	\$	-	\$	45,300	\$	37,400	\$	82,700						
	UMCP	PAS Chief/LE Coordination	\$	94,600	\$	-	\$	-	\$	-	\$	-	\$	94,600	\$	-	\$	94,600	\$	-	\$	94,600						
Total Police Traffic Services			\$	368,300	\$	-	\$	65,100	\$	-	\$	64,200	\$	-	\$	-	\$	497,600	\$	-	\$	497,600	\$	234,200	\$	731,800		
13 Emergency Medical Services																												
09-036	MIEMSS	Incident Safety for EMS Responders	\$	-	\$	-	\$	16,200	\$	-	\$	-	\$	-	\$	-	\$	16,200	\$	-	\$	16,200	\$	16,500	\$	32,700		
09-070	MIEMSS	Bystander Care Program	\$	-	\$	-	\$	26,500	\$	-	\$	-	\$	-	\$	-	\$	26,500	\$	-	\$	26,500	\$	21,000	\$	47,500		
09-071	MIEMSS	Highway Safety Equipment for EMS	\$	150,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	150,000	\$	-	\$	150,000	\$	150,000	\$	300,000		
Total Emergency Medical Services			\$	150,000	\$	-	\$	42,700	\$	-	\$	-	\$	-	\$	-	\$	192,700	\$	-	\$	192,700	\$	187,500	\$	380,200		
15 Administration																												
09-001	MHSO	Business Operations	\$	50,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	50,000	\$	-	\$	50,000	\$	278,000	\$	328,000		
	UMCP	Deputy Chief	\$	-	\$	-	\$	94,600	\$	-	\$	-	\$	-	\$	-	\$	94,600	\$	-	\$	94,600	\$	-	\$	94,600		
	UMCP	Office Management	\$	-	\$	-	\$	94,600	\$	-	\$	-	\$	-	\$	-	\$	94,600	\$	-	\$	94,600	\$	-	\$	94,600		
	UMCP	Clerical & Administrative Support	\$	-	\$	-	\$	45,300	\$	-	\$	-	\$	-	\$	-	\$	45,300	\$	-	\$	45,300	\$	-	\$	45,300		
Total Administration			\$	50,000	\$	-	\$	234,500	\$	-	\$	-	\$	-	\$	-	\$	284,500	\$	-	\$	284,500	\$	278,000	\$	562,500		
Total Programmed			\$	4,660,200	\$	566,200	\$	2,034,400	\$	654,000	\$	1,666,300	\$	200,300	\$	281,200	\$	10,062,600	\$	1,000,000	\$	500,000	\$	11,562,600	\$	6,025,400	\$	17,588,000

HSP-1

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

State: Maryland

Highway Safety Plan Cost Summary

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2009-HSP-1

Report Date: 08/28/2008

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA 402								
Planning and Administration								
	PA-2009-15-01-00		\$.00	\$278,000.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	Planning and Administration Total		\$.00	\$278,000.00	\$.00	\$50,000.00	\$50,000.00	\$.00
Alcohol								
	AL-2009-03-06-00		\$.00	\$.00	\$.00	\$94,600.00	\$94,600.00	\$.00
	Alcohol Total		\$.00	\$.00	\$.00	\$94,600.00	\$94,600.00	\$.00
Emergency Medical Services								
	EM-2009-13-04-00		\$.00	\$150,000.00	\$.00	\$150,000.00	\$150,000.00	\$150,000.00
	Emergency Medical Services Total		\$.00	\$150,000.00	\$.00	\$150,000.00	\$150,000.00	\$150,000.00
Motorcycle Safety								
	MC-2009-04-05-10		\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$100,000.00
	MC-2009-04-06-00		\$.00	\$.00	\$.00	\$34,700.00	\$34,700.00	\$.00
	MC-2009-04-07-00		\$.00	\$.00	\$.00	\$49,700.00	\$49,700.00	\$.00
	Motorcycle Safety Total		\$.00	\$.00	\$.00	\$184,400.00	\$184,400.00	\$100,000.00
Occupant Protection								
	OP-2009-05-06-00		\$.00	\$.00	\$.00	\$94,600.00	\$94,600.00	\$.00
	Occupant Protection Total		\$.00	\$.00	\$.00	\$94,600.00	\$94,600.00	\$.00
Pedestrian/Bicycle Safety								
	PS-2009-06-03-00		\$.00	\$114,600.00	\$.00	\$130,000.00	\$130,000.00	\$130,000.00
	PS-2009-06-05-10		\$.00	\$.00	\$.00	\$225,000.00	\$225,000.00	\$225,000.00
	PS-2009-06-06-00		\$.00	\$.00	\$.00	\$34,700.00	\$34,700.00	\$.00
	Pedestrian/Bicycle Safety Total		\$.00	\$114,600.00	\$.00	\$389,700.00	\$389,700.00	\$355,000.00

Police Traffic Services

PT-2009-01-06-00	\$.00	\$.00	\$.00	\$17,400.00	\$17,400.00	\$.00
PT-2009-12-06-00	\$.00	\$.00	\$.00	\$244,600.00	\$244,600.00	\$.00
PT-2009-12-07-00	\$.00	\$99,900.00	\$.00	\$123,700.00	\$123,700.00	\$78,400.00
Police Traffic Services Total	\$.00	\$99,900.00	\$.00	\$385,700.00	\$385,700.00	\$78,400.00

Traffic Records

TR-2009-09-06-00	\$.00	\$.00	\$.00	\$94,600.00	\$94,600.00	\$.00
Traffic Records Total	\$.00	\$.00	\$.00	\$94,600.00	\$94,600.00	\$.00

Community Traffic Safety Project

CP-2009-07-06-00	\$.00	\$.00	\$.00	\$215,300.00	\$215,300.00	\$.00
CP-2009-07-07-00	\$.00	\$.00	\$.00	\$80,900.00	\$80,900.00	\$.00
CP-2009-08-03-00	\$.00	\$109,900.00	\$.00	\$89,800.00	\$89,800.00	\$89,800.00
CP-2009-10-03-00	\$.00	\$1,600,000.00	\$.00	\$1,699,000.00	\$1,699,000.00	\$1,699,000.00
CP-2009-10-03-01	\$.00	\$500,000.00	\$.00	\$.00	\$.00	\$.00
CP-2009-10-06-00	\$.00	\$.00	\$.00	\$97,400.00	\$97,400.00	\$.00
Community Traffic Safety Project Total	\$.00	\$2,209,900.00	\$.00	\$2,182,400.00	\$2,182,400.00	\$1,788,800.00

Driver Education

DE-2009-02-06-00	\$.00	\$.00	\$.00	\$112,000.00	\$112,000.00	\$.00
DE-2009-07-03-00	\$.00	\$89,000.00	\$.00	\$252,000.00	\$252,000.00	\$252,000.00
DE-2009-07-06-00	\$.00	\$.00	\$.00	\$120,700.00	\$120,700.00	\$.00
DE-2009-08-06-00	\$.00	\$.00	\$.00	\$14,500.00	\$14,500.00	\$.00
Driver Education Total	\$.00	\$89,000.00	\$.00	\$499,200.00	\$499,200.00	\$252,000.00

Paid Advertising

PM-2009-07-03-00	\$.00	\$40,000.00	\$.00	\$535,000.00	\$535,000.00	\$205,000.00
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Paid Advertising Total	\$.00	\$40,000.00	\$.00	\$535,000.00	\$535,000.00	\$205,000.00
<i>NHTSA 402 Total</i>	<i>\$.00</i>	<i>\$2,981,400.00</i>	<i>\$.00</i>	<i>\$4,660,200.00</i>	<i>\$4,660,200.00</i>	<i>\$2,929,200.00</i>
<i>405 OP SAFETEA-LU</i>						
K2-2009-05-03-00	\$.00	\$249,300.00	\$.00	\$165,400.00	\$165,400.00	\$52,600.00
K2-2009-05-06-00	\$.00	\$.00	\$.00	\$26,000.00	\$26,000.00	\$.00
405 Occupant Protection Total	\$.00	\$249,300.00	\$.00	\$191,400.00	\$191,400.00	\$52,600.00
<i>405 Paid Media</i>						
K2PM-2009-05-03-00	\$.00	\$360,000.00	\$.00	\$374,800.00	\$374,800.00	\$374,800.00
405 Paid Media Total	\$.00	\$360,000.00	\$.00	\$374,800.00	\$374,800.00	\$374,800.00
<i>405 OP SAFETEA-LU Total</i>	<i>\$.00</i>	<i>\$609,300.00</i>	<i>\$.00</i>	<i>\$566,200.00</i>	<i>\$566,200.00</i>	<i>\$427,400.00</i>
<i>NHTSA 406</i>						
K4PA-2009-15-01-00	\$.00	\$.00	\$.00	\$189,200.00	\$189,200.00	\$.00
K4PA-2009-16-01-00	\$.00	\$.00	\$.00	\$45,300.00	\$45,300.00	\$.00
406 Planning and Administration Total	\$.00	\$.00	\$.00	\$234,500.00	\$234,500.00	\$.00
<i>406 Safety Belts Incentive</i>						
K4-2009-07-02-00	\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$.00
406 Safety Belts Incentive Total	\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$.00
<i>406 Safety Belts Paid Media</i>						
K4PM-2009-01-03-00	\$.00	\$25,000.00	\$.00	\$300,000.00	\$300,000.00	\$.00
K4PM-2009-07-03-00	\$.00	\$386,800.00	\$.00	\$113,000.00	\$113,000.00	\$113,000.00
406 Safety Belts Paid Media Total	\$.00	\$411,800.00	\$.00	\$413,000.00	\$413,000.00	\$113,000.00
<i>406 Emergency Medical Services</i>						
K4EM-2009-13-04-00	\$.00	\$37,500.00	\$.00	\$42,700.00	\$42,700.00	\$26,500.00
406 Emergency Medical Services Total	\$.00	\$37,500.00	\$.00	\$42,700.00	\$42,700.00	\$26,500.00

406 Motorcycle Safety							
K4MC-2009-04-03-00	\$.00	\$.00	\$.00	\$ 39,000.00	\$ 39,000.00	\$.00	
406 Motorcycle Safety Total	\$.00	\$.00	\$.00	\$ 39,000.00	\$ 39,000.00	\$.00	
406 Police Traffic Services							
K4PT-2009-01-05-00	\$.00	\$ 305,300.00	\$.00	\$ 177,900.00	\$ 177,900.00	\$.00	
K4PT-2009-12-07-00	\$.00	\$ 134,300.00	\$.00	\$ 65,100.00	\$ 65,100.00	\$ 49,400.00	
406 Police Traffic Services Total	\$.00	\$ 439,600.00	\$.00	\$ 243,000.00	\$ 243,000.00	\$ 49,400.00	
406 Driver Education							
K4DE-2009-07-07-00	\$.00	\$ 24,000.00	\$.00	\$ 30,800.00	\$ 30,800.00	\$.00	
406 Driver Education Total	\$.00	\$ 24,000.00	\$.00	\$ 30,800.00	\$ 30,800.00	\$.00	
406 Safe Communities							
K4CP-2009-01-05-10	\$.00	\$.00	\$.00	\$ 287,500.00	\$ 287,500.00	\$ 287,500.00	
K4CP-2009-07-03-00	\$.00	\$.00	\$.00	\$ 250,000.00	\$ 250,000.00	\$.00	
K4CP-2009-07-07-00	\$.00	\$ 49,000.00	\$.00	\$ 53,900.00	\$ 53,900.00	\$.00	
K4CP-2009-10-03-00	\$.00	\$.00	\$.00	\$ 240,000.00	\$ 240,000.00	\$ 240,000.00	
406 Safe Communities Total	\$.00	\$ 49,000.00	\$.00	\$ 831,400.00	\$ 831,400.00	\$ 527,500.00	
NHTSA 406 Total	\$.00	\$ 961,900.00	\$.00	\$ 2,034,400.00	\$ 2,034,400.00	\$ 716,400.00	
408 Data Program SAFETEA-LU							
K9-2009-09-02-00	\$.00	\$ 491,800.00	\$.00	\$ 654,000.00	\$ 654,000.00	\$.00	
408 Data Program Incentive Total	\$.00	\$ 491,800.00	\$.00	\$ 654,000.00	\$ 654,000.00	\$.00	
408 Data Program SAFETEA-LU Total	\$.00	\$ 491,800.00	\$.00	\$ 654,000.00	\$ 654,000.00	\$.00	
410 Alcohol SAFETEA-LU							
K8-2009-03-03-00	\$.00	\$ 1,094,700.00	\$.00	\$ 613,500.00	\$ 613,500.00	\$ 613,500.00	
K8-2009-03-05-00	\$.00	\$ 317,500.00	\$.00	\$ 191,000.00	\$ 191,000.00	\$.00	

K8-2009-03-05-10	\$.00	\$.00	\$.00	\$631,200.00	\$631,200.00	\$631,200.00
K8-2009-03-06-00	\$.00	\$.00	\$.00	\$49,200.00	\$49,200.00	\$.00
K8-2009-03-07-00	\$.00	\$.00	\$.00	\$110,000.00	\$110,000.00	\$.00
K8-2009-08-07-00	\$.00	\$34,900.00	\$.00	\$7,200.00	\$7,200.00	\$7,200.00
K8-2009-12-07-00	\$.00	\$.00	\$.00	\$64,200.00	\$64,200.00	\$64,200.00
410 Alcohol SAFETEA-LU Total	\$.00	\$1,447,100.00	\$.00	\$1,666,300.00	\$1,666,300.00	\$1,316,100.00
2010 Motorcycle Safety						
K6-2009-04-07-00	\$.00	\$33,900.00	\$.00	\$200,300.00	\$200,300.00	\$.00
2010 Motorcycle Safety Incentive Total	\$.00	\$33,900.00	\$.00	\$200,300.00	\$200,300.00	\$.00
2010 Motorcycle Safety Total	\$.00	\$33,900.00	\$.00	\$200,300.00	\$200,300.00	\$.00
2011 Child Seats						
K3-2009-05-03-00	\$.00	\$.00	\$.00	\$105,100.00	\$105,100.00	\$52,500.00
K3-2009-05-06-00	\$.00	\$.00	\$.00	\$26,100.00	\$26,100.00	\$.00
2011 Child Seat Incentive Total	\$.00	\$.00	\$.00	\$131,200.00	\$131,200.00	\$52,500.00
2011 Paid Media						
K3PM-2009-05-03-00	\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$150,000.00
2011 Paid Media Total	\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$150,000.00
2011 Child Seats Total	\$.00	\$.00	\$.00	\$281,200.00	\$281,200.00	\$202,500.00
NHTSA Total	\$.00	\$6,525,400.00	\$.00	\$10,062,600.00	\$10,062,600.00	\$5,591,600.00
Total	\$.00	\$6,525,400.00	\$.00	\$10,062,600.00	\$10,062,600.00	\$5,591,600.00

APPENDIX A: List of Acronyms

AAA	American Automobile Association
CCODES	Comprehensive Crash Outcome Data Evaluation System
CIOT	Click It or Ticket
CPS	Child Passenger Safety
CPSF	Checkpoint Strikeforce
CTSP	Community Traffic Safety Program
DC	District of Columbia
DHMH	Department of Health and Mental Hygiene
DRE	Drug Recognition Expert
DSWW	Drive Safely Work Week
DTF	Diversity in Traffic Safety Task Force
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
EC	Executive Council
ED	Emergency Department
EOI	Expression of Interest
EMS	Emergency Medical Services
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FISS	Finance and Information Systems Section
FMIS	Financial Management Information System
GAS	Grant Applicant Seminar
GHSA	Governors Highway Safety Association
GMS	Grants Management System
GRT	Grants Review Team
GTS	Grants Tracking System
HCS-1	Obligation Cost Summary
HD	Health Department
HSCRC	Health Services Cost Review Commission
HSP	Highway Safety Plan
IDC	Impaired Driving Coalition
KISS	Kids in Safety Seats

MAARS	Maryland Automated Accident Reporting System
MCFSBU	Maryland Committee for Safety Belt Use
MCPA	Maryland Chiefs of Police Association
MDOT	Maryland Department of Transportation
MHSO	Maryland Highway Safety Office
MIEMSS	Maryland Institute for Emergency Medical Services Systems
MSA	Maryland Sheriff's Association
MSP	Maryland State Police
MVA	Motor Vehicle Administration
NCSA	Non-Commercial Sustaining Announcement
NETS	Network of Employers for Traffic Safety
NHTSA	National Highway Traffic Safety Administration
NSC	National Study Center for Trauma and EMS
OM	Office Manager
OOTTS	Office of Traffic and Safety
PA	Project Agreement
PD	Police Department
PI&E	Public Information and Education
PSA	Public Service Announcement
PSTF	Pedestrian Safety Task Force
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users
STM	Spring Training Meeting (previously Semi-Annual Meeting – SAM)
SHA	Maryland State Highway Administration
SHSO	State Highway Safety Office
SHSP	Strategic Highway Safety Plan
SO	Sheriff's Office
SOTF	Smooth Operator Task Force
SRTS	Safe Routes to School
TF	Task Force
TRC	Traffic Records Coordinator
TRCC	Traffic Records Coordinating Committee
TRTCC	Traffic Records Technical Coordinating Committee
T-SAFE	Traffic-Safety Awareness For Employers
UMCP	University of Maryland at College Park

US	United States
VMT	Vehicle Miles Traveled
WRAP	Washington Regional Alcohol Program
YDTF	Young Driver Task Force



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