

# State of Maryland

FFY 2008

## Highway Safety Plan

### MARYLAND HIGHWAY SAFETY OFFICE

State Highway Administration

7491 Connelley Drive

Hanover, MD 21076

Telephone: 410.787.4050

Toll Free: 888.963.0307



Maryland Highway Safety Office  
**FFY 2008 Highway Safety Plan**

**Submitted to:**

Elizabeth A. Baker, Ph.D.  
NHTSA Region III  
10 South Howard Street, Suite 6700  
Baltimore, MD 21201

On behalf of:

**Martin O'Malley**  
*Governor*

**Anthony G. Brown**  
*Lieutenant Governor*

**Neil J. Pedersen**  
*Administrator, State Highway Administration and  
Governor's Highway Safety Representative*

**Vernon F. Betkey, Jr.**  
*Chief, Maryland Highway Safety Office and  
Maryland Highway Safety Coordinator*

**September 1, 2007**

# Table of Contents

<b>Executive Summary</b>	<b>1</b>
<b>Highway Safety Plan Overview</b>	<b>3</b>
<i>MHSO Mission Statement</i>	3
<i>Organization &amp; Staffing</i>	3
<i>Statewide Demographics</i>	3
<i>Political Status</i>	6
<i>Major State Issues</i>	6
<b>Performance Plan</b>	<b>8</b>
<i>Problem Identification Process &amp; Data Sources</i>	8
<i>Summary of Goals</i>	10
<i>State of the State</i>	12
5-Year Crash Trends	14
Alternate Sources Of Data	15
Hospital Discharges	15
Ambulatory Care	16
Emergency Medical Service Systems	18
Trauma Registry	18
Citations / Court	19
<b>Highway Safety Plan</b>	<b>21</b>
<i>Program Area Details</i>	21
Impaired Driving Prevention	22
Occupant Protection	29
Data Enhancement	34
Community Traffic Safety Programs	40
Aggressive Driving Prevention	42
Pedestrian-Pedalcycle Safety	46
Motorcycle Safety	50
Inattentive Driving Prevention	53
General Driver Safety	56
<i>Older Driver Safety</i>	58
<i>Young Driver Safety</i>	59
<i>Public Awareness</i>	62
<i>Business &amp; Community Outreach</i>	63
Police Traffic Services	65
Diversity In Traffic Safety	67
Emergency Medical Services	69
<i>Management Details</i>	71
Financial Management	71
Grants Management	72
Office Management	80
<b>Conclusion</b>	<b>81</b>
<b>Certifications &amp; Assurances</b>	<b>82</b>
<b>Program Cost Summary</b>	<b>91</b>
<b>HSP-1</b>	<b>94</b>
<b>Appendix A – List of Acronyms</b>	
<b>Appendix B – Staff Listing</b>	

# Executive Summary

As Maryland transitions into an era of new leadership under Governor Martin O'Malley, the Maryland Department of Transportation (MDOT) and the Maryland State Highway Administration's (SHA) Highway Safety Office (MHSO) continues to place traffic safety as one of the first and foremost concerns 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 reduce crashes and the resulting injuries and fatalities on all roads in Maryland.

While past successes have been encouraging, the ultimate goal remains for Maryland to experience zero fatalities from traffic-related incidents. Many organizations comprise a tightly-knit core for disseminating traffic safety messages 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 2008 to finding pro-active partners in traffic safety.

After a considerable period of decline in traffic fatalities, statistics for 2006 were largely mixed. Traffic fatalities increased from the 2005 reporting period, consequently resulting in an upward swing in the State's fatality rate as shown below in Table 1. Additionally, alcohol-related fatalities, as reported through the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS), rose in 2006 after a sharp decline in 2005. However, as of the press date for this report, preliminary 2007 figures are promising and the 2006 statistics may well be outliers in a trend of sustained reductions in crashes and fatalities.

Injuries continued a sharp decline in 2006 and as measured by observational safety belt use surveys, Maryland's use rate grew to 93.1%. The two percentage point increase from the 2006 rate of 91.1% equates to roughly 75,000 more people who used their seat belts in 2007 as opposed to 2006. Table 1, below, provides an overview of traffic safety in Maryland:

Table 1 – VMT, Fatality and Injury Information, 2002-2006

Year	VMT (per 100 million miles)	Fatalities*	Fatality Rate*	Number Injured*	Alcohol-related Fatalities**	Safety Belt Use Rate
2002	53.8	661	1.229	59,517	276	85.8 %
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 %

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

\*\* Source: NHTSA, FARS

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.

Continuing the dramatic achievements that were made in regard to the SHSP during 2006 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 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 provides 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.

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 an Emphasis Area work team. Attendees represented diverse backgrounds such as engineering, enforcement, EMS, education, transportation operations, and planning. A similar event is planned for FFY 2008 to re-energize the committees and Emphasis Area Teams (EAT), especially after the transition resulting from the state elections held in November 2006.

All EATs have reported progress in working towards the SHSP’s short and long-term goals. 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.

In conjunction with efforts to provide uniformity in HSP reporting among all 50 states and additional territories, the MHSO has chosen to utilize 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 the Governor’s Representative for Highway Safety, Mr. Neil J. Pedersen, also the Administrator of the Maryland SHA; and
- **The Program Cost Summary**, including a detailed description of the MHSO’s funding source categories and funds allocated for projects.

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

# Highway Safety Plan Overview

## MHSO Mission Statement

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

## Organization & Staffing

### § Section 402. Highway Safety Programs

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

In accord with the Highway Safety Act of 1966, Maryland established what is known today as the MHSO to assist in the reduction of crashes throughout the State. The MHSO is 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.

Recently, the MHSO has undergone a series of internal changes that were sought to better the efficiency and growth opportunities for the office and its staff. As in past years, the MHSO is divided into sections – a Safety Programs Section, a Finance and Information Systems Section (FISS), and the newly created Program Advisory Section. 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 former Safety Programs Section Chief, now the division'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.

The MHSO continues to serve as the lead agency for the FHWA's Safe Routes to School (SRTS) Program and in addition to the full-time coordinator hired in FFY 2006, the MHSO will be hiring a Safe Routes to School Grants Manager to assist with the heavy volume of statewide SRTS grant activity.

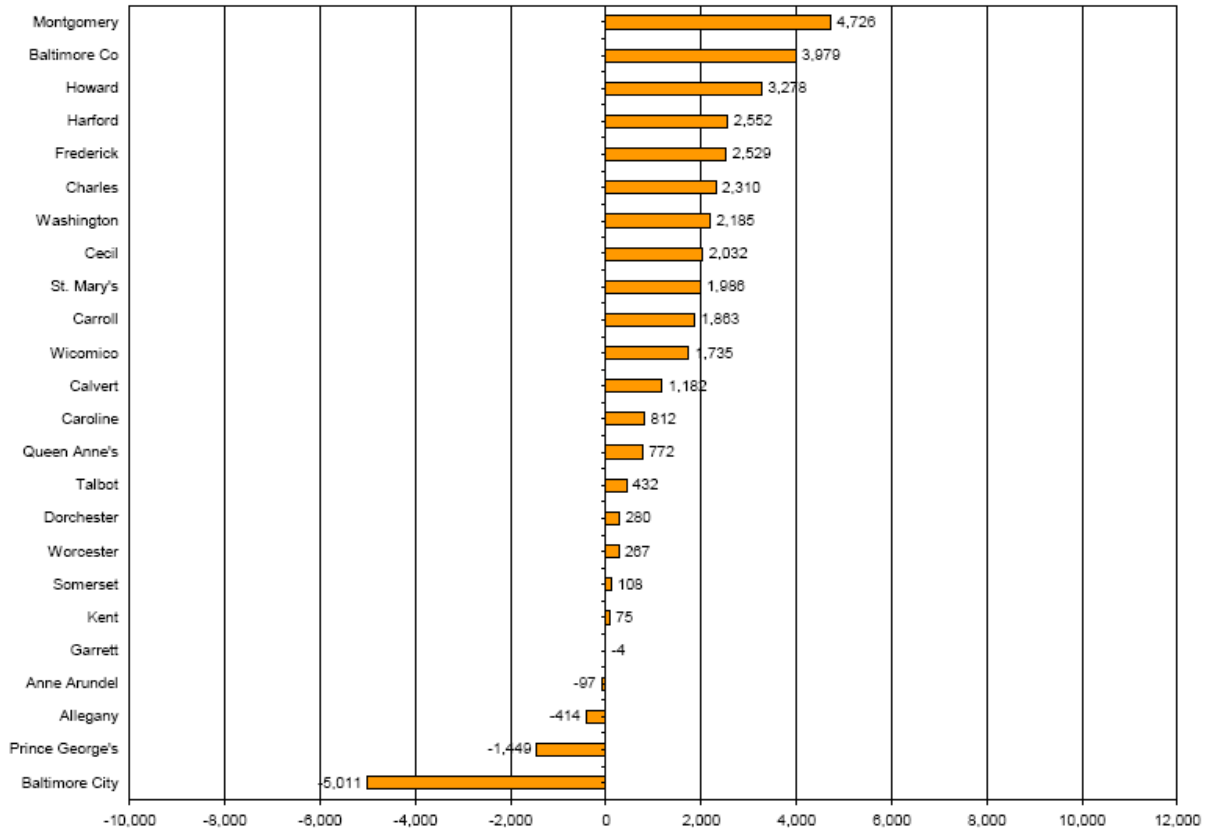
## Statewide Demographics

As of July 2006, the Maryland Department of Planning provided an estimate stating that slightly more than 5.6 million people live in the State of Maryland, representing a 5.4% increase from the 2000 estimate. In contrast to its relatively small geographic size, Maryland ranks as the 19<sup>th</sup> 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 2, below, provides a brief summary of overall population growth by Maryland County. The table is listed in descending order, beginning with Montgomery County, which has experienced the most population growth.

TABLE 2 - Maryland Change in Population, 2000-2006



Source: Population Division, U.S. Census Bureau  
 Prepared by the Maryland Department of Planning, Planning Data Services, March 2007.

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 2030.

TABLE 3 - Maryland Population Estimates by Age

	Historical				Projected					
	1970	1980	1990	2000	2005	2010	2015	2020	2025	2030
<b>Population Characteristics:</b>										
Total Population	3,922,399	4,216,975	4,780,753	5,296,486	5,602,240	5,904,420	6,138,030	6,337,070	6,534,640	6,729,510
Male	1,916,030	2,042,810	2,318,291	2,557,794	2,701,740	2,846,340	2,959,270	3,055,700	3,151,140	3,245,770
Female	2,006,369	2,174,165	2,462,462	2,738,692	2,900,500	3,058,080	3,178,760	3,281,370	3,383,500	3,483,730
White **	3,193,021	3,158,838	3,430,055	3,493,504	3,591,860	3,707,320	3,788,390	3,842,090	3,886,920	3,927,960
Nonwhite **	729,378	1,058,137	1,350,698	1,802,982	2,010,380	2,197,100	2,349,640	2,494,980	2,647,720	2,801,540
<b>Selected Age Groups:</b>										
0-4	344,573	272,274	364,988	353,393	371,970	380,240	401,380	412,700	415,330	418,840
5-19	1,170,508	1,054,505	940,288	1,139,572	1,204,250	1,221,100	1,206,840	1,235,470	1,269,820	1,312,850
20-44	1,321,781	1,645,037	2,046,144	1,978,806	1,946,650	1,954,330	2,000,270	2,048,110	2,146,400	2,202,610
45-64	785,840	849,550	914,989	1,225,408	1,434,510	1,619,700	1,670,910	1,637,350	1,538,530	1,481,330
65+	299,697	395,609	514,344	599,307	644,870	729,050	858,630	1,003,450	1,164,570	1,313,880
Total	3,922,399	4,216,975	4,780,753	5,296,486	5,602,240	5,904,420	6,138,030	6,337,070	6,534,640	6,729,510
Total Household Population	3,817,618	4,122,547	4,666,897	5,162,430	5,455,706	5,741,639	5,966,387	6,158,217	6,344,632	6,524,637
Total Households	1,174,933	1,460,865	1,748,991	1,980,859	2,108,975	2,244,200	2,361,700	2,462,225	2,560,425	2,651,600
Average Household Size	3.25	2.82	2.67	2.61	2.59	2.56	2.53	2.50	2.48	2.46
<b>Labor Force:</b>										
Total Population 16+	2,686,051	3,214,000	3,736,830	4,085,942	4,355,810	4,649,630	4,854,740	5,022,050	5,183,110	5,348,900
In Labor Force	1,655,695	2,108,296	2,639,896	2,769,525	2,924,900	3,129,610	3,263,580	3,330,250	3,378,870	3,437,380
% in Labor Force	61.6	65.6	70.6	67.8	67.1	67.3	67.2	66.3	65.2	64.3

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, on the next page, 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 or Latino Origin for Maryland: April 1, 2000 to July 1, 2006								
Race, and Hispanic or Latino Origin	Population Estimates							April 1, 2000
	July 1, 2006	July 1, 2005	July 1, 2004	July 1, 2003	July 1, 2002	July 1, 2001	July 1, 2000	Estimates Base *
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
One race	98.5%	98.5%	98.6%	98.6%	98.6%	98.7%	98.7%	98.7%
White	63.6%	64.0%	64.4%	64.8%	65.2%	65.5%	65.9%	66.0%
Black	29.5%	29.3%	29.1%	28.9%	28.7%	28.5%	28.3%	28.3%
AIAN	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%
Asian	4.9%	4.8%	4.7%	4.5%	4.4%	4.2%	4.1%	4.1%
NHPI	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
Two or more races	1.5%	1.5%	1.4%	1.4%	1.4%	1.3%	1.3%	1.3%
<b>NOT HISPANIC OR LATINO ORIGIN</b>	<b>94.0%</b>	<b>94.3%</b>	<b>94.6%</b>	<b>94.9%</b>	<b>95.2%</b>	<b>95.4%</b>	<b>95.7%</b>	<b>95.7%</b>

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



Per 2006 statistics from the Maryland Department of Business and Economic Development, on average 96.4 percent of the 3 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 2008 to utilize these outstanding vessels for disseminating information. Finally, Maryland continues to be an emerging employment market and nearly 24,000 additional jobs have been added between July 2006 and June 2007 to Maryland's business payrolls (source: <http://www.dllr.state.md.us/lmi/mlr/junetren.htm>).

Drive times in both the morning and the afternoon represent some of the busiest on Maryland's roadways. As in the past, commuters will continue to be one of the primary targets for the MHSO's messaging during FFY 2008.

## **Political Status**

Perhaps the biggest change facing the State of Maryland since the FFY 2007 application for highway safety funds is the change in administration. During the 2006 gubernatorial election, the incumbent, Robert L. Ehrlich, Jr., lost the contest and was replaced by Martin O'Malley, the former Mayor of Baltimore. Since that time, there has been significant transition within various statewide agencies, including but not limited to the naming of a new Superintendent of the MSP and a new Secretary of Transportation.

In addition to the gubernatorial election, a new State Comptroller and Attorney General were chosen, as well as numerous other state legislators. The State's leadership took a decided turn toward the Democratic Party but the full impact of the various changes has yet to be felt.

## **Major State Issues**

One of the main issues stemming from this change in administration was a need to begin reworking the various committees and EATs created during the SHSP process. Support had been garnered at the top of many leading transportation, enforcement, and public health agencies and the process of beginning anew poses both new challenges and new opportunities. Maryland's State Highway Administrator, Neil Pedersen, and Secretary of Transportation, John D. Porcari, have begun the process of reaching out to new potential members of the SHSP Executive Council and are rapidly securing new support for the SHSP. In the meantime, many EATs are continuing the invaluable work towards making Maryland's roads and highways safer.

As with past years, potential legislative changes and demands pose a significant threat to highway safety efforts. As with past years, the threat of a repeal of the motorcycle helmet use law by adults or any legislation that could cause the loss of Maryland's primary front-seat safety belt law would have a negative impact to the State's injury and fatality numbers. No legislation that would impede the planning, development or implementation of Maryland's highway safety programs is anticipated but Maryland will be seeking a number of important legislative changes to its safety belt laws, child passenger safety laws, and impaired driving laws, among others.

Finally, the MHSO has faced a number of challenging staff departures during FFY 2007, namely the former T-SAFE Program Coordinator and the former Occupant Protection Program Coordinator. Accommodations were made to fill these two positions, resulting in openings in the Communications Coordinator position as well as that of the Pedestrian, Bicycle, and Older Driver Program Coordinator. These two positions are being covered in the interim but a major goal of the MHSO will be to fill the openings on a permanent basis within early FFY 2008.

Finally, the MHSO and all of its employees and grantees continue to be subject to certain travel restrictions that have limited, but not yet inhibited, representation at essential out-of-state meetings and trainings.

# Performance Plan

## Problem Identification Process & Data Sources

To determine traffic fatality and injury trends, as well as Maryland's overall highway safety status, crash data for the preceding years are collected and analyzed. Until 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 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

Beginning in FFY 2004, the MHSO worked 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 included 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))

As a result, the NSC annually provides the following data to all 23 local CTSPs, in an effort to better focus programming efforts:

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

This data is analyzed for trends and substantial deviations from these trends. Inter-jurisdictional comparisons and comparisons with regional and national data are also used in the identification process. Ultimately, the data is used to determine target areas for action in each jurisdiction, countermeasures for which are enumerated in the CTSP Project Agreements (PA) for FFY 2008.

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

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, the NHTSA establishes national priority program areas for the states to follow. However, each state is given the ability to adjust their priority areas using their own state and local data. Impaired driving prevention and occupant protection will continue to be the lead program priorities for Maryland's highway safety program in FFY 2008. Data Enhancement has assumed the third priority during the grant year and Maryland continues to strive for automated mobile reporting capabilities and real-time data capture. In addition, Maryland seeks to enhance the accessibility to this data for highway safety partners. Real-time data and subsequent analysis of this data will ultimately allow Maryland to make significant programmatic adjustments to achieve the results desired by the MHSO and its highway safety partners. A more efficient and effective use of funding would allow the targeting of those populations most at risk not only in the areas of occupant protection and impaired driving prevention, but also pedestrian/bicycle, school zone safety, aggressive driving prevention, motorcycle safety, inattentive driving prevention, and those programs administered for general driver safety. The following listing identifies Maryland's top priority traffic safety areas during FFY 2008:

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

An overall goal has been established for Maryland's highway safety program for FFY 2008 and several objectives have also been identified as being critical to the program's success. Individual program and general area objectives have also been set for the various priority program areas as well. Objectives have been broken down into two categories: Impact Objectives, which focus on the crash data, and Administrative Objectives, which focus on the countermeasures used to address the problems and issues identified by data. Each program area has its own set of Impact and Administrative Objectives. The general areas, such as Police Traffic Services, use a general set of overall Impact Objectives, but have their own set of Administrative Objectives. The overall Impact Objectives are listed below.

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

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

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

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

<b>OVERALL IMPACT OBJECTIVES</b>
<ul style="list-style-type: none"> <li>• To decrease the total number of crashes from 101,888 in 2006 to 97,598 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 99,720 crashes.</b></li> </ul> </li> <li>• To decrease the total number of fatal crashes from 593 in 2006 to 570 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 581 fatal crashes.</b></li> </ul> </li> <li>• To decrease the total number of injury crashes from 35,864 in 2006 to 32,940 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 34,371 injury crashes.</b></li> </ul> </li> <li>• To decrease the total number of fatalities from 651 in 2006 to 625 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 638 fatalities.</b></li> </ul> </li> <li>• To decrease the total number of injuries from 53,615 in 2006 to 46,763 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 50,072 injuries.</b></li> </ul> </li> <li>• To reduce the overall crash rate per 100M VMT from the 2006 rate of 179.96 to 163.39 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 171.48 crashes per 100M VMT.</b></li> </ul> </li> <li>• To reduce the fatal crash rate per 100M VMT from the 2006 rate of 1.05 to 1.01 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 1.03 fatal crashes per 100M VMT.</b></li> </ul> </li> <li>• To reduce the injury crash rate per 100M VMT from the 2006 rate of 63.35 to 55.15 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 59.10 injury crashes per 100M VMT.</b></li> </ul> </li> <li>• To reduce the fatality rate per 100M VMT from the 2006 rate of 1.15 to 1.12 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 1.13 fatalities per 100M VMT.</b></li> </ul> </li> <li>• To reduce the injury rate per 100M VMT from the 2006 rate of 94.70 to 78.29 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 86.10 injuries per 100M VMT.</b></li> </ul> </li> <li>• To reduce the overall crash rate per 100K Population from the 2006 rate of 1,814.25 to 1,703.99 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 1,758.25 crashes per 100K Population.</b></li> </ul> </li> <li>• To reduce the fatal crash rate per 100K Population from the 2006 rate of 10.56 to 10.14 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 10.35 fatal crashes per 100K Population.</b></li> </ul> </li> <li>• To reduce the injury crash rate per 100K Population from the 2006 rate of 638.60 to 575.10 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 606.02 injury crashes per 100K Population.</b></li> </ul> </li> <li>• To reduce the fatality rate per 100K Population from the 2006 rate of 11.59 to 11.13 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 11.36 fatalities per 100K Population.</b></li> </ul> </li> <li>• To reduce the injury rate per 100K Population from the 2006 rate of 954.68 to 816.44 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 882.86 injuries per 100K Population.</b></li> </ul> </li> </ul>

Each program area has been assigned 15 Impact Objectives that have been developed based on progress in the previous five-year period. For example, if aggressive driving crashes decreased by three percent in the past five years, then the objective for the following five-year period would be a decrease of another three percent. Conversely, if impaired driving crashes increased by eleven percent over the past five years, then the five-year average is used as the measure. In every case, there has been a decrease and an appropriately sound measure 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 SHSP. Interim goals for calendar year 2008 are included to help monitor the progress toward achieving these objectives.

## State of the State

In 2006, 652 people were killed in the 101,889 police-reported traffic crashes in Maryland, while 53,615 people were injured and 65,431 crashes involved property damage only. In total, 429 drivers (352 vehicle drivers and 77 motorcycle operators), 102 pedestrians and bicyclists, and 120 passengers were killed on Maryland highways. On average, one person was killed every 13.5 hours, 147 people were injured each day (6 injuries every hour), and 279 police-reported traffic crashes occurred every day.

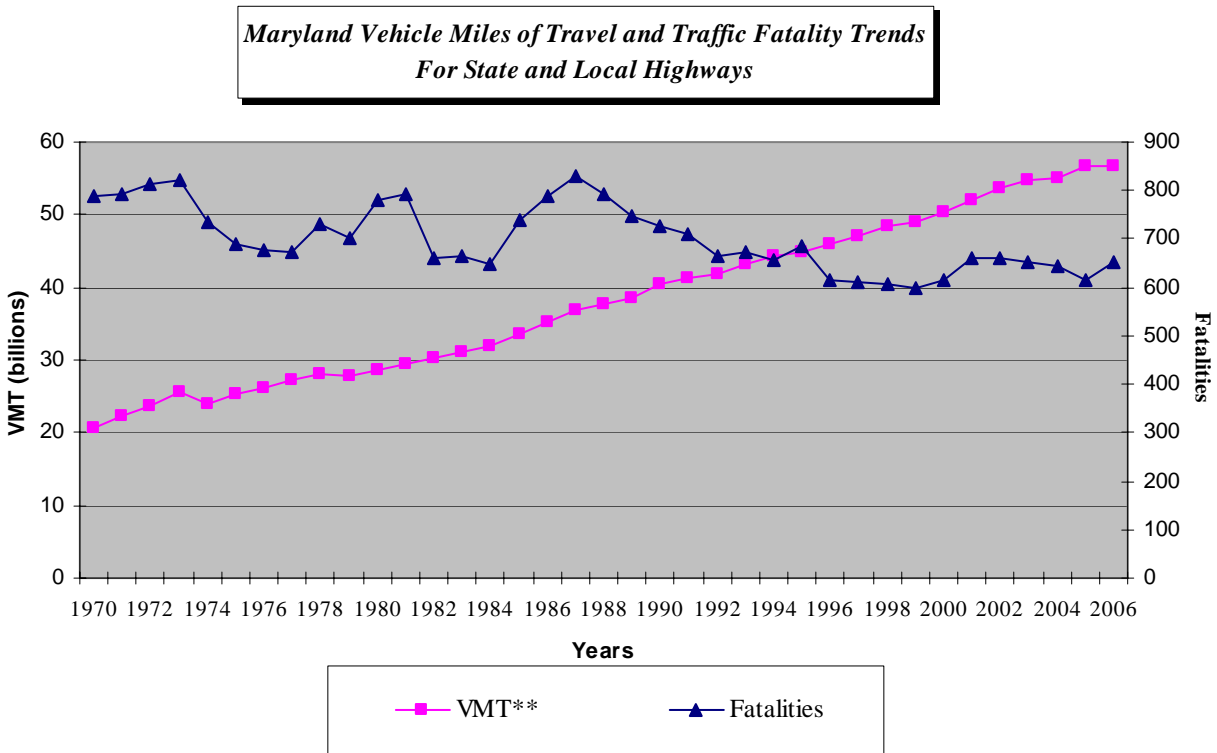
TABLE 5 – Statewide Total Crashes, Injury Crashes, Fatal Crashes, Injuries & Fatalities

<b>Statewide Crashes</b>							
	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>5 Year Average</b>	<b>% All Crashes</b>
Total Number Injured	59,517	58,118	57,409	55,287	53,615	56,789	
Total of All Fatalities	661	651	643	614	652	644	
Property Damage Only	65,362	69,824	66,105	65,488	65,431	66,442	63.6
Injury Crashes	38,875	38,710	37,422	36,543	35,864	37,483	35.9
Fatal Crashes	606	596	576	577	594	590	0.6
Total Crashes	104,843	109,130	104,103	102,608	101,889	104,514	100.0

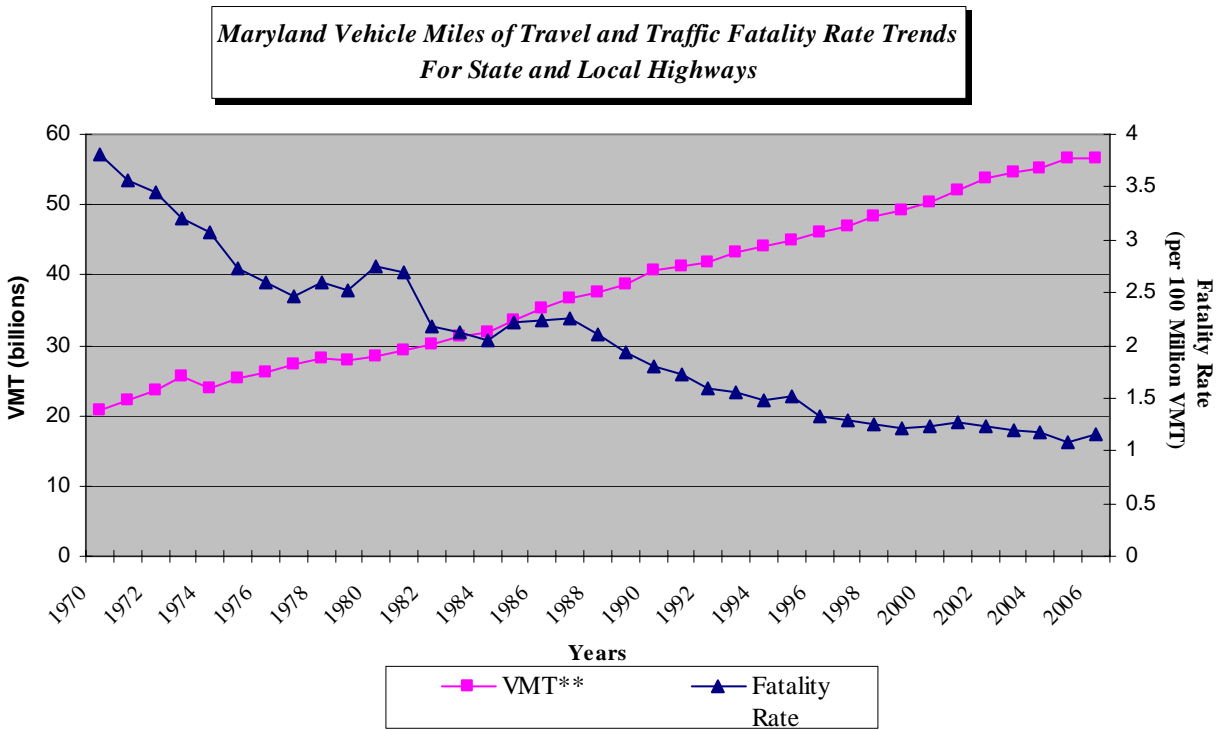
Source: Maryland State Highway Administration, FISS

There were decreases in every sub-category of crashes, except fatal. Over the past year, total crashes decreased by 719 and injury crashes and total injuries decreased by 679 and 1,672, respectively. The largest decrease was seen in total injuries, which decreased by 3 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 2006 was no exception. Finally, the total injury crashes decreased in 2006, and property crashes also decreased. Total VMT decreased by slightly less than 1% to 56.6 billion in 2006. Despite the decrease 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 6, 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 – 2002 through 2006. 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, inattentive, young and older driver crashes suffered more fatal 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 6 – Statewide Crashes, Injuries & Fatalities by Program Area

	2002	2003	2004	2005	2006	5 Yr Avg
<b>TOTAL CRASHES*</b>						
<b>Inattentive Driving</b>	44,131	47,969	44,972	32,229	27,830	39,426
<b>Young Driver (age 16-20)</b>	22,430	22,354	20,882	20,316	19,857	21,168
<b>Older Driver (65 &amp; above)</b>	10,620	10,600	10,226	10,167	10,364	10,395
<b>Alcohol/Drug Impaired Driving</b>	8,774	8,719	8,556	8,475	8,712	8,647
<b>Aggressive Driving</b>	3,183	3,912	3,909	5,651	6,252	4,581
<b>Pedestrian</b>	2,946	3,131	2,843	2,955	2,960	2,967
<b>Motorcycle Involved</b>	1,258	1,323	1,570	1,749	1,804	1,541
<b>Pedalcycle</b>	904	847	875	775	794	839
<b>INJURIES*</b>						
<b>Inattentive Driving</b>	26,868	27,200	26,523	17,405	14,177	22,435
<b>Young Driver (age 16-20)</b>	15,300	14,373	13,927	13,281	12,565	13,889
<b>Older Driver (65 &amp; above)</b>	7,821	7,517	7,202	6,909	7,125	7,315
<b>Alcohol/Drug Impaired Driving</b>	5,570	4,869	4,886	4,851	5,068	5,049
<b>Aggressive Driving</b>	2,421	2,745	2,861	4,060	4,505	3,318
<b>Pedestrian</b>	2,737	2,925	2,631	2,755	2,765	2,763
<b>Motorcycle Involved</b>	1,165	1,235	1,416	1,599	1,701	1,423
<b>Pedalcycle</b>	757	676	705	655	671	693
<b>FATALITIES*</b>						
<b>Alcohol/Drug Impaired Driving</b>	167	156	215	201	241	196
<b>Inattentive Driving</b>	201	173	187	73	51	137
<b>Young Driver (age 16-20)</b>	135	146	122	113	111	125
<b>Older Driver (65 &amp; above)</b>	108	108	104	96	112	106
<b>Pedestrian</b>	101	119	96	103	97	103
<b>Motorcycle Involved</b>	52	58	68	88	87	71
<b>Aggressive Driving</b>	71	62	58	62	88	68
<b>Pedalcycle</b>	7	6	12	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.

Programmatic and fiscal proposals for FFY 2008 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 continued to collaborate with the NSC to improve the problem identification process for FFY 2008. 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 6,690 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.

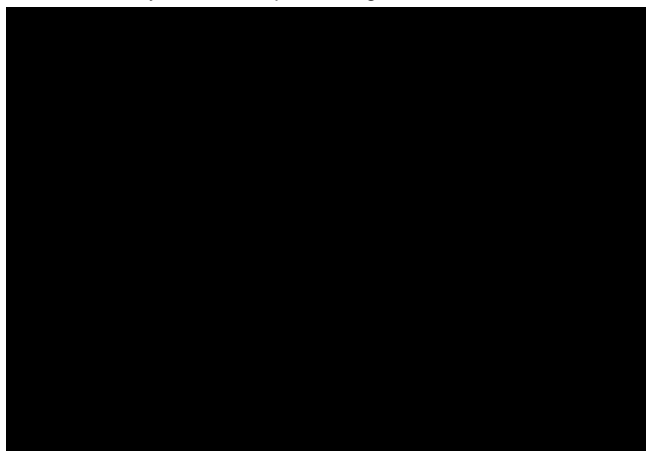
TABLE 7 – 2006 Distribution of Total Hospital Charges, Percents & Percentiles

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

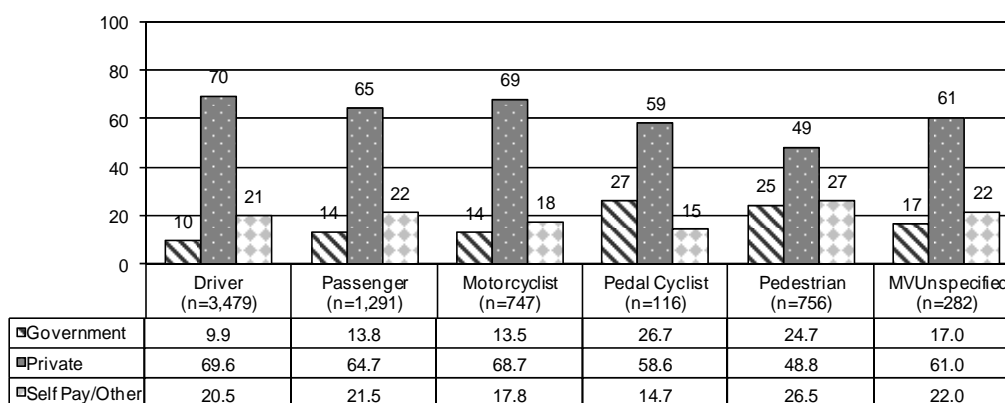
When combined across all hospital visits in Maryland, drivers and passengers accounted for two-thirds of all motor vehicle related hospital charges (49.0% and 16.8%, respectively). Yet motorcyclists and pedestrians accumulated the highest median hospital charges per hospital visit (\$7,682 and \$7,182, 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 (27%), and pedestrians had the highest percentage of self-payers (26%).

## **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 74,181 outpatient ambulatory care visits in 2005\*, after involvement in a motor vehicle crash.

TABLE 8 – 2005 Distribution of Total ED Charges, Percents & Percentiles

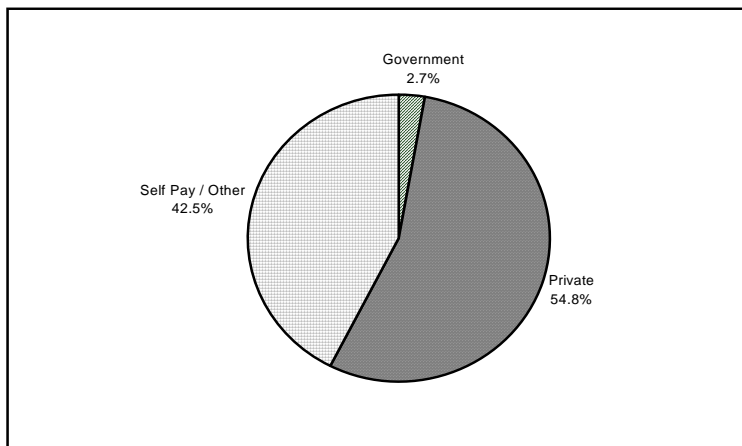
Mechanism	Number	Charge (\$ in 1,000s)	Percent (%)	Percentile (\$)		
				25th	Median	75th
Driver	42,533	14,142	59.0	154	256	393
Passenger	20,077	6,183	25.8	141	236	365
Motorcyclist	1,790	901	3.8	250	375	618
Pedalcyclist	459	227	0.9	218	352	650
Pedestrian	2,561	1,348	5.6	230	364	627
Unspecified	3,392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

Source: NSC

\*2006 Ambulatory care data not available at press time

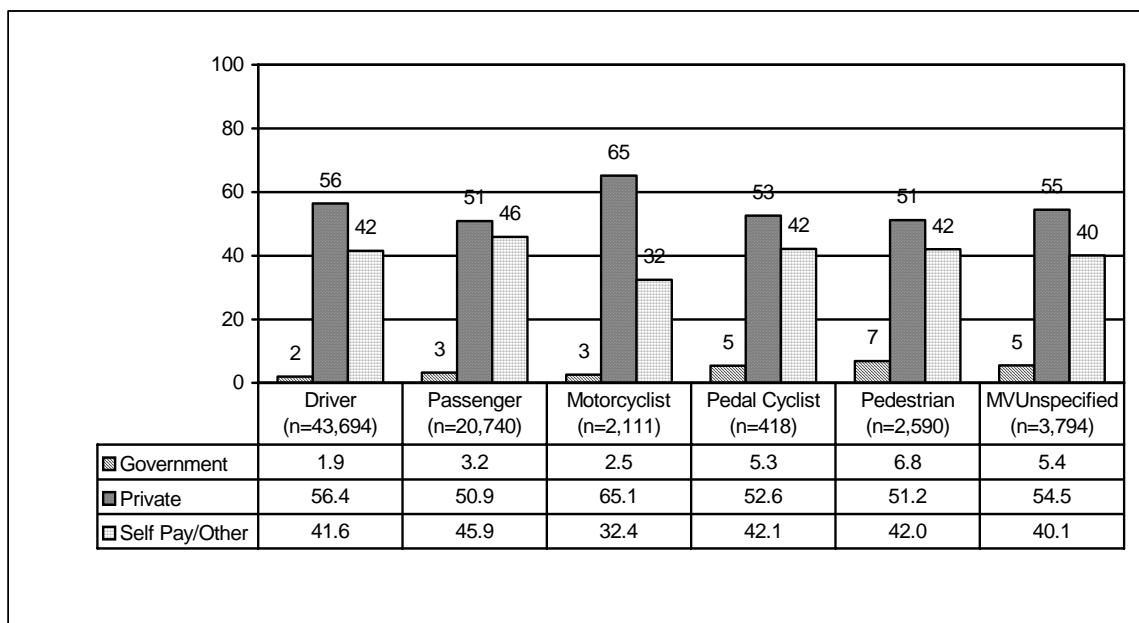
The distribution of ED charges (not including professional fees) among persons injured in a motor vehicle crash is displayed in the chart above. Motor vehicle crashes accounted for nearly \$28 million in ED charges in 2005. This, when combined with in-patient charges, brings the total in excess of \$110 million. Here, drivers and passengers accounted for nearly 85% of the total (58.1% and 26.4%, respectively). Once again, motorcyclists and pedestrians had the highest median charges per visit (\$419 and \$402, respectively).

GRAPH 5 – 2005 Principal Source of Payment of Ambulatory Care



Source: NSC

GRAPH 6 – 2005 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 (6.8%), 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 46%), and motorcyclists were most likely to be covered by private insurance.

## EMERGENCY MEDICAL SERVICE 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 9 – 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

Mechanism	Number	Percent (%)
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 2004 Maryland Trauma Registry, a total of 5,997 persons were admitted to a trauma center for injuries sustained in a motor vehicle crash. The majority of these patients were drivers (54%) and passengers (21%). 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 2005. Each citation identifies a violation of the state transportation article. Through October, more than one million citations had been issued throughout the state. More than a third were issued to motorists due to a speeding violation, and another 11% were issued for improper seatbelt use. The violator was found guilty (either through payment of the fine or through the court system) in a majority of the cases (86%) and for two-thirds of those cited for speeding violations.

TABLE 10 – Top Ten Types of Traffic Citations, 2005

Rank	Type	Number	% Guilty
1	Speeding	384,629	67
2	Improper belt use	130,949	86
3	Expired registration	73,533	61
4	Driving Under the Influence (DUI) or Driving While Intoxicated (DWI)	55,738	11
5	Failure to carry registration card	53,297	68
6	Suspended / revoked license	51,774	16
7	Registration violation (with canceled registration)	45,451	33
8	Failure to obey traffic control device	43,375	58
9	Failure to carry license	39,241	59
10	Driving without required license and authorization	29,718	32
Total		907,705	59

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 11 – Citation Type by Court Disposition, 2005

Type	Guilty	Not Guilty	Probation Before Judgment	Dismissed	Nol Pross	Jury Trial	Merge with Other Citation	Fail to Appear	Inactive Docket
Speeding	257,666	14,094	69,654	5,985	6,440	501	210	25,751	4,091
Belt Use	112,693	1,409	1,218	903	2,336	168	138	11,471	545
DWI/DUI	6,232	1,021	9,119	128	25,958	3,823	524	3,212	5,250

Source: NSC

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

# Highway Safety Plan

## Program Area Details

Throughout FFY 2008, 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 Cost Summary section identifies the specific planned uses of the various grant funds in FFY 2008. 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 12 – Crash Summary: Driver Involved Alcohol or Drug Impaired \*

	2002	2003	2004	2005	2006	5-Year AVG.	5-Year Statewide %
<b>Fatal Crashes</b>	154	140	183	184	214	175	0.6
<b>Injury Crashes</b>	3,535	3,198	3,142	3,124	3,236	3,247	35.9
<b>Property Damage Only</b>	5,085	5,381	5,231	5,167	5,262	5,225	63.6
<b>Total Crashes</b>	8,774	8,719	8,556	8,475	8,712	8,647	100.0
<b>Total of All Fatalities</b>	167	156	215	201	241	196	
<b>Total Number Injured</b>	5,570	4,869	4,886	4,851	5,068	5,049	

Over the past five years, an average of 8,647 impaired driving crashes has occurred annually on Maryland's roadways. On average, 196 people have lost their lives each year. This loss of life represents nearly 30% of all of Maryland's traffic fatalities. In addition, an average of 5,049 people has been injured annually, accounting for nearly 9% of all of Maryland's traffic injuries.

- **AGE** – Drivers 21 to 24 account for 17% of total drivers involved in impaired crashes, compared to 9.7% for statewide crashes.
- **GENDER** – Men are significantly over-represented in impaired driving, comprising 74.2% of all drivers involved in total crashes, 76.2% of driver injuries and 84.5% of driver fatalities.
- **MONTH** – Total and injury crashes exhibit similar trends as total statewide crashes. Nonetheless, more fatal crashes occur in September and August.
- **DAY OF WEEK** – A higher percentage of total and injury crashes occur on Saturday, while more fatal crashes occur on Sunday.
- **TIME OF DAY** – More total, injury and fatal crashes occur between 8:00 pm and 4:00 am than any other time of day. About 30.8% of total and 33.7% of fatal crashes occur between midnight and 4:00 am.
- **ROAD TYPE** – The total, injury, and fatal crash trends are similar to the statewide crash trends. More total crashes occur on state and county roads, injury and fatal crashes occur more often on state roads.
- **COUNTY** – Harford County is slightly over-represented in total crashes, while Baltimore City is under-represented. Charles County is over-represented in fatal crashes.

### IMPACT OBJECTIVES

- To decrease the total number of crashes from 8,556 in 2004 to 8,173 in 2010.
  - **2008 goal is 8,362 crashes.**
- To decrease the total number of fatal crashes from 183 in 2004 to 176 in 2010.
  - **2008 goal is 179 fatal crashes.**

- To decrease the total number of injury crashes from 3,142 in 2004 to 2,505 in 2010.
  - **2008 goal is 2,805 injury crashes.**
- To decrease the total number of fatalities from 215 in 2004 to 206 in 2010.
  - **2008 goal is 211 fatalities.**
- To decrease the total number of injuries from 4,886 in 2004 to 3,746 in 2010.
  - **2008 goal is 4,278 injuries.**
- To reduce the overall crash rate per 100M VMT from the 2004 rate of 15.52 to 13.21 in 2010.
  - **2008 goal is 14.32 crashes per 100M VMT.**
- To reduce the fatal crash rate per 100M VMT from the 2004 rate of 0.33 to 0.32 in 2010.
  - **2008 goal is 0.33 fatal crashes per 100M VMT.**
- To reduce the injury crash rate per 100M VMT from the 2004 rate of 5.70 to 4.05 in 2010.
  - **2008 goal is 4.80 injury crashes per 100M VMT.**
- To reduce the fatality rate per 100M VMT from the 2004 rate of 0.39 to 0.37 in 2010.
  - **2008 goal is 0.38 fatalities per 100M VMT.**
- To reduce the injury rate per 100M VMT from the 2004 rate of 8.86 to 6.05 in 2010.
  - **2008 goal is 7.33 injuries per 100M VMT.**
- To reduce the overall crash rate per 100K Population from the 2004 rate of 153.94 to 137.75 in 2010.
  - **2008 goal is 145.62 crashes per 100K Population.**
- To reduce the fatal crash rate per 100K Population from the 2004 rate of 3.29 to 3.16 in 2010.
  - **2008 goal is 3.23 fatal crashes per 100K Population.**
- To reduce the injury crash rate per 100K Population from the 2004 rate of 56.53 to 42.22 in 2010.
  - **2008 goal is 48.85 injury crashes per 100K Population.**
- To reduce the fatality rate per 100K Population from the 2004 rate of 3.87 to 3.72 in 2010.
  - **2008 goal is 3.79 fatalities per 100K Population.**
- To reduce the injury rate per 100K Population from the 2004 rate of 87.91 to 63.14 in 2010.
  - **2008 goal is 74.50 injuries per 100K Population.**

#### ADMINISTRATIVE OBJECTIVES

- To oversee and document police involvement across the State in the *Checkpoint Strikeforce* Campaign for the duration of the grant year.
- To hold at least 100 sobriety checkpoints by September 30, 2008.
- To have statewide law enforcement agencies make at least 26,000 impaired driving arrests by September 30, 2008.
- To make at least 50,000 impaired driving enforcement contacts during the *Checkpoint Strikeforce* Campaign by September 30, 2008.
- To distribute at least 100,000 pieces of impaired driving educational material by September 30, 2008.
- To make 6,000,000 media impressions by September 30, 2008.
- To hold 4 *Impaired Driving Coalition (IDC)* meetings by September 30, 2008.
- To conduct at least 1 educational workshop for Maryland judges by September 30, 2008.

Maryland's overall Impaired Driving Prevention Program is funded from Section 402, 410, and 148 monies. A total of \$1,162,900 was granted to this program area for FFY 2008, in addition to \$400,000 in State 148 funds. In addition, a total of \$994,200 was matched by grantee agencies, for a grand total of \$2,557,100 in funds to be spent on the Impaired Driving Prevention Program in FFY 2008. Costs associated with the Impaired Driving Program Coordinator are covered in this area.

In FFY 2008, the MHSO will partner for a fourth year with Virginia and the District of Columbia (DC) in the tri-jurisdictional *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, and the Salisbury market on Maryland's Eastern Shore. The efforts of this Campaign, while supportive of the regional law enforcement and educational program, are independent of neighboring states and are complimentary of the MHSO's overall impaired driving prevention program and messaging. Continued coordination of the Campaign message and materials will carry on throughout FFY 2008 in order to maintain a year-long comprehensive program to increase awareness of enforcement efforts, and the consequences of impaired driving from a legal, health and emotional perspective.

In FFY 2008, the MHSO will purchase \$400,000 of paid media for the statewide *Checkpoint StrikeForce (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 for the NHTSA Region III's law enforcement campaign and will target Maryland-specific issues. Media spots will be placed during the high visibility enforcement periods, and other seasonally important periods. The evaluation plan for these campaigns will include the number of spots purchased, the time of day the media placements air, the stations carrying the spots, the target demographic for the announcement, and the number of media impressions made.

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 2008. This plan encourages small police agencies to coordinate with larger ones in order to participate in *CPSF*. This plan pools resources among various departments in a given county - typically two to four different agencies - to carry out a saturation patrol or sobriety checkpoint. The plan also identifies joint enforcement teams in each county throughout Maryland. These teams are called "projects" and each project is asked 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 increase the total number of operations carried out statewide during FFY 2008 and in turn provide more opportunities to reach our target audience through direct contact with the law. This is an important component of the overall campaign as focus group results of this population revealed that males ages 18- 34 are not phased by advertising efforts because they do not believe they will have contact with the law.

In FFY 2008, the MHSO will continue to serve as the lead agency with regard to statewide impaired driving prevention efforts. Maryland's *Impaired Driving Coalition (IDC)*, facilitated and supported by the MHSO, meets quarterly and is aimed at providing networking possibilities for advocates, organizations, agencies and businesses having an interest and

desire in making a contribution in the field of impaired driving prevention. The *IDC* will continue to consist of a diverse membership, including state agencies, local agencies, 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 the impaired driving area. In compliance with the organizational structure developed by the coalition in FFY 2005, the *IDC* will continue to work in the following Sub-Committees: Public Awareness, *CPSF*, Improved Practice of Law, Creating Effective Legislation, Data Collection, and Education to Prevent Impaired Driving. These committees will work to achieve the recently revised goals and objectives set in early Spring 2007 and will meet at least two times a year. The *IDC* will continue to discuss, develop, and establish an impaired driving recognition program for police agencies and carry out its annual recognition program that highlights and rewards individual officers from across the State who make the highest numbers of DUI arrests for their respective agencies. In addition, the committees and the entire coalition will work in conjunction with the SHSP Impaired Driving Emphasis Area Team in order to compliment the work identified by each group. Both groups will follow closely the results and progress of the following initiatives in order to strengthen Maryland's Impaired Driving Program: the *Task Force to Combat Driving Under the Influence of Drugs and Alcohol*, legislative analysis of state impaired driving laws, study of best practices from other states on legislative successes, needs assessment for law enforcement and judiciary.

The MHSO's *IDC* and Impaired Driving Program is a major player in the State's SHSP. Its Impaired Driving EAT began meeting in July 2006, as part of Maryland's Strategic Highway Summit. Since that time the EAT has established 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. In addition, the EAT agreed on exploring a more effective and better coordinated enforcement and media campaign to increase awareness of impaired driving. At this time, the decision has been made to integrate the EAT into the State's existing *IDC*. Therefore, existing membership will grow to include the following agencies: MVA, SHA. In addition, the MHSO grants funds to the following agencies, whose projects are related to the SHSP: Local Law Enforcement/Statewide *Impaired Driving Enforcement*, Howard, Harford, and Anne Arundel Counties DUI/Drug Courts, Maryland Institute for Emergency Medical Support Services – *Adult & Youth PI&E Campaign*, Washington Regional Alcohol Program – *Impaired Driving: Adult & Youth PI&E Programs and Impaired Driving Laws Evaluation Assessment*, among others.

Major initiatives for FFY 2008 will include a second Judges' Training, sponsored and supported the MHSO, the Maryland Drug Treatment Commission and the Century Council; Prosecutors' Training, 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 as request the participation of a high level government official to serve as Honorary Chair of the *IDC*. The Impaired Driving Coordinator has been asked to serve as lead staff for the statutorily established *Task Force to Combat Driving Under the Influence of Drugs and Alcohol*. This Task Force will be chaired by Neil Pedersen, State Highway Administrator and Governor's Highway Safety Representative. This Task Force will evaluate the overall impaired driving program and submit recommendations to strengthen the impaired driving program in Maryland.

In addition in FFY 2008, 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 Residents (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 4<sup>th</sup> holiday and more than 150 free rides were provided to potentially impaired drivers during the pilot. The program will be available for three holidays throughout the FFY 2008, beginning with the New Year's holiday in 2008. 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. Anything over \$50 must be paid by the *Tipsy?Taxi!* passenger(s). 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 DUI 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. They will meet frequently with their team, consisting of a judge, probation monitor, treatment personnel, and their supervising officer. These meetings are likely to be weekly in the first phase and less frequent in the second and third phases. Participants will be tracked for one year following discharge to assess recidivism, drug use, and social functioning.

### **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 local 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 Coordinator. Additionally, the MHSO Law Enforcement Program Coordinator will work closely with newly formed checkpoint task forces across the state, providing them

technical support as well as facilitating instruction in the form of Checkpoint Manager's training to police supervisors. Best practices of previous pilot projects and innovative operations will be shared across the state, 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 assists officers in identifying strategies for dealing with circumstances that might otherwise discourage the arrest of an impaired driver.

### **Maryland Institute for Emergency Medical Services Systems – Impaired Driving EMS Media**

- State agency
- Target audience – 21-44 year old males
- Target area – State of Maryland

The main goal of this program is reduce the incidence of impaired driving through a statewide mass media campaign, specifically focusing on television and public events. The project will target young males in their early 20s and into their 40s as impaired driving crash data indicates a rise in the target group's age. The campaign will use a multi-faceted approach to increase awareness of the impaired driving problem and its consequences. Partnering with many State and local agencies, the campaign will use television Public Service Announcements (PSA) as the medium as well as an internet based program, television interviews, and public events to convey the message. The project is seeking statewide impact, reaching urban and rural communities, especially those over represented in impaired driving crashes (Central, Southern and Eastern Shore Counties).

### **Maryland State Police – Impaired Driving Enforcement**

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

The main goal of this program is to maintain a coordinated statewide Drug Recognition Expert (DRE) effort. Currently in Maryland there are 110 certified DREs employed by state, county and local police agencies. This program is coordinated by the MSP who maintain officer certification information as well as evaluation data and current drug-impaired driving arrest trends. Additionally the MSP's state coordinator is responsible for providing training for new DRE candidates and maintaining an informational network of national drug trends. This program supports the statewide chemical testing of evidentiary blood kits obtained by DREs from impaired driving arrests. A statewide notification and paging system continues to operate to improve call-out capabilities.

### **Maryland State's Attorneys' Association – Traffic Safety Resource Prosecutor**

- State agency
- Target audience – Prosecutors, Judges & Law Enforcement
- Target area – State of Maryland

The Traffic Safety Resource Prosecutor (TSRP) will provide critical support in enhancing the capability of the State's Prosecutors to effectively prosecute DUI/DWI cases. Further outcomes of this project will include assessing training needs, developing and providing training programs for prosecutors, and law enforcement officers, working closely with the State Judicial Educator for interaction and training with judges, and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases. Productive police/prosecutor relations will play a key role in the successful adjudication of major traffic offenses including cross training on all aspects of highway related cases including, educating a prosecutor on the nature of an officer's job on the street as well as police officers on the elements of a complete and proper courtroom presentation. The TSRP will also provide continual, progressive legal assistance, support, and

information to prosecutors on impaired driving cases. The TSRP will also be tasked with improving the coordination between law enforcement, state's attorneys, judges, the MHSO, and other highway safety professionals. Innovative approaches to the prosecution and adjudication of impaired driving cases will be accomplished by annual outreach to judges and prosecutors.

**Mothers Against Drunk Driving – Court Monitoring**

- Non-profit
- Target audience – Judges, Prosecutors, Law Enforcement, Defense Bar, including Public Defenders
- Target area – Anne Arundel, Baltimore, Montgomery & Prince George’s Counties

This project would serve as a tool to observe the DWI/DUI criminal justice system and create accountability. It would focus on forming strong strategic alliances with law enforcement, judges, prosecutors, and the defense bar, including public defenders across the State of Maryland. It would follow a national model used by MADD across the states.

**Washington Regional Alcohol Program – Impaired Driving Outreach**

- Non-profit
- Target audience – General public
- 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. Maryland’s contribution to this effort will be \$400,000. WRAP will provide support for the DUI Law Enforcement Awards and *Maryland Remembers* event in December.

In the works is an extension of this project, one that will review and provide a comprehensive review of Maryland’s Impaired Driving laws and policies, and provide comparative analysis of Maryland’s laws to other states, the impact of current laws since their inception, how the judiciary and law enforcement processes and policies benefit from or are hindered by administrative vs. motor vehicle law. This project is intended to support the work of the Impaired Driving Coalition and in retrospect support the work of the statutorily established *Task Force to Combat Driving Under the Influence of Drugs and Alcohol*.

**IMPAIRED DRIVING PREVENTION: PROJECT BUDGET SUMMARY**

Project Number	Project Title	Budget	Budget Source
08-011	Tipsy? Taxi!	\$34,100	Section 410
08-027	Impaired Driving Outreach	\$566,200	Sections 410 / 148
08-028	Impaired Driving Enforcement	\$402,000	Sections 410 / 148
08-029	Impaired Driving Prevention – PR	\$100,000	Section 410

	Campaign (EMS)		
08-067	Maryland DUI/Drug Court - Harford County	\$60,000	Section 410
08-068	Maryland DUI/Drug Court - Howard County	\$71,600	Section 410
08-069	Maryland DUI/Drug Court – Anne Arundel County	\$71,200	Section 410
08-TBD	MADD – Court Monitoring	\$123,000	Section 410
08-TBD	Traffic Safety Resource Prosecutor	TBD	TBD
<b>402 Total *</b>		<b>\$85,600</b>	
<b>Total All Funds *</b>		<b>\$1,562,900</b>	

\*Total includes administrative and programmatic funds (not listed).

## **OCCUPANT PROTECTION**

In 2006, 212 vehicle drivers and occupants who were killed in fatal crashes (47.4%) were reported as not using available safety equipment (seat belts, child safety seats, and booster seats). Using NHTSA research regarding the effectiveness of seat belts and child safety seats, nearly half of those killed could have been saved had they simply taken the time to restrain themselves and their child passengers properly.

Maryland's statewide seat belt use rate experienced a two percentage point increase to 93.1% in 2007. Passenger car drivers and front seat occupants were buckled up 94.1% of the time (up 1.7 from 2006), while the use rate for pickup truck drivers and passengers rose from 84.6% to 88.6%.

As in other areas of crash over-representation, males 18-34 continue to buckle up less than other populations, as do drivers and occupants at night. Roughly one-quarter of total crashes took place during the hours of darkness. However, nearly 40% of all **fatal** crashes took place during these same hours, indicating higher-risk driving and lower restraint use.

A trend that was noted again during this year's observational surveys was rather surprising. Many of the drivers and occupants who were marked as "not wearing" safety belts were, in fact, young women—most of whom were wearing the shoulder belt behind their back or under their arm. It was also observed that the older driver population continues to buckle up slightly less than the general population, often wearing the shoulder harness improperly.

In FFY 2008, the MHSO will use this 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 2008. Additionally, Maryland law enforcement will continue to give special attention to seat belt compliance throughout the year during regular patrols.

The following chart indicates the overall seat belt rates in counties that contain NHTSA survey sites, along with their percent change from 2006 – 2007. Although two of the counties decreased slightly, the decreases ended up not to be statistically significant—and the others increased enough to ensure that the statewide use rate increased to 93.1%. It is important to



note that Prince George's County, which experienced a nearly 13 percentage point increase from 2004-2005, which decreased by less than one percentage point in 2006, increased by 1.48 percentage points in 2007. This indicates that the continued efforts in Prince George's County—Maryland's most populous county—have paid off, and must be continued to further gains that have already been made.

	<b>2006</b>	<b>2007</b>	<b>% CHANGE</b>
ANNE ARUNDEL	93.82%	95.22%	1.40%
BALTIMORE CITY	86.45%	88.53%	2.08%
BALTIMORE COUNTY	82.02%	85.83%	3.81%
CARROLL	92.65%	90.93%	-1.72%
CHARLES & ST. MARY'S	93.64%	93.87%	0.23%
FREDERICK	94.43%	96.00%	1.57%
HARFORD	86.39%	90.20%	3.81%
HOWARD	96.93%	96.48%	-0.45%
MONTGOMERY	93.35%	96.48%	3.13%
PRINCE GEORGE'S	87.99%	89.47%	1.48%
WASHINGTON	82.76%	84.16%	1.40%

Counties which will continue to hold statewide focus (either being significantly lower than the statewide average or decreased from 2006 to 2007) include Baltimore and Washington, as well as Allegany, Calvert, Cecil, Dorchester, Garrett, Kent, Wicomico, and Worcester Counties. Therefore, these geographical areas will be a focus of the MHSO's program, in partnership with each of their respective CTSP Coordinators, Regional Law Enforcement Liaisons, and law enforcement agencies.

Based on the geographical, crash, and observational data listed above, the MHSO will work with its partners to focus its programming on the following lower-use populations in FFY 2008: young drivers (both men and women); pickup truck drivers and occupants (focusing primarily on men); and seat belt use during the nighttime hours.

<b>IMPACT OBJECTIVES</b>
<ul style="list-style-type: none"> <li>• To increase the statewide seat belt use rate from the 2000 rate of 85% to 94.5% in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 93.5%.</b></li> </ul> </li> <li>• To increase restraint use in pickup trucks to 87.5% by 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 85%.</b></li> </ul> </li> <li>• To decrease the total number of fatalities of unrestrained occupants to 65 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 60 fatalities. (achieved – therefore, set new goal)</b></li> </ul> </li> <li>• To decrease the total number of injuries of unrestrained occupants to 866 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is X injuries.</b></li> </ul> </li> </ul>

<b>ADMINISTRATIVE OBJECTIVES</b>
<ul style="list-style-type: none"> <li>• To obtain participation in the <i>Maryland Chiefs' Challenge</i> by at least 115 agencies by June, 2008.</li> <li>• To achieve 55,000 paid media airplays by September 30, 2008.</li> <li>• To develop 1 new piece of occupant protection educational material by September 30, 2008.</li> <li>• To distribute 600,000 pieces of educational material on occupant protection by September 30, 2008.</li> </ul>

- To hold 4 *Occupant Protection Task Force* meetings by September 30, 2008.
- To hold 3 *Child Passenger Safety (CPS) Advisory Board* meetings by September 30, 2008.
- To sponsor, or provide technical assistance to, at least 35 safety seat checkup events/inspections throughout the state by September 30, 2008.
- To facilitate regular contact between more than 30 CPS Technician volunteers and Maryland's 50 acute care and 3 pediatric rehabilitation hospitals by September 30, 2008.
- To hold a statewide *ED Docs and Nurses Summit* by September 30, 2008.
- To provide on-site Occupant Protection-focused SWOT (*Strengths, Weaknesses, Opportunities and Threats*) consultations with 6 hospitals by September 30, 2008.
- To conduct 2 *Transporting Children with Special Needs* workshops by September 30, 2008.

Maryland's overall Occupant Protection Program is funded from 402, 405, 406 and 148 monies. A total of \$1,255,000 was granted to this program area for FFY 2008. In addition, a total of \$525,100 was matched by grantee agencies, for a grand total of \$1,780,100 in funds to be spent on the Occupant Protection Program in FFY 2008. Costs associated with the Occupant Protection Program Coordinator are covered in this area.

In FFY 2008, the MHSO will purchase at least \$400,000 of paid media for the statewide *C/OT* Campaign. Print ads, radio, and television PSAs will continue to utilize a strong enforcement (*C/OT*) message. Once again, the primary focus for the television airtime buy will be on the young male risk-taking driver—in particular pickup truck drivers—with PSAs being played on such channels as ESPN, Spike, BET, and MTV. Evaluation of this media outreach and enforcement campaign will include a pre-Mobilization mini-observational survey in April, and the annual statewide observational seat belt use survey during the month of June to measure increases in belt use. Additionally, a comparison of fatal and injury traffic crash data, as well as enforcement data, will be performed.

In FFY 2008, Maryland's *Occupant Protection Task Force (OPTF)* will continue to be led and supported by the MHSO. This group consists of a diverse membership from State and local agencies, local CTSP Coordinators, advocacy groups, businesses, and private organizations. Special education and technical assistance are provided by agencies and groups such as the MCFSBU, Maryland Kids In Safety Seats (KISS) program, Safe Kids Maryland State Coalition (and local Coalitions and chapters), Maryland Child Passenger Safety Association (MCPSA), Maryland Chiefs of Police Association (MCPA), and MIEMSS. Additional direction will be provided by the Occupant Protection EAT of the SHSP Executive Committee. The *Maryland Child Passenger Safety Advisory Board*, co-coordinated by the MHSO, will continue to oversee Maryland's overall CPS initiatives.

The MHSO's Occupant Protection program will continue to be guided by the OPTF and its partners in the years to come. It is important to note that FFY 2007 marked the departure of Maryland's nine year Occupant Protection Coordinator, and the significant reduction in hours of the Executive Director of the MCFSBU. Although these simultaneous personnel changes create significant challenges for the program, the MHSO is confident that their new Occupant Protection Coordinator (the MHSO's former Writer & Public Relations Coordinator) will rise to the occasion with the historical and strong support of Maryland's occupant protection community. The MHSO looks forward to taking this opportunity to evaluate, regroup, and move forward.

Major initiatives for FFY 2008 will include the *Maryland Chiefs' Challenge* campaign (for more information on the FFY 2008 campaign, please refer to the Police Traffic Services section); the *Pacesetter Seat Belt Awards Program*; participation in the *CIOT* mobilization, including a large-scale press event, enforcement, and a major paid media campaign; a campaign to decrease the improper use of safety belts by adults; and numerous TOPS trainings. *Buckle Up Religiously* again will be a focus in Prince George's County, Baltimore City, and in many other diverse communities throughout Maryland. *Buckle Up Prince George's County*, a campaign focusing on increasing seat belt and child safety seat compliance in the most populous county in the state, will continue to be a focus for the MHSO and its partners, as the County attempts to increase its current use rate of 89.5%. The *Road Rules* and *Killer in the Back Seat* teen/young adult campaigns will be utilized during the school year throughout the State, as will the two State-owned *Seat Belt Convincers*. The State is in the midst of purchasing a third *Convincer* as well, since these interactive devices have proven to be so helpful in demonstrating crash forces.

Maryland will continue to use PSAs and print ads featuring a strong law enforcement message, ideally featuring Maryland law enforcement personnel as spokespersons. Press events will be held to announce *National CPS Awareness Week* in September and the *Maryland Chiefs' Challenge/CIOT* campaigns in May. Additionally, press releases will be distributed to announce Maryland's new safety belt use rate and other occupant protection-related topics, as the need arises. Awards ceremonies will be held in appreciation of *Pacesetter Award* recipients and for participants in the *Maryland Chiefs' Challenge*. *Buckle Up After Every Pit Stop*, a brochure about seat belt use for pickup truck drivers and passengers, will continue to be distributed, especially in pickup truck-related locations such as home improvement stores and landfills. Maryland's *Prescription for Your Child's Safety* was translated into Spanish during FFY 2006 and will continue to be provided to health care providers, health departments (HD), and WIC programs, along with other highway safety information.

In addition in FFY 2008, the MHSO will fund the following projects, to work toward accomplishing its occupant protection objectives:

#### **Maryland Committee For Safety Belt Use, Inc. – Comprehensive Occupant Protection Outreach**

- Non-profit
- Target audience – general public with a special focus on low-use populations such as pickup truck drivers & passengers, young women who are using the belt incorrectly, & nighttime drivers
- Target area – State of Maryland with a continued special focus on Prince George's County, Baltimore County & other lower-use geographical areas

The primary grant-funded programs of this project will include the *Maryland Chiefs' Challenge*, a two-month, intensified enforcement & education campaign about the lifesaving benefits of child safety seats, booster seats, & safety belt use, and Maryland's *CIOT* participation. The MCFBSBU hopes to maintain statewide participation in the *Challenge* in FFY 2008 by recruiting at least 115 agencies/barracks, and obtaining final entries from at least 75% of participants. In addition, the MCFBSBU partners with the MHSO on virtually all aspects of occupant protection outreach, including the *Pacesetters* program; media relations (including the creation/airing of PSAs and the planning/implementation of media events – future role TBD); the *Saved by the Belt* program; nighttime seat belt observational surveys; and other occupant protection initiatives, particularly as related to law enforcement.

#### **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 fiscal year, KISS will take the lead on *National CPS Awareness Week* in September; sponsor or provide technical assistance in at least 35 safety seat checkup events/inspections throughout the state; host at least one “best practice” training for new loaner program coordinators and staff; provide monthly CPS e-mail updates to participating Maryland technicians; develop and post quarterly Best Practice public education articles on the KISS website for public use and distribution; develop a “*Roll Call*” *CPS Awareness Kit* to be disseminated to law enforcement/ training partners; create a *Booster Seat Distribution Kit* to be utilized by local jurisdictions; and conduct their 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; co-coordinate the *Maryland Child Passenger Safety Advisory Board*; and recruit and support child safety seat loaner programs.

### **MIEMSS EMS for Children Program—*CPS Hospital Assessment/Special Populations 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 the “hot topic” for next year’s *CPS Awareness Week Conference Call*; 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; updating/distributing the *Best Practices Workbook* and CD for new hospital staff, and directing previous recipients of those materials to the Hospital Project’s website for updates; hosting a *CPS for Children with Special Health Care Needs* two-day workshop in order to maintain current Special Needs instructors and instruct new participants on this aspect of safe travel; and providing the latest occupant protection information at regional chapter and State organization meetings for pediatric and emergency health care professionals. An exciting new part of this project will be the planning and implementation of a statewide *ED Docs and Nurses Summit*, to expand the focus of occupant protection activities and ensure that all ages and all types of vehicles are covered.

### **Maryland Regional Law Enforcement Liaison – *SHA District 7***

- State and local agencies
- Target audience – law enforcement & and the general public in their respective geographical regions (also serve as advisors to Maryland’s overall occupant protection program)
- Target area – Western Region

The main grant-funded programs of this project include attempting to gain further endorsement and enforcement of Maryland’s Occupant Protection laws by law enforcement in the region; obtaining more agency participation in such initiatives as the *MD Chiefs’ Challenge*, *National CPS Awareness* and *Buckle Up America Weeks*, *Buckle Up Religiously*, and *CIOT*; assisting MHSO & MCFSBU with implementation of the *Pacesetter Awards* program, *Click It or*

*Ticket* campaign, media kickoff events for special emphasis weeks, the law enforcement subcommittee of the Maryland *Occupant Protection Task Force*, and in marketing programs to law enforcement agencies in the region; and serving on the task force to develop night-time observational survey protocols. Other duties will include providing technical assistance with the overall statewide seat belt observational surveys (at both NHTSA and non-NHTSA sites), helping *Chiefs' Challenge* participants with final entry submission, coordinating a statewide pickup truck campaign focused on landfills and similar target areas, and providing technical support for implementation of the *Enrollment Centered Approach to Media Marketing* statewide media plan.

**Maryland State Police — Occupant Protection Program**

- State agency
- Target audience – 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 and providing child restraint installation instruction to parents and caregivers at permanent fitting stations. Program costs include the purchase of new child safety seats, as recommended by the MHSO.

**OCCUPANT PROTECTION: PROJECT BUDGET SUMMARY**

Project Number	Project Title	Budget	Budget Source
08-016	Western Maryland LEL	\$18,200	Section 406
08-020	CPS Hospital Assessment/Special Populations Project	\$98,800	Section 405
08-021	Maryland Kids In Safety Seats	\$162,700	Section 405
08-024	Comprehensive Occupant Protection Outreach Effort	\$792,600	Sections 405 / 148
08-028	Occupant Protection Program	\$15,000	Section 405
<b>402 Total *</b>		<b>\$85,600</b>	
<b>Total All Funds *</b>		<b>\$1,255,000</b>	

\*Total includes MHSO administrative and programmatic funds (not listed).

**DATA ENHANCEMENT**

IMPACT OBJECTIVES
<ul style="list-style-type: none"> <li>• To decrease the total number of crashes from 104,103 in 2004 to 99,981 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 102,021 crashes.</b></li> </ul> </li> <li>• To decrease the total number of fatal crashes from 576 in 2004 to 527 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 551 fatal crashes.</b></li> </ul> </li> <li>• To decrease the total number of injury crashes from 36,611 in 2004 to 33,067 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 34,794 injury crashes.</b></li> </ul> </li> <li>• To decrease the total number of fatalities from 643 in 2004 to 608 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 625 fatalities.</b></li> </ul> </li> <li>• To decrease the total number of injuries from 57,409 in 2004 to 52,469 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 54,883 injuries.</b></li> </ul> </li> </ul>

- To reduce the overall crash rate per 100M VMT from the 2004 rate of 188.87 to 177.27 in 2010.
  - **2008 goal is 182.98 crashes per 100M VMT.**
- To reduce the fatal crash rate per 100M VMT from the 2004 rate of 1.05 to 0.85 in 2010.
  - **2008 goal is 0.94 fatal crashes per 100M VMT.**
- To reduce the injury crash rate per 100M VMT from the 2004 rate of 66.42 to 53.43 in 2010.
  - **2008 goal is 59.57 injury crashes per 100M VMT.**
- To reduce the fatality rate per 100M VMT from the 2004 rate of 1.17 to 0.98 in 2010.
  - **2008 goal is 1.07 fatalities per 100M VMT.**
- To reduce the injury rate per 100M VMT from the 2004 rate of 104.15 to 84.79 in 2010.
  - **2008 goal is 93.97 injuries per 100M VMT.**
- To reduce the overall crash rate per 100K Population from the 2004 rate of 1,873.01 to 1,848.95 in 2010.
  - **2008 goal is 1,860.94 crashes per 100K Population.**
- To reduce the fatal crash rate per 100K Population from the 2004 rate of 10.36 to 8.89 in 2010.
  - **2008 goal is 9.60 fatal crashes per 100K Population.**
- To reduce the injury crash rate per 100K Population from the 2004 rate of 685.70 to 557.32 in 2010.
  - **2008 goal is 605.89 injury crashes per 100K Population.**
- To reduce the fatality rate per 100K Population from the 2004 rate of 11.57 to 10.26 in 2010.
  - **2008 goal is 10.89 fatalities per 100K Population.**
- To reduce the injury rate per 100K Population from the 2004 rate of 1,032.90 to 884.31 in 2010.
  - **2008 goal is 955.72 injuries per 100K Population.**

#### **ADMINISTRATIVE OBJECTIVES**

- To hold 4 full *Executive Council Traffic Records Coordinating Committee* meetings by September 30, 2008.
- To hold 12 *Traffic Records Technical Coordinating Committee* meetings by September 30, 2008.
- To develop and implement the Safety and Transportation Knowledge Online (STKO) web portal for information exchange to facilitate training of all crash report users by January 1, 2009.

Maryland's overall Data Enhancement Program is funded from Section 402 and 408 monies. A total of \$956,100 was granted to this program area for FFY 2008. In addition, a total of \$475,600 was matched by grantee agencies, for a grand total of \$1,431,700 in funds to be spent on Data Enhancement in FFY 2008. Costs associated with the Data Analyst & TRCC Coordinator are covered in this area.

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 2008. 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.

The TRCC Member organizations are as follows:

- DHMH
- Governor's Office of Crime Control and Prevention
- MCPA

- Maryland Department of Public Safety and Correctional Services
- MIEMSS
- MVA
- MSA
- MSP
- Maryland Transportation Authority
- NSC
- OCME
- Office of Information Technology
- SHA

Advisory Members to the TRCC include:

- FHWA
- Federal Motor Carrier Safety Administration
- Governor's Office of Homeland Security
- Maryland Judiciary
- NHTSA

The vision of the TRCC is “enhanced transportation safety and public welfare through systems intelligence” while the defined mission 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.

During FFY2008, the data enhancement strategic objectives will be as follows:

- Data Collection - Manual, paper-based systems will begin to be replaced by uniform electronic methods to capture pertinent information and transmit reports from the field. Systems will be developed to meet the information needs of first responders to utilize secure data sharing, a uniform data dictionary and integration between agencies. These systems will be scalable to respond to major emergency situations as identified in the data collected or by the crisis situation in progress.
- Data Analysis – A new online system called Safety and Transportation Knowledge Online will be developed to provide training, structured uniformity, and conformance policy for organizing and examining collected data to increase the accuracy of interpretation. This system will enable non-analysts to utilize appropriate data by taking advantage of prefabricated reports comprised of narratives, charts, graphs and tables generated in a real time environment provided by the data system.

- Interoperability – Maryland will begin to integrate data standards, communications systems, programs, projects, regulations and methodologies for conformance with the mission and goal of the TRCC and for conformance with national policies for safety information systems. The TRCC will enable interaction between transportation, law enforcement, public safety, and public health officials at all levels of government and develop timely, actionable, and valuable information through intensive data sharing.
- Situation Awareness – The Maryland Safety Information System will begin development of an enhanced infrastructure to support and optimize the timeliness of crisis mitigation and risk management by utilizing interoperability, training, personnel experience and critical information exchange to apply appropriate remedies to safety incidents and to deter negative human behavioral and performance issues.
- Security – The TRCC will also begin policy and systems framework for coordination, cooperation and collaboration of agency activities targeted at improving safety information systems while ensuring protection of confidential data entrusted to respective organizations. Security policies in the 21<sup>st</sup> Century require a change of institutionalized philosophy from "need to know" to "need to share."
- Quality Assurance – The reorganized TRCC will continue to develop mechanisms to identify, communicate and promote best practices and principles for doing business. Utilize formal planned and systematic audits for all funded projects as necessary to provide adequate confidence that the programs conform to established technical requirements and recommendations. All planned and systematic activities implemented within the safety data system will demonstrate, with adequate confidence, that the funding is appropriately allocated and that the end result of the comprised projects will fulfill all the requirements established for measuring quality results in the systems area of functionality.

Desired Outcomes of the TRCC include the following:

- A significant decrease in the loss of life, property and commerce due to transportation system deficiencies.
- Established data standards and a service-oriented organizational infrastructure.
- Further development of professional project management.
- Establishment of a consolidated incident response and crisis mitigation system.
- Complete migration to and usage of a Maryland Safety Information System.
- Consolidation of common information platforms.
- Consolidation and standardization of online training and policy resources.
- Modernization of core statewide safety business systems and practices.
- Interoperability of wireless public safety communications systems.

Implementation Steps shall be as follows:

- Facilitate infrastructure owners in developing distributed ownership agreements.
- Determine warehousing location and gateway methodology.
- Resolve legislative authority issues and global access policies.
- Catalog and coordinate existing organization modules, data models and system linkages.
- Develop the Maryland State Data Model (MSDM, formerly the Maryland Extensible Data Model) for data exchange then complete development and implementation of MSIS.



- Automate Collection Business Processes and consolidate redundant systems where possible.
- Complete development of communications layer for voice dispatch and data transactions.
- Utilize distributed ownership environment to implement MSDM, new linkages and expanded analysis.

In addition in FFY 2008, the MHSO will fund the following projects, to work toward accomplishing its Traffic Records objectives:

**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 program 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 certain local CTSPs). The Center will continue to meet with the CTSPs at the MHSO's Annual Training Meeting (ATM) and Spring Training Meeting (STM). 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 CARE 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. CARE uses advanced analytical and statistical techniques to generate valuable information directly from the data. By following the step-by-step menus outlined on the screen, any user will find CARE extremely easy to use. The CARE software exists in both a desktop Windows version and a Web version. Users will have the ability to run frequencies and cross tabulations on selected variables from the crash report. This project is being conducted as part of the National Study Center's (NSC) continuing grant activity with the MHSO. 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.

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

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

The main goal of this program is to improve the accuracy of vehicular crash fatality data quality and establish interagency, computer-based data-sharing linkages. The OCME and the NSC have been working to establish a collaborative relationship between the state computer systems managers and the traffic safety professionals for whom accurate and comprehensive data is essential. Crucial linkages with various police crash investigation units have been developed and enhanced. With successful implementation of this network, the project will enhance the ability of traffic safety professionals across the State to access and analyze critical crash fatality data. This program, now referred to as the Medical Examiners Data System (MEDS), promotes the use of data and information system standards to advance the

development of efficient, integrated, and interoperable surveillance systems at local, state and federal levels. MEDS is the ongoing, automatic capture and analysis of data that are already available electronically related to morbidity. A key purpose of this program is to supplement crash reporting and FARS data by uploading toxicological findings to the respective data centers.

**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 goal of this program is to develop an online information portal for administration of TRCC projects, documents and as a repository for data training materials and programs, data collection policy and procedure and access to basic business intelligence reports and statistics. The focus of this portal will be on transportation safety and integrated safety data collection and education.

**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 one goal of this program is to safely incorporate Maryland's traffic safety data into a secure yet accessible statewide infrastructure. The Towson University Center for GIS (TU-CGIS) proposes to leverage and build upon a pilot project, originally funded by the Department of Homeland Security (DHS), to extend the Maryland Emergency Geographic Information Network (MEGIN) for the purpose of sharing and warehousing traffic safety related data. To make the technology useful for Highway Safety efforts, the TU-CGIS will build upon the MEGIN pilot to deploy a secure, virtual data warehouse for traffic information. The project will require collaboration and outreach among key stakeholders as well as substantial planning of IT and security issues. The project will also evaluate state and national standards for data exchange (such as OGC, NIEM, FGDC) and will coordinate with appropriate state priorities identified in Maryland's IT Master Plan.

The other goal of this program is to create a stand-alone, computerized component used to process location information into paper crash reports, and to create a product that is capable of integration with other software packages. The modular nature of this Maryland Incident Location Tool (MILT) allows for the integration with electronic data collection software. Central to this system is a map-based graphical user interface (GUI) designed around geographic information system (GIS) technology. This will eventually minimize the need for paper location look up manuals and will increase the accuracy of location identification by all reporters.

**DATA ENHANCEMENT: PROJECT BUDGET SUMMARY**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
08-018	Safety and Transportation Knowledge Online (STKO)	\$231,900	Section 408
08-019	Virtual Data Warehouse	\$244,900	Section 408
08-053	Data Sharing & Data Quality Initiative	\$68,200	Section 402
08-054	Comprehensive Crash Outcome Data Evaluation System	\$214,300	Section 402
Various	TBD	\$111,200	Section 408

<b>402 Total *</b>		<b>\$368,100</b>	
<b>Total All Funds *</b>		<b>\$956,100</b>	

\*Total includes MHSO administrative and programmatic funds (not listed).

## **COMMUNITY TRAFFIC SAFETY PROGRAMS**

### **IMPACT OBJECTIVES**

- To decrease the total number of crashes from 101,888 in 2006 to 97,598 in 2010.
  - **2008 goal is 99,720 crashes.**
- To decrease the total number of fatal crashes from 593 in 2006 to 570 in 2010.
  - **2008 goal is 581 fatal crashes.**
- To decrease the total number of injury crashes from 35,864 in 2006 to 32,940 in 2010.
  - **2008 goal is 34,371 injury crashes.**
- To decrease the total number of fatalities from 651 in 2006 to 625 in 2010.
  - **2008 goal is 638 fatalities.**
- To decrease the total number of injuries from 53,615 in 2006 to 46,763 in 2010.
  - **2008 goal is 50,072 injuries.**
- To reduce the overall crash rate per 100M VMT from the 2006 rate of 179.96 to 163.39 in 2010.
  - **2008 goal is 171.48 crashes per 100M VMT.**
- To reduce the fatal crash rate per 100M VMT from the 2006 rate of 1.05 to 1.01 in 2010.
  - **2008 goal is 1.03 fatal crashes per 100M VMT.**
- To reduce the injury crash rate per 100M VMT from the 2006 rate of 63.35 to 55.15 in 2010.
  - **2008 goal is 59.10 injury crashes per 100M VMT.**
- To reduce the fatality rate per 100M VMT from the 2006 rate of 1.15 to 1.12 in 2010.
  - **2008 goal is 1.13 fatalities per 100M VMT.**
- To reduce the injury rate per 100M VMT from the 2006 rate of 94.70 to 78.29 in 2010.
  - **2008 goal is 86.10 injuries per 100M VMT.**
- To reduce the overall crash rate per 100K Population from the 2006 rate of 1,814.25 to 1,703.99 in 2010.
  - **2008 goal is 1,758.25 crashes per 100K Population.**
- To reduce the fatal crash rate per 100K Population from the 2006 rate of 10.56 to 10.14 in 2010.
  - **2008 goal is 10.35 fatal crashes per 100K Population.**
- To reduce the injury crash rate per 100K Population from the 2006 rate of 638.60 to 575.10 in 2010.
  - **2008 goal is 606.02 injury crashes per 100K Population.**
- To reduce the fatality rate per 100K Population from the 2006 rate of 11.59 to 11.13 in 2010.
  - **2008 goal is 11.36 fatalities per 100K Population.**
- To reduce the injury rate per 100K Population from the 2006 rate of 954.68 to 816.44 in 2010.
  - **2008 goal is 882.86 injuries per 100K Population.**

### **ADMINISTRATIVE OBJECTIVES**

- To plan and facilitate 1 Fall Training Meeting by September 30, 2008.

- To plan and facilitate 1 Spring Training Meeting by September 30, 2008.
- To conduct an Annual Administrative Evaluation of the Community Traffic Safety Programs (CTSP) by September 30, 2008.
- To facilitate 2 MHSO/CTSP Advisory Committee Meetings by September 30, 2008.
- To establish an Administrative Manual for Project Directors and Coordinators by September 30, 2008.
- To establish a CTSP monitoring program by September 30, 2008.

Maryland’s overall CTSP is funded from Section 402, 406, 410 and State monies. A total of \$ 3,279,700 was granted to these programs area for FFY2008, as well as \$500,000 in State funds. In addition, a total of \$ 1,600,000 was committed in matching funds by grantee agencies, for a grand total of \$5,379,700 in funds to be spent on the CTSP in FFY 2008. Costs associated with the Statewide CTSP Program Coordinator are covered in this area.

Major initiatives include the Fall Training Meeting (formerly referred to as the “Annual Meeting”) which will be geared towards programmatic issues and will include topics such as an Open Forum, Best Practice Panels, and an interactive session with Johns Hopkins School of Public Health regarding updating the evaluation procedures of the CTSP Programs. The Meeting will culminate in an Awards Ceremony, to recognize outstanding CTSP programs and coordinators during the past year. The Spring Training Meeting (formerly referred to as the “Semi-Annual Meeting”) will focus on financial/grants management issues such as SAFETEA-LU and any new procedures implemented by the MHSO.

In FFY2008, the MHSO will fund the following Community Traffic Safety Programs, to work toward accomplishing its goals and objectives:

Allegany County	Allegany County Health Department
Anne Arundel County	Anne Arundel County Police Department
Baltimore County	Baltimore County Police Department
Calvert County	Maryland State Police – Prince Frederick Barracks
Carroll County	Carroll County Health Department
Cecil County	Cecil County Health Department
Charles County	Charles County Sheriff Office
Dorchester County	Dorchester County Health Department
Frederick County	State Highway Administration – District # 7
Garrett County	Garrett County Health Department
Harford County	Harford County Risk Management Office
Howard County	Howard County Police Department
Montgomery County	Montgomery County Health Department
Prince George’s County	State Highway Administration – District # 3
Queen Anne’s/Kent Counties	Queen Anne’s County Sheriff Office
St. Mary’s County	St. Mary’s County Health Department
Somerset County	Somerset County Sheriff’s Office
Talbot County	Talbot County Health Department
Washington County	Washington County Health Department
Wicomico County	Wicomico County Sheriff Office
Worcester County	Worcester County Health Department
Baltimore City	Baltimore City Department of Transportation

## COMMUNITY TRAFFIC SAFETY PROGRAMS: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source(s)
Local	Local CTSPs	\$2,100,000	Section 402 / State
Local	Local CTSP Enforcement	\$1,591,300	Sections 402 / 406 / 410
<b>402 Total *</b>		<b>\$2,016,200</b>	
<b>Total All Funds *</b>		<b>\$3,779,700</b>	

\*Total includes MHSO administrative and programmatic funds (not listed).

## AGGRESSIVE DRIVING PREVENTION

TABLE 12 – Crash Summary: Aggressive Driver Involved \*

	2002	2003	2004	2005	2006	5-Year AVG.	5-Year Statewide %
<b>Fatal Crashes</b>	63	55	52	56	79	61	0.6
<b>Injury Crashes</b>	1,383	1,640	1,660	2,415	2,663	1,952	35.9
<b>Property Damage Only</b>	1,737	2,217	2,197	3,180	3,510	2,568	63.6
<b>Total Crashes</b>	3,183	3,912	3,909	5,651	6,252	4,581	100.0
<b>Total of All Fatalities</b>	71	62	58	62	88	68	
<b>Total Number Injured</b>	2,421	2,745	2,861	4,060	4,505	3,318	

Over the past five years, an average of 4,581 aggressive driving crashes has occurred annually on Maryland's roadways. On average, 68 people have lost their lives each year, representing nearly ten percent of all of Maryland's traffic fatalities. In addition, 3,318 people, on average, have been injured annually, representing close to six percent of all of Maryland's traffic injuries.

- **AGE** – Close to one-quarter of all aggressive drivers in crashes were between the ages of 21 and 29, while 26.6% of the injured drivers were in that age group. Drivers 16 to 29 are over-represented in fatalities. Drivers in the 16 to 20 age group are 19.7% of all drivers involved in crashes and 18.9% of driver fatalities. These drivers however represent only 5.8% of Maryland's licensed drivers.
- **GENDER** – Men are over-represented in total drivers, injuries and fatalities. Male drivers account for 85% of driver fatalities.
- **MONTH** – The month of year distribution for total crashes is similar to statewide crashes. However, aggressive driving injury crashes are more likely to occur in November.
- **DAY OF WEEK** – More fatal aggressive driving crashes occur on Fridays and Sundays than any other day.
- **TIME OF DAY** – Total and injury crashes are more likely to occur between 2:00 pm and 6:00 pm. Fatal crashes are more likely to occur between 6:00 pm and midnight.
- **ROAD TYPE** – Total, injury, and fatal crashes occur more often on state and county roads than any other road type. Nearly 40% of fatal crashes occur on state roads.
- **COUNTY** – Baltimore County is slightly over-represented in total crashes, while Baltimore City is under-represented. Howard and Harford Counties are over-represented in fatal crashes.

## IMPACT OBJECTIVES

- To decrease the total number of crashes from 3,909 in 2004 to 3,754 in 2010.
  - **2008 goal is 3,831 crashes.**
- To decrease the total number of fatal crashes from 52 in 2004 to 46 in 2010.
  - **2008 goal is 49 fatal crashes.**
- To decrease the total number of injury crashes from 1,660 in 2004 to 1,594 in 2010.
  - **2008 goal is 1,627 injury crashes.**
- To decrease the total number of fatalities from 58 in 2004 to 52 in 2010.
  - **2008 goal is 55 fatalities.**
- To decrease the total number of injuries from 2,626 in 2004 to 2,522 in 2010.
  - **2008 goal is 2,573 injuries.**
- To reduce the overall crash rate per 100M VMT from the 2004 rate of 7.09 to 6.81 in 2010.
  - **2008 goal is 6.95 crashes per 100M VMT.**
- To reduce the fatal crash rate per 100M VMT from the 2004 rate of 0.09 to 0.08 in 2010.
  - **2008 goal is 0.08 fatal crashes per 100M VMT.**
- To reduce the injury crash rate per 100M VMT from the 2004 rate of 3.01 to 2.89 in 2010.
  - **2008 goal is 2.95 injury crashes per 100M VMT.**
- To reduce the fatality rate per 100M VMT from the 2004 rate of 0.11 to 0.08 in 2010.
  - **2008 goal is 0.09 fatalities per 100M VMT.**
- To reduce the injury rate per 100M VMT from the 2004 rate of 4.76 to 4.58 in 2010.
  - **2008 goal is 4.67 injuries per 100M VMT.**
- To reduce the overall crash rate per 100K Population from the 2004 rate of 70.33 to 67.55 in 2010.
  - **2008 goal is 68.92 crashes per 100K Population.**
- To reduce the fatal crash rate per 100K Population from the 2004 rate of 0.94 to 0.78 in 2010.
  - **2008 goal is 0.86 fatal crashes per 100K Population.**
- To reduce the injury crash rate per 100K Population from the 2004 rate of 29.87 to 28.68 in 2010.
  - **2008 goal is 29.27 injury crashes per 100K Population.**
- To reduce the fatality rate per 100K Population from the 2004 rate of 1.04 to 0.88 in 2010.
  - **2008 goal is 0.96 fatalities per 100K Population.**
- To reduce the injury rate per 100K Population from the 2004 rate of 47.25 to 45.38 in 2010.
  - **2008 goal is 46.30 injuries per 100K Population.**

## ADMINISTRATIVE OBJECTIVES

- To oversee police involvement across the state in 4 *Smooth Operator* enforcement waves by September 30, 2008.
- To make at least 147,000 aggressive driving contacts during the enforcement waves by September 30, 2008.
- To achieve 150 TRP per each of the 4 *Smooth Operator* media waves by September 30, 2008.
- To make 5 million regional media impressions by September 30, 2008.
- To create and distribute at least 55,000 pieces of educational material on aggressive driving by September 30, 2008.
- To attend and facilitate 4 *Smooth Operator* Meetings and 6 *Smooth Operator* Tele-Conferences by September 30, 2008.
- To conduct 2 statewide *Smooth Operator* Law Enforcement Training Meetings by September 30, 2008.

Maryland's overall Aggressive Driving Program is funded from Section 402, 406 and 148 monies. A total of \$454,400 was granted to this program area for FFY 2008, in addition to \$200,000 in State 148 funds. In addition, a total of \$61,200 was matched by grantee agencies, for a grand total of \$715,600 in funds to be spent on the Aggressive Driving Program in FFY 2008.

In FFY 2008, the MHSO will spend \$250,000 on a paid media campaign for the tri-jurisdictional *Smooth Operator* Campaign, including its share of about \$400,000 in paid media. 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.

In FFY 2008, the MHSO will continue to partner with Virginia and the District of Columbia (DC) in the regional *Smooth Operator Task Force (SOTF)*. During FFY 2006, the Commonwealth of Pennsylvania joined the *SOTF* making it a quad-jurisdictional 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 Washington DC-metro area, including the entire state of Maryland, and most recently, major media markets in Pennsylvania. Membership in the *SOTF* includes representatives from the MD/VA/DC/PA highway safety offices, departments of motor vehicles/motor vehicle administrations, state and municipal law enforcement agencies, the FHWA, the NHTSA, the Insurance Institute for Highway Safety, the Injury Prevention Center at INOVA Fairfax Hospital, private safety organizations, and others. Sub-Committees consist of Law Enforcement, Media, Engineering and Evaluation. 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. In addition, the MHSO grants funds to the following agencies, whose projects are related to the SHSP: Maryland MVA's *Smooth Operator PI&E Program* project and MSP's *Aggressive Driving Enforcement* project.

Major initiatives for FFY 2008 will include major enforcement waves which include media and enforcement mobilizations. Special Enforcement Corridors will be established in several areas based on crash data. Signs will be erected in these corridors, and enhanced enforcement activities will take place throughout the enforcement campaign. Week-long enforcement waves are preceded as well by at least one major press event in each of the Washington-metro and Baltimore area to kick off the program, as well as independent media events in major Pennsylvania media markets such as Pittsburgh, Philadelphia and Harrisburg. 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 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 2008, 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, 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 and cable television spots, as well as web-based media including pod-casts, radio streaming, and internet gaming sites. Additional media includes distributed posters & brochures and outdoor advertising such as Metro busbacks and billboard placement. Electronic media outlets for the program include the heavily populated Baltimore and Washington, DC, 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, 2008 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**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source(s)</b>
08-028	Aggressive Driving Enforcement	\$387,000	Sections 406 / 148
08-051	Smooth Operator PR Campaign	\$250,000	Section 406
<b>402 Total *</b>		<b>\$17,400</b>	
<b>Total All Funds *</b>		<b>\$654,400</b>	

\*Total includes MHSO administrative and programmatic funds (not listed).



## PEDESTRIAN-PEDALCYCLE SAFETY

Table 13 – Crash Summary: Pedestrian On Foot Involved \*

	2002	2003	2004	2005	2006	5-Year AVG.	5-Year Statewide %
<b>Fatal Crashes</b>	100	118	95	102	95	102	0.6
<b>Injury Crashes</b>	2,486	2,633	2,405	2,487	2,473	2,497	35.9
<b>Property Damage Only</b>	360	380	343	366	392	368	63.6
<b>Total Crashes</b>	2,946	3,131	2,843	2,955	2,960	2,967	100.0
<b>Total of All Fatalities</b>	101	119	96	103	97	103	
<b>Total Number Injured</b>	2,737	2,925	2,631	2,755	2,765	2,763	

Table 14 – Crash Summary: Pedalcycle Involved \*

	2002	2003	2004	2005	2006	5-Year AVG.	5-Year Statewide %
<b>Fatal Crashes</b>	7	6	12	7	7	8	0.6
<b>Injury Crashes</b>	727	653	665	624	642	662	35.9
<b>Property Damage Only</b>	170	188	198	144	145	169	63.6
<b>Total Crashes</b>	904	847	875	775	794	839	100.0
<b>Total of All Fatalities</b>	7	6	12	7	7	8	
<b>Total Number Injured</b>	757	676	705	655	671	693	

Over the past five years, an average of 2,967 pedestrian and 839 pedalcyclist crashes have occurred on Maryland's roadways. On average, 103 pedestrians and 8 pedalcyclists have lost their lives each year, representing nearly 17.2% of Maryland's traffic fatalities. In addition, an average of 2,763 pedestrians and 693 pedalcyclists has been injured annually, representing 6.1% of all Maryland's traffic injuries.

- **AGE** – Drivers involved in pedestrian and pedalcyclist crashes are similar to those involved in all statewide total crashes. However, there are slightly more drivers 25-29 involved in pedalcycle total crashes. Drivers 21-29 are involved in slightly more pedestrian injury crashes. The percentage of drivers 60 and older involved in pedestrian total crashes is slightly higher than statewide total crashes. Pedestrians 45-54 represent 29% of fatally injured pedestrians. Pedestrians and pedalcyclists aged 15 and under are involved in nearly 22% of all pedestrian and 36% of all pedalcycle crashes and they are also the highest percentage of pedestrians and pedalcyclists injured in crashes.
- **GENDER** – Male drivers are involved in a higher percentage of pedestrian and pedalcyclist total crashes. They account for 51% of drivers involved in pedestrian crashes. Seventy-one percent of fatally injured pedestrians and six of the seven fatally injured pedalcyclists are male.
- **MONTH** – Fatal pedestrian crashes more frequently occur from October through December. Conversely, six of the seven fatal pedalcycle crashes occurs during the warmer months of the year (July through October). The number of fatal pedalcycle crashes is small (n=7) and difficult to ascertain differences from month to month.

- **DAY OF WEEK** – Although a higher percentage of pedestrian total and injury crashes occurs on Friday, more fatal crashes were on Saturdays.
- **TIME OF DAY** – Pedestrian total and injury crashes are more likely to occur between noon and 8:00 pm and a significantly higher percentage of these crashes occur between 3:00 pm and 7:00 pm. Fatal pedestrian crashes are more likely to occur between 4:00 pm and midnight. Nearly 49% of pedestrian fatal crashes occur during this period. Similarly, significantly more pedalcycle total and injury crashes occur between 4:00 pm and 8:00 pm than other times of the day. Nearly 41% of total and injury pedalcycle crashes occur during this time period compared to 24.5% and 26% of statewide total and injury crashes.
- **ROAD TYPE** – Over 54% of fatal pedestrian crashes occur on state and county roadways. A higher percentage of pedestrian crashes and injury crashes occur on Baltimore City streets. Nearly 32% of total pedestrian crashes and 30% of injury crashes occur on Baltimore City streets compared to 18% and 14% of statewide total crashes. Slightly more total and injury pedalcycle crashes occur on state and county roads.
- **COUNTY** – Baltimore City is significantly over-represented for total and fatal pedestrian crashes. Baltimore City and Worcester County are over-represented in pedalcycle crashes, while Howard County is under-represented.

<b>IMPACT OBJECTIVES (Pedestrian)</b>
<ul style="list-style-type: none"> <li>• To decrease the total number of crashes from 2,843 in 2004 to 2,528 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 2,681 crashes.</b></li> </ul> </li> <li>• To decrease the total number of fatal crashes from 95 in 2004 to 86 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 90 fatal crashes.</b></li> </ul> </li> <li>• To decrease the total number of injury crashes from 2,405 in 2004 to 2,131 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 2,264 injury crashes.</b></li> </ul> </li> <li>• To decrease the total number of fatalities from 96 in 2004 to 85 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 90 fatalities.</b></li> </ul> </li> <li>• To decrease the total number of injuries from 2,626 in 2004 to 2,237 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 2,424 injuries.</b></li> </ul> </li> <li>• To reduce the overall crash rate per 100M VMT from the 2004 rate of 5.16 to 4.08 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 4.59 crashes per 100M VMT.</b></li> </ul> </li> <li>• To reduce the fatal crash rate per 100M VMT from the 2004 rate of 0.17 to 0.14 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 0.15 fatal crashes per 100M VMT.</b></li> </ul> </li> <li>• To reduce the injury crash rate per 100M VMT from the 2004 rate of 4.36 to 3.44 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 3.88 injury crashes per 100M VMT.</b></li> </ul> </li> <li>• To reduce the fatality rate per 100M VMT from the 2004 rate of 0.17 to 0.14 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is fatalities per 100M VMT.</b></li> </ul> </li> <li>• To reduce the injury rate per 100M VMT from the 2004 rate of 4.76 to 3.62 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 4.15 injuries per 100M VMT.</b></li> </ul> </li> <li>• To reduce the overall crash rate per 100K Population from the 2004 rate of 51.15 to 42.61 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 46.68 crashes per 100K Population.</b></li> </ul> </li> <li>• To reduce the fatal crash rate per 100K Population from the 2004 rate of 1.71 to 1.45 in 2010. <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 1.57 fatal crashes per 100K Population.</b></li> </ul> </li> </ul>

- To reduce the injury crash rate per 100K Population from the 2004 rate of 43.27 to 35.91 in 2010.
  - **2008 goal is 39.42 injury crashes per 100K Population.**
- To reduce the fatality rate per 100K Population from the 2004 rate of 1.73 to 1.43 in 2010.
  - **2008 goal is 1.57 fatalities per 100K Population.**
- To reduce the injury rate per 100K Population from the 2004 rate of 47.25 to 37.71 in 2010.
  - **2008 goal is 42.21 injuries per 100K Population.**

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

- To decrease the total number of crashes from 875 in 2004 to 733 in 2010.
  - **2008 goal is 801 crashes.**
- To decrease the total number of fatal crashes from 12 in 2004 to 10 in 2010.
  - **2008 goal is 11 fatal crashes.**
- To decrease the total number of injury crashes from 665 in 2004 to 517 in 2010.
  - **2008 goal is 587 injury crashes.**
- To decrease the total number of fatalities from 12 in 2004 to 10 in 2010.
  - **2008 goal is 11 fatalities.**
- To decrease the total number of injuries from 702 in 2004 to 552 in 2010.
  - **2008 goal is 622 injuries.**
- To reduce the overall crash rate per 100M VMT from the 2004 rate of 1.59 to 1.18 in 2010.
  - **2008 goal is 1.47 crashes per 100M VMT.**
- To reduce the fatal crash rate per 100M VMT from the 2004 rate of 0.02 to 0.02 in 2010.
  - **2008 goal is 0.02 fatal crashes per 100M VMT.**
- To reduce the injury crash rate per 100M VMT from the 2004 rate of 1.21 to 0.84 in 2010.
  - **2008 goal is 1.00 injury crashes per 100M VMT.**
- To reduce the fatality rate per 100M VMT from the 2004 rate of 0.02 to 0.02 in 2010.
  - **2008 goal is 0.02 fatalities per 100M VMT.**
- To reduce the injury rate per 100M VMT from the 2004 rate of 1.27 to 0.89 in 2010.
  - **2008 goal is 1.07 injuries per 100M VMT.**
- To reduce the overall crash rate per 100K Population from the 2004 rate of 15.74 to 12.35 in 2010.
  - **2008 goal is 13.95 crashes per 100K Population.**
- To reduce the fatal crash rate per 100K Population from the 2004 rate of 0.22 to 0.17 in 2010.
  - **2008 goal is 0.19 fatal crashes per 100K Population.**
- To reduce the injury crash rate per 100K Population from the 2004 rate of 11.96 to 8.72 in 2010.
  - **2008 goal is 10.21 injury crashes per 100K Population.**
- To reduce the fatality rate per 100K Population from the 2004 rate of 0.22 to 0.17 in 2010.
  - **2008 goal is 0.19 fatalities per 100K Population.**
- To reduce the injury rate per 100K Population from the 2004 rate of 12.63 to 9.30 in 2010.
  - **2008 goal is 10.84 injuries per 100K Population.**

#### **ADMINISTRATIVE OBJECTIVES**

- To distribute 100,000 pieces of educational material on pedestrian and pedalcycle safety by September 30, 2008.
- To make 3,000,000 paid media impressions by September 30, 2008.
- To conduct 3 pedestrian and bicycle safety education train-the-trainer classes by September 30, 2008.
- To train at least 20 new trainers in the Washington Area Bicyclist Association's Statewide Pedestrian and

Bicycle Safety Program by September 30, 2008.

- To conduct pedestrian and bicycle safety education in at least 20 schools by September 30, 2008.
- To conduct 1 pedestrian enforcement workshop by September 30, 2008.
- To facilitate 2 *Pedestrian & Bicycle Safety Task Force (PBSTF)* meetings by September 30, 2008.

Maryland's overall Pedestrian and Bicycle Safety Program is funded from Section 402 monies. A total of \$247,900 was granted to this program area for FFY 2008. In addition, a total of \$100,000 was matched by grantee agencies, for a grand total of \$347,900 in funds to be spent on the Pedestrian and Bicycle Safety Program during the grant year. In FFY 2008, the MHSO will purchase roughly \$100,000 of paid media for the placement of regional media messages to promote pedestrian and bicycle safety among children and adults. The evaluation plan for this campaign will include identifying specific exposure for the campaign, earned media and making sure the target audiences are met.

During FFY 2008, a top priority will be placed on hiring a new full-time Program Coordinator. In addition, the MHSO will continue its active 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. The *PBSTF* includes staff from the SHA and the MHSO, the CTSP Coordinators, law enforcement officers, state and local traffic engineers, planners, health and injury prevention specialists, pedestrian advocates, and elected officials. The Task Force is undergoing a realignment of Sub-Committees to help better position the *PBSTF* to serve pedestrian and bicyclist needs throughout the State.

Major initiatives for FFY 2008 will include enforcement and education efforts across the State. Using overtime grant funds, training, educational and enforcement resources from the MHSO, PDs will target high-risk motorist and pedestrian behaviors and locations.

The MHSO will also explore the coordination of the Annual Pedestrian Enforcement Recognition Luncheon for officers around the State who participate and excel in pedestrian safety enforcement. This event will serve to reward front-line officers for valuable pedestrian safety efforts, and to create an incentive for increased enforcement activity. In addition, a special emphasis will be placed on gaining greater levels of earned media attention of enforcement activities during FFY 2008.

In addition in FFY 2008, 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 May 2008. 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 Washington DC media markets will be heavily targeted in the program efforts. During FFY 2008 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 2008.

**Washington Area Bicyclist Association – Ped- Bike Education in Schools**

- Non-Profit/Not-for-Profit
- Target audience – Elementary school students
- Target area – State of Maryland

The main goal of this project will be to increase the awareness of pedestrian and bicycle safety among children and their parents. Children were involved in more pedestrian and bicycle crashes than any other group. Since its inception, this project has expanded to cover Montgomery, Prince George's, Howard, Anne Arundel, Baltimore, Harford, and Cecil Counties and Baltimore City. Additionally, the ultimate goal of this program is to expand the training statewide. Another goal of the program will be to recruit more Maryland teachers into the program. The WABA will participate in at least four conferences to provide education about bicycle and helmet safety and as a part of the statewide Pedestrian and Bicycle Safety Expansion program, will facilitate three train-the-trainer workshops in Prince George's and Montgomery Counties, and Baltimore City. Approximately 40 teachers will be trained statewide by September 2008.

**PEDESTRIAN-PEDALCYCLE SAFETY: PROJECT BUDGET SUMMARY**

Project Number	Project Title	Budget	Budget Source(s)
08-007	Ped-Bike Education in Schools	\$82,900	Section 402
08-061	Street Smart - PR Campaign	\$130,300	Section 402
<b>402 Total *</b>		<b>\$247,900</b>	
<b>Total All Funds*</b>		<b>\$247,900</b>	

\*Total includes MHSO administrative and programmatic funds (not listed).

**MOTORCYCLE SAFETY**

TABLE 15 – Crash Summary: Motorcycle Involved \*

	2002	2003	2004	2005	2006	5-Year AVG.	5-Year Statewide %
<b>Fatal Crashes</b>	52	56	65	86	83	68	0.6
<b>Injury Crashes</b>	992	1,026	1,222	1,348	1,406	1,199	35.9
<b>Property Damage Only</b>	214	241	283	315	315	274	63.6
<b>Total Crashes</b>	1,258	1,323	1,570	1,749	1,804	1,541	100.0
<b>Total of All Fatalities</b>	52	58	68	88	87	71	
<b>Total Number Injured</b>	1,165	1,235	1,416	1,599	1,701	1,423	

Over the past five years, an average of 1,541 motorcycle crashes has occurred on Maryland's roadways. On average, 71 people have lost their lives each year, representing

eleven percent of all of Maryland's traffic fatalities. In addition, an average of 1,423 people has been injured annually, representing 2.5% of all of Maryland's traffic injuries.

- **AGE** – Operators 21 to 44 are involved in a higher percentage of total crashes and comprise a higher proportion of injured and killed operators. Operators 35 to 39 are involved in more total crashes and suffered a higher percentage of injuries than other drivers. They are 13.5% of all operators involved in motorcycle crashes and 13.9% of operator injuries. Those aged 40 to 44 suffered more fatalities than other age groups. The age trend has begun to change in recent years, with an increasing number of motorcycle operators over the age of 40 being involved in crashes within the past two years.
- **GENDER** – Male operators are involved in a significantly higher percentage of total crashes, injuries and fatalities. Males represent 89% of operators involved in total crashes, 92% of injuries, and 92% of fatalities.
- **MONTH** – A higher percentage of total, injury, and fatal motorcycle crashes occurs during the warmer months, April through September.
- **DAY OF WEEK** – Total, injury, and fatal crashes are more likely to occur on Saturday and Sunday than other days of the week. Nearly 22 percent of total and injury crashes occur on Sunday and 24% of fatal crashes occur on Sunday.
- **TIME OF DAY** – The highest percentage of motorcycle total, injury and fatal crashes occurs between 2:00 pm and 8:00 pm. Nearly 48% of motorcycle crashes and 39% of fatal motorcycle crashes occur during this period.
- **ROAD TYPE** – Close to one-third of total and injury crashes occur on county roads. More fatal crashes occur on state roads (46%).
- **COUNTY** – Frederick, Anne Arundel and Charles Counties are over-represented in total crashes, while Baltimore City is under-represented. Anne Arundel County is significantly over-represented in fatal crashes.

<b>IMPACT OBJECTIVES</b>
<ul style="list-style-type: none"> <li>• To decrease the total number of crashes from 1,570 in 2004 to 1,508 in 2010.               <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 1,539 crashes.</b></li> </ul> </li> <li>• To decrease the total number of fatal crashes from 65 in 2004 to 62 in 2010.               <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 64 fatal crashes.</b></li> </ul> </li> <li>• To decrease the total number of injury crashes from 1,222 in 2004 to 1,174 in 2010.               <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 1,198 injury crashes.</b></li> </ul> </li> <li>• To decrease the total number of fatalities from 68 in 2004 to 65 in 2010.               <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 67 fatalities.</b></li> </ul> </li> <li>• To decrease the total number of injuries from 1,416 in 2004 to 1,360 in 2010.               <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 1,388 injuries.</b></li> </ul> </li> <li>• To reduce the overall crash rate per 100M VMT from the 2004 rate of 2.85 to 2.74 in 2010.               <ul style="list-style-type: none"> <li>➤ <b>2008 goal is 2.79 crashes per 100M VMT.</b></li> </ul> </li> <li>• To reduce the fatal crash rate per 100M VMT from the 2004 rate of 0.12 to 0.11 in 2010.</li> </ul>

- **2008 goal is 0.12 fatal crashes per 100M VMT.**
- To reduce the injury crash rate per 100M VMT from the 2004 rate of 2.22 to 2.13 in 2010.
  - **2008 goal is 2.17 injury crashes per 100M VMT.**
- To reduce the fatality rate per 100M VMT from the 2004 rate of 0.12 to 0.12 in 2010.
  - **2008 goal is 0.12 fatalities per 100M VMT.**
- To reduce the injury rate per 100M VMT from the 2004 rate of 2.57 to 2.47 in 2010.
  - **2008 goal is 2.52 injuries per 100M VMT.**
- To reduce the overall crash rate per 100K Population from the 2004 rate of 28.25 to 27.13 in 2010.
  - **2008 goal is 27.68 crashes per 100K Population.**
- To reduce the fatal crash rate per 100K Population from the 2004 rate of 1.17 to 1.12 in 2010.
  - **2008 goal is 1.15 fatal crashes per 100K Population.**
- To reduce the injury crash rate per 100K Population from the 2004 rate of 21.99 to 21.12 in 2010.
  - **2008 goal is 21.55 injury crashes per 100K Population.**
- To reduce the fatality rate per 100K Population from the 2004 rate of 1.22 to 1.18 in 2010.
  - **2008 goal is 1.20 fatalities per 100K Population.**
- To reduce the injury rate per 100K Population from the 2004 rate of 25.48 to 24.47 in 2010.
  - **2008 goal is 24.97 injuries per 100K Population.**

#### ADMINISTRATIVE OBJECTIVES

- To conduct 1 Motorcycle Safety Summit in coordination with MVA by March 30, 2008.
- To successfully link motorcycle crash, injury, and citation data with motorcycle safety training data by May, 2008.
- To receive accreditation for the Motorcycle Safety Enforcement Workshop by May 1, 2008.
- To make 50 motorcyclist contacts during motorcycle safety enforcement waves by August 1st, 2008.
- To distribute 40,000 pieces of educational material on motorcyclist safety by September 1, 2008.
- To produce a new long-term strategic communications plan in coordination with MVA by September 30, 2008.
- To develop new collateral materials for the motorcycle safety program by September 30, 2008.
- To make 750,000 regional media impressions by September 30, 2008.
- To convene and facilitate 3 *Motorcycle Task Force* Meetings by September 30, 2008.

Maryland's overall Motorcycle Safety Program is funded from Section 402, 2010 and 148 monies. A total of \$217,400 was granted to this program area for FFY 2008, in addition to \$150,000 in State 148 funds, for a grand total of \$367,400 in funds to be spent on the Motorcycle Safety Program in FFY 2008. In FFY 2008, the MHSO will purchase an estimated \$60,000 of paid media for the 2008 Motorcycle Safety Campaign.

In FFY 2008, the MHSO will expand the reach of the *Motorcycle Safety Task Force (MTF)* to include more representatives from the sport bike community, and to involve more stakeholders from law enforcement and the Maryland motorcycle industry. The *MTF* will provide input into the development and implementation of a long-term strategic action plan, and serve as the coordination point for the deployment of the 2008 Motorcycle Safety Campaign, culminating in May which has been nationally designated as Motorcycle Safety Month.

The MHSO Motorcycle Safety Program will continue to be a central player in the State's SHSP. Its Motorcycle Safety EAT began meeting in July 2006, as part of Maryland's Strategic Highway Summit. The EAT has identified priority strategies and action items which guide the development and deployment of resources for motorcycle safety. The Motorcycle Safety EAT will work in close coordination with the MHSO *MTF*. New members will be recruited from State and local law enforcement agencies, diverse rider groups and motorcycle industry representatives. In addition, the MHSO grants funds to the MVA, whose Motorcycle Safety Support Program projects are related to the SHSP.

Major initiatives for FFY 2008 will include the 2<sup>nd</sup> Motorcycle Safety Summit, the Motorcycle Safety Month Campaign including a kick off press event, and continued motorcycle safety enforcement outreach and training. In FFY 2008, MHSO will work with its media contractor to refine the long-term motorcycle safety strategic communications plan and to develop new branding for their programs and projects.

In addition in FFY 2008, the MHSO will fund the following projects, to work toward accomplishing its motorcycle safety objectives:

**Maryland Motor Vehicle Administration – *Motorcycle Safety Program***

- State agency
- Target audience – Organizations in Maryland involved in motorcycle safety
- Target area – State of Maryland

The focus of this program is threefold. First, grant funds will support a new Communications Coordinator within MVA to focus exclusively on motorcycle safety. This coordinator will be the lead for the development of long-term plans and actions to provide communications support to the public and to the motorcycling community. Second, MVA will integrate the data systems for tracking licensure, license actions and motorcycle training. This will allow for risk analysis of trained riders versus untrained licensed riders, and will help target interventions for riders. Funds will also be used to purchase light towers to allow for late evening training at MVA motorcycle safety training centers to increase training capacity at times of peak demand.

**MOTORCYCLE SAFETY: PROJECT BUDGET SUMMARY**

Project Number	Project Title	Budget	Budget Source(s)
08-012	Motorcycle Safety Support Program	\$150,000	Section 148
Various	TBD	\$182,700	Section 2010
<b>402 Total *</b>		<b>\$34,700</b>	
<b>Total All Funds*</b>		<b>\$367,400</b>	

\*Total includes MHSO administrative and programmatic funds (not listed).

***INATTENTIVE DRIVING PREVENTION***

TABLE 16 – Crash Summary: Inattentive Driver Involved \*

	2002	2003	2004	2005	2006	5 Year AVG.	5 Year Statewide %
<b>Fatal Crashes</b>	177	156	161	69	44	121	0.6
<b>Injury Crashes</b>	17,193	17,857	16,906	11,452	9,523	14,586	35.9
<b>Property Damage Only</b>	26,761	29,956	27,905	20,708	18,263	24,719	63.6



<b>Total Crashes</b>	44,131	47,969	44,972	32,229	27,830	39,426	100.0
<b>Total of All Fatalities</b>	201	173	187	73	51	137	
<b>Total Number Injured</b>	26,868	27,200	26,523	17,405	14,177	22,435	

Over the past five years, an average of 39,426 inattentive driving crashes has occurred on Maryland roadways. On average, 137 people lost their lives each year, representing 21% of all of Maryland's traffic fatalities. In addition, an average of 22,435 people has been injured annually, representing 39.5% of all of Maryland's traffic injuries.

- **AGE** – Drivers 16 to 20 are involved in a significantly higher percent of crashes and are injured more often; however there was only one driver fatality in this age group. Close to one-quarter of the driver fatalities were in the 21-29 age groups.
- **GENDER** – Driver gender is similar to statewide crashes for total, injury, and fatal crashes.
- **MONTH** – Distributions are similar to the statewide crash trends with one exception. A higher percent of fatal crashes occurs during March, June and July.
- **DAY OF WEEK** – Although the day of week trends for total, injury, and fatal crashes is similar to the statewide crash trends, a higher percentage of fatal crashes occurs on Monday.
- **TIME OF DAY** – Total crashes are more likely to occur between 2:00 pm and 6:00 pm. A higher percentage of fatal crashes occurs between 8:00 pm and 4:00 am.
- **ROAD TYPE** – A higher percentage of total, injury and fatal crashes occur on state and county roads.
- **COUNTY** – Montgomery and Prince George's Counties are over-represented in total crashes, while Baltimore City is under-represented. Harford and Washington Counties are over-represented in fatal crashes.

<b>IMPACT OBJECTIVES</b>	
•	To decrease the total number of crashes from 44,972 in 2004 to 43,191 in 2010. ➤ <b>2008 goal is 44,073 crashes.</b>
•	To decrease the total number of fatal crashes from 161 in 2004 to 112 in 2010. ➤ <b>2008 goal is 134 fatal crashes.</b>
•	To decrease the total number of injury crashes from 16,906 in 2004 to 16,237 in 2010. ➤ <b>2008 goal is 16,568 injury crashes.</b>
•	To decrease the total number of fatalities from 187 in 2004 to 139 in 2010. ➤ <b>2008 goal is 161 fatalities.</b>
•	To decrease the total number of injuries from 24,860 in 2004 to 21,665 in 2010. ➤ <b>2008 goal is 23,202 injuries.</b>
•	To reduce the overall crash rate per 100M VMT from the 2004 rate of 81.59 to 78.36 in 2010. ➤ <b>2008 goal is 79.96 crashes per 100M VMT.</b>
•	To reduce the fatal crash rate per 100M VMT from the 2004 rate of 0.29 to 0.18 in 2010. ➤ <b>2008 goal is 0.23 fatal crashes per 100M VMT.</b>
•	To reduce the injury crash rate per 100M VMT from the 2004 rate of 30.67 to 27.88 in 2010. ➤ <b>2008 goal is 29.24 injury crashes per 100M VMT.</b>
•	To reduce the fatality rate per 100M VMT from the 2004 rate of 0.34 to 0.22 in 2010. ➤ <b>2008 goal is 0.28 fatalities per 100M VMT.</b>
•	To reduce the injury rate per 100M VMT from the 2004 rate of 45.10 to 34.99 in 2010.

- **2008 goal is 39.73 injuries per 100M VMT.**
- To reduce the overall crash rate per 100K Population from the 2004 rate of 809.13 to 777.09 in 2010.
  - **2008 goal is 792.95 crashes per 100K Population.**
- To reduce the fatal crash rate per 100K Population from the 2004 rate of 2.90 to 1.89 in 2010.
  - **2008 goal is 2.32 injury crashes per 100K Population.**
- To reduce the injury crash rate per 100K Population from the 2004 rate of 304.17 to 290.79 in 2010.
  - **2008 goal is 297.40 injury crashes per 100K Population.**
- To reduce the fatality rate per 100K Population from the 2004 rate of 3.36 to 2.34 in 2010.
  - **2008 goal is 2.81 fatalities per 100K Population.**
- To reduce the injury rate per 100K Population from the 2004 rate of 447.28 to 364.98 in 2010.
  - **2008 goal is 404.04 injuries per 100K Population.**

- | <b>ADMINISTRATIVE OBJECTIVES</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• To hold 1 event for <i>National Sleep Awareness Week</i> by March 30, 2008.</li> <li>• To create 2 new pieces of inattentive driving-related educational material by September 30, 2008.</li> <li>• To distribute at least 30,000 pieces of educational material pertaining to distracted and drowsy driving by September 30, 2008.</li> <li>• To coordinate and hold 1 <i>Inattentive Driving Mini Seminar</i> by September 30, 2008.</li> </ul> |

Maryland's overall Inattentive Driving Prevention Program is funded from Section 402 monies. However, no funds were granted to outside agencies for inattentive driving prevention for FFY 2008. Inattentive driving prevention programs will be conducted from the MHSO and its Inattentive Driving Prevention Program. A grand total of \$103,000 in funds will be spent on the Inattentive Driving Prevention Program in FFY 2008. Costs associated with the Inattentive Driving, Diversity & T-SAFE Program Coordinator are covered in this area.

In FFY 2008, the MHSO's *Inattentive Driving Program* and the *T-SAFE Project* will work together to jointly increase workplace driver safety issues. During FFY 2008, focus will be placed on high risk drivers, young drivers and older drivers, and efforts will seek to focus on driver habits and behavior.

The MHSO's *Inattentive Driving Program* is a major player in the State's SHSP. The Distracted Driving EAT 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 provided information for the quarterly reports and have generated ideas to complete the action steps included in the plan. Currently, the EAT members are working toward streamlining some tasks which represent the overall goals of the plan. The EAT membership consists of enforcement personnel, an MVA representative, and other representatives from the engineering, EMS and private business communities. MHSO grant funds will be used to provide training to law enforcement and EMS personnel to support the SHSP goals, objectives and strategies.

Major initiatives for FFY 2008 will include coordinating one *Inattentive Driving Mini Seminar*, organizing initiatives to support *National Sleep Awareness Week*, and creating two new fact sheets to be distributed to the general driving public. The distribution plan will include the MHSO partners, CTSPs, T-SAFE Partners and MHSO grantees.

## INATTENTIVE DRIVING PREVENTION: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source(s)
402 Total *		\$103,000	
Total All Funds*		\$103,000	

\*Total includes all administrative and programmatic funds.

## GENERAL DRIVER SAFETY

Several programs within the MHSO are not contained to any one specific Program Area. Consequently, the efforts listed in this section contribute to the overall decrease of crashes throughout the State and benefit all Program Areas. These General Areas share many similar attributes, including universal data and Impact Objectives for FFY 2008. Some General Areas have specific data breakdowns and each General Area maintains separate Administrative Objectives. These are provided for FFY 2008 at the beginning of the narratives. For crash information, please refer to the Statewide Crash Data as presented in Table 5.

Over the past five years, on average, more than 100,000 total crashes occurred on Maryland's roadways and approximately 640 people have lost their lives each year. In addition, on average, more than 58,000 people have been injured annually. For FFY 2008, the MHSO has been provided with detailed statistical breakdowns for all crashes. Key areas include the age of the driver, the driver's gender, the month, day of the week, and time of day of the crash, the road type where the crash took place, and the county where the crash occurred.

The breakdown below summarizes where over-representation occurs in the various categories listed on crash reports for all of Maryland's traffic crashes. In FFY 2008, the MHSO will use this data to target educational efforts by age and gender, while focusing enforcement efforts by month, day of week, time of day, road type, and county.

- **AGE** – Younger and older drivers are over-represented in fatalities. The 16-24 year old group makes up 12.4% of the state's population, yet comprise 24% of motor vehicle driver fatalities, and persons age 65-79 comprise 8.4% of Maryland's population and 9.3% of driver fatalities.
- **GENDER** – Men are over-represented in fatalities, accounting for 48.4% percent of Maryland's population and 76% of driver fatalities. In addition, 51.1% of drivers in crashes were male and 50.2% of injured drivers were male.
- **MONTH** – Total crashes are more likely to occur in October and November, injury crashes in October, June and May, and fatal crashes in July and August.
- **DAY OF WEEK** – A higher percentage of total and injury crashes occur on Friday than any other day of the week. However, more fatal crashes occur on Saturday than on Sunday and Friday, which rank 2<sup>nd</sup> and 3<sup>rd</sup> in number of fatal crashes.
- **TIME OF DAY** – Close to 50% of total and injury crashes occur between noon and 8:00 pm. The highest percentage of fatal crashes occurs between noon and midnight.

- **ROAD TYPE** – A significant percentage of total, injury and fatal crashes occur on state and county roads. A higher percentage of total and injury crashes also occur on Baltimore City roads. A very high percentage of fatal crashes occur on state roads (44.5%), in addition to the 24.1 % that occur on county roads, and the 10.4% and 12.6% that occur on interstate and US roads, respectively.
- **COUNTY** – The highest percentage of total crashes occur in Baltimore City and Prince George’s, Baltimore, and Montgomery Counties. A higher percentage of fatal crashes occur in Prince George’s, Baltimore and Anne Arundel Counties. However, these findings are not surprising because these counties have the highest populations in the state. A somewhat different pattern emerges when exposure data is added. Over-representation is determined when a county displays a higher percentage of crashes than expected, given its percentage of VMT.
  - For example, Baltimore City accounts for 6.4% of the state’s VMT, yet it accounts for 18.8% of the state’s total crashes and 14.2% of injury crashes. Montgomery County accounts for 13.3% of the state’s VMT, and 14.9% of injury crashes.
  - Although the number of fatal crashes in Charles and Cecil Counties is small, more fatal crashes occur in those Counties than one would expect. Prince George’s County has 15.5% of the state’s VMT and 17.2% of fatal crashes.

Maryland’s General Driver Safety Program is funded from Section 402 and 406 monies. A total of \$200,600 was granted to this program area for FFY 2008. In addition, a total of \$70,400 was matched by grantee agencies, for a grand total of \$271,000 in funds to be spent on the General Driver Safety Program in FFY 2008.

In FFY 2008, the MHSO will fund the following projects, to work toward accomplishing its General Driver safety objectives:

**John Hopkins Bloomberg School of Public Health – *Evaluation & Training Grant***

- Institute of higher education
- Target audience – MHSO/CTSP grantee agencies
- Target area – State of Maryland

The goal of this program is to develop formal evaluation of administration, activity and policy for the MHSO-funded activities. This evaluation will help to determine if funded resources and activities are providing the desired outcomes of lower injuries and fatalities related to traffic crashes. The Evaluation program is developing improved monitoring and performance assessment reporting tools for the CTSPs within Maryland. Additionally this program is developing program area specific survey tools for use during education contacts with citizens. Currently the project is in a pilot phase with the CTSP Program. Ultimately, the MHSO hopes to utilize the results for Maryland’s overall highway safety program (including all general grantees).

**University of Maryland – *Monitoring the Future of Maryland Traffic Safety Programs***

- Institute of higher education
- Target audience – State agencies & other public traffic safety stakeholders
- Target area – State of Maryland

The goal of this program is to develop an electronically integrated and efficient public opinion survey, designed to improve traffic safety by better understanding public perception of current

laws and safety practices. The resulting data will then be cross-referenced with other data sources and will provide an effective online tool for evaluation and analysis of MHSO traffic safety programs. The survey takes citizens approximately 10 minutes to complete and it is confidential. Participant data collected in the survey is valuable in providing the state and local highway safety directors with information on how to offer better services to the state and the local areas.

## GENERAL DRIVER SAFETY: PROJECT BUDGET SUMMARY

Project Number	Project Title	Budget	Budget Source
08-025	CTSP Evaluation & Training	\$96,800	
08-004	Monitoring the Future of HS	\$103,800	
<b>402 Total *</b>		<b>\$96,800</b>	
<b>Total All Funds *</b>		<b>\$271,000</b>	

\*Total includes MHSO administrative and programmatic funds (not listed).

## Older Driver Safety

TABLE 17 – Crash Summary: Older Driver Involved \*

	2002	2003	2004	2005	2006	5 Year AVG.	5 Year Statewide %
<b>Fatal Crashes</b>	96	100	90	90	101	95	0.6
<b>Injury Crashes</b>	4,815	4,714	4,447	4,371	4,490	4,567	35.9
<b>Property Damage Only</b>	5,709	5,786	5,689	5,706	5,773	5,733	63.6
<b>Total Crashes</b>	10,620	10,600	10,226	10,167	10,364	10,395	100.0
<b>Total of All Fatalities</b>	108	108	104	96	112	106	
<b>Total Number Injured</b>	7,821	7,517	7,202	6,909	7,125	7,315	

Over the past five years, an average of 10,395 older driver crashes (age 65 and up) have occurred on Maryland's roadways. On average, 106 people have lost their lives each year in older driver crashes, representing 16.4% of all Maryland traffic fatalities. In addition, an average of 7,315 persons has been injured annually, representing 13% of all of Maryland's traffic injuries.

- **GENDER** – More male drivers were in crashes, injured and killed. Female drivers account for 36.5% of fatalities while their younger counterparts account for 14.6% of fatalities.
- **MONTH** – Total crashes and injury crashes exhibit the same distribution as the statewide crash trend, with more fatal crashes occurring during July, September, June and April.
- **DAY OF WEEK** – Total and injury crashes are more likely to occur on Friday and Thursday. Fatal crashes are far more likely to occur on Saturday.
- **TIME OF DAY** – More total and injury crashes occur between 8:00 am and 6:00 pm. A high percentage of fatal crashes occur between noon and 4:00 pm.

- **ROAD TYPE** – Total and injury crashes occur more often on state and county roads. Fatal crashes occur on state and US roads more often.
- **COUNTY** – Baltimore County is over-represented in total crashes, while Prince George's County and Baltimore City are under-represented. Harford and Queen Anne's and Washington Counties are over-represented in fatal crashes.

<b>ADMINISTRATIVE OBJECTIVES</b>
<ul style="list-style-type: none"> <li>• To develop and place 1 new radio spot by September 30, 2008.</li> <li>• To deliver 10 Seniors on the MOVE seminars statewide by September 30, 2008.</li> <li>• To distribute 20,000 pieces of educational material on older driver safety by September 30, 2008.</li> <li>• To conduct at least 1 older driver-related meeting for CTSPs by September 30, 2007</li> </ul>

Maryland's overall Older Driver Program is funded from Section 402 monies. A total of \$17,000 was granted to this program area for FFY 2007. In addition, a total of \$24,600 was matched by grantee agencies, for a grand total of \$41,600 in funds to be spent on the Older driver Program in FFY 2007. It must be noted that a portion of the Positive Alternatives to Dangerous & Destruction Decisions (PADDD) grant for \$73,800 (406 monies) will be devoted to the Seniors on the M.O.V.E. project (initiated by Johns Hopkins University) in FFY 2008.

#### **OLDER DRIVER: PROJECT BUDGET SUMMARY**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
<b>402 Total *</b>		<b>\$17,000</b>	
<b>Total All Funds *</b>		<b>\$17,000</b>	

\*Total includes MHSO administrative and programmatic funds (not listed).

#### **Young Driver Safety**

TABLE 18 – Crash Summary: Young Driver Involved

	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>5 Year AVG.</b>	<b>5 Year Statewide %</b>
<b>Fatal Crashes</b>	115	125	109	100	102	110	0.6
<b>Injury Crashes</b>	9,368	8,855	8,524	8,174	7,808	8,546	35.9
<b>Property Damage Only</b>	12,947	13,374	12,249	12,042	11,947	12,512	63.6
<b>Total Crashes</b>	22,430	22,354	20,882	20,316	19,857	21,168	100.0
<b>Total of All Fatalities</b>	135	146	122	113	111	125	
<b>Total Number Injured</b>	15,300	14,373	13,927	13,281	12,565	13,889	

Over the past five years, an average of 21,168 crashes involving young drivers has occurred on Maryland's roadways. On average, 125 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 13,889 people has been injured annually, accounting for one-quarter of all of Maryland's traffic injuries.

- **AGE** – More 18 year old drivers were killed in crashes than any other in this age group.
- **GENDER** – More male drivers were involved in crashes and killed, while driver injuries were split evenly between men and women.
- **MONTH** – Young drivers are involved in more total crashes during October and June, and more fatal crashes during January.
- **DAY OF WEEK** – A higher percent of total crashes occurs on Friday and most fatal crashes occurred on the weekend (Friday-Sunday).
- **TIME OF DAY** – Young drivers are more likely to be involved in total and injury crashes between noon and 8:00 pm. Additionally, fatal crashes are more likely to occur between 8:00 pm and midnight.
- **ROAD TYPE** – A higher percent of young driver total, injury, and fatal crashes occur on state and county roads. Moreover, a significant percent of total crashes occur on US roads and Baltimore City streets.
- **COUNTY** – Anne Arundel and Baltimore Counties are over-represented in total crashes, while Baltimore City and Prince George’s County are significantly under-represented. Carroll County is over-represented in fatal crashes, while Prince George’s County and Baltimore City are under-represented.

<b>ADMINISTRATIVE OBJECTIVES</b>
<ul style="list-style-type: none"> <li>• To develop and place 1 new radio PSA in cooperation with the Maryland Broadcasters Association by May 1, 2008.</li> <li>• To conduct 24 Alcohol Compliance Enforcement actions by June 30, 2008.</li> <li>• To make 100,000 regional media impressions by September 30, 2008.</li> <li>• To distribute 40,000 pieces of educational material on young driver safety by September 30, 2008.</li> <li>• To facilitate 3 meetings of the Young Driver Task Force by September 30, 2008.</li> <li>• To attend and facilitate 3 meetings of the SHSP Young Driver Safety Emphasis Area Team by September 30, 2008.</li> </ul>



Maryland’s overall Young Driver Safety Program is funded from Section 402 and 410 monies. A total of \$20,000 was granted to this program area for FFY 2008. In addition, a total of \$14,000 was matched by grantee agencies, for a grand total of \$34,000 in funds to be spent on the Young Driver Safety Program in FFY 2008.

In FFY 2008, the MHSO will convene three 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 provide input and guidance in the development of new outreach materials and a new radio public service announcement to be developed in collaboration with the Maryland Broadcasters Association.

The MHSO's Young Driver Safety Program is a core partner in the State's SHSP. Its Young Driver Safety EAT began meeting in July 2006, as part of Maryland's Strategic Highway Summit. Since that time the EAT has developed a series of priority strategies and action items, and coordinated activities of EAT members and partners. The EAT provides regular briefings to the larger Young Driver Task Force. In FFY 2008, the EAT will develop additional priority strategies and action items and identify new partners to be included in their implementation.

Major initiatives for FFY 2008 will include the *Alcohol Compliance Enforcement* campaign centered on Prom and Graduation season in April and May 2008. The campaign will be implemented in coordination with *Checkpoint Strikeforce* activities. The MHSO will complete a formative evaluation of young driver programs in the State, to identify model programs and gaps in information and effective countermeasures. Standard law cards for use by enforcement officers on young driver laws, including the Graduated Driver Licensing will be distributed statewide.

In addition in FFY 2008, the MHSO will fund the following projects, to work toward accomplishing its Young Driver safety objectives:

**Campaign for Courtesy on the Road –*Courtesy Campaign Pilot Expansion***

- Non-profit
- Target audience – teen drivers & their parents
- Target area – Baltimore County / State of Maryland

The Campaign for Courtesy on the Road was established in Howard County, and now reaches all high schools in that county. The program combines routine communication with recruitment and incentives designed to promote participation and message retention. This project will adapt existing materials targeting Howard County and make them suitable for use in other jurisdictions. A more intensive pilot will be implemented in Baltimore County in cooperation with the Baltimore County CTSP. Information from Baltimore County will be used to customize both the routine email communications delivered to participants as well as the Campaign website which is available publicly to anyone in the State. The pilot will be evaluated for effectiveness and cost-efficiency, and for its potential for replication in other counties in Maryland.

**YOUNG DRIVER: PROJECT BUDGET SUMMARY**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source(s)</b>
08-008	MVA Young Driver	\$60,000	Section 402
08-TBD	Campaign for Courtesy on the Road Pilot Expansion	\$20,000	Section 402
08-TBD	Teen Driver Engineering Program	\$5,000	Section 406
<b>402 Total *</b>		<b>\$191,700</b>	
<b>Total All Funds *</b>		<b>\$196,700</b>	

\*Total includes MHSO administrative and programmatic funds (not listed).



## Public Awareness

### ADMINISTRATIVE OBJECTIVES

- To hold 6 major press events by September 30, 2008.
- To achieve 18,000 traffic safety NCSA broadcasts by September 30, 2008.
- To achieve at least a 10:1 return on NCSA grant funding by September 30, 2008.
- To develop 6 new PSAs by September 30, 2008.

Maryland's overall Public Awareness effort is funded from Section 402 monies. A total of \$446,500 was granted to this program area for FFY 2008. In addition, a total of \$400,000 was matched by grantee agencies (see below), for a grand total of \$846,500 in funds to be spent on the Public Relations Program in FFY 2008. Costs associated with the Communications Coordinator are covered in this area.

Matching funds for this grant are unusual in that the grant directed to the Maryland/DC/Delaware Broadcaster' Association guarantees a minimum rate of return of 4:1, meaning that for every dollar invested in the purchase of unused airtime, the MHSO receives \$4 in additional media value. During FFY 2008, \$16,500 of the granted funds will be used for the development of additional messaging, with the balance of \$100,000 going toward the actual airtime. A minimum of \$400,000 will be provided in matching funds by way of unused airtime value, for a grand total of \$846,500 in funds to be spent on Public Awareness in FFY 2008. The grant has historically achieved a much higher rate of return on airtime, returning a total value of more than 1.7 million dollars worth of airtime during FFY 2007, a ratio of 17:1. Matching funds, and thereby total funds, spent on Public Awareness, will likely be much higher than the targeted figure presented in this document.

The MHSO continues to be proactive in regard to public awareness efforts and in every instance seeks to raise the profile of traffic safety throughout the State. Educating the general public is one of the MHSO's primary focal points and the agency seeks to accomplish this mission through targeted messaging and programming which best fits the needs of Maryland's various traffic safety audiences. 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.

The MHSO is continually evaluating new methods for exposing traffic safety messages, and partnerships to further expand the reach of Maryland's traffic safety messages are developed at the federal, state and local levels. The MHSO also partners with private sector businesses, advocacy groups, victims' services organizations, other SHSOs, and traffic safety organizations, serving to further disseminate vital traffic safety messages.

During FFY 2008, the MHSO will continue to utilize the firm which won the RFP for media services in FFY 2006, Integrated Designs. Potential projects encompass efforts to reach out to multi-cultural audiences, to communicate traffic safety messages to law enforcement officers, and to facilitate campaign messaging for individual program areas. The partnership with Integrated Designs is intended to provide a more streamlined approach to media and public relations efforts, as well as to develop a consistent and standardized approach to marketing both the agency and its programs.

Major Public Awareness initiatives for FFY 2008 will include organizing and hosting press conferences and events, including, but not limited to those for *CIOT, CPSF, Maryland*

*Remembers*, and *Smooth Operator*. The MHSO is targeting six major public events throughout FFY 2008 to coincide with various outreach efforts in the Program Areas of Aggressive Driving Prevention, Impaired Driving Prevention, Occupant Protection, Young Driver Safety, and Motorcycle Safety.

In addition in FFY 2008, the MHSO will fund the following projects, to work toward accomplishing its public awareness objectives:

**Maryland/DC/Delaware Broadcasters Association – Non-Commercial Sustaining Announcement (NCSA) Program**

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

The main goal of this program is to coordinate the release of NCSAs, similar in nature to PSAs, to radio stations throughout Maryland for broadcast during unused commercial airtime. Paid media on both television and radio, while extremely effective under the correct circumstances, is costly. The grant provides the MHSO with the capacity to deliver a massive amount of messaging with some ability to target those messages by location and station format, at a very reasonable cost. This grant achieved an airplay value of more than 15:1 during FFY 2007 and the MHSO has set a target return rate of 10:1, based upon the fact that in the event the Broadcaster’s Association takes on new clients, it will reduce the MHSO’s return rate due to increased volume of NCSA’s throughout the State.

**PUBLIC AWARENESS: PROJECT BUDGET SUMMARY**

Project Number	Project Title	Budget	Budget Source(s)
08-026	NCSA Program	\$116,500	Section 402
N/A	RFP	\$330,000	Section 402
<b>402 Total *</b>		<b>\$532,100</b>	
<b>Total All Funds *</b>		<b>\$532,100</b>	

\*Totals include all administrative and programmatic funds not listed.

**Business & Community Outreach**

<b>ADMINISTRATIVE OBJECTIVES</b>
<ul style="list-style-type: none"> <li>• To hold 1 Drive Safely Work Week (DSWW) kick-off event by October 31, 2008</li> <li>• To hold 1 training seminar in conjunction with the MHSO Program Coordinators by September 30, 2008</li> <li>• To finalize the T-SAFE Resource Guide by September 30, 2008</li> <li>• To hold 2 T-SAFE Executive Council Meetings by September 30, 2008.</li> <li>• To increase T-SAFE membership by 5 percent by September 30, 2008.</li> </ul>

Maryland’s overall Business and Community Outreach Program is funded from Section 402 and 406 monies. A total of \$93,400 was granted to this program area for FFY 2008. In addition, a total of \$138,100 was matched by grantee agencies, for a grand total of \$231,500 in funds to be spent on the Business & Community Outreach Program FFY 2008.

Major initiatives for FFY 2008 will include one training seminar and the T-SAFE Drive Safely Work Week (DSWW) kick-off event. The employers’ Resource Guide will be finalized by

September 2008 and the distribution plan will include the T-SAFE Executive Council, T-SAFE members and any other agency/organization interested in starting a traffic safety program.

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

In addition in FFY 2008, the MHSO will fund the following project, to work toward accomplishing its traffic safety awareness driving prevention objectives:

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

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

The main goals of this program include, training professional drivers the critical aspects of highway safety, encouraging employers to conduct regular traffic safety training and educational programs and encouraging employers to establish and enforce corporate policies regarding traffic safety. The training sessions will cover but are not limited to the impact of aggressive, inattentive, and hazardous driving.

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

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

The goal of this program is the implementation of traffic-safety presentations to at-risk drivers appointed to the program through the court system and via employers and their employees. The program will focus on impaired driving, inattention, speeding, safety belt use, and aggressive driving. It is expanding statewide and targeting the 16-47year olds with 37 dedicated classes for this group. It will also increase its focus on the 18-34 year old male population where there continues to be a rise in impaired driving crashes. The presentations are unique in that the presenters include paramedics, a funeral home director, law enforcement personnel, a recovered patient of a traffic crash, and a trauma nurse. The program will help inform and educate employers and other at risk drivers of the serious consequences of dangerous driving behaviors.

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

Project Number	Project Title	Budget	Budget Source(s)
08-035	Corporate Highway Safety Training	\$19,600	Section 402
08-048	Positive Alternatives to Dangerous & Destructive Decisions	\$73,800	Section 402
<b>402 Total *</b>		<b>\$111,700</b>	
<b>Total All Funds *</b>		<b>\$205,100</b>	

\*Total includes MHSO administrative and programmatic funds (not listed).

## **POLICE TRAFFIC SERVICES**

### **ADMINISTRATIVE OBJECTIVES**

- To conduct 1 accredited Police Administration / Traffic Management School by September 30, 2008.
- To train a minimum of 30 Maryland Law Enforcement Executives through the Traffic Management School by September 30, 2008.
- To implement the Traffic Safety Specialist designation program statewide in Maryland by September 30, 2008.
- To award 75 officers with the Traffic Safety Specialist designation by September 30, 2008.
- To attend and assist in facilitation of 8 monthly meetings of the Maryland Crash Reconstruction Committee (MCRC) by September 30, 2008.
- To conduct 2 Advanced Collision Investigation schools through the MCRC by September 30, 2008.
- To conduct 2 Crash Reconstruction schools through the MCRC by September 30, 2008.
- To conduct 4 Specialized Crash Investigation seminars through the MCRC by September 30, 2008.
- To train a minimum of 150 Maryland Law Enforcement officers in Crash Reconstruction and Specialized topics by September 30, 2008.
- To present at 2 MSP traffic-related Command Summits by September 30, 2008.

Maryland's overall Police Traffic Services Program is funded from Section 402 and 406 monies. A total of \$359,200 was granted to this program area for FFY 2008. Additionally, a total of \$166,400 was matched by grantee agencies, for a grand total of \$525,600 in funds to be spent on the Police Traffic Services Program in FFY 2008. Costs associated with the Law Enforcement Program Coordinator are covered in this area.

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

Needs assessments 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 2008, frequent contact 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, continued meetings and liaison with key law enforcement executives through the Maryland Chiefs of Police Association & Maryland Sheriff's Association, will provide the opportunity to reaffirm the role these agencies play in an effective highway safety program as well as identify for them resources available through the MHSO.

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 College) 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 Training Commission, 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, Impaired Driving Program Coordinator, Occupant Protection Program Coordinator and others are presently working with a team of law enforcement representatives, as well as the Executive Director of the MCFBSU, to develop plans for a comprehensive Chiefs' Challenge Campaign for FFY 2009. The Challenge aims to be a mix of the Maryland and national models of Chiefs' Challenge. The enforcement community is and will continue to be a major player in the development and implementation of the Challenge as plans progress.

In addition in FFY 2008, 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 PDs 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 to promote the sustained growth of a solid statewide crash reconstruction program, two NHTSA-sponsored Instructor / Facilitator training courses will be offered to crash investigators so that they will be able to provide instruction in future classes. Additionally, 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 Police & Correctional Training Commission – *SPSC Traffic Management***

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

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

## 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 Maryland Police & Correctional Training Commission (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 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 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, MSP and its command staff, plays 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)
08-007	SPSC Traffic Management	\$145,000	Section 402
08-008	Traffic Safety Specialist.	\$21,900	Section 406
08-013	Police Crash Reconstruction Training	\$60,700	Section 402
08-028	Police Traffic Services/Training	\$46,000	Section 402
<b>402 Total *</b>		<b>\$337,300</b>	
<b>Total All Funds *</b>		<b>\$359,200</b>	

\*Total includes MHSO administrative and programmatic funds (not listed).

## **DIVERSITY IN TRAFFIC SAFETY**

### ADMINISTRATIVE OBJECTIVES

- To create a six-member committee to oversee the coordination of the 3<sup>rd</sup> Annual Diversity Summit by November 1, 2007.
- To hold 1 Diversity in Traffic Safety Summit by April 30, 2008.

- To coordinate and facilitate 1 *Diversity in Traffic Safety Task Force Meeting* by August 30, 2008.
- To recruit 10 community and grass roots programs to support the *Diversity in Traffic Safety Task Force* initiatives by September 30, 2008.
- To design 1 information safety poster with numerous traffic safety messages and slogans in different languages by September 30, 2008.
- To distribute no fewer than 50,000 pieces of traffic safety educational materials to diverse populations by September 30, 2008.
- To attend at least 6 statewide CTSP Task Force meetings by September 30, 2008.
- To attend at least 4 MHSO-sponsored Task Force meetings by September 30, 2008.

Maryland's overall *Diversity in Traffic Safety Program* is funded from Section 402 and 410 monies. A total of \$162,100 was granted to this program area for FFY 2008. In addition, a total of \$205,300 was matched by grantee agencies, for a grand total of \$367,400 in funds to be spent on the *Diversity in Traffic Safety Program* FFY 2008.

In FFY 2008, the MHSO will partner for a second consecutive year with *Millennium Health & Human Service Development Corporation*. The MHSO has also developed a working partnership with the Maryland State Department of Education and the Governor's Office on Asian Pacific American Affairs. While both partnerships are fairly new, these organizations are well-rounded in the field of diversity and community involvement, and will be essential to the future of the MHSO's *Diversity in Traffic Safety Program* outreach initiatives.

Traffic crashes are the leading cause of death for children under the age of 14 and this trend is especially evident within diverse population groups in Maryland. Nationally, child restraint use rates in 2006 were found significantly higher for the following demographic groups: African American, Asian, Hispanic, American Indian, Caucasian, Native Hawaiian or Pacific Islander demographic groups. While educational efforts are continuing to progress in some areas for various communities, 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 work closer with grass roots programs in 2008 to continue educating community members about the importance of traffic safety. In FFY 2008, the MHSO will use statewide demographic projection data broken down by county & ethnicity to focus educational efforts by age and gender, while focusing on specific community needs.

Major initiatives for FFY 2008 will include the 3<sup>rd</sup> Annual Diversity in Traffic Safety Summit, promotion of the *DTF* for continuous growth, the development of a multilingual message poster, new government agency partnerships and community partnerships. Several press releases and media alerts will be created to raise greater awareness within diverse communities about the importance of traffic safety. The distribution plan for the newly developed poster will include public libraries, religious congregations, and culturally specific outlets throughout the State.

Additionally in FFY 2008, the MHSO will fund the following project, 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 identify the multiple diverse audiences throughout the State, and develop resources that will assist those that serve these audiences. In FFY 2008, a portion of this grant will focus on individuals with disabilities, expansion of the previous year pilot project and the development of identifying specific driver safety habits and educational needs.

**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 heavily populated by non-English speaking populations. The program teaches business owners and employees about the need to recognize the signs of intoxication so as to not over serve and no sell to underage patrons. The training is intended to inform business owners and employees about drunk driving laws, consequences and the legal responsibilities they are expected to know, respect and are encouraged to uphold.

**DIVERSITY IN TRAFFIC SAFETY: PROJECT BUDGET SUMMARY**

Project Number	Project Title	Budget	Budget Source(s)
08-009	Montgomery County Latino Server Training	\$27,500	410
08-040	Community Highway Outreach Safety Education Program	\$134,600	402
<b>402 Total *</b>		<b>\$149,100</b>	
<b>Total All Funds *</b>		<b>\$176,600</b>	

\*Total includes MHSO administrative and programmatic funds (not listed).

**EMERGENCY MEDICAL SERVICES**

ADMINISTRATIVE OBJECTIVES
<ul style="list-style-type: none"> <li>• To contact 100 businesses and government agencies for partnership with the State's Bystander Care Program by September 30, 2008.</li> <li>• To recruit 10 Bystander Care trainers by September 30, 2008.</li> <li>• To conduct 5 Bystander Care train-the-trainer programs by September 30, 2008.</li> <li>• To hold 25 Bystander Care training programs, with a minimum of 10 students per session, by September 30, 2008</li> </ul>

Maryland's overall EMS effort is funded from Section 402 and 406 monies. A total of \$181,200 was granted to this program area for FFY 2008. In addition, a total of \$159,100 was matched by grantee agencies, for a grand total of \$ 340,300 in funds to be spent on EMS in FFY 2008.



In FFY 2008, the MHSO will fund the following projects, to work toward accomplishing its EMS objectives:

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

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

The main goal of 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.

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

- 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 will begin with pre-hospital care providers and emergency room nurses. The program will continue in Western Maryland with hopes to expand to Southern Maryland. In addition, the Bystander Care Program will work closely with the MHSO's T-SAFE Project. The Program has been implemented in nearly half of SHA's District Offices, with the hopes of full implementation by the end of the FFY.

**EMERGENCY MEDICAL SERVICES: PROJECT BUDGET SUMMARY**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source(s)</b>
08-070	Statewide EMS Equipment Project	\$150,000	402
08-071	Bystander Care Program	\$31,200	402
<b>402 Total *</b>		<b>\$150,000</b>	
<b>Total All Funds *</b>		<b>\$181,200</b>	

\*Total includes MHSO administrative and programmatic funds (not listed).

## Management Details

### **FINANCIAL MANAGEMENT**

#### **ADMINISTRATIVE OBJECTIVES**

- To conduct at least 48 monitoring site visits on projects with \$50,000 or more in obligated funds by September 30, 2008.
- To complete a conversion of all monitoring forms to allow on-site entry of site visit information at the time of the visit by September 30, 2008.
- To update the MHSO's Rules for Financial Management of Highway Safety Projects, and related materials, utilizing the forthcoming NHTSA model, by September 30, 2008.

To comply with the MHSO Monitoring Policy and federal requirements, the Financial and Information Systems Section (FISS) will conduct monitoring site visits on at least 48 projects with \$50,000 or more in funds obligated to the projects. Monitoring is necessary 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.

To facilitate implementation of the MHSO Monitoring Policy, the F&ISS has been working to convert the current site visit forms and other forms related to monitoring and administration into a format which will allow a direct input of information without having to transcribe from hand-written notations. This will save time and allow visits to be conducted more often and more efficiently.

The FISS will continue exploring ways to integrate and/or improve communication among the current Grants Management System (GMS), the State Financial Management Information System (FMIS) and NHTSA's Grants Tracking System (GTS), thereby enhancing the MHSO's ability to manage the program and associated projects. The objective would be to provide inter-connectivity and auto-population amongst the systems, thereby streamlining the grants management process and increasing efficiency, accuracy, and timeliness. It would eliminate triplicate entry, and automate certain existing manual processes. The ultimate outcome would be secure, online submission of Expressions of Interest (EOI), Project Agreements (PAs), Reimbursement Claims, Status Reports, etc. by grantees. The proposed system would have automatic error checking and required fields, and greater reporting capabilities to track financial and program progress.

Efficiency would improve in terms of staff time, and the project would also result in a more customer-friendly system, allowing the MHSO to better serve its grantees. The time saved by the new system would allow the staff to be performing more grantee site visits and other pertinent grants management functions presently being outweighed by more time-sensitive functions of the FISS. In addition to providing interconnectivity and online submission of reports, the MHSO would like the ability to auto-populate a database with those fields being reported online by grantees. The 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. With the assistance of the OOTS' IT staff, a comprehensive needs assessment is being conducted with the eventual outcome likely being the implementation of some significant upgrades to the existing systems.

During FFY 2008, the Rules for Financial Management of Highway Safety Projects will be reviewed, revised or updated as needed. 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.

**FINANCIAL MAMANGEMENT: PROJECT BUDGET SUMMARY**

Project Number	Project Title	Budget	Budget Source	Amount Related to SHSP
08-001	Planning & Administration	\$317,100	Sect 402 \$ 50,000 State \$267,100	
<b>402 Total</b>			<b>\$50,000</b>	
08-002	Coordination & Management	\$217,100	Sect 406 \$217,100	
08-TBD	GMS-IT Project	\$350,000	Sect 406 \$350,000	
<b>406 Total</b>			<b>\$567,100</b>	
<b>Total All Funds</b>			<b>\$884,200</b>	

**GRANTS MANAGEMENT**

The following section outlines the steps the MHSO and its grantees take throughout the year to establish, implement, monitor and close out projects. The MHSO has put a considerable amount of effort not only into documenting the process, but also into tweaking and improving it. This has been done in an effort to create accountability and efficiency for Maryland's Highway Safety Program.

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

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

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

**B1 - Disseminate Information to Existing GENERAL & Potential GENERAL Grantees (January - February)**

- 1) A general grantee mailing list is developed for the dissemination of materials. The list includes existing general grantee agencies (includes state agencies, non-profits, not-for-profits, associations, hospitals, institutions of higher education, etc.) and potential general grantee agencies. New potential grantee general agencies are sought according to the priorities determined at the PT & FPT meetings, as well as general new contacts that are desired. General grantee agencies vary from year to year, according to the data priorities determined for that FFY year – unlike the local funding grantee agencies, that remain fairly consistent over the years.

- 2) Marketing materials are developed to advertise the upcoming Grant Applicant Seminars (GAS).
- 3) GAS Binders are developed for distribution at the seminars. Contents are broken down by General Information, Grant Information, Grant Forms, Problem Identification, and Presentations. A disk with grant application forms is included. For existing grantees, MHSO/SHA logos and logo policies are also included. Contents are updated each year, depending upon administrative updates and programming priorities set during PT & FPT meetings.
- 4) GAS Presentations are developed by Project Managers who have identified problem areas and are seeking counter measures to address these specific issues.
- 5) Two seminars are held, the Grant Applicant Seminar-Existing Grantees & the GAS-Potential Grantees for general grantees (March), to educate grantees on:
  - what types of highway safety funding are available (attendees are given rough estimates of appropriate funding request levels & how requests are being rated)
  - where Maryland stands data-wise & what upcoming FFY priorities will be
  - what highway safety programs are already being funded
  - new administrative grant requirements
  - applicants must attend the appropriate seminar to be considered for grant funds.

**B2 - Disseminate Information to Existing LOCAL FUNDING Grantees (January - March)**

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

**C1 - GENERAL Grantees Submit Expressions of Interest (EOIs) to MHSO (Late April)**

- 1) The GENERAL Grants Review Team (GRT) is established. The central part of the GENERAL GRT is comprised of the Deputy Chief, FISS Chief, F&PMS, and Maryland's Regional Program Manager from NHTSA Region III. The MHSO Project Managers join the GRT during the review of the EOIs that relate to their program areas.
- 2) Existing and potential general agencies submit EOIs each year. Since the data priorities are determined year by year, the agencies that can effectively address these priorities from year to year might change as well.
- 3) Various members of the MHSO input information from the EOIs into the GENERAL GRT Database. The GENERAL GRT uses an in-house database that logs tracking, contact, budgetary and revisions information from the EOIs. A similar LOCAL FUNDING GRT Database is established as well.
- 4) F&PMS inputs information from the EOIs into the GMS.
- 5) Office Manager (OM) creates binder (contains EOIs broken down by Project Manager & blank EOI Review Sheets) for each member of the GENERAL GRT.

## **C2 – LOCAL FUNDING Grantees Submit PAs to MHSO (Early June)**

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

## **D1 - MHSO Coordinator & GENERAL GRT Review EOIs & Develop Funding Recommendations (Mid-May)**

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

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

## **D2 - Statewide CTSP Program Coordinator & LOCAL FUNDING GRT Review PAs & Develop Funding Recommendations (Mid-June)**

- 1) FISS GRT members review PAs for financial issues. PAS GRT members review PAs for programmatic issues. Questions are referred to the CTSP Program Coordinator, to be answered before the GRT meeting. Each GRT member establishes a score for each PA as noted above.
- 2) The LOCAL FUNDING GRT meets to formally review each EOI. The Deputy Chief leads a discussion of the FFY Grant Program Direction Sheet, which illuminates issues concerning funding and data, as well as any changes in the NHTSA directives. The CTSP Program Coordinator provides financial programmatic breakdowns of past FFY expenditures (salary, travel, equipment, incentive items, etc.), for review purposes. The LOCAL FUNDING GRT does the following:
  - a) Establishes a group score (percentage) for each EOI.
  - b) Establishes base funding levels according to the UMCP formula. This formula produces a weighted value for each county that determines the level of funding they will receive based on variables such as fatality rate (VMT), injury rate (VMT), crash rate, population, and the alcohol impaired driving crash rate (VMT)
  - c) Pre-set guidelines are used for additional funds for individual projects when available (for instance, incentive enforcement funds – guidelines include mandatory designated weeks, set number of sobriety checkpoints required, etc).
  - d) Additional funds may also be included for Stellar Awards, awarded to counties that have submitted stellar PAs, as noted by above-average group score, and run an exemplary program.
  - e) Develop funding recommendations.
- 3) OM logs the recommended figures into GRT files by PAs.

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

- 1) Deputy Chief generates the FFY GRT Recommendation Worksheet from the Local funding and General GRT EXCEL files. Deputy Chief and FISS Chief meet with MHSO Chief to discuss recommendations.

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

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

- 1) OM sends a letter to each agency that submitted an EOI based on the approved program recommendation package. This is performed through a mail merge of the GRT Database (in Excel) with the Commitment Letter templates (in Word).
  - a) A Commitment Letter is sent to each agency that submitted EOI & was included in the final program, either funded in full or in part, and includes:
    - total amount committed to the project, as well as by fund category
    - suggested programmatic, financial, or general revisions to the grant
    - key grant requirements
    - instructions on the paperwork which needs to be returned to MHSO, including Project Conditions
  - b) A Denial Letter is sent to each agency that submitted an EOI that was not included in the final program.
- 2) F&MMS sets up a project file for each committed project. A MHSO Project number is assigned and folders are made for the main project file.
- 3) OM updates GRT files with the date the letters are sent.

#### **G - Establish Financial Data for new FFY (June)**

- 1) The FFY Funding Summary with Federal Account/Project Numbers worksheet is created using the FFY Highway Safety Program Summary (Excel spreadsheet) by the FISS Chief.

- 2) Financial Data is entered into three different systems:
  - a) GTS
  - b) GMS
  - c) FMIS
- 3) Reports generated include:
  - a) HSP Cost Summary Transaction Report
  - b) HSP Cost Summary Report

#### **H - Grantees submit corrected/signed PAs to MHSO (August)**

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

#### **I - Executed PAs are Sent to LOCAL FUNDING and GENERAL Grantees (August - September)**

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

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

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

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

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

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

- 1) On or after October 1, the MHSO Chief is notified by letter of the federal funds available (Obligation Limitation) for the new FFY.
- 2) The FISS Chief is notified by e-mail that a new Obligation Limitation is available for obligation in GTS.



- 3) FISS Chief uses HSP-1 (the approved plan) as a guide to allocating and obligating the federal funds received.
- 4) FISS Chief reviews Project Obligation Report and Status of Funds Report in GMS to confirm and aid in determining federal fund allocation in GMS.
- 5) The funds allocated to the federal accounts codes in GMS are then input to the NHTSA GTS to create the Obligation Cost Summary (HCS-1).
- 6) On-going prior FFY projects are reviewed by MHSO staff for potential unexpended balances from prior year's approved application/program.
- 7) HCS-1 is electronically verified within GTS, and submitted to the NHTSA for review.

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

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

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

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

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

- 1) At the conclusion of each activity, local funding grantees complete an evaluation of the activity and submit an Activity Evaluation form.
- 2) MHSO receives quarterly reports from local funding and general grantees for each PA as specified in the PA Conditions by the following dates – January 31 (October – December), April 30 (January – March) and July 31 (April – June).
- 3) MHSO receives and processes the report package, which includes the Status Report, Reimbursement Claim, Reimbursement Itemization Report, and Equipment Accountability Report (if necessary).
  - a) **Status Report** - summarizes activities performed during the project period.

- b) **Reimbursement Claim** - summarizes the monies for which the grantee agency requests to be reimbursed for the reporting period.
- c) **Reimbursement Itemization Report** - details the expenses summarized on the claim.
- d) **Equipment Accountability Report** - submitted if equipment has been purchased or disposed.

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

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

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

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

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

- 1) FISS Chief reviews project file for completeness.
- 2) Most projects are completed by September and closed out of the system by December 31.

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

- 1) The Annual Report, required by the NHTSA, evaluates the overall program presented in the Annual Application for Federal Highway Safety Funds (Benchmark Report), as well as any additional components of the program that were approved and added throughout the FFY.

- 2) Each December 31, MHSO submits Maryland's Annual Report to the NHTSA Mid-Atlantic Region Office.

**T - Closeout of FFY (October 1 - December 31)**

- 1) Reconcile GMS to GTS.
- 2) Place unexpended funds in the new FFY program. Determine where these funds are needed based on new project obligations and assign funds accordingly.
- 3) Prepare new HCS-1 from GTS for each fiscal year, including the year being closed and the current FY.

Prepare and process a final voucher for (\$0), as required by the NHTSA.

**OFFICE MANAGEMENT**

<b>ADMINISTRATIVE OBJECTIVES</b>
<ul style="list-style-type: none"> <li>• To add 1 major resource tracking component to the MHSO's resource database by September 30, 2008.</li> <li>• To convert 3 office forms to web-based forms by September 30, 2008.</li> </ul>

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. The OMS continues to provide support to the expanding program areas and the division as a whole as well. In FFY 2008, the OMS will continue working with the MHSO's new SHA staff in the FISS (formerly the Traffic Safety Analysis Division), especially newer members, to gain a complete understanding of their work and support requirements.

The Office Manager is establishing a grantee monitoring schedule that conforms to the monitoring policy. Site visits with the Project Director, MHSO Coordinators, and two FISS team members will continue to be coordinated as required by MHSO policy. In addition, the OMS will continue a lead role in training the new staff on the current location of files, electronic forms, and office policies and procedures, and will implement new policies and/or training as necessary.

During FFY 2008, the OMS will continue to implement new components to the Resource Inventory Database, specifically measures to increase the efficiency of the existing system. They 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

Without question, the increase in fatalities from 2005 to 2006 was disheartening, as was the increase in alcohol-related fatalities; however, leadership within Maryland's traffic safety community is galvanized and positioned to rebound in FFY 2008. Spurred by a marked increase in safety belt use and additional programming to combat alcohol and drug-impaired driving, traffic safety has repeatedly been emphasized as a statewide priority by the leadership at the highest levels. The commitment shown by the MHSO's partners to the SHSP will also ensure that more agencies are included in Maryland's quest to eliminate traffic crashes.

The MHSO will depend upon a very highly developed network of traffic safety-conscious organizations and individuals, including CTSPs, state and local agencies, community-based groups, associations, non-profit organizations, hospitals, institutions of higher learning, and the private sector, to affect a lasting change throughout the State. Throughout FFY 2008, the MHSO will evaluate the effectiveness of ongoing efforts as well as monitor developments of potential projects that will allow the MHSO to meet its stated goals and objectives. These assessments also ensure accountability for both programmatic and fiscal responsibilities. 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.

Federal funding levels are critical to Maryland's success in achieving its goal of eliminating traffic crashes and the resulting fatalities and injuries. 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 and SHA Administrator, Mr. Neil J. Pedersen. 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 8/25/05

## 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:**

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **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,**
- **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 (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- 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-LLL, "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

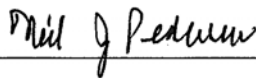
Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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



\_\_\_\_\_  
Neil J. Pedersen, Administrator  
Governor's Representative for Highway Safety

7/30/07

# Program Cost Summary

Project No	Agency Abbr.	Program Area/Projects	402 Federal	405 Federal	406 Federal	408 Federal	410 Federal	2010 Federal	Total NHTSA Federal	Section 148	State Funds	TOTALS	State/ Local Match	Grand Totals
<b><u>01 Aggressive Driving Safety Programs</u></b>														
08-051	MVA	Smooth Operator - PR Campaign	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000	\$ 61,200	\$ 311,200
08-028	MSP	Aggressive Driving Enforcement	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ 187,000	\$ 200,000	\$ -	\$ 387,000	\$ -	\$ 387,000
08-210	MHSO	MHSO-Law Enforcement/Aggr Driv Prevention Program	\$ 17,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,400	\$ -	\$ -	\$ 17,400	\$ -	\$ 17,400
<b>Total Aggressive Driving Safety Programs</b>			<b>\$ 17,400</b>	<b>\$ -</b>	<b>\$ 437,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 454,400</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ 654,400</b>	<b>\$ 61,200</b>	<b>\$ 715,600</b>
<b><u>02 Inattentive Driving Safety Programs</u></b>														
08-208	MHSO	MHSO-Inattentive Driving Prevention Program	\$ 17,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,400	\$ -	\$ -	\$ 17,400	\$ -	\$ 17,400
08-002	UMCP	MHSO Inattentive/Diversity Program Coordination	\$ 85,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,600	\$ -	\$ -	\$ 85,600	\$ -	\$ 85,600
<b>Total Inattentive Driving Safety Programs</b>			<b>\$ 103,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 103,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 103,000</b>	<b>\$ -</b>	<b>\$ 103,000</b>
<b><u>03 Impaired Driving Safety Programs</u></b>														
08-069	District Court	Maryland DUI/Drug Court - Anne Arundel County	\$ -	\$ -	\$ -	\$ -	\$ 71,200	\$ -	\$ 71,200	\$ -	\$ -	\$ 71,200	\$ -	\$ 71,200
08-067	Harf Co	Maryland DUI/Drug Court - Harford County	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ -	\$ 60,000	\$ 43,600	\$ 103,600
08-068	How Co	Maryland DUI/Drug Court - Howard County	\$ -	\$ -	\$ -	\$ -	\$ 71,600	\$ -	\$ 71,600	\$ -	\$ -	\$ 71,600	\$ 53,900	\$ 125,500
08-027	WRAP	Impaired Driving Outreach	\$ -	\$ -	\$ -	\$ -	\$ 366,200	\$ -	\$ 366,200	\$ 200,000	\$ -	\$ 566,200	\$ 615,700	\$ 1,181,900
08-028	MSP	Impaired Driving Enforcement	\$ -	\$ -	\$ -	\$ -	\$ 202,000	\$ -	\$ 202,000	\$ 200,000	\$ -	\$ 402,000	\$ -	\$ 402,000
08-029	MIEMSS	Impaired Driving Prevention - PR Campaign	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 40,000	\$ 140,000
08-011	AAA-Mid Atl.	Tipsy Taxi	\$ -	\$ -	\$ -	\$ -	\$ 34,100	\$ -	\$ 34,100	\$ -	\$ -	\$ 34,100	\$ 22,800	\$ 56,900
TBA	MADD	Court Monitoring	\$ -	\$ -	\$ -	\$ -	\$ 123,000	\$ -	\$ 123,000	\$ -	\$ -	\$ 123,000	\$ 218,200	\$ 341,200
08-206	MHSO	MHSO-Impaired Driving Prevention Program	\$ -	\$ -	\$ -	\$ -	\$ 49,200	\$ -	\$ 49,200	\$ -	\$ -	\$ 49,200	\$ -	\$ 49,200
08-002	UMCP	UMCP-Impaired Driving Coordination	\$ 85,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,600	\$ -	\$ -	\$ 85,600	\$ -	\$ 85,600
<b>Total Impaired Driving Safety Programs</b>			<b>\$ 85,600</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,077,300</b>	<b>\$ -</b>	<b>\$ 1,162,900</b>	<b>\$ 400,000</b>	<b>\$ -</b>	<b>\$ 1,562,900</b>	<b>\$ 994,200</b>	<b>\$ 2,557,100</b>
<b><u>04 Motorcycle Safety Programs</u></b>														
TBA	MVA	Motorcycle Safety Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	\$ -	\$ 150,000
TBA	Various	Motorcycle Safety Incentive Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 182,700	\$ 182,700	\$ -	\$ -	\$ 182,700	\$ -	\$ 182,700
07-212	MHSO	MHSO-Motorcycle Safety Program	\$ 34,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,700	\$ -	\$ -	\$ 34,700	\$ -	\$ 34,700
<b>Total Motorcycle Safety Programs</b>			<b>\$ 34,700</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 182,700</b>	<b>\$ 217,400</b>	<b>\$ 150,000</b>	<b>\$ -</b>	<b>\$ 367,400</b>	<b>\$ -</b>	<b>\$ 367,400</b>
<b><u>05 Occupant Protection Programs</u></b>														
08-024	MCFSBU	Comprehensive Occupant Protection Outreach Effort	\$ -	\$ 542,600	\$ -	\$ -	\$ -	\$ -	\$ 542,600	\$ 250,000	\$ -	\$ 792,600	\$ 300,000	\$ 1,092,600
08-021	DHMH	Maryland Kids in Safety Seats	\$ -	\$ 162,700	\$ -	\$ -	\$ -	\$ -	\$ 162,700	\$ -	\$ -	\$ 162,700	\$ 107,600	\$ 270,300
08-015	Denton PD	Baltimore Metropolitan Law Enforcement Liaison	\$ -	\$ -	\$ 18,300	\$ -	\$ -	\$ -	\$ 18,300	\$ -	\$ -	\$ 18,300	\$ 18,000	\$ 36,300
08-014	Ridgely PD	Eastern Shore Law Enforcement Liaison	\$ -	\$ -	\$ 11,700	\$ -	\$ -	\$ -	\$ 11,700	\$ -	\$ -	\$ 11,700	\$ 18,000	\$ 29,700
08-016	Ridgely PD	Western Maryland Law Enforcement Liaison	\$ -	\$ -	\$ 18,200	\$ -	\$ -	\$ -	\$ 18,200	\$ -	\$ -	\$ 18,200	\$ 4,000	\$ 22,200
08-020	MIEMSS	CPS Hospital Assessment/Special Populations Project	\$ -	\$ 98,800	\$ -	\$ -	\$ -	\$ -	\$ 98,800	\$ -	\$ -	\$ 98,800	\$ 77,500	\$ 176,300
08-028	MSP	Occupant Protection Program	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ -	\$ -	\$ 15,000	\$ -	\$ 15,000
08-205	MHSO	MHSO-Occupant Protection Program	\$ -	\$ 52,100	\$ -	\$ -	\$ -	\$ -	\$ 52,100	\$ -	\$ -	\$ 52,100	\$ -	\$ 52,100
08-002	UMCP	UMCP-Occupant Protection Coordination	\$ 85,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,600	\$ -	\$ -	\$ 85,600	\$ -	\$ 85,600
<b>Total Occupant Protection Programs</b>			<b>\$ 85,600</b>	<b>\$ 871,200</b>	<b>\$ 48,200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,005,000</b>	<b>\$ 250,000</b>	<b>\$ -</b>	<b>\$ 1,255,000</b>	<b>\$ 525,100</b>	<b>\$ 1,780,100</b>

Project No	Agency Abbr.	Program Area/Projects	402 Federal	405 Federal	406 Federal	408 Federal	410 Federal	2010 Federal	Total NHTSA Federal	Section 148	State Funds	TOTALS	State/ Local Match	Grand Totals
<b>06 Pedestrian &amp; Bicycle Safety Programs</b>														
08-061	WASHCOG	Street Smart - PR Campaign	\$ 130,300	\$ -	\$ -	\$ -	\$ -	\$ -	130,300	\$ -	\$ -	130,300	\$ 100,000	\$ 230,300
08-007	WABA	Ped-Bike Education in Schools	\$ 82,900	\$ -	\$ -	\$ -	\$ -	\$ -	82,900	\$ -	\$ -	82,900	\$ -	\$ 82,900
08-207	MHSO	MHSO-Pedestrian/Bicycle Safety Program	\$ 34,700	\$ -	\$ -	\$ -	\$ -	\$ -	34,700	\$ -	\$ -	34,700	\$ -	\$ 34,700
08-002	UMCP	UMCP-Pedestrian/Bicycle Safety Coordination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -
<b>Total Pedestrian &amp; Bicycle Safety Programs</b>			<b>\$ 247,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>247,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>247,900</b>	<b>\$ 100,000</b>	<b>\$ 347,900</b>
<b>07 Traffic Safety Programs</b>														
08-026	Broad Assn	NCSA Public Awareness Media Outreach Campaign	\$ 116,500	\$ -	\$ -	\$ -	\$ -	\$ -	116,500	\$ -	\$ -	116,500	\$ 400,000	\$ 516,500
08-025	JHU	CTSP Evaluation & Training Project	\$ 96,800	\$ -	\$ -	\$ -	\$ -	\$ -	96,800	\$ -	\$ -	96,800	\$ -	\$ 96,800
08-008	MVA	Young Driver	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	60,000	\$ -	\$ -	60,000	\$ -	\$ 60,000
08-???	Cpgn Crtsy on Rd	Campaign for Courtesy on the Road Pilot Expansion	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	20,000	\$ -	\$ -	20,000	\$ -	\$ 20,000
08-004	UMCP	Monitoring the Future of Maryland's TS Programs	\$ -	\$ -	103,800	\$ -	\$ -	\$ -	103,800	\$ -	\$ -	103,800	\$ 70,400	\$ 174,200
08-035	Ches Reg SC	Traffic Trilogy - Compr./Corp. H.S. Training	\$ 19,600	\$ -	\$ -	\$ -	\$ -	\$ -	19,600	\$ -	\$ -	19,600	\$ 17,800	\$ 37,400
08-048	PADDD	Positive Alternatives to Dangerous Decisions	\$ -	\$ -	73,800	\$ -	\$ -	\$ -	73,800	\$ -	\$ -	73,800	\$ 120,300	\$ 194,100
TBA	TBA	RFP - Public Awareness	\$ 330,000	\$ -	\$ -	\$ -	\$ -	\$ -	330,000	\$ -	\$ -	330,000	\$ -	\$ 330,000
08-209	MHSO	MHSO-T-SAFE Program	\$ 26,100	\$ -	\$ -	\$ -	\$ -	\$ -	26,100	\$ -	\$ -	26,100	\$ -	\$ 26,100
08-212	MHSO	MHSO-Young Driver Safety Program	\$ 26,100	\$ -	\$ -	\$ -	\$ -	\$ -	26,100	\$ -	\$ -	26,100	\$ -	\$ 26,100
08-002	UMCP	UMCP-Special Programs Coordination	\$ 85,600	\$ -	\$ -	\$ -	\$ -	\$ -	85,600	\$ -	\$ -	85,600	\$ -	\$ 85,600
08-002	UMCP	UMCP-Public Relations Coordination	\$ 85,600	\$ -	\$ -	\$ -	\$ -	\$ -	85,600	\$ -	\$ -	85,600	\$ -	\$ 85,600
08-002	UMCP	UMCP-T-SAFE/Community Outreach Coordination	\$ 85,600	\$ -	\$ -	\$ -	\$ -	\$ -	85,600	\$ -	\$ -	85,600	\$ -	\$ 85,600
<b>Total Traffic Safety Programs</b>			<b>\$ 951,900</b>	<b>\$ -</b>	<b>177,600</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>1,129,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>1,129,500</b>	<b>\$ 608,500</b>	<b>\$ 1,738,000</b>
<b>08 Diversity Programs</b>														
08-040	Mill Health	Community Highway Outreach Safety Education Program	\$ 134,600	\$ -	\$ -	\$ -	\$ -	\$ -	134,600	\$ -	\$ -	134,600	\$ 102,700	\$ 237,300
08-009	Mont. Co. Liq. Con	Mont. Co. Latino Server Training	\$ -	\$ -	\$ -	\$ -	27,500	\$ -	27,500	\$ -	\$ -	27,500	\$ 102,600	\$ 130,100
08-208	MHSO	MHSO-Diversity in Traffic Safety Program	\$ 14,500	\$ -	\$ -	\$ -	\$ -	\$ -	14,500	\$ -	\$ -	14,500	\$ -	\$ 14,500
<b>Total Diversity Programs</b>			<b>\$ 149,100</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>27,500</b>	<b>\$ -</b>	<b>176,600</b>	<b>\$ -</b>	<b>\$ -</b>	<b>176,600</b>	<b>\$ 205,300</b>	<b>\$ 381,900</b>
<b>09 Data Enhancement Programs</b>														
08-054	NSC	Comprehensive Crash Outcome Data Evaluation System	\$ 214,300	\$ -	\$ -	\$ -	\$ -	\$ -	214,300	\$ -	\$ -	214,300	\$ 93,800	\$ 308,100
08-053	OCME	Medical Examiner Data System	\$ 68,200	\$ -	\$ -	\$ -	\$ -	\$ -	68,200	\$ -	\$ -	68,200	\$ 50,300	\$ 118,500
08-019	Towson Univ.	Virtual Data Warehouse	\$ -	\$ -	\$ -	244,900	\$ -	\$ -	244,900	\$ -	\$ -	244,900	\$ 165,000	\$ 409,900
08-018	Towson Univ.	Safety & Transportation Knowledge Online	\$ -	\$ -	\$ -	231,900	\$ -	\$ -	231,900	\$ -	\$ -	231,900	\$ 166,500	\$ 398,400
Various	Various	Safety Information System Improvement Grants	\$ -	\$ -	\$ -	111,200	\$ -	\$ -	111,200	\$ -	\$ -	111,200	\$ -	\$ 111,200
08-213	MHSO	MHSO-Traffic Records Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -
08-002	UMCP	UMCP-Data Coordination	\$ 85,600	\$ -	\$ -	\$ -	\$ -	\$ -	85,600	\$ -	\$ -	85,600	\$ -	\$ 85,600
<b>Total Data Enhancement Programs</b>			<b>\$ 368,100</b>	<b>\$ -</b>	<b>\$ -</b>	<b>588,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>956,100</b>	<b>\$ -</b>	<b>\$ -</b>	<b>956,100</b>	<b>\$ 475,600</b>	<b>\$ 1,431,700</b>
<b>10 Community Traffic Safety Programs</b>														
Various	Local	Local Community Traffic Safety Programs	\$ 1,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	1,600,000	\$ -	500,000	2,100,000	\$ 670,000	\$ 2,770,000
Various	Local	CTSP Enforcement	\$ 327,800	\$ -	596,300	\$ -	667,200	\$ -	1,591,300	\$ -	\$ -	1,591,300	\$ 930,000	\$ 2,521,300
08-211	MHSO	MHSO-CTSP Program	\$ 2,800	\$ -	\$ -	\$ -	\$ -	\$ -	2,800	\$ -	\$ -	2,800	\$ -	\$ 2,800
08-002	UMCP	UMCP-CTSP Coordination	\$ 85,600	\$ -	\$ -	\$ -	\$ -	\$ -	85,600	\$ -	\$ -	85,600	\$ -	\$ 85,600
<b>Total Community Traffic Safety Programs</b>			<b>\$ 2,016,200</b>	<b>\$ -</b>	<b>596,300</b>	<b>\$ -</b>	<b>667,200</b>	<b>\$ -</b>	<b>3,279,700</b>	<b>\$ -</b>	<b>500,000</b>	<b>3,779,700</b>	<b>\$ 1,600,000</b>	<b>\$ 5,379,700</b>

EOI#	Agency Abbr.	Program Area/Projects	402 Federal	405 Federal	406 Federal	408 Federal	410 Federal	2010 Federal	Total NHTSA Federal	Section 148	State Funds	TOTALS	State/ Local Match	Grand Totals
<b>11 Safe Communities Programs</b>														
-			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
-			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Safe Communities Programs</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>12 Police Traffic Services</b>														
08-013	Balto Co PD	Police Crash Reconstruction Training	\$ 60,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,700	\$ -	\$ -	\$ 60,700	\$ 45,500	\$ 106,200
TBA	MD Pol.Trng Comm	SPSC Traffic Management	\$ 145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 145,000	\$ -	\$ -	\$ 145,000	\$ 106,200	\$ 251,200
TBA	MD Pol.Trng Comm	Traffic Safety Specialist	\$ -	\$ -	\$ 21,900	\$ -	\$ -	\$ -	\$ 21,900	\$ -	\$ -	\$ 21,900	\$ 14,700	\$ 36,600
08-028	MSP	Police Traffic Services/Training	\$ 46,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,000	\$ -	\$ -	\$ 46,000	\$ -	\$ 46,000
08-002	UMCP	UMCP-Law Enforcement Coordination	\$ 85,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,600	\$ -	\$ -	\$ 85,600	\$ -	\$ 85,600
<b>Total Police Traffic Services</b>			\$ 337,300	\$ -	\$ 21,900	\$ -	\$ -	\$ -	\$ 359,200	\$ -	\$ -	\$ 359,200	\$ 166,400	\$ 525,600
<b>13 Emergency Medical Services</b>														
08-070	MIEMSS	Bystander Care Program Pilot - Western Maryland	\$ -	\$ -	\$ 31,200	\$ -	\$ -	\$ -	\$ 31,200	\$ -	\$ -	\$ 31,200	\$ 9,100	\$ 40,300
08-071	MIEMSS	Statewide EMS Equipment Project	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 300,000
<b>Total Emergency Medical Services</b>			\$ 150,000	\$ -	\$ 31,200	\$ -	\$ -	\$ -	\$ 181,200	\$ -	\$ -	\$ 181,200	\$ 159,100	\$ 340,300
<b>14 Engineering</b>														
TBA	SHA	Teen Driver Engineering	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ 5,000	\$ -	\$ 5,000
-			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Engineering</b>			\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ 5,000	\$ -	\$ 5,000
<b>15 Administration</b>														
08-002	MHSO	MHSO-Business Operations	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 267,100	\$ 317,100
TBA	MHSO	GMS IT Project	\$ -	\$ -	\$ 350,000	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ -	\$ 350,000	\$ -	\$ 350,000
08-002	UMCP	UMCP-Safety Programs Coordination	\$ -	\$ -	\$ 85,600	\$ -	\$ -	\$ -	\$ 85,600	\$ -	\$ -	\$ 85,600	\$ -	\$ 85,600
08-002	UMCP	UMCP-Office Management	\$ -	\$ -	\$ 85,600	\$ -	\$ -	\$ -	\$ 85,600	\$ -	\$ -	\$ 85,600	\$ -	\$ 85,600
08-002	UMCP	UMCP-Clerical & Administrative Support	\$ -	\$ -	\$ 45,900	\$ -	\$ -	\$ -	\$ 45,900	\$ -	\$ -	\$ 45,900	\$ -	\$ 45,900
<b>Total Administration</b>			\$ 50,000	\$ -	\$ 567,100	\$ -	\$ -	\$ -	\$ 617,100	\$ -	\$ -	\$ 617,100	\$ 267,100	\$ 884,200
<b>Total Programmed</b>			\$ 4,596,800	\$ 871,200	\$ 1,884,300	\$ 588,000	\$ 1,772,000	\$ 182,700	\$ 9,895,000	\$ 1,000,000	\$ 500,000	\$ 11,395,000	\$ 5,162,500	\$ 16,557,500



# HSP-1

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

State: Maryland

Highway Safety Plan Cost Summary

Page: 1

2008-HSP-1

Report Date: 08/30/2007

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2008-15-01-00		\$ .00	\$267,100.00	\$ .00	\$50,000.00	\$50,000.00	\$ .00
	Planning and Administration Total		\$ .00	\$267,100.00	\$ .00	\$50,000.00	\$50,000.00	\$ .00
Alcohol								
	AL-2008-03-05-00		\$ .00	\$ .00	\$ .00	\$85,600.00	\$85,600.00	\$ .00
	Alcohol Total		\$ .00	\$ .00	\$ .00	\$85,600.00	\$85,600.00	\$ .00
Emergency Medical Services								
	EM-2008-13-01-00		\$ .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-2008-04-02-00		\$ .00	\$ .00	\$ .00	\$34,700.00	\$34,700.00	\$ .00
	Motorcycle Safety Total		\$ .00	\$ .00	\$ .00	\$34,700.00	\$34,700.00	\$ .00
Occupant Protection								
	OP-2008-05-03-00		\$ .00	\$ .00	\$ .00	\$85,600.00	\$85,600.00	\$ .00
	Occupant Protection Total		\$ .00	\$ .00	\$ .00	\$85,600.00	\$85,600.00	\$ .00
Pedestrian/Bicycle Safety								
	PS-2008-06-01-00		\$ .00	\$100,000.00	\$ .00	\$213,200.00	\$213,200.00	\$213,200.00
	PS-2008-06-02-00		\$ .00	\$ .00	\$ .00	\$34,700.00	\$34,700.00	\$ .00
	Pedestrian/Bicycle Safety Total		\$ .00	\$100,000.00	\$ .00	\$247,900.00	\$247,900.00	\$213,200.00
Police Traffic Services								
	PT-2008-01-02-00		\$ .00	\$ .00	\$ .00	\$17,400.00	\$17,400.00	\$ .00
	PT-2008-02-01-00		\$ .00	\$ .00	\$ .00	\$103,000.00	\$103,000.00	\$ .00

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

State: Maryland

Highway Safety Plan Cost Summary

Page: 2

2008-HSP-1

Report Date: 08/30/2007

For Approval

<b>Program Area</b>	<b>Project</b>	<b>Description</b>	<b>Prior Approved Program Funds</b>	<b>State Funds</b>	<b>Previous Bal.</b>	<b>Incre/(Decre)</b>	<b>Current Balance</b>	<b>Share to Local</b>
	PT-2008-12-01-00		\$ .00	\$151,700.00	\$ .00	\$251,700.00	\$251,700.00	\$109,100.00
	PT-2008-12-03-00		\$ .00	\$ .00	\$ .00	\$85,600.00	\$85,600.00	\$ .00
	Police Traffic Services Total		\$ .00	\$151,700.00	\$ .00	\$457,700.00	\$457,700.00	\$109,100.00
Traffic Records								
	TR-2008-09-01-00		\$ .00	\$144,100.00	\$ .00	\$282,500.00	\$282,500.00	\$ .00
	TR-2008-09-02-00		\$ .00	\$ .00	\$ .00	\$85,600.00	\$85,600.00	\$ .00
	Traffic Records Total		\$ .00	\$144,100.00	\$ .00	\$368,100.00	\$368,100.00	\$ .00
Community Traffic Safety Project								
	CP-2008-07-02-00		\$ .00	\$17,800.00	\$ .00	\$19,600.00	\$19,600.00	\$19,600.00
	CP-2008-07-03-00		\$ .00	\$ .00	\$ .00	\$96,800.00	\$96,800.00	\$96,800.00
	CP-2008-07-05-00		\$ .00	\$ .00	\$ .00	\$256,800.00	\$256,800.00	\$ .00
	CP-2008-08-01-00		\$ .00	\$102,700.00	\$ .00	\$134,600.00	\$134,600.00	\$134,600.00
	CP-2008-10-01-00		\$ .00	\$670,000.00	\$ .00	\$1,600,000.00	\$1,600,000.00	\$1,600,000.00
	CP-2008-10-01-01		\$ .00	\$500,000.00	\$ .00	\$ .00	\$ .00	\$ .00
	CP-2008-10-02-00		\$ .00	\$ .00	\$ .00	\$327,800.00	\$327,800.00	\$327,800.00
	CP-2008-10-03-00		\$ .00	\$ .00	\$ .00	\$88,400.00	\$88,400.00	\$ .00
	Community Traffic Safety Project Total		\$ .00	\$1,290,500.00	\$ .00	\$2,524,000.00	\$2,524,000.00	\$2,178,800.00
Driver Education								
	DE-2008-07-02-00		\$ .00	\$ .00	\$ .00	\$80,000.00	\$80,000.00	\$ .00
	DE-2008-07-05-00		\$ .00	\$ .00	\$ .00	\$52,200.00	\$52,200.00	\$ .00
	DE-2008-08-02-00		\$ .00	\$ .00	\$ .00	\$14,500.00	\$14,500.00	\$ .00
	Driver Education Total		\$ .00	\$ .00	\$ .00	\$146,700.00	\$146,700.00	\$ .00
Paid Advertising								
	PM-2008-07-01-00		\$ .00	\$400,000.00	\$ .00	\$446,500.00	\$446,500.00	\$ .00

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

State: Maryland

Highway Safety Plan Cost Summary

Page: 3

2008-HSP-1

Report Date: 08/30/2007

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	Paid Advertising Total		\$ .00	\$400,000.00	\$ .00	\$446,500.00	\$446,500.00	\$ .00
	NHTSA 402 Total		\$ .00	\$2,503,400.00	\$ .00	\$4,596,800.00	\$4,596,800.00	\$2,651,100.00
405 OP SAFETEA-LU								
	K2-2008-05-01-00		\$ .00	\$407,600.00	\$ .00	\$720,300.00	\$720,300.00	\$624,000.00
	K2-2008-05-02-00		\$ .00	\$77,500.00	\$ .00	\$98,800.00	\$98,800.00	\$98,800.00
	K2-2008-05-03-00		\$ .00	\$ .00	\$ .00	\$52,100.00	\$52,100.00	\$ .00
	405 Occupant Protection Total		\$ .00	\$485,100.00	\$ .00	\$871,200.00	\$871,200.00	\$722,800.00
	405 OP SAFETEA-LU Total		\$ .00	\$485,100.00	\$ .00	\$871,200.00	\$871,200.00	\$722,800.00
NHTSA 406								
	K4-2008-05-02-00		\$ .00	\$40,000.00	\$ .00	\$48,200.00	\$48,200.00	\$48,200.00
	K4-2008-15-02-00		\$ .00	\$ .00	\$ .00	\$217,100.00	\$217,100.00	\$ .00
	K4-2008-15-03-00		\$ .00	\$ .00	\$ .00	\$350,000.00	\$350,000.00	\$ .00
	406 Safety Belts Incentive Total		\$ .00	\$40,000.00	\$ .00	\$615,300.00	\$615,300.00	\$48,200.00
406 Emergency Medical Services								
	K4EM-2008-13-02-00		\$ .00	\$9,100.00	\$ .00	\$31,200.00	\$31,200.00	\$31,200.00
	406 Emergency Medical Services Total		\$ .00	\$9,100.00	\$ .00	\$31,200.00	\$31,200.00	\$31,200.00
406 Police Traffic Services								
	K4PT-2008-01-01-00		\$ .00	\$ .00	\$ .00	\$187,000.00	\$187,000.00	\$ .00
	K4PT-2008-01-02-00		\$ .00	\$61,200.00	\$ .00	\$250,000.00	\$250,000.00	\$ .00
	K4PT-2008-12-02-00		\$ .00	\$14,700.00	\$ .00	\$21,900.00	\$21,900.00	\$21,900.00
	406 Police Traffic Services Total		\$ .00	\$75,900.00	\$ .00	\$458,900.00	\$458,900.00	\$21,900.00
406 Roadway Safety								
	K4RS-2008-14-01-00		\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00
	406 Roadway Safety Total		\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00

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

State: Maryland

Highway Safety Plan Cost Summary

Page: 4

2008-HSP-1

Report Date: 08/30/2007

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
406 Safe Communities								
	K4CP-2008-07-02-00		\$ .00	\$120,300.00	\$ .00	\$73,800.00	\$73,800.00	\$73,800.00
	K4CP-2008-07-03-00		\$ .00	\$70,400.00	\$ .00	\$103,800.00	\$103,800.00	\$ .00
	K4CP-2008-10-02-00		\$ .00	\$ .00	\$ .00	\$596,300.00	\$596,300.00	\$596,300.00
	406 Safe Communities Total		\$ .00	\$190,700.00	\$ .00	\$773,900.00	\$773,900.00	\$670,100.00
	NHTSA 406 Total		\$ .00	\$315,700.00	\$ .00	\$1,884,300.00	\$1,884,300.00	\$776,400.00
408 Data Program SAFETEA-LU								
	K9-2008-09-03-00		\$ .00	\$331,500.00	\$ .00	\$588,000.00	\$588,000.00	\$ .00
	408 Data Program Incentive Total		\$ .00	\$331,500.00	\$ .00	\$588,000.00	\$588,000.00	\$ .00
	408 Data Program SAFETEA-LU Total		\$ .00	\$331,500.00	\$ .00	\$588,000.00	\$588,000.00	\$ .00
410 Alcohol SAFETEA-LU								
	K8-2008-03-01-00		\$ .00	\$97,500.00	\$ .00	\$202,800.00	\$202,800.00	\$202,800.00
	K8-2008-03-02-00		\$ .00	\$655,700.00	\$ .00	\$466,200.00	\$466,200.00	\$366,200.00
	K8-2008-03-03-00		\$ .00	\$ .00	\$ .00	\$202,000.00	\$202,000.00	\$ .00
	K8-2008-03-04-00		\$ .00	\$241,000.00	\$ .00	\$157,100.00	\$157,100.00	\$157,100.00
	K8-2008-03-05-00		\$ .00	\$ .00	\$ .00	\$49,200.00	\$49,200.00	\$ .00
	K8-2008-08-01-00		\$ .00	\$102,600.00	\$ .00	\$27,500.00	\$27,500.00	\$27,500.00
	K8-2008-10-02-00		\$ .00	\$930,000.00	\$ .00	\$667,200.00	\$667,200.00	\$667,200.00
	410 Alcohol SAFETEA-LU Total		\$ .00	\$2,026,800.00	\$ .00	\$1,772,000.00	\$1,772,000.00	\$1,420,800.00
2010 Motorcycle Safety								
	K6-2008-04-01-00		\$ .00	\$ .00	\$ .00	\$182,700.00	\$182,700.00	\$ .00
	2010 Motorcycle Safety Incentive Total		\$ .00	\$ .00	\$ .00	\$182,700.00	\$182,700.00	\$ .00
	2010 Motorcycle Safety Total		\$ .00	\$ .00	\$ .00	\$182,700.00	\$182,700.00	\$ .00
	NHTSA Total		\$ .00	\$5,662,500.00	\$ .00	\$9,895,000.00	\$9,895,000.00	\$5,571,100.00

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

State: Maryland

Highway Safety Plan Cost Summary

Page: 5

2008-HSP-1

Report Date: 08/30/2007

For Approval

<b>Program Area</b>	<b>Project Description</b>	<b>Prior Approved Program Funds</b>	<b>State Funds</b>	<b>Previous Bal.</b>	<b>Incre/(Decre)</b>	<b>Current Balance</b>	<b>Share to Local</b>
	Total	\$ .00	\$ 5,662,500.00	\$ .00	\$ 9,895,000.00	\$ 9,895,000.00	\$ 5,571,100.00

## APPENDIX A: List of Acronyms

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

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

<b>UMCP</b>	University of Maryland at College Park
<b>US</b>	United States
<b>VMT</b>	Vehicle Miles Traveled
<b>WRAP</b>	Washington Regional Alcohol Program
<b>YDTF</b>	Young Driver Task Force





Maryland Highway Safety Office  
State Highway Administration  
7491 Connelley Drive, Hanover, MD 21076  
410.787.4050 / 410.787.4020 (fax)  
mhso@sha.state.md.us

**CHIEF**

Vernon F. Betkey, Jr.  
Chief, Maryland Highway Safety Office / Maryland Highway Safety Coordinator  
410.787.5824 / vbetkey@sha.state.md.us

**DEPUTY CHIEF**

Joy Marowski  
Deputy Chief  
410.787.4014 / jmarowski@sha.state.md.us

---

**SAFETY PROGRAMS SECTION**

Peter Moe  
Chief, Safety Programs Section  
Motorcycle & Young Driver Program Coordinator  
410.787.4096 / pmoe@sha.state.md.us

Liza Aguila-Lemaster  
Impaired Driving Program Coordinator  
410.787.4076 / laquilalemaster@sha.state.md.us

Joe Pelaia  
Safe Routes to School Program Coordinator  
410.787.7620 / jpelaia@sha.state.md.us

Tim Richards  
Occupant Protection Program Coordinator  
410.787.4077 / trichards@sha.state.md.us

TBD  
Pedestrian, Bicycle & Older Driver Program Coordinator  
410.582.5578 / TBD@sha.state.md.us

TBD  
Safe Routes to School Grants Manager  
410.787.4072 / TBD@sha.state.md.us

## **PROGRAM ADVISORY SECTION**

Tom (TJ) Gianni  
Chief, Program Advisory Section  
Law Enforcement Program Coordinator  
410.787.4074 / tgianni@sha.state.md.us

Bob Deale  
Statewide CTSP Program Coordinator  
410.787.4075 / rdeale@sha.state.md.us

Gregg Presbury  
Data Analyst & TRCC Coordinator  
410.787.4068 / gpresbury@sha.state.md.us

Lolita Stewart  
Inattentive Driving, Diversity & T-SAFE Program Coordinator  
410.787.4078 / lstewart@sha.state.md.us

TBD  
Communications Coordinator  
410.787.4079 / TBD@sha.state.md.us

---

## **FINANCE & INFORMATION SYSTEMS SECTION**

Joseph Tubman  
Chief, Finance & Information Systems Section  
410.787.4029 / jtubman@sha.state.md.us

Miriam King  
Financial & Monitoring Management Specialist  
410.787.4049 / mking1@sha.state.md.us

Stefanie Rye  
Financial & Program Management Specialist  
410.787.4052 / srye@sha.state.md.us

R. Courtney Anderson  
Data Processing Functional Analyst II  
410.787.5836 / canderson@sha.state.md.us

Yeshitla Argaw  
Transportation Engineer I  
410.787.5846 / yargaw@sha.state.md.us

Kevin Brown  
Database Administrator Specialist II  
410.787.5845 / kbrown@sha.state.md.us

Gary Klein  
Database Administrator Specialist II  
410.787.5829 / gklein@sha.state.md.us

Susie Wellman  
Data Processing Quality Assurance Specialist  
410.787.5848 / swellman@sha.state.md.us

---

**OFFICE MANAGEMENT SECTION**

Joyce Kregelka  
Office Manager  
410.787.4069 / jkregelka@sha.state.md.us

Tish Galloway  
Administrative Assistant II  
410.787.4050 / ngalloway@sha.state.md.us

Laurie Dell  
Administrative Assistant (Temporary)  
410.787.5819 / ldell@sha.state.md.us

---

Barbara Beckett (MHSO grantee - housed at SHA)  
Executive Director, Maryland Committee For Safety Belt Use, Inc.  
410.787.5893 / 410.787.4025 (fax)  
bbeckett@sha.state.md.us

