Maryland
HIGHWAY SAFETY OFFICE

FFY 2015

MARYLAND HIGHWAY SAFETY PLAN

WELCOME TO MARYLAND

SMOOTH OPERATOR
AGGRESSIVE DRIVING ENFORCEMENT ZONE

RAMP 25 MPH

ZERO
TOWARD ZERO DEATHS
MARYLAND
EVERY LIFE COUNTS
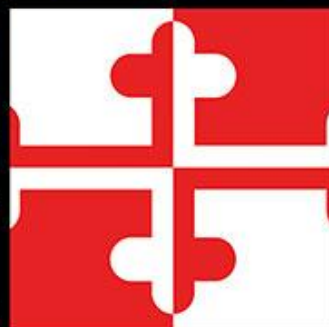
Maryland Highway Safety Office
MVA

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EXECUTIVE SUMMARY

On behalf of Maryland's Governor's Highway Safety Representative and Administrator of the Maryland Department of Transportation's Motor Vehicle Administration (MVA), Mr. Milton Chaffee, I am pleased to present Maryland's Federal Fiscal Year (FFY) 2015 Highway Safety Plan (HSP).
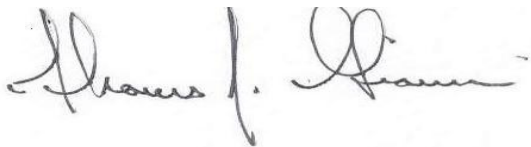
As Chief of the Maryland Highway Safety Office (MHSO), a division of the MVA, I am proud to report that in 2013 the State of Maryland experienced the lowest number of traffic fatalities in approximately 50 years. Although any life lost on Maryland's roadways is an unacceptable tragedy, the trends and outlook for the future as it relates to traffic safety in Maryland are very promising.

In 2013, partners throughout the state remained committed to saving lives by preventing impaired driving, increasing seat belt use among all occupants, increasing safe travel for motorcyclists, pedestrians, and bicyclists, as well as preventing distracted and aggressive driving. Perhaps even more importantly, the level of cooperation and collaboration with our stakeholders and partners across the state has never been greater.

As we plan for FFY 2015, we do so having achieved significant legislative improvements in 2013, including a tougher, all-position seat belt law, and more stringent legislation to prevent the use of handheld cell phones while driving. We were also able to capitalize on implementing a full-time, specialized Driving Under the Influence (DUI) team, the hiring of two Traffic Safety Resource Prosecutors, and both continuing and jumpstarting a wealth of other programs that are outlined in this report.

The entire staff of the MHSO is committed to building the most comprehensive and effective traffic safety program in the country. Every one of the MHSO's local, regional, and statewide partners is committed to the vision of moving Maryland *Toward Zero Deaths*. I look forward to continued statewide success throughout FFY 2015 and beyond.

Sincerely,

Thomas J. Gianni
Chief, Maryland Highway Safety Office

HIGHWAY SAFETY PLANNING PROCESS

The Maryland Highway Safety Office (MHSO) is tasked with the effective and efficient administration of a comprehensive, statewide traffic safety program utilizing federal funds to reduce traffic crashes and the resulting injury and death on Maryland's roads. Housed within the Maryland Motor Vehicle Administration (MVA), and reporting directly to MVA's Chief Deputy Administrator, the MHSO is provided with opportunities for synergy in efforts to address driver safety and education. The MVA's Administrator serves as Maryland's Governor's Highway Safety Representative (GR) and provides overall leadership for the state's highway safety program.

The MHSO is guided by a Chief and a Deputy Chief and is supported by a management team that includes a Finance Section Chief, Safety Programs Section Chief, Regional Traffic Safety Program Section Chief, and an Office Manager. The MHSO consists of three sections: the Safety Programs Section, made up of five statewide Program Managers; the Finance Section, consisting of two Finance Managers and a Data Processing and Quality Assurance Specialist; and the Regional Traffic Safety Programs Section, which is comprised of ten Program Managers in eight regions. The MHSO is also supported by two units reporting directly to the Deputy Chief. They include the Communications Unit, comprised of a Communications Manager and an Online Community Program Manager, and the Administrative Unit managed by the Office Manager and staffed by a Business Services Specialist.

To accomplish its grants administration mission, the MHSO undertakes a 12-month process to complete a highly detailed Highway Safety Plan (HSP) that is based upon problem identification at both the statewide and local level. The following table outlines the planning calendar for MHSO's HSP development process:

Month	Activity
January	• Review program data/targets to determine funding distribution and overall direction of the programs (problem identification). • Debrief the previous year's program results with MHSO teams and NHTSA. • Work to identify partners, priorities, program area direction, potential strategies, and overall direction of Maryland's traffic safety program.
February–March	• Open the MHSO grant application. • Convene grant writing sessions to assist potential grantees with submitting grants. • Identify gaps in problem areas and request feedback from stakeholders. • Develop MHSO internal projects. • Begin drafting the HSP components.

Month	Activity
April–May	• Determine estimated revenue and establish a draft HSP budget. • Review grants and make selections. • Continue to draft the HSP components.
June	• Meet with the GR to seek approval for the grants selected by the grant review team. • Conduct MHSO final internal review of the HSP to verify compliance with federal requirements, competencies, and accuracy. • Submit the final HSP for approval to the GR.
July–September	• Submission to NHTSA (by July 1). • Notify successful applicants and obtain final agreements. • Conduct pre/post-award meetings with selected grantees.
October–December	• Implementation of the approved HSP (October 1). • Implementation of the new FFY grants. • Begin work on the Annual Report. • Continue conducting post-award meetings. • Submit Annual Report (by December 31).

The MHSO initiates the HSP process by identifying the state's highway safety problems using various data sources, estimating funding levels, identifying potential participants in the HSP process, and prioritizing potential grants programs by their ability to meet federal and state designated traffic safety priority areas.

The purpose of the HSP problem identification process is to understand the scope of Maryland's traffic crash problems and causation factors; to develop effective countermeasures to reduce or eliminate the problems; and to design evaluation mechanisms to measure changes in problem severity.

Data Sources

The problem identification process used by the MHSO includes analysis of traffic safety data from established statewide sources, particularly those recommended in NHTSA's traffic records information system model. The process is managed by the MHSO, with historical data collected and analyzed over time through a uniform process. This problem identification process supports managers in establishing the statewide priority areas on which MHSO focuses its highway safety efforts.

The sources of the MHSO's data include (but are not limited to):
- **State Highway Administration (SHA)** – Crash data are obtained from the SHA which maintains a database derived from crash reports submitted to, and processed and approved by, the Maryland State Police (MSP); data on average daily traffic counts and vehicle miles traveled (VMT).

- **National Highway Traffic Safety Administration (NHTSA)** – Federal Fatality Analysis Reporting System (FARS).
- **MVA** – Vehicle and driver information, including the state's driver license, vehicle registration, and citation/conviction files.
- **Maryland Institute for Emergency Medical Services Systems (MIEMSS)** – Emergency Medical Services (EMS) data information network; statewide trauma registry.
- **Maryland District Court** – Citation data.
- **Maryland Trauma Registry** – Trauma Registry, injury data, and EMS databases.
- **Office of the Chief Medical Examiner (OCME)** – Medical Examiner Data .
- **National Study Center (NSC)** – Crash Outcome Data Evaluation System (CODES); observational seat belt use surveys.

Unless otherwise noted, crash data presented in this HSP are derived from the State Highway Administration's Safety Information Database (SHA-SID), based on crash reports submitted to the Maryland State Police Central Records Division (CRD). Crash data from 2012 and earlier years are uniformly used in problem identification. In calendar year 2013, the Maryland State Police implemented a new electronic crash form, the Automated Crash Reporting System (ACRS). With the advent of ACRS, new processes and systems for analysis need to be developed and, as such, 2013 Maryland crash data are not currently reportable in totality.

Data elements in motor vehicle crash analysis can be classified in three general categories: people, vehicles, and roadway. These categories may be broken down into subgroups and assigned relevant characteristics, as shown in the following table.

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

Data subgroups are reviewed to determine over-representation. Such over-represented subgroups indicate traffic safety problems. A good example is the high percentage of crashes among teenage drivers compared to the lower percentage of crashes among all drivers. Further analysis focuses on identifying subgroup characteristics (e.g., increased severity) or other specific factors suggested by the data when asking the traditional 'who, what, where, why, and how' questions.

Over-represented factors can be determined by comparing the rate of crashes for a subgroup or characteristic within the jurisdiction to the same rate in a comparable or larger jurisdiction. For example, if the percentage of adult vehicle occupants that do *not* use safety

belts within a jurisdiction is greater than the statewide percentage, then that characteristic is over-represented.

The following questions are critical to data analysis and problem identification:

Question	Examples
Are high crash locations identified?	Specific road sections, highways, streets, and intersections
What appears to be the major crash causation?	Alcohol, other drugs, speed, other traffic violations, weather, road condition
Which characteristics are over-represented or occur more frequently than would be expected in the crash picture?	Number of crashes involving 16- to 19-year-olds versus other age groups, or number of alcohol crashes occurring on a particular roadway segment as compared with other segments
Are there factors that increase crash severity which are, or should be, addressed?	Non-use of occupant protection devices (safety belts, motorcycle helmets, etc.)

The following table shows an array of information that may be applied in the analysis of a crash problem.

Causal Factors	Crash Characteristics	Factors Affecting Severity
• violation • loss of control • weather • alcohol involvement • roadway design	• time of day • day of week • age of driver • gender of driver	• occupant protection non-use • position in vehicle • roadway elements (markings, guardrail, shoulders, surfaces)

Ranking of program areas by their average annual number of crashes, demographics, and spatial factors further focuses educational and enforcement efforts. Age, sex, and vehicle body type are used to focus educational efforts, and time of day, day of week, crash location, weather, crash type, route type, and contributing circumstances are used to help focus enforcement efforts.

The MHSO also utilizes geo-spatial mapping technologies to help provide a visual perspective to the highway safety problems affecting the state. As more MHSO staff and partners become familiar with the capabilities of mapping analysis software, the maps are becoming more useful for marketing, media, and law enforcement deployment strategies. All of these data provide a critical point of view for crashes in Maryland and allows for an effective and accurate problem identification process.

In addition to the data sources described above, the MHSO deploys a year-round survey. The Maryland Annual Driving Survey (MADS) was designed to collect data interim to the

annual serious injury and fatality data as a means of providing meaningful evaluative information to satisfy the strategies outlined in the Maryland Strategic Highway Safety Plan (SHSP) and the HSP. The data obtained from this survey will serve as an impact evaluation of the state to measure changes in the knowledge, attitudes, beliefs, and/or behaviors of the targeted population.

The data collected from this resource provides Maryland the opportunity to understand modifiable behavioral risks and the intentions of Maryland's roadway users. Survey responses are collected and shared throughout the year to help the SHSP Emphasis Area Teams (EAT) track their progress in changing Maryland's driving culture. In developing the MADS, the strategies and action steps within each of the SHSP emphasis areas were addressed. Thus, data collected from this year-round survey will provide SHSP EATs with information tailored specifically for use in the implementation of their strategic plans.

Survey responses serve as a valuable resource to guide the MHSO (and their many partners throughout the state) as they make decisions to: direct or redirect program development at the SHSP EAT level, identify legislative priorities, and track awareness of project efforts being launched across the state.

Participants in the Process

Strong partnerships with federal, state, and local entities, as well as with the private sector, enhance Maryland's highway safety program and contribute to the overall success of its grant program. The MVA Administrator is an active member of the SHSP Executive Council, having input on strategies and goals set forth through the plan's six Emphasis Areas. Enforcement, education, engineering, and emergency medical services form the "4-Es" of highway safety and the MHSO staff members seek input from partner agencies across all these disciplines to continue to drive down highway crashes, injuries, and fatalities.

The following is a brief list of partnerships and the types of contributions given by each partner in Maryland's grants process:

1. **Federal government** – Agencies such as NHTSA, FHWA, and FMCSA play key roles in goal-setting, grants management, the development of education and media campaigns, and assisting the MHSO with oversight of Maryland's entire traffic safety grants program.
2. **State and local governments** – All modes of Maryland's Department of Transportation comprise roles in the MHSO's programs, from integrating the SHSP into planning documents and business plans and contributing to SHSP emphasis areas, to coordinating media messaging. Local government agencies contribute to the highway safety planning process through representation on the SHSP Emphasis Area Teams and in implementing grants programs.
3. **Law enforcement** – Law enforcement agencies at all levels, as well as the Maryland Chiefs of Police and Maryland Sheriff's Associations, are critical to driving Maryland

toward its goal of zero traffic fatalities through the enforcement of Maryland's traffic laws and participation in planning of localized enforcement and education grants.

4. **Colleges, universities, and schools** – Maryland employs educational campaigns at all levels, from elementary school through higher education. Representatives from educational institutions are also key contributors to Maryland's SHSP teams and grants review process, assisting with problem identification activities and coordinating data and educational programs.

5. **Court System** – The MHSO is fortunate to fund two Traffic Safety Resource Prosecutors that focus solely on traffic issues and prosecutions to ultimately increase conviction rates and provide partners with adjudication support. They provide training to prosecutors, law enforcement and conduct outreach to judges, all in an effort to facilitate services to the Maryland Judiciary.

Selection Process

Strategies chosen by the MHSO and its partners are selected based on the anticipated success of the countermeasures and on their effectiveness in meeting highway safety goals. In selecting strategies and projects, the MHSO continues to utilize the HSP and the SHSP, both of which are guided by data analysis.

The MHSO uses a number of resources to assist with selecting evidence-based countermeasures, including NHTSA's *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* (Seventh Edition, 2013). In some instances, the MHSO utilizes countermeasures not in this guide but are rather based upon evidence identified by other research. In each program area section, countermeasures are provided as a part of each grant description, and references to specific resources that prove the validity of the referenced countermeasure are also provided. The full list of references is found in **Attachment A**.

Proposed grant applications are first reviewed jointly by MHSO Program Managers and the appropriate Section Chief for the following:

- to ensure the application meets the required criteria (eligibility, completeness of application, etc.);
- to determine whether the proposed grant activities will impact traffic safety and will work toward established goals by ensuring the problem is adequately described, solutions and strategies are reasonable and evidence-based, resources requested will address the problem, and alignment with Maryland's SHSP;
- to compare the application with current activities and past performance; and
- to determine that the potential grantee is the appropriate entity to perform the activities.

The determination of whether the application has the potential to impact traffic safety goals will be based on its ability to implement evidence-based strategies, show a

commitment to sustain and contribute to success, have measurable outcomes, and address the greatest demonstrable need or problem. Proposals that target high-risk populations, high-risk behaviors, and high-crash locations will receive additional consideration. The proposed strategy must be either an evidence-based strategy supported by research, a demonstration project if a clear data-driven safety need has been identified, or the project is supported with a strong evaluation plan that allows the grantee to assess the effectiveness of the activity at its conclusion.

After grant applications have been received, the MHSO's Grant Review Team (GRT) is responsible for a comprehensive review. The GRT is comprised of the MHSO's Chief, Deputy Chief, Finance Section Chief, Safety Programs Section Chief, RTSP Section Chief and Office Manager, and NHTSA Region III's Program Manager, in addition to MVA's Chief Deputy Administrator. The GRT is presented the applications by MHSO Program Managers and their Section Chief. The GRT conducts a technical analysis of the proposed grant applications, including the following criteria:

- Has a traffic safety-related problem been adequately identified and appropriately described in the problem statement?
- Does the proposal clearly articulate how the project will go about addressing the problem and what the project will achieve?
- Did the applicant include a sensible evaluation plan?
- Are the action steps clearly organized and well-defined? Are the timelines reasonable and obtainable?
- Are there considerations that might affect grantee performance? If so, are they adequately addressed?

At any time during an application review, a GRT member may make a motion to exclude a portion of the agency's request from consideration for funding; the motion must then be seconded, and, to pass, a voting majority of the GRT must agree. If a motion to remove a portion of the grant request from consideration passes, that corresponding dollar amount is removed from the total request when calculating the award amount. Final approval and allocation of funds to any grantee rests with the MHSO's Chief during grant review. All projects are reviewed to make sure that costs are allowable, allocable and are within funding limitations.

As previously mentioned, the MHSO's final selection of potential grants is heavily based upon the ability of proposed grants to address federally designated priority traffic safety programs and/or needs identified through the problem identification process. All grants funded are measured using goals set forth in this HSP and Maryland's SHSP.

SHSP Integration

Maryland's Strategic Highway Safety Plan (SHSP) is under the direction and day-to-day control of the MHSO. The SHSP currently spans the calendar years of 2011–2015 and provides a comprehensive framework for reducing the number of deaths and serious

injuries on all public roads within the state. The SHSP serves as the Maryland Department of Transportation's (MDOT) "umbrella" plan that identifies the state's key safety needs and priorities, and establishes a program of strategies to reduce or eliminate identified safety issues. It is integrated into other state transportation plans including this HSP and the State Highway Administration's (SHA) Highway Safety Improvement Plan (HSIP). Fatality and serious injury goals are coordinated throughout the state to ensure uniformity and consistency with those stated in the SHSP.

Maryland's SHSP consists of six major emphasis areas, five of which are behavioral and the sixth is highway infrastructure. Various target groups, as seen in the 2011–2015 SHSP chart below, span across the emphasis areas, and comprehensive programs are developed addressing those target groups. As applicable, communication programs are handled for each Emphasis Area Team (EAT) and the SHSP partners routinely collaborate and coordinate efforts to address those target groups.

2011–2015 Maryland Strategic Highway Safety Plan Priorities
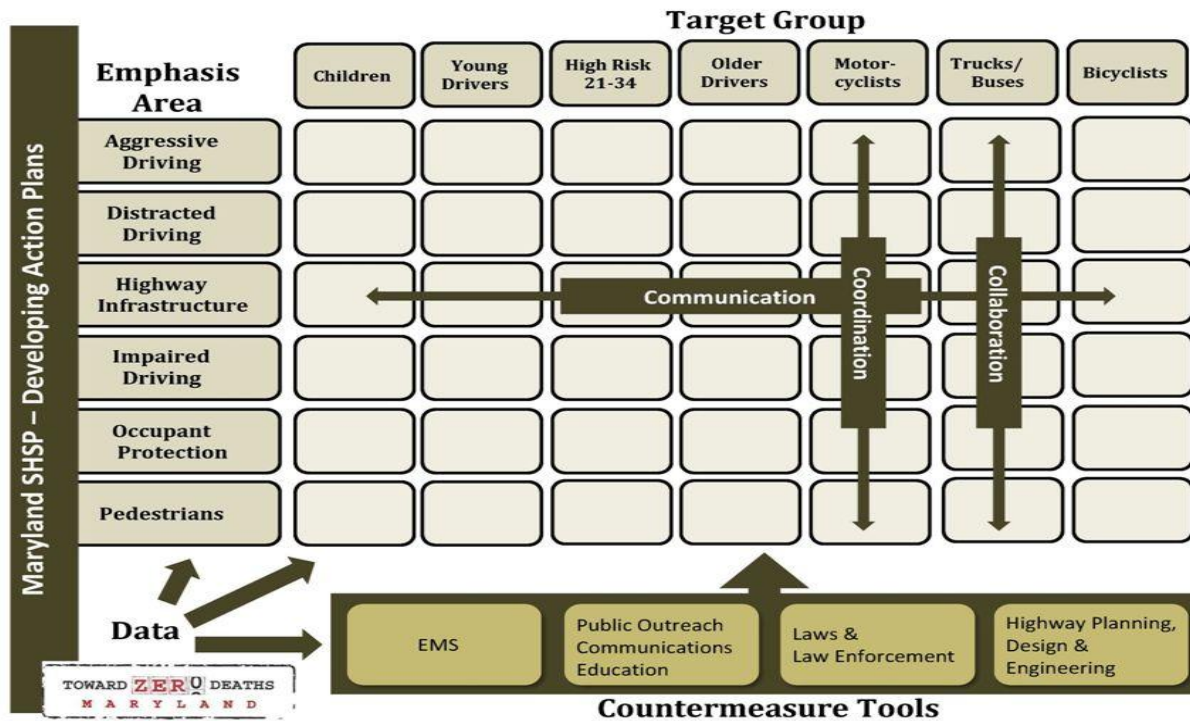
The SHSP is governed by an Executive Council comprised of the MVA Administrator, who is also the GR; the SHA Administrator; the Superintendent of the MSP; the Executive Director of the Maryland Institute for EMS Systems (MIEMSS); the Chief of Police of the Maryland Transportation Authority (MDTA Police); the Deputy Secretary of Maryland's Department of Health and Mental Hygiene (DHMH); and the Director of Planning and Capital Programming from MDOT. The Executive Council's guidance ensures integration of the SHSP so that the safety needs of the state can be addressed more strategically and resources can be shared more effectively.

To ensure consistent and appropriate support of the SHSP Emphasis Area Teams, a designated Data Coordinator is assigned to each EAT and their responsibilities include coordinating all data resources for the SHSP. Quality data analysis is crucial for Emphasis Area Teams to properly identify target groups, adapt and refine countermeasures, and to evaluate the effectiveness of implemented strategies.

All grants that are selected for funding are based on a strategy within the SHSP.

PERFORMANCE PLAN

Highway Safety Program Goal Setting Process

The MHSO has adopted the *Toward Zero Deaths* strategy developed by the American Association of State Highway Transportation Officials (AASHTO). To achieve that goal, the following statistical methodology was developed and state crash report data were analyzed:

> To reduce fatalities by 50% (592 in 2008 to 296 in 2030), a geometric mean reduction of 3.1% was applied over a 22-year period. This methodology set annual fatality goals for each emphasis area and assisted Maryland with benchmarks, or interim annual goals. Additionally, this methodology was used to calculate the required core performance measures established in MAP-21.

> Subsequently, to set goals for reducing serious injuries, the most recent eight years of Maryland traffic crash data was used to calculate the annual ratio of fatalities to serious injuries, and the ratio was then applied to the 2030 fatality goal to determine the expected number of serious injuries. The resulting serious injury total reduction indicated a projected 35.9% decrease from the 2008 baseline which corresponds to an annual reduction of 2.0%. (National Study Center)

All of Maryland's traffic safety goals conform to this methodology. All planning developed by MHSO Program Managers and state-level reporting to the Governor also use *Toward Zero Deaths* program area fatality and serious injury goals. State goals for 2015 and the progress towards those goals will be presented in each program section of this report.

Highway Safety Performance Measures

Maryland has established a list of quantifiable and measurable highway safety performance targets that are data driven, based on state crash data, unless noted otherwise. In every case, an interim performance measure has been provided to evaluate the progress toward achieving stated goals. Overall statewide fatality and serious injury measures are listed below. Similar measures for each program can be found in the Program Area sections.

<u>Note</u>: In order to meet federal requirements as expressed in MAP-21, a required minimum set of core performance measures must be tracked and are included in **Attachment B**. Please note that base year numbers and 2015 goals in these required core performance measures will not match the base year number and goals listed in both the statewide performance plan and the goals listed in each program area. The differences are slight, but can be confusing to the non-expert reviewer of this report. Differences in data definitions between the NHTSA FARS system and the state crash data system account for differences in numbers.

Fatality Rate Objective: Reduce the annual rate of traffic-related fatalities per 100 million vehicle miles traveled (VMT) on all roads in Maryland from 1.08 in 2008 to less than 0.87 by December 31, 2015.

Fatality Rate (per 100 VMT) – Interim Goals

	2011	2012	2013	2014	2015
Fatality Rate	0.98	0.95	0.92	0.89	0.87

Fatality Rate Objective Progress: In 2012, Maryland had a 0.91 fatality rate per VMT. This figure is higher than the 2011 figure (n=0.87), but Maryland *has achieved the interim goal* and is progressing toward the 2015 goal.

Fatality Objective: Reduce the annual number of traffic-related fatalities on all roads in Maryland from 592 in 2008 to fewer than 475 by December 31, 2015.

Fatalities – Interim Goals

	2011	2012	2013	2014	2015
Fatalities	539	522	506	490	475

Fatality Objective Progress: In 2012, Maryland reported 511 traffic fatalities. This figure is higher than the 2011 figure (n=488), but Maryland *has achieved the interim goal* and is progressing toward the 2015 goal.

Serious Injury[1] Rate Objective: Reduce the annual rate of serious traffic related injuries per 100 million vehicle miles traveled (VMT) on all roads in Maryland from 8.26 in 2008 to less than 7.17 by December 31, 2015.

Serious Injury Rate (per 100 VMT) – Interim Goals

	2011	2012	2013	2014	2015
Serious Injury Rate	7.77	7.62	7.47	7.32	7.17

Serious Injury Rate Objective Progress: In 2012, Maryland reported a 5.87 serious injury rate per VMT. This figure is lower than the 2011 figure (n=6.80). *Maryland has achieved the interim and 2015 goals*.

Serious Injury Objective: Reduce the annual number of serious traffic related injuries on all roads in Maryland from 4,544 in 2008 to fewer than 3,945 by December 31, 2015.

Serious Injury – Interim Goals

	2011	2012	2013	2014	2015
Serious Injuries	4,277	4,191	4,107	4,025	3,945

Serious Injury Objective Progress: In 2012, Maryland reported 3,312 serious injuries. This figure is lower than the 2011 figure (n=3,809). *Maryland has achieved the interim and 2015 goals*.

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

HIGHWAY SAFETY STRATEGIES AND PROJECTS

The MHSO awards grants to the projects that demonstrate the greatest potential for success, address priority areas in Maryland's SHSP, and will ultimately help Maryland reach the day when there are zero deaths on its roadways. Grants must be compatible with MHSO's mission, program directives, and eligibility criteria. Final awardees include those agencies capable of addressing the strategies and projects that aid Maryland in reaching its goals and objectives.

The following sections contain descriptions of the MHSO's grant-funded programs. Each section provides:
- detailed and program-specific problem identification;
- a specific tie-in of the program's objectives and relation to the Maryland SHSP;
- a listing of countermeasures;
- enforcement data (where applicable);
- national mobilization details (where applicable);
- details concerning program area grants (where applicable); and
- other relevant program area information (where applicable).

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

A full list of the MHSO's approved projects for FFY 2015 can be found in **Attachment C,** along with the accompanying HS-217 form as required in MAP-21.

Another requirement of MAP-21 is to show the use of other (non-federal) sources of funding dedicated to traffic safety programs. The following is a brief list of the funding sources used for statewide efforts:

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Maryland Highway Safety Office (General Funds)	State funds	State funds pay salary and benefits for the following MHSO positions: Chief, Deputy Chief, Finance Section Chief, two finance managers, and the Data Processing and Quality Assurance Specialist.
Maryland Motor Vehicle Administration	State funds	Central Operations and Safety Division staff salary and benefits; projects and events, including the management of the State Ignition

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
		Interlock Program; monitoring of Maryland graduated drivers licensing laws (GDL); management of the Medical Advisory Board (MAB); and the Motorcycle Safety Program. The agency also supports the maintenance of systems for driver records, vehicle registrations, and violations.
Maryland State Highway Administration	State funds	Staff salary and benefits from the Office of Traffic and Safety which includes the Motor Carrier Division, Traffic Operations, and the Traffic Safety Analysis Division. These divisions support data collection and traffic records initiatives including engineering improvements through the design, construction, operation and maintenance of engineering measures, the coordination of electronic display boards across the state.
Maryland State's Attorneys' Association	State funds	Coordination of statewide efforts in the increase of prosecution and adjudication of DUI cases.
Maryland Judicial Training Center	State funds	Coordination of statewide efforts related to training and education involving the prosecution and adjudication of DUI cases, the promotion of increased specialized DUI Courts, and interaction with the Judiciary.
Office of Administrative Hearings (OAH) and courts in local jurisdictions	Jurisdiction, local and municipal funds	Support and maintenance of hearings for the opt-in option under a points assignment associated with DWI/DUI mandates for repeat offenders.
Maryland State Police	State and federal funds	Support and continued maintenance of systems to support

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
		Maryland's citation system is also supported by federal, state, and local funds. Law enforcement agencies collect crash data and the issuance of traffic violations (citations).
Department of Health and Mental Hygiene, Alcohol and Drug Abuse Administration (ADAA)	State funds and other solicited/awarded federal funding sources	Support to the Maryland Strategic Prevention Framework (MSPF) and continued maintenance of the treatment and pharmacy data through Statewide Automated Record Tracking (SMART) system, the Prescription Drug Monitoring Program (PDMP), and the Controlled Dangerous Substance Integration Unit (CDSIU).
Maryland State Police, Maryland Transportation Authority, local jurisdiction, and municipal law enforcement agencies – Enforcement Mobilization Projects	State, local and municipal funds	Maryland State Police, Maryland Transportation Authority Police, local jurisdiction, and municipal funding for regular duty pay/benefits, office space, supplies and equipment, court overtime, vehicles and vehicle use on state, local and municipal roadways. In addition, these partners provide support to the Child Passenger Safety fitting stations throughout the state by certifying officers to be CPS Technicians and inspecting child safety seats. They also support and maintain systems on traffic citations and arrests that are used for targeting projects.
Maryland Safe Kids	National Safe Kids funds	Child passenger safety activities, including provision of child safety seats for under-privileged population.
Maryland Department of Health and Mental Hygiene – Kids in	State funds	Administrative, technical, and programmatic support to the Maryland KISS program, as well as support education efforts to

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Safety Seats		increase the correct use of seat belts, educate parents about the correct use of child safety seats, and to promote child passenger safety fitting stations.
Maryland Institute for Emergency Medical Services Systems (MIEMSS)	State funds	Provide outreach for occupant protection issues and the statewide CIOT effort; support and maintain all statewide EMS data and coordination of the trauma registry.
Maryland Fire and EMS stations	Jurisdiction specific, local and municipal funds	Provide outreach for occupant protection issues and the statewide CIOT effort and on-going CPS fitting stations.
Maryland State Police Statewide Enforcement and Training and Maryland Police and Correctional Training Commissions	State funds	On-going training for Standardized Field Sobriety Testing; the coordination, training and management of the State Drug Recognition Expert Program; Checkpoint Management training and coordination; year-round speed enforcement activities.
District Court of Maryland (DCM) and Judicial Information Systems (JIS)	State funds	Responsible for formatting and printing Maryland Uniform Complaint and Citation forms, setting pre-payable fine amounts, adjudicating traffic cases, and maintaining disposition data.
Maryland Department of Health and Mental Hygiene, Office of the Chief Medical Examiner	State funds	Support and continued maintenance of the collection of data on drivers involved in fatal crashes and provider of data to the Maryland State Police.
Local jurisdiction, and municipal Public Works and Transportation Departments	Jurisdiction specific, local and municipal funds	Support and continued maintenance of the collection of roadway data such as roadway maintenance, design, and other engineering infrastructure information.

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Health Services Cost Review Commission	State funds	Responsible for the regulation of hospital rates. Provides support and continued maintenance of the statewide integration system for all hospitals in the state.
Maryland Department of Information and Technology (DoIT)	State funds	Designated as the state entity responsible for information technology across state agencies by specifically coordinating the purchase and management of all telecommunications devices and systems utilized by state agencies.
Regional Integrated Transportation Information System (RITIS), Center for Advanced Transportation Technology Laboratory (CATT Lab) through the University of Maryland	State and federal funding	Support and continued maintenance of automated data sharing, dissemination, and archiving system to communicate information between agencies and to the public.
University of Maryland School of Pharmacy	State funds and other solicited/awarded federal funding sources such as Substance Abuse and Mental Health Services Administration	Support and continued maintenance of Maryland Statewide Epidemiologic Outcomes Workgroup (SEOW) and the Maryland Strategic Prevention Framework (MSPF) in 24 jurisdictions across the state.
Washington College	Private institution and other solicited/awarded federal funding sources	Direct support to highway safety programs using geo-located traffic safety data.
Maryland Transit Administration (MTA)	State and federal funds	Responsible for providing and supporting accessible transit networks and quality public transportation that are customer focused, safe, appealing, reliable, and efficient throughout Maryland. The Maryland Transit Administration provides security and law-enforcement services and

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
		is a key provider of traffic safety information and uses traffic records to determine day of week and hour of day for best customer service and safety enforcement opportunities. The MTA is also engaged in the research, development and implementation of roadside data capture technology, designed to expedite the flow and safety of mass transit customers.
Governor's Office of Crime Control and Prevention (GOCCP)	State and federal funds	Responsible for improving public safety and the administration of justice and reducing and preventing crime, violence, delinquency, and substance abuse. To these ends, it helps draft legislation, policies, plans, programs, and budgets. The GOCCP also administers enforcement and community public safety grants.
Maryland Chiefs of Police Association (MCPA)	Member dues, fees	Responsible for presenting information to enforcement executives to assist in the promotion of professional standards. The MCPA is comprised of executive law enforcement officers, prosecutors, police legal advisors, members of the Maryland Police Training Commission, private sector security directors and interested citizens.
Maryland Sheriffs Association (MSA)	Member dues, fees	In many areas of the state, Sheriffs' Offices provide traffic safety law enforcement support. This organization is responsible for presenting information to Sheriff executives to assist in the promotion of professional standards.

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Department of Public Safety and Correctional Services (DPSCS)	State funds	Responsible for the Criminal Justice Information System for the Maryland criminal justice community, including the courts; local, state and federal law enforcement agencies; local detention centers; state prisons; state's attorneys; and parole and probation officers. The System provides official records on persons arrested and convicted in Maryland. The DPSCS also houses the Police and Correctional Training Commissions which oversees the certification of enforcement officers for the state.
AARP	Private, non-profit	AARP 55 Alive Training and other older driver training programs.
AAA	Private funds	Implements training programs statewide for mature drivers called Seniors on the Move and Road Wise Review in coordination with local partners throughout the state.
AAA Foundation for Safety and Education	Private, non-profit	School and community based programs such as Otto the Auto and other traffic safety programs.
Mothers Against Drunk Driving (MADD)	Private, non-profit	School and community based traffic safety programs.
Washington Regional Alcohol Program (WARP)	Private, non-profit	School and community based traffic safety programs.

Statewide Crash Summary

Similar to the national crash trends, the number of annual crashes in Maryland has declined. Since 2008, there has been a 6% decrease in the number of overall crashes in the State while injury and fatal crashes declined by 8% and 14%, respectively. The overall fatality rate has also consistently been lower than the national fatality rate for every year since 1992; in 2012, despite a slight increase in fatalities, the Maryland rate was .91 while the national rate was 1.13.

Crashes in the Baltimore and Washington metropolitan regions accounted for more than 80% of the state's annual crashes. Baltimore City alone had more than 20,000 crashes in 2012, accounting for more than 23%of the overall statewide crashes. Prince George's County ranks second in the number of overall crashes in the State behind Baltimore City, but it accounts for the greatest number of crashes resulting in death statewide.

Crashes on Maryland's roadways occur year-round. Annual crashes in the State were spread relatively evenly throughout the calendar year but on average were marginally lower in February. Fridays and afternoon/early evening hours were the most dangerous times for Maryland drivers—over 16% of the State's crashes occurred on a Friday, and more than 48% happened between noon and 7 PM.

Young adult drivers, ages 21–29, represent more than 20% of drivers involved in Maryland crashes. These young adults also comprise a large share of those that are injured or die as a result of a crash on Maryland roadways. Males are involved in the greatest number of deadly crashes. Female drivers are involved in less than 35% of the State's overall crashes, but account for half of the drivers injured. Males are involved in 50% of crashes yet account for nearly 80% of those resulting in death.

In 2012, there were 89,655 crashes in Maryland, with 511 people killed and 44,027 people injured. Nearly 59,000 crashes involved property damage only. In total, 315 drivers (244 vehicle drivers and 71 motorcycle operators), 102 pedestrians and bicyclists, and 94 passengers were killed on Maryland highways. On average, one person was killed every 17 hours, 120 people were injured each day (5 injuries every hour), and 246 police-reported traffic crashes occurred every day.

The following general crash factors table summarizes where over-representation occurs in the various categories listed on crash reports for all of Maryland's traffic crashes. Over-representation is defined as when more crashes, injuries, or fatalities occur among a sub-population than would be expected based on its proportion of the total state population. For example, if 50% of the driving population consists of men and 75% of impaired drivers in crashes are men, they are over-represented among impaired driving crashes. MHSO will use these data to target educational and media efforts by age and gender, while focusing enforcement efforts by month, day of week, time of day, road type, and county.

General Crash Factors		
Factor	*Variable*	*Percentage*
Age (drivers)	16–29	29.2% of involved; 34.8% of injured; 31.4% of killed
Sex (drivers)	Men	50.2% of involved; 49.8% of injured; 77.8% of killed
Month	October–December (total crashes); May–June (injury crashes); May–July (fatal crashes)	Total – 26.7%; injury – 18.2%; fatal – 27.6%
Day of Week	Friday (total and injury crashes); Saturday (fatal crashes)	Total – 16.3%; injury – 16.1%; fatal – 18.5%
Time of Day	2 PM–6 PM (total and injury crashes); 6 PM–10 PM (fatal crashes)	Total – 26.9%; injury – 29.2%; fatal – 21.8%
Road Type	State and county roads	Total – 53.6%; injury – 59.9%; fatal – 68.1%
Jurisdiction	Baltimore City; Baltimore and Prince George's Counties	Total – 49.6%; injury – 43.6%; fatal – 40.0%

Maryland's Impaired Driving Program

Problem Identification

Every 47 hours, someone in Maryland dies in an impaired driving crash. Over the past five years, an average of 8,035 impaired driving[2] crashes have occurred annually on Maryland's roadways. On average, 175 people lost their lives and 4,192 were injured each year. Nearly one of every three people killed in crashes—and fourteen people are killed each month—involves an impaired driver. Since 2008, the number of fatal crashes related to impaired driving decreased by 4% while the number of overall impaired driving crashes declined by 5%. Statewide overall fatal crashes have declined by 14% since 2008.

The highest concentration of impaired driving crashes occurs in the Baltimore and Washington, D.C. metropolitan areas of Maryland. Prince George's, Baltimore, Montgomery, and Anne Arundel Counties, and Baltimore City account for more than 60% of all impaired driving crashes statewide. Roughly 31% and 30% of total impaired driver involved crashes occurred on state and county routes, respectively. Approximately 8% of total impaired driver involved crashes occurred on interstate roadways. The same percentage of total crashes occurred on U.S. routes, and 11% occurred on Baltimore City roads. For impaired driver involved injury crashes, 36% occurred on state routes, 30% on county routes, 9% on U.S. routes, 8% on the interstates, and 8% on Baltimore City roads. For impaired driver involved fatal crashes, 41% occurred on state routes, 30% occurred on county routes, 11% occurred on interstate roadways, 10% on U.S. routes, and 5% on Baltimore City roads.

Impaired driving crashes rose and fell throughout year. The summer months (May–August) and the weekends are most common for impaired driving crashes. Over 50% of all impaired crashes occurred on Friday, Saturday, or Sunday (early morning hours). Twice as many impaired driving crashes occurred on Saturday or Sunday as did on Mondays. Crashes resulting in death or injury were highest on Saturdays and Sundays. Crashes begin to increase from 5 PM and through the early morning hours. A disproportionately high number of impaired driving crashes happen during the nighttime hours of 12 AM–4 AM.

Over the last 3 years, crashes attributed to impaired drivers were 20% more likely to occur during the Thanksgiving holiday period than during other times of the year (Wednesday through Sunday), and crashes attributed to impaired drivers were 52% more likely to occur during the Christmas holiday period than during other times of the year (December 24–26).

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[2] It is important to note the definition of impaired in Maryland. The State definition of an impaired driving crash is at least one of the drivers involved in the crash was reported to be under the influence of alcohol and/or drugs. Impairment is determined through the driver condition, blood alcohol content, substance use and contributing factor fields on the crash report. The fatality goals are based on Fatality Analysis Reporting System (FARS) data. FARS determines impairment through investigation of all data sources and imputation of missing BAC values.

Men make up more than 84% of impaired drivers killed in traffic crashes. Younger drivers aged 21–29 are affected more heavily by impaired driving crashes, with approximately 30% of all drivers involved, injured and killed falling within this age range.

Young drivers are at greater risk for crashing than adult drivers, even with low levels of alcohol in the blood. In Maryland in 2013 there were 1,033 DUI arrests made for drivers from the ages of 15–20. Of those 1,033 arrests, 3 were younger than 16 years old, 97 were ages 16–17, and 933 were between 18–20 years of age.

In a survey conducted in 2007 in Maryland, 28.6% of those under 18 reported binge drinking (consuming between 4 and 5 drinks in less than 2 hours) in the last 30 days. A July 2008 study funded by the Substance Abuse Policy Research Program of the Robert Wood Johnson Foundation shows that states with robust fake ID laws on the books have experienced a 7.3% drop in alcohol-related fatalities among drivers under 21 years of age.

A study released in October 2013 by Dr. Amelia Arria, Ph. D., of the University of Maryland School of Public Health and Dr. Jennifer Read, Ph. D., of the State University of New York at Buffalo, found that almost two-thirds of a college student sample (1,015 students) used false IDs. The authors noted that, "While underage students tend to drink less frequently than their older college peers, they are more likely to engage in high risk drinking and are at risk for developing alcohol use disorders (AUDs)." They also stated that, "Alcohol is easy for most youth to obtain, and false IDs comprise one of the factors contributing to alcohol's easy accessibility."

Annually, just over 24,000 persons are arrested, on average, as a result of driving while impaired in Maryland. Montgomery County has the highest number of arrests on average each year, with nearly 4,000 drunk drivers arrested. Law enforcement partners in Prince George's County arrest nearly 2,700 drunk drivers, while those in Baltimore County and Anne Arundel County arrest nearly 2,600 and 2,300 drunk drivers, respectively.

The state conviction rate for DUI is 78%[3]. Convictions are defined as a sentence of either guilty or probation before judgment (PBJ). Prince George's County has the lowest conviction rate of all jurisdictions at 42%. Montgomery County's conviction rate is 81%; Baltimore County's conviction rate is 84%; and Anne Arundel County's conviction rate is 80%.

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

There is a rising problem of impaired driving through the use of controlled substances, both prescription and illicit. While statewide DUI arrests are down overall, the number of blood tests from motor vehicle crashes that involved marijuana increased by 34.8%. While there is an increase of blood tests involving marijuana from crashes, the total number of certified

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[3] State DUI Conviction Rates Based on District Court Reports 2009–2012.

Drug Recognition Experts (DREs) in Maryland has dropped by 22.8%. With states legalizing marijuana and Maryland having recently decriminalized marijuana, there is a need for more properly trained and certified DREs.

In a survey conducted in Maryland in July, 2013, drivers were asked about their support of laws that have been proposed in recent years in the Maryland General Assembly. Approximately 77% (n=6,067) of respondents indicated support of a law that would make it mandatory for all drivers involved in a fatal crash to be tested for drugs and/or alcohol, and 70% (n=5,486) of respondents support a law that would make ignition interlock mandatory for all DUI offenders.

Solution

The MHSO will continue to be an active participant in the NHTSA's national mobilizations in August and November–December each year. Law enforcement efforts will be coordinated to support the national mobilizations through the use of data-driven media, outreach, education, and high-visibility enforcement efforts. The MHSO's enforcement plans directly address the need for collaboration during national mobilizations.

DUI checkpoints and saturation patrols remove impaired drivers from the roadway and are proven countermeasures to reduce impaired driving crashes. The MHSO will continue to fund the State Police Impaired Driving Effort (SPIDRE), and will invest heavily in education and media components to prevent drivers from getting behind the wheel after consuming alcohol. Maryland will also fund county-level DUI Courts, conduct compliance checks to prevent underage drinking, continue to utilize Traffic Safety Resource Prosecutors (TSRP), and coordinate efforts with major partners such as Mothers Against Drunk Driving (MADD) and the Washington Regional Alcohol Program (WRAP).

MHSO will continue to take action to combat impaired driving through collaborative partnerships between state government agencies, legislative and judicial leaders, regional authorities, local government agencies, and nongovernmental organizations. Together these agencies have joined forces to form Maryland's Impaired Driving Emphasis Area Team (EAT) and their mission is to strengthen and enforce impaired driving laws and educate the public about the dangers of impaired driving. The EAT ensures Maryland's SHSP strategies related to impaired driving are addressed. This team will continue to address the complex issue of impaired driving via public information, education, enforcement, and judicial issues and is tasked with fulfilling strategies ranging from increasing the effectiveness of enforcement to ensure data are received by all partners in a timely fashion.

The FFY 2015 Maryland Impaired Driving Enforcement Plan is based on crash and citation data, analyzed and mapped for state, county, and municipal law enforcement agencies to target DUI enforcement operations in areas of high-risk. The plan is intended to provide grant-funded overtime enforcement efforts with a framework for devising impaired driving countermeasures during high-visibility enforcement periods, as well as year-round maintenance of effort guidelines. The statewide impaired driving enforcement plan provides

guidelines and creates a process to enhance enforcement efforts in each county across the state, as well as encourages a pool of resources, both manpower and fiscal.

Guidelines for the plan are directly tied to impaired driving grant funds and are monitored by the MHSO's network of RTSP Managers. Documentation of efforts is captured in quarterly progress reports and law enforcement logs. The plan allows for clear expectations and continuous follow-up with law enforcement partners relative to impaired driving initiatives statewide.

Results of operations conducted on behalf of Maryland's Impaired Driving Enforcement Program are evaluated through process measures reported in the MHSO's grant system, and monitored by the RTSP Managers and Impaired Driving Program Manager. Additional methods for collecting checkpoint and saturation patrol location data through a tool being developed by Washington College are being tested for implementation in FFY 2015. Coordinated effort among local, municipal, and state police agencies is strongly encouraged to meet the following goals:

- ❑ Conduct at least 9 impaired driving enforcement operations per FFY (checkpoints or saturation patrols, night-time enforcement emphasis, low manpower checkpoints encouraged).
    - Conduct 1 sobriety checkpoint per quarter.
    - Conduct at least one sobriety checkpoint during the two week national impaired driving mobilization (generally late-August through Labor Day and counts toward 4th quarter guideline).
    - Conduct at least 1 operation in conjunction with NHTSA Region III partner agencies, generally during the months of August—December.
- ❑ 9 operations per year is the minimum number of operations per FFY, with the goal of conducting no less than 4 sobriety checkpoints during the FFY.
- ❑ All operations will be supported by the Maryland State Police.

Sobriety Checkpoints

- Low-manpower checkpoints are encouraged.
- Phantom checkpoints do not count but are still a valuable tool and can be conducted.
- Nighttime enforcement emphasis is critical.
- Enforcement coupled with speed and seat belt enforcement as key factors is allowable and highly encouraged.
- DUI enforcement using channelization and additional emphasis on seat belt observations is acceptable.
- Using speed observation is an acceptable practice to identify impaired drivers.
- Data indicate that speed and non-seat belt use are key factors in identifying drunk drivers. Data by county relative to these factors is available.

Highly visible saturation patrols

- Saturation patrols should include no less than two (2) patrol cars in a county (saturation can occur on separate roadways when necessary).
- MSP adheres to an internal policy for saturation patrols
- Signage available (DUI Enf. Zone, magnets)

Action Plan

Statewide Projects

Project Number & Title	(INTERNAL) Impaired Driving Prevention Program ($760,500)
Countermeasure	NHTSA Countermeasures that Work (2013, 7th Edition): Mass Media Campaigns; Effectiveness***
SHSP Strategy	SHSP Impaired Driving Strategy: Conduct public awareness initiatives including education and media programs to reduce alcohol and drug impaired driving.
Brief Description	The state will produce materials in conjunction with national *Drunk and Drugged Driving (3D) Month* and serve to support the national *Drive Sober or Get Pulled Over* mobilization. The project will include campaign planning and statewide media, along with the creation of educational materials and printed items for law enforcement officers (standardized field sobriety training notebooks). Checkpoint handouts will be created and grassroots outreach programs will be implemented.

This project will also implement *Maryland Remembers*, an annual tribute to Maryland's impaired driving victims and their families.

Lastly, this project will fund the marketing of the statewide DUI team (SPIDRE). Media will be implemented to maximize the effectiveness of the enforcement efforts conducted by the team and various media projects will be implemented in support of the DUI Team. |

Partner-Initiated Projects

Project Number & Title	GN-MD Judic-2015-001; Anne Arundel County DUI Court ($78,750)
Countermeasure	NHTSA Countermeasures that Work (2013, 7th Edition): Impaired Driving DWI Courts; Effectiveness ****
SHSP Strategy	SHSP Impaired Driving Strategy: Enhance the prosecution and adjudication of alcohol and drug impaired driving cases.
Brief Description	Anne Arundel County Treatment Court is a post-adjudication court for offenders that implements four phases. Phase I is 16 weeks of intense weekly case management meetings, treatment which can range from in-patient to intensive outpatient to outpatient, and support groups in the community. Phase II is 16 weeks and includes case management meetings and includes treatment and support groups. Phase III (20 weeks) includes random substance tests, decreasing case management meetings and aftercare treatment, and support groups. Phase IV includes random urine tests, monthly case management visits, and support groups. Once completed, the participant has had 6 months of solid sobriety and graduation is scheduled.

Project Number & Title	GN-MD Judic-2015-002; Howard County DUI Court ($62,300)
Countermeasure	NHTSA Countermeasures that Work (2013, 7th Edition): Impaired Driving DWI Courts; Effectiveness ****
SHSP Strategy	SHSP Impaired Driving Strategy: Enhance the prosecution and adjudication of alcohol and drug impaired driving cases.
Brief Description	The Howard County DUI District Court Program includes a Referral and Entry Process, Treatment, Supervision and Monitoring, and other supplemental services such as job training and placement, educational training, life skills training, parenting classes, housing assistance, mental health counseling, family or relationship counseling, trauma support groups or counseling, money management, and others. In order to graduate, a participant must have completed at least 50 weeks in the DUI Court Program, at least 10 months of negative drug and alcohol testing, and payment of all court fees.

Project Number & Title	GN-Harford -2015-073; Harford County DUI Court ($63,500)
Countermeasure	NHTSA Countermeasures that Work (2013, 7th Edition): Impaired Driving DWI Courts; Effectiveness****
SHSP Strategy	SHSP Impaired Driving Strategy: Enhance the prosecution and adjudication of alcohol and drug impaired driving cases.
Brief Description	The Harford County Office of Drug Control Policy identifies offenders who are Harford County residents aged 18 years or older and who violate Maryland's DUI laws, providing testing, education, and treatment.

Project Number & Title	GN-SMC Circ-2015-017; Saint Mary's County Drug/DWI Court ($53,020)
Countermeasure	NHTSA Countermeasures that Work (2013, 7th Edition): Impaired Driving DWI Courts; Effectiveness ****
SHSP Strategy	SHSP Impaired Driving Strategy: Enhance the prosecution and adjudication of alcohol and drug impaired driving cases.
Brief Description	The St. Mary's Adult Drug/DWI Court is designed to target repeat DWI/DUI offenders through a coordinated effort. The strategies used include continual judicial involvement, alcohol use monitoring, case management, and therapeutic interventions. The coordinated efforts of the State's Attorneys' Office and Public Defender's Office help to identify appropriate candidates for the program and then navigate the case through the judicial process.

Project Number & Title	GN-MSAA-2015-020; Maryland State's Attorneys' Association (MSAA) – Traffic Safety Resource Prosecutor ($360,114)
Countermeasure	NHTSA Countermeasures That Work (2013, 7th Edition): Impaired Driving Deterrence: Prosecution and Adjudication; Effectiveness** to **** Research Based: Blakey, 1997
SHSP Strategy	SHSP Impaired Driving Strategy: Enhance the prosecution and adjudication of alcohol and drug impaired driving cases.
Brief Description	The Traffic Safety Resource Prosecutor (TSRP) will provide training, education and technical support to traffic crimes prosecutors and law enforcement agencies throughout the state. Traffic crimes and safety issues include, but are not limited to: alcohol and/or drug impaired driving, vehicular homicide, occupant restraint, and other highway safety issues. The TSRP will assess the needs and demands unique to the state and work in conjunction with many agencies to meet these needs.

Project Number & Title	GN-MADD-2015-030; Mothers Against Drunk Driving – *The Power of Parents* Program ($52,743)
Countermeasure	Countermeasures That Work (2013, 7th Edition): Impaired Driving Youth Programs; Effectiveness** Research-based: Kim Y, Neff J., 2010; Koutakis N, Stattin H, Kerr M., 2008; Sherriff N, Cox L, Coleman L, Roker D., 2008; Sieving R, Maruyama G, Williams C, Perry C., 2000
SHSP Strategy	SHSP Impaired Driving Strategy: Support implementation of programs to reduce underage drinking and driving.

Brief Description	A community-based program to support victims of drunk driving crimes, underage drinking, introduced through joint efforts with community partners from schools, law enforcement, PTAs, Boys and Girls Clubs, and coalitions to address drunk driving by educating and equipping parents to talk with their teens about alcohol. MADD began a parent initiatives called *Power of Parents, It's Your Influence®* and *Power of You(th)*. Both initiatives include two components: an interactive parent website (madd.org/Power of Parents) and a supporting educational handbook.

Project Number & Title	GN-WRAP-2015-007; Washington Regional Alcohol Program – Impaired Driving Outreach ($284,933)
Countermeasure	**Countermeasures That Work (2013, 7th Edition): Impaired Driving** Mass Media Campaigns; Effectiveness*** Alternative Transportation; Effectiveness**
SHSP Strategy	**SHSP Impaired Driving Strategy:** Conduct public awareness initiatives including education and media programs to reduce alcohol and drug impaired driving.
Brief Description	The Washington Regional Alcohol Program (WRAP), through public education and innovative health programs, addresses drunk driving and underage drinking issues. The individual programs include youth, parental, and adult outreach as well as law enforcement recognition (Maryland Law Enforcement Awards and WRAP's Law Enforcement Awards), a statewide Maryland impaired driving enforcement and education campaign, four *SoberRide* campaigns, the *Maryland Remembers* memorial ceremony, the *Checkpoint Strikeforce* enforcement and media campaign, and the *Drive Sober or Get Pulled Over* campaign.

Project Number & Title	GN-MSP Sta-2015-051; Drug Recognition Expert Coordinator ($140,823)
Countermeasure	**Countermeasures That Work (2013, 7th Edition): Impaired Driving** Enforcement of Drugged Driving; Effectiveness ****
SHSP Strategy	**SHSP Impaired Driving Strategy:** Enhance the prosecution and adjudication of alcohol and drug impaired driving cases. **SHSP Impaired Driving Strategy:** Conduct public awareness initiatives including education and media programs to reduce alcohol and drug impaired driving.
Brief Description	Impaired driving through the use of controlled substances, both prescription and illicit, has risen in Maryland. Maryland also recently passed legislation to decriminalize marijuana use. Through this initiative, the Coordinator will provide training to law enforcement, prosecutor, and judicial trainings and work to expand Maryland's DRE program.

Project Number & Title	GN-Wash Col-2015-066; Impaired Driving Analysis ($199,900)
Countermeasure	**Countermeasures That Work (2013, 7th Edition): Impaired Driving** Publicized Sobriety Checkpoint Programs; Effectiveness *****

	Publicized Saturation Patrol Programs; Effectiveness****
SHSP Strategy	**SHSP Impaired Driving Strategy:** Increase enforcement of alcohol and drug impaired laws.
Brief Description	The use of a data-driven approach is key to allocating scarce resources to combat alcohol-related traffic crashes, injuries, and deaths. This grant will fund the collection of data that is needed to support the MSP DUI team. Data will be constantly updated and accurate data analysis provided to the MSP DUI team and allied agencies.

Project Number & Title	**LE-MSP, Sta-2015-081; Maryland State Police, SPIDRE DUI Team ($765,200)**
Countermeasure	**Countermeasures That Work (2013, 7th Edition): Impaired Driving** Publicized Saturation Patrol Programs; Effectiveness****
SHSP Strategy	**SHSP Impaired Driving Strategy:** Increase enforcement of alcohol and drug impaired laws.
Brief Description	This grant will fund the continued implementation of the MSP's DUI team known as SPIDRE. The team will be deployed in locations identified by data analysis.

Regionally-Initiated Projects

On a regional level, state, local, and municipal partners implement grant-funded public information, education, outreach and training programs, diverse prevention strategies, special projects and events, and enforcement efforts that complement the Impaired Driving Program's strategies and action steps. The impaired driving projects funded are representative of research-based countermeasures approved by the MHSO and recommended in the NHTSA *Countermeasures that Work* guide and/or in the *Highway Safety Guidelines*. Enforcement strategies such as comprehensive DUI patrols, sobriety checkpoints, "Cops in Shops" (fake ID stings), party dispersal, and alcohol vendor compliance checks are among some of the enforcement strategies implemented by enforcement partners across all jurisdictions. Examples of education, outreach, and prevention programs implemented across the state include alternative transportation programs such as *Tipsy?Taxi!*, MADD's *The Power of Parents*, *Parents Who Host Lose the Most*, *Every 15 Minutes*, after-prom programs, and specialized law enforcement trainings.

The following is a graphic visualization of Maryland's FFY 2015 Impaired Driving Program regional grant allocations:
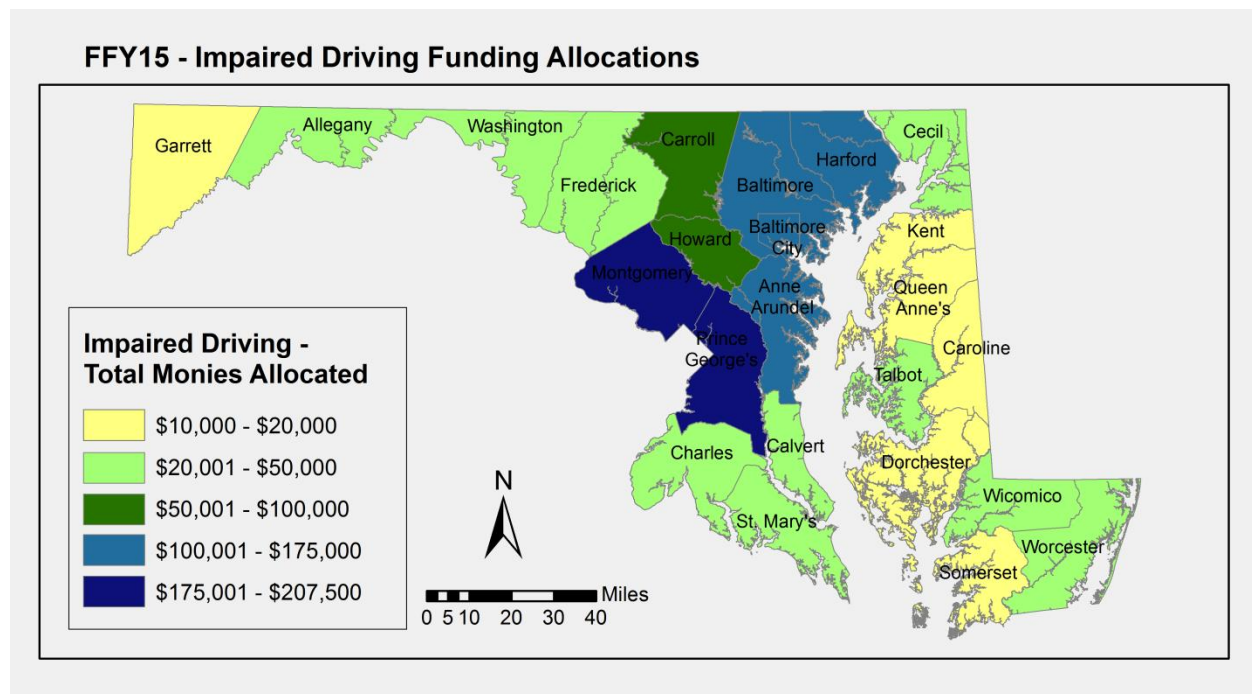
FFY15 - Impaired Driving Funding Allocations

Impaired Driving - Total Monies Allocated

- $10,000 - $20,000
- $20,001 - $50,000
- $50,001 - $100,000
- $100,001 - $175,000
- $175,001 - $207,500

Evaluation

The MHSO evaluates traffic safety programs through process, impact, and outcome measures. Outcome measures include crash (fatality and serious injury) data. Impact measures include driver surveys that are conducted year-round and measure the knowledge, attitudes, and behaviors of Maryland drivers. Projects funded through the MHSO are required to also have an evaluation component. Depending on the level of grant funds obligated and the scope of the project, impact and/or process measures are reported and evaluated throughout the grant cycle.

Several questions from the Maryland Annual Driving Survey (MADS) relate to impaired driving and may be analyzed to identify and understand driver behaviors and perceptions. Utilizing both the Health Belief Model and Theory of Planned Behavior, questions related to knowledge, behavior, and perception of apprehension by law enforcement will be analyzed to characterize the Maryland driving culture with regard to impaired driving. The following questions will be part of this analysis:

Question	Construct
During the past 30 days, how many times did you ride in a car or other vehicle driven by someone who had been drinking? (*YRBSS survey*)	Behavior
If I am stopped for drinking and driving the punishment will be severe: agree to disagree	Severity of punishment
In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?	Behavior and prevalence

How likely are you to be stopped by police if you drive within two hours of drinking alcoholic beverages?	Perceived susceptibility to being apprehended

These behavioral constructs will help the MHSO and its partners understand and focus both education and enforcement efforts. Including behavioral measures will enhance the traffic safety strategic planning efforts in Maryland.

Outcome Measures

- **Fatality Objective**: Reduce the annual number of impaired driving-related fatalities (BAC 0.08+) on all roads in Maryland from 145 in 2008 to fewer than 116 by December 31, 2015.
- **Serious Injury Objective**: Reduce the annual number of impaired driving-related serious injuries on all roads in Maryland from 630 in 2008 to fewer than 547 by December 31, 2015.

Impaired Driving Crashes – Interim Goals

	2011	2012	2013	2014	2015
Fatalities (BAC 0.08+)[4]	132	128	124	120	116
Serious Injuries	593	581	569	558	547

- **Fatality Objective Progress:** In 2012, there were 160 alcohol impaired driving-related fatalities (FARS, BAC 0.08+). This figure is lower than the 2011 figure (n=161). Maryland did not achieve the interim goals and is not progressing toward the 2015 goal.
- **Serious Injury Objective Progress:** In 2012, there 502 impaired driving-related serious injuries in Maryland. This figure is lower than the 2011 figure (n=576), *therefore Maryland has achieved the interim and 2015 goals.*

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[4] Source: Fatality Analysis Reporting System (FARS)

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

Year	Alcohol-Impaired Driving Fatalities (BAC = .08+)			
	Total Fatalities in all Crashes	Number	Percent	Per 100 Million VMT
2010	496	154	31	.27
2011	485	161	33	.29
2012	505	160	32	.28
			3-year Average	.28

Source: FARS

Maryland's Occupant Protection Program

Problem Identification

According to state crash data, an average of nearly 5,700 unbelted passenger vehicle occupants were involved in motor vehicle crashes between 2009 and 2012. Between 2009–2012, the number of unbelted passenger vehicle occupants involved in crashes has declined by 22%. Unrestrained occupant crash fatalities declined 21% from 174 fatalities in 2009 to 137 fatalities in 2012. On average, more than 2,200 unbelted occupants are injured each year. Unbelted motor vehicle occupants represent close to 5% of those injured in crashes statewide.

In 2013, the observed statewide seat belt use in Maryland was 90.7%, a slight decrease from 91.1% observed in 2012. This rate is considerably less than the rates observed since 2010, and the rate itself has likely suffered since the addition of many more rural locations to Maryland's list of seat belt survey locations. Increasing the statewide seat belt use rate is a major priority for the MHSO and several enforcement and media programs will be implemented to raise awareness of seat belt use, particularly on rural roadways, at night, and among pickup truck drivers.

From 200802012, drivers between the ages of 21–34 account for over 40% of drivers who were injured or killed in unrestrained occupant crashes in Maryland (40.4% and 47.2%, respectively). Among the drivers fatally injured in unrestrained crashes, roughly 72% were male. Nearly half (45.8%) of the drivers injured in unrestrained crashes were female.

From 2009–2012, fatal unrestrained occupant crashes were most frequent in January and February and fatal unrestrained occupant crashes were more likely to occur on Sunday and Monday. These crashes accounted for nearly 40% of all unrestrained fatal crashes. More than 25% of the fatal unrestrained occupant crashes occurred between midnight and 4 AM.

In 2012, among crashes involving at least one unrestrained occupant, a total of 2,695 (61.7%) also involved distracted driving. Similarly, a total of 328 (7.5%) of the unrestrained occupant crashes also involved aggressive driving. Injury crashes among distracted driving crashes and aggressive driving crashes increased from 2011 to 2012 (54.1% to 55%, distracted driving; 56.9% to 61.3%, aggressive driving) among crashes involving at least one unrestrained occupant. Nearly 18% of the unrestrained occupant crashes in 2012 involved alcohol and/or drugs.

Despite a 21% decrease in the total number of crashes involving at least one unrestrained occupant between 2009 and 2012, the percentage of fatal unrestrained crashes involving alcohol and/or drugs has increased from roughly 48% in 2009 to nearly 54% in 2012. Alcohol and/or drug use was reported among 56% of the drivers involved in fatal unrestrained occupant crashes in Maryland.

Fixed object crashes accounted for nearly 37% of the fatal unrestrained occupant crashes but only roughly 20% of the injury unrestrained crashes in Maryland in 2012. In 2012, 50% of the fatal unrestrained occupant crashes involving more than one vehicle were the result of a head-on collision. Rear-end collisions accounted for the majority of the unrestrained occupant property-damage-only crashes and unrestrained occupant injury crashes (39.5% and 39.8%, respectively).

From 2009 to 2012, crashes involving unbelted occupants were most concentrated in Baltimore City and Prince George's and Baltimore Counties. On average, 16% of all unbelted occupant-involved crashes occurred in Baltimore County.

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

Motor vehicle incidents are a leading cause of injury-related emergency room visits for children 0–14 years old. They are also a leading cause of hospitalization and death for children 0–14 years old. Research shows that the use of child safety seats reduces the risk of death by 71% for infants and 54% for toddlers in passenger cars (NHTSA Traffic Safety Fact Sheet 2011), and boosters reduce the risk of injury by 45% among children 4–8 years old when compared to seat belt usage alone. Unfortunately, in Maryland during 2012, 21% of children infants–4 years old and 64% of children between 5–9 years were injured while riding incorrectly restrained or unrestrained at the time of the crash, and 15% of children between 10–15 years old were injured while riding unrestrained at the time of the crash. In 2012, 11 children from infants–15 years old were killed in crashes, three of them determined to be unrestrained at the time of the crash.

While car and booster seat usage rates are not quantified in Maryland, misuse rates can be summarized through car seat inspection forms. In 2013, the average misuse rate was 84%. This includes a plethora of errors, including: wrong seat for the child, installed incorrectly, harnessed incorrectly or using a crashed, broken, recalled, or expired seat. More than 1.2 million motor vehicle moving violations are issued annually throughout the state and 8% of all citations issued are for improper seatbelt use.

A final data source of note is the annual observational seat belt surveys that are conducted in June to fulfill a federal requirement. The survey provides information about seat belt use among all motor vehicle occupants so program managers do not have to solely rely on crash report information. In FFY 2012, Maryland implemented new protocols and utilized a much more comprehensive list of survey sites across the state. It should be noted that the new survey methodology is far more dependent upon secondary and local roads, and while likely more accurate in the actual use rate calculation, will produce results lower than historically seen in Maryland. Overall results of the statewide study, following weighted adjustment by

probability of road segment selection and proportion of jurisdictional level vehicle miles traveled (VMT), were as follows:

	All Vehicles	Passenger Cars/SUVs	Pick-up Trucks
All Roadways	90.7%	91.8%	84.3%
Primary Roads	92.6%	93.3%	87.8%
Secondary Roads	88.9%	90.4%	81.4%
Local Roads	90.9%	92.1%	82.8%

The statewide observed seat belt usage rate for the State of Maryland in 2013, between drivers and front seat passengers and weighted by probability of roadway selection and jurisdictional roadway-specific VMT, was 90.7%. The statewide standard error of 0.7% was well below the NHTSA threshold of 2.5%, yielding a 95% confidence interval of 89.3% to 92.1% for the usage rate.

Belt use was highest among passenger cars and SUVs relative to pick-up trucks (91.8% vs. 84.3%, respectively) and among front seat occupants traveling on Primary roads relative to Secondary and Local roads (92.6% vs. 88.9% and 90.9%). Despite the low rate of belt use for pick-up trucks, further analysis indicated that truck occupants were much more likely to be belted on Primary roads (87.8%) than on Secondary (81.4%) or Local roads (82.8%).

Jurisdictional analysis indicated that the highest weighted belt use rates were found in Carroll County and three counties surrounding Washington, D.C. (Anne Arundel, Howard and Montgomery). Baltimore City and the southern counties (Charles and St. Mary's) had the lowest rates. Anne Arundel, Calvert, Frederick, Howard and Montgomery Counties had unweighted usage rates above 90% on all roadway classifications (Primary, Secondary, Local).

Approximately 88.4% of all drivers and front-seat passengers traveling in the non-NHTSA jurisdictions were belted. None of the non-NHTSA jurisdictions had a usage rate above 90%. Queen Anne's County had the highest usage rate (89.7%) and Caroline County had the lowest (86.3%).

Additional unweighted analysis of NHTSA-reported jurisdictions indicated that a higher proportion of drivers (92.2%) than passengers (89.9%) used their seat belt. Further examination of individual person-level data, for the instance in which both a driver and passenger were observed in the front seat, indicated that 92.5% of passengers were belted if the driver was belted. However, if the driver was unbelted, only 49.7% of passengers were observed to wear their belt. This difference was more pronounced when stratified by vehicle type. Among passenger cars, when drivers were unbelted, 54.4% of their passengers were belted. In trucks, however, only 34.2% of passengers were belted when the driver was unbelted. There was also an association with roadway classification, with the Secondary and Local roadways corresponding to a larger difference in passenger belt use between

belted and unbelted drivers than on Primary roads. Finally, although the proportions were low, belted drivers were less likely than unbelted drivers to use a handheld cell phone while driving (4.4% vs. 6.5%, respectively).

In a driver survey conducted in 2013, respondents were asked 'How often do you use your seat belt as a *driver*?' 90% (n=7,127) responded either 'all of the time' and 6% (n=487) said 'most of the time.' In the same survey, respondents were asked 'How often do you use your seat belt as a front seat *passenger*?' 96% (n=7,607) responded either 'all of the time' or 'most of the time.' (89.16% responded 'all of the time.')

Respondents were also asked 'How often do you use your seat belt as a back seat passenger?' Only 58% (n=4,597) responded 'all of the time.' 17% (n=1,357) responded 'most of the time,' and 7% (n=758) answered occasionally.

These surveys corroborate what is observed in the annual seat belt survey, but point to the fact that there is still much work to do in getting occupants to buckle up, particularly in the back seat. Maryland made back seat belt use a secondary offense in 2013 and MHSO is working with law enforcement partners to educate the public about the dangers of being unrestrained in any seating position.

Solution

Maryland is a strong supporter of the national *Click It or Ticket* campaign, with media and enforcement coordinated in May and November. Although Maryland does not pay for daytime seat belt enforcement as a matter of routine, such enforcement is strongly encouraged by law enforcement partners. The MHSO continues to place a strong emphasis on and fund nighttime seat belt enforcement efforts. Annually, there have been roughly 100,000 seat belt and child passenger citations issued every year for the past five years.

Throughout the year, Maryland coordinates enforcement and education activity in conjunction with the state's Occupant Protection EAT. Data-driven projects are coordinated in line with SHSP strategies and include education and media activities such as *Click It or Ticket* and enforcement of Maryland's seat belt laws, especially during nighttime hours when the use of seat belts is known to decline.

Child Passenger Safety (CPS) efforts also form a key component of Maryland's Occupant Protection Program as the state continues to field a large number of trained CPS technicians at fitting stations. Child safety seats are distributed through CPS partners and local health departments and outreach is coordinated with hospitals and CPS partners that continue to promote child passenger safety (best practice and Maryland law) to care providers of children from birth to eight years of age.

In FFY 2015, the amount of money programmed for the purchase of child safety seats is $9,570, representing much less than 5% of all funds programmed as Section 405 OP.

Click It or Ticket

MAP-21 has a requirement for states to outline the plans to support *Click It or Ticket (CIOT)*, a national seat belt mobilization. *CIOT* is the most successful seat belt enforcement campaign, helping to increase Maryland's seat belt usage rate through media and grass roots education programs and enforcement. The cornerstone of NHTSA's seat belt communications program is the National *CIOT* Mobilization, which serves as a cornerstone enforcement effort statewide in Maryland. The primary audience for the *CIOT* campaign is men ages 18 to 44, about whom research shows are less likely to wear seat belts. Every year during the months of May and November, law enforcement agencies join forces day and night for an enforcement blitz that delivers the *CIOT, Day and Night* message. The mobilization is supported by national and local paid and earned media campaigns.

Maryland's plan to support *CIOT* for FFY 2015 is as follows:

Wave Dates	Activity
November 10-25, 2014	Media: *CIOT Booze and Belts*: Paid and Earned
Nov – December 2015	Campaign Pre-planning: Data Collection/Market Research for both the May and November efforts in FFY 2015
May 4 – June 11, 2015	Media: *CIOT*; Paid and Earned
May 18 – May 31, 2015	Enforcement Period: *CIOT*; nighttime enforcement period around Memorial Day holiday
May 11 – 15, 2015	Media: *CIOT* press event; date and speakers TBD
June 1-30 2015	Survey: Seat Belt Observation Survey
June 2015	Media: Seat belt message included with media for *Smooth Operator*; and Distracted Driving message Campaign Pre-planning: November *CIOT Booze and Belts* campaign
July 2015	Media: Seat belt message included with paid media for *Smooth Operator*; aggressive driving prevention campaign and Distracted Driving message
August – September, 2015	Media: Press release and media announcement will be issued to announce the state use rate and enforcement data (citations and warnings issues); goal is to achieve broadcast through the Governor's Office and to report data to NHTSA.
August 2015	Media: Seat belt message included with paid media for *Smooth Operator*; aggressive driving prevention campaign and *Toward Zero Deaths* philosophy

Wave Dates	Activity
August – September, 2015	**Media:** Seat belt messaging included as a component of paid **Drive Sober or Get Pulled Over &** *CPSF* DUI prevention campaigns

Other Relevant Program Area Information

a. **Child Restraint Inspection Station Network**

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

According to 2010 Census Data, more than 3.7 million people live in the Baltimore and Washington metropolitan regions of Maryland, representing more than 80% of Maryland's population. The metropolitan region includes the following jurisdictions:

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

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

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

- NHTSA - http://www.nhtsa.gov/cps/*CPSF*itting/index.cfm
- SAFE KIDS - http://www.safekids.org/in-your-area/coalitions/maryland-state.html

- KISS - http://fha.maryland.gov/ohpetup/kiss/calendar/

The list of regular child passenger safety seat fitting stations, not including special events is listed in **Attachment D**.

b. Child Passenger Safety Technicians

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

Recruitment, retention, and training of the state's CPS technicians are coordinated through a grant with the Maryland Department of Health and Mental Hygiene's Kids in Safety Seats (KISS). As a component of this project, KISS coordinates the:
- scheduling or assisting with 12 national child passenger safety certification courses throughout Maryland;
- scheduling four CEU trainings;
- scheduling one annual Renewal Course;
- scheduling one statewide instructor update;
- scheduling one Special Needs Training;
- maintaining technician re-certification above 50% among those eligible to re-certify; and the
- enabling technicians to enter sign-offs/CEU information at events.

Maryland's goal is to continue to serve a vast majority of the population with technicians and inspection stations in each county. The current list of certified CPS Technicians throughout Maryland is provided as **Attachment E**.

Action Plan

Statewide Projects

Project Number & Title	(INTERNAL) Occupant Protection Program ($384,252)
Countermeasure	NHTSA Countermeasures that Work (2013, 7th Edition): Occupant Protection and Seat Belt Communications and Outreach supporting enforcement; Effectiveness****
SHSP Strategy	**SHSP Occupant Protection Strategy:** Expand and refine *Click It or Ticket* and Law Enforcement Challenge.

Brief Description	The state's media plan will support enforcement efforts concentrated predominantly in Central Maryland/Baltimore and Washington, D.C. metropolitan areas during the May *CIOT* campaign and will fund the development of educational materials in support of *Click It or Ticket*.
	Additionally, this project will fund a joint message campaign for seat belts and DUI-prevention message in November, 2014 to coincide with increased holiday travel periods.

Partner-Initiated Projects

Project Number & Title	GN-MIEMSS -2015-006; Maryland Institute for Emergency Medical Services Systems (MIEMSS) - Child Passenger Safety & Occupant Protection Healthcare Project ($54,130)
Countermeasure	NHTSA Countermeasures that Work (2013, 7th Edition): Occupant Protection and Seat Belt Communications and Outreach supporting enforcement; Effectiveness****
SHSP Strategy	SHSP Occupant Protection Strategy: Increase the awareness of child passenger safety best practice recommendations for infants, children, and pre-drivers (up to age 16).
Brief Description	This project focuses on occupant protection across the lifespan in Maryland by improving proper use of car safety seats among children, seat belt use among youth and caregivers, and occupant protection measures taken by healthcare and EMS personnel. Specific strategies will include healthcare provider trainings, webinars, and website resources, interactive educational displays, providing CPS equipment, and offering scholarships for hospital/EMS providers to take the CPS certification class.

Project Number & Title	GN-DHMH-2015-016; Maryland Department of Health and Mental Hygiene - Kids in Safety Seats ($234,114)
Countermeasure	NHTSA Countermeasures that Work (2013, 7th Edition): Seat Belts and Child Restraints Child Restraint Distribution Programs; Effectiveness** Inspection Stations; Effectiveness** Communications and Outreach Strategies for Booster Seat Use; Effectiveness** Communications and Outreach Strategies for Older Children; Effectiveness*** **Research Based:** Gunn et al., 2007; Eichelberger, et al. 2012
SHSP Strategy	SHSP Occupant Protection Strategy 3: Increase the awareness of child passenger safety best practice recommendations for infants, children, and pre-drivers (up to age 16).
Brief Description	The MHSO will award grant funds to the Maryland Department of Health and Mental Hygiene's *Kids in Safety Seats* program. Staff will

	provide public education and checkup referrals, car seat inspections, child passenger safety training and assist the public with access to car seats or boosters, or short-term special needs car seats. A 1-800 helpline will be staffed to service all Maryland residents.

Project Number & Title	GN-UMB - CC-2015-039; University of Maryland Baltimore, MCTSA – Seat Belt Observation Project ($63,086)
Countermeasure	Research-based: NHTSA, 2001; NHTSA, 2009a; NHTSA 2011 Uniform Guidelines
SHSP Strategy	SHSP Occupant Protection Strategy: Expand and refine *Click It or Ticket* and *Law Enforcement Challenge.*
Brief Description	A multi-disciplinary team from the NSC will compile and analyze seat belt observational survey data to report seat belt use by drivers and front seat outboard passengers traveling in passenger vehicles and helmet use for motorcycle riders. In addition to survey analysis, the NSC will be responsible for training the survey team and assisting with quality control.

Regionally-Initiated Projects

On a regional level, state, local, and municipal partners implement grant-funded public information, education, outreach and training programs for occupant protection, diverse prevention strategies, special projects and events, and enforcement efforts complement the Occupant Protection Program's SHSP strategies and action steps. Occupant protection projects are representative of research-based countermeasures approved by the MHSO and recommended in the NHTSA *Countermeasures that Work* guide and/or in the *Highway Safety Guidelines.* Enforcement strategies such as comprehensive traffic patrols, vehicle channelization, nighttime seat belt efforts, and child passenger safety seat enforcement are among some of the strategies implemented by law enforcement partners statewide. Examples of education, outreach, and prevention programs implemented across the state include car seat loan and inspection programs, and 'tween' education programs, all in coordination with and complementary to the state's *Click It or Ticket* campaign and Child Passenger Safety Week.

The following is a graphic visualization of Maryland's FFY 2015 Occupant Protection Program regional grant allocations:

FFY15 - Occupant Protection Funding Allocations
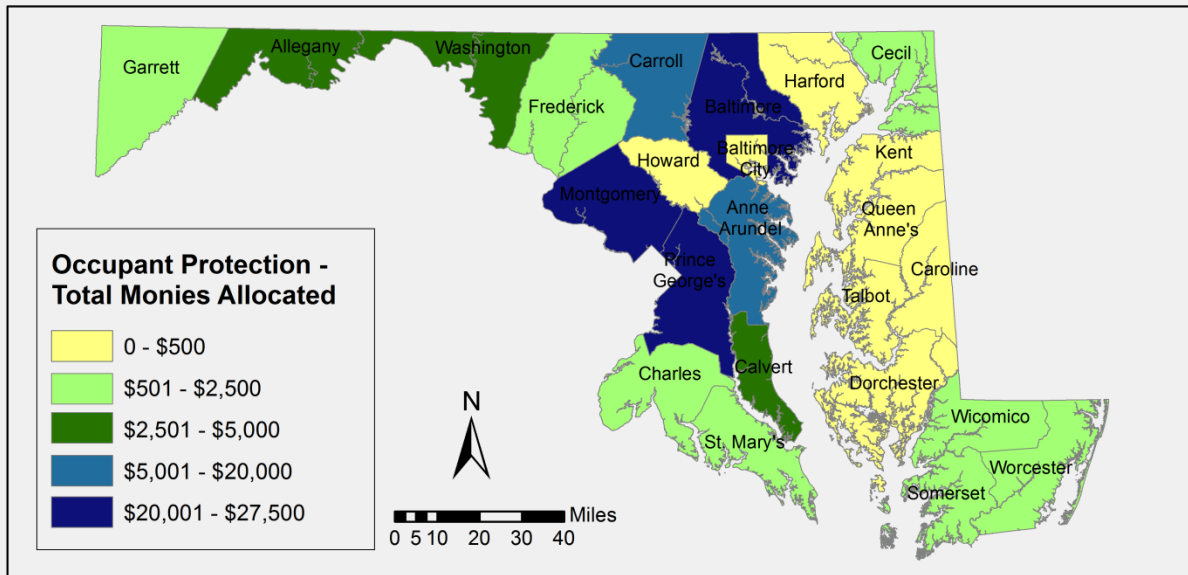
Evaluation

The MHSO evaluates traffic safety programs through process, impact, and outcome measures. Outcome measures include crash (fatality and serious injury) data. Impact measures include driver surveys that are conducted year-round and measure the knowledge, attitudes, and behaviors of Maryland drivers. Projects funded through the MHSO are required to also have an evaluation component. Depending on the level of grant funds obligated and the scope of the project, impact and/or process measures are reported and evaluated throughout the grant cycle.

Several questions from the Maryland Annual Driving Survey (MADS) relate to occupant protection and may be analyzed to identify and understand driver behaviors and perceptions. Utilizing both the Health Belief Model and Theory of Planned Behavior, questions related to knowledge, behavior, and perception of apprehension by law enforcement will be analyzed to characterize the Maryland driving culture with regards to occupant protection. The following questions will be part of this analysis:

Question	Construct
For all child passengers under 13 years of age, how often do you make them sit in the rear seat?	Behavior
In the past 30 days have you been the driver of a child aged: 　a) 0–2 years　　　　Yes　　　　No 　　　　If yes, how was that child buckled up (if more than one child in this age group answer for the oldest): Rear facing car seat/Front facing harness car seat/Booster with seat belt/Seat	Behavior, prevalence

belt only/Not buckled up
 	
    b) 3–5 years   Yes   No
        If yes, how was that child buckled up (if more than one child in this age group answer for the oldest): Rear facing car seat/Front facing harness car seat/Booster with seat belt/Seat belt only/Not buckled up
    c) 6–9 years   Yes   No
        If yes, how was that child buckled up (if more than one child in this age group answer for the oldest): Rear facing car seat/Front facing harness car seat/Booster with seat belt/Seat belt only/Not buckled up	

How often do you use seat belts when driving or riding in a car, van, sport utility vehicle or pick-up truck?	Behavior, prevalence
How likely are you to get a ticket if you don't wear your seat belt?	Perceived susceptibility to being apprehended

These behavioral constructs will help the MHSO and its partners understand and focus both education and enforcement efforts. Including behavioral measures will enhance the traffic safety strategic planning efforts in Maryland.

Outcome Measures

- **Fatality Objective**: Reduce the annual number of unrestrained occupant fatalities on all roads in Maryland from 153 in 2008 to fewer than 123 by December 31, 2015.
- **Serious Injury Objective**: Reduce the annual number of unrestrained occupant serious injuries on all roads in Maryland from 450 in 2008 to fewer than 391 by December 31, 2015.
- **Seat Belt Usage Objective**: Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles from a 2012 calendar base year average usage rate of 91.1% to 92.5% by December 31, 2015.
-

Occupant Protection – Interim Goals

	2011	2012	2013	2014	2015
Fatalities	139	135	131	127	123
Serious Injuries	424	415	407	399	391
Usage Rate	n/a*	n/a*	91.4%	91.8%	92.5%

*A new methodology for observing seat belt usage was implemented in 2012. A new baseline and subsequent goals were established based on the new methodology.

- **Fatality Objective Progress:** In 2012, there were 104 unrestrained occupant fatalities in Maryland. This figure is lower than the 2011 figure (n=125), so *Maryland has achieved the interim goal of fewer than 135 fatalities in 2012 and has achieved the 2015 goal.*

- **Serious Injury Objective Progress:** In 2012, there were 1,984 unrestrained occupant injuries in Maryland. This figure is lower than the 2011 figure (n=2,225), so *Maryland has achieved the interim goal of fewer than 2,424 injuries in 2012 and has achieved the 2015 goal.*
- **Seat Belt Usage Objective Progress**: In 2013, the MHSO coordinated the second implementation of the new National Occupant Protection Use Survey (NOPUS) methodology, achieving a use rate of 90.7%. *Maryland has not achieved its interim goal and is working toward the 2015 goals.*

Maryland's Distracted Driving Program

Problem Identification

According to Maryland crash data, an average of more than 53,800 distracted driving crashes occurred each year on Maryland's roads from 2008 to 2012. Distracted driving crash fatalities declined from 270 fatalities in 2008 to 246 fatalities in 2012. On average, more than 29,600 people are injured each year in distracted driving crashes, representing a little less than 50% of those injured in crashes statewide from 2008 to 2012. There has been an average of 2,545 serious injuries each year between 2008 and 2012.

Between 2008 and 2012, drivers aged 21–44 represented more than 47% of those involved in distracted driving crashes, more than 51% of those injured in distracted driving crashes, and almost 46% of all persons killed in distracted driving crashes. Among the drivers involved in distracted crashes from 2008 to 2012, roughly 57% were male. In crashes where injuries were sustained, males were involved 52% of the time but males represented nearly 78% of all fatalities from distracted driving crashes.

From 2008 to 2012, distracted driving crashes were spread relatively consistently throughout the months and the days of the week. Fridays showed a slight increase in the number of crashes that occurred, and Sundays experienced the lowest number of distracted driving crashes. From noon through the early evening, the number of distracted driving crashes rose; however, after 6 PM, the number of distracted driving crashes began to decline.

Distracted driving crashes occurred on state and county roadways roughly 59% of the time between 2008 and 2012. Approximately 68% of distracted driving crashes occurred in Anne Arundel, Baltimore, Montgomery and Prince George's Counties and Baltimore City. These areas also accounted for nearly 65% of distracted driving-related injuries. Anne Arundel, Baltimore and Prince George's Counties alone represented more than 45% of distracted driving-related fatalities.

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

In 2012, 1,000 drivers were cited for texting in Maryland, and 7,168 drivers were cited for using a handheld telephone while the vehicle was in motion. At the time of these violations, the handheld cell phone and texting laws were secondary offenses. In October, 2013, using a cell phone became a primary offense and law enforcement were able to target this behavior more directly, which has lead to a significant increase in the number of citations given to distracted drivers in Maryland.

In a *National Phone Survey on Distracted Driving Attitudes and Behaviors* conducted by NHTSA, "the most commonly performed potentially distracting behaviors while driving are talking to other passengers in the vehicle (80%) and adjusting the car radio (65%). Other common behaviors include eating/drinking (45%), making/accepting phone calls (40%), interacting with children in the back seat (27%), and using a portable music player (30%)." (DOT HS 811 555)

The AAA Foundation for Traffic Safety conducted a *Traffic Safety Culture Index* survey in 2012 and found:

> Respondents expressed greater rates of social disapproval for texting or emailing (94.5%) and checking or updating social media (95.4%) than for the use of hand-held cell phones (66%). More than half of survey respondents (56.2%) felt the use of hands-free devices while driving was somewhat or completely acceptable. Despite expressing strong disapproval for many distracted driving behaviors, survey respondents admitted to engaging in many of these behaviors themselves. More than one quarter of respondents (26.6%) reported typing or sending a text or email while driving at least once in the past 30 days, and more than one third (34.6%) said they read a text or email while driving during this time. Almost 7 in 10 respondents (68.9%) reported talking on the phone while driving at least once in the past 30 days and almost one-third of these drivers (31.9%) said they did so "fairly often" or "regularly."

Solution

Maryland has developed a campaign called *Park the Phone Before You Drive* that coincides with the state's recently-passed legislation to prevent cell phone use while driving. The campaign material will be refined and distributed across the state to Maryland's traffic safety partners during April's national HVE mobilization. Outreach will also be data-driven and targeted toward Maryland's law enforcement community regarding the proper enforcement of Maryland's handheld cell phone ban.

Distracted driving was also added as a pillar to Maryland's *Toward Zero Deaths* campaign to properly reflect the prominence of distracted driving as one of the top causes of crashes throughout the state. Improved crash reporting systems, such as the Automated Crash Reporting System (ACRS), will also help better identify more specific causes of distracted driving crashes which will mean improved data-driven targeting throughout the state for use in future distracted driving prevention campaigns.

Action Plan

Statewide Projects

Project Number & Title	(Internal) Distracted Driving Campaign ($80,000)
Countermeasure	Research-based: Eischen, M. H., Brownson, R. C., Davis, J. R., Cooperstock, L. R., Crawford, R., Freeman, D. et al., 1994; Jason, L. A., Pokorny, S. B., Kohner, K., & Bennetto, L., 1994; Wallack, L. M., 1981; Worden, J. K., 1999
SHSP Strategy	**SHSP Distracted Driving Strategy:** Conduct education campaign on distracted driving prevention
Brief Description	This project will encompass distracted driving prevention media during the month of April (2015). Media will include radio, cable, print, outdoor, and digital. This project will also encompass the development and printing of additional distracted driving prevention materials.

Regionally-Initiated Projects

On a regional level, state, local, and municipal partners implement grant-funded public information, education, outreach and training programs for distracted driving prevention, diverse prevention strategies, special projects and events, and enforcement efforts complement the Distracted Driving Program's SHSP strategies and action steps. The distracted driving projects are representative of research-based countermeasures approved by the MHSO and recommended in NHTSA's *Countermeasures that Work* and/or in the *Highway Safety Guidelines*. Enforcement strategies such as comprehensive traffic patrols are among some of the strategies implemented by law enforcement partners statewide. Examples of education, outreach and prevention programs implemented across the state include distracted driving simulators at high schools, community events, and other outreach events where driving presentations are delivered.

The following is a graphic visualization of Maryland's FFY 2015 Distracted Driving Program regional grant allocations:

FFY15 - Distracted Driving Funding Allocations
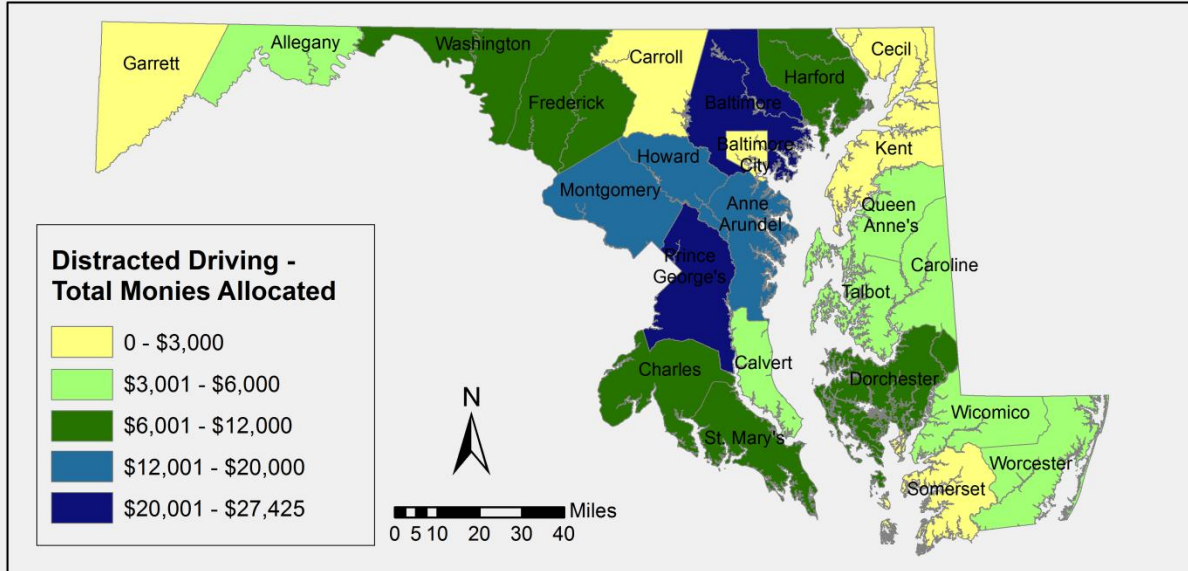
Evaluation

The MHSO evaluates traffic safety programs through process, impact, and outcome measures. Outcome measures include crash (fatality and serious injury) data. Impact measures include driver surveys that are conducted year-round and measure the knowledge, attitudes, and behaviors of Maryland drivers. Projects funded through the MHSO are required to also have an evaluation component. Depending on the level of grant funds obligated and the scope of the project, impact and/or process measures are reported and evaluated throughout the grant cycle.

Several questions from the MADS survey relate to distracted driving and may be analyzed to identify and understand driver behaviors and perceptions. Utilizing both the Health Belief Model and Theory of Planned Behavior, questions related to knowledge, behavior, and perception of apprehension by law enforcement will be analyzed to characterize the Maryland driving culture with regards to distracted driving. The following questions will be part of this analysis:

Question	Construct
In the past week, how often have you used your cell phone without a hands free device while driving?	Behavior
In the past week how often have you texted, while driving?	Behavior
I am very likely to text the next time I drive.	Intent
I am very likely to talk on a cell phone without using a hands free device the next time I drive.	Intent
Most of my family or friends think it's ok to talk on a cell	Norms

phone without using a hands-free device while driving.	
Most of my friends or family think that it is okay to text while driving.	Norms

These behavioral constructs will help the MHSO and its partners understand and focus both education and enforcement efforts. Including behavioral measures will enhance the traffic safety strategic planning efforts in Maryland.

Outcome Measures

- **Fatality Objective**: Reduce the annual number of distracted driving fatalities on all roads in Maryland from 270 in 2008 to fewer than 217 by December 31, 2015.
- **Serious Injury Objective**: Reduce the annual number of serious distracted driving injuries on all roads in Maryland from 2,842 in 2008 to fewer than 2,467 by December 31, 2015.

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Distracted Driving – Interim Goals

	2011	2012	2013	2014	2015
Fatalities	246	238	231	224	217
Serious Injuries	28,945	28,192	27,459	26,745	26,050

</div>

- **Fatality Objective Progress:** In 2012, there were 246 distracted driving fatalities in Maryland. This figure is higher than the 2011 figure (n=231), so Maryland has not achieved the interim or 2015 goals.
- **Serious Injury Objective Progress:** In 2012, there were 2,115 distracted driving serious injuries in Maryland. This figure is lower than the 2011 figure (n=2,451), *so Maryland has achieved interim and 2015 goals.*

Maryland's Aggressive Driving Program

Problem Identification

Aggressive driving is one of Maryland's highest priority traffic safety issues. According to Maryland crash data, an average of 5,867 aggressive driving crashes occurred annually on Maryland roadways. On average, 52 people lost their lives and 3,908 were injured each year. Aggressive driving crashes represented approximately 10% of all of Maryland's traffic fatalities and 9% of all injuries.

From 2008–2012, almost 30% of all aggressive drivers were between the ages of 20–29, despite accounting for only about 22% of the drivers in all crashes statewide. In that same time period, nearly half of all aggressive driver fatalities were people in their twenties. On average, drivers in their twenties were injured twice as often and killed nearly three times as often as drivers in their forties. Male drivers were driving aggressively in crashes almost two times as often as females. Males accounted for 60% of the aggressive drivers involved in crashes. Approximately six times as many male aggressive drivers die in crashes than do their female counterparts.

Although spread relatively evenly throughout the year, from 2008–2012, aggressive driving crashes rose slowly each month from February to November. Total crashes related to aggressive driving peaked during the late fall months (October, November). Some of the most severe crashes resulting in death occurred most often in the summer and fall: June–July and October–November. Nearly half of all aggressive driving crashes occurred between Wednesday and Friday. On average, crashes increased toward the end of the work week and declined during the weekends; however, 40% of all fatal crashes related to aggressive driving occurred on the weekend. A disproportionately high number of aggressive driving crashes happened during the afternoon hours of 2 PM and 6 PM.

The highest concentration of aggressive driving crashes occurred in the metropolitan areas of Baltimore, central Maryland, and Washington, D.C. The counties of Anne Arundel, Baltimore, Montgomery, and Prince George's, as well as Baltimore City, accounted for more than 63% of all aggressive driving crashes statewide. From 2008–2012, 58% of total crashes, 60% of injury crashes, and 63% of fatal crashes involving aggressive drivers occurred on Maryland and county routes. Comparatively, 30% of all crashes and injuries occurred on US routes or Interstates, and 25% of fatalities occurred on those roads as well.

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

Exceeding the speed limit and driving too fast for conditions are major components of aggressive driving, but are far more common as factors in all motor vehicle crashes. Over the past five years, an average of 16,321 speed-involved crashes occurred where 138 people

lost their lives, and 8,869 were injured each year. Speed-involved crashes represent 26% of all of Maryland's traffic fatalities and approximately 19% of all injuries. Fortunately, the number of annual speed-related crashes is declining. From 2008–2012, there was a 19% decrease in the number of crashes related to excessive speed and, in 2012, 8,000 people were injured in a speed-involved crash compared to more than 10,000 hurt in 2008. The driver demographics, jurisdictional over-representation, and crash factors in speed-involved crashes mirror those of aggressive drivers.

Between the years 2008–2012, 42% of total crashes, 45% of injury crashes, and 44% of fatal crashes involving speed occurred on Maryland and state routes. Comparatively, 32% of total crashes, 31% of injury crashes, and 32% of fatal crashes involving speed occurred on county and municipal roads. Interstates accounted for 17% of total driving crashes, 16% of injury crashes, and 14% of fatal crashes involving speed.

Aggressive driving citations and convictions are challenging to enforce because Maryland's law dictates that officers must observe three separate violations to cite a driver for an aggressive driving offense. More than 1.2 million motor vehicle moving violation citations are issued annually throughout the state and close to one-quarter were issued to motorists as speeding violations. In the years 2010–2012, on average, there were only 797 citations written statewide for aggressive driving. During this same time period, an average of 280,206 citations were written for speed violations, according to data provide by the National Study Center, derived from the Maryland District Court. In FFY 2013, 21,542 speed citations were issued as a result of the MHSO grant-funded enforcement activities.[5]

Over the last 5 years (2008–2012), there has been a 24% decrease in the number of speed violation citations written by law enforcement statewide. In this same time period, fatal, injury, and total crashes have all declined as well (21%, 20%, and 19%, respectively.)

In a survey conducted in July, 2013, 46% of respondents (n=3,617) answered that they felt they could go 6–10 MPH over the speed limit before they would receive a speeding ticket from law enforcement. In the same survey, when asked whether they considered speeding to be aggressive driving, 62% said 'Yes' (n=4,882) and 38% (n=2,933) answered 'No.'

Solution

As an emphasis area of Maryland's SHSP, the MHSO's Aggressive Driving Prevention Program will continue to utilize data-driven education and enforcement as primary methods for addressing aggressive and speeding motorists. By far the largest component of the Aggressive Driving Prevention Program is the state's *Smooth Operator* campaign, a combination of enforcement and education that sought to eliminate the dangers posed by aggressive and speeding drivers. Overtime enforcement is provided throughout the year to enforce speeding laws in high crash locations. Training and equipment purchases are also

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[5] MHSO's Safe Highways Application and Reporting System (SHARP), as of November, 2013.

provided as a component of many of these programs. In FFY 2015, the MHSO will implement a speed-specific media and education campaign.

Action Plan

Statewide Projects

Project Number & Title	(Internal) Smooth Operator and Speed Campaigns ($300,000)
Countermeasure	NHTSA Countermeasures that Work (2013, 7th Edition): Aggressive Driving and Speeding High Visibility Enforcement; Effectiveness** Communications and Outreach Supporting Enforcement; Effectiveness*** **Research Based** AAA Foundation for Traffic Safety, 2009
SHSP Strategy	**SHSP Aggressive Driving Strategy:** Develop and implement year-round, long-term public awareness and education campaigns identifying the dangers and consequences of aggressive driving behavior.
Brief Description	This project will fund Maryland's continued involvement in the regional aggressive driving media initiative in support of *Smooth Operator* and will also fund the development of a speed-specific media campaign to complement the ongoing efforts to combat aggressive driving. Speed is by far the largest component of Maryland's aggressive driving prevention campaign and separate messaging and materials will be developed to stigmatize the behavior.

Regionally-Initiated Projects

On a regional level, state, local, and municipal partners implement grant-funded public information, education, outreach and training programs for aggressive driving and speeding prevention, diverse prevention strategies, special projects and events, and enforcement efforts complement the Law Enforcement Program's SHSP strategies and action steps. The law enforcement projects are representative of research-based countermeasures approved by the MHSO and recommended in the NHTSA *Countermeasures that Work* guide and/or in the *Highway Safety Guidelines*. Enforcement strategies such as comprehensive speed and aggressive driving patrols, and *Smooth Operator* enforcement waves, are among some of the enforcement strategies implemented by law enforcement partners statewide.

The following is a graphic visualization of Maryland's FFY 2015 Aggressive Driving Program regional grant allocations:

FFY15 - Aggressive Driving Funding Allocations
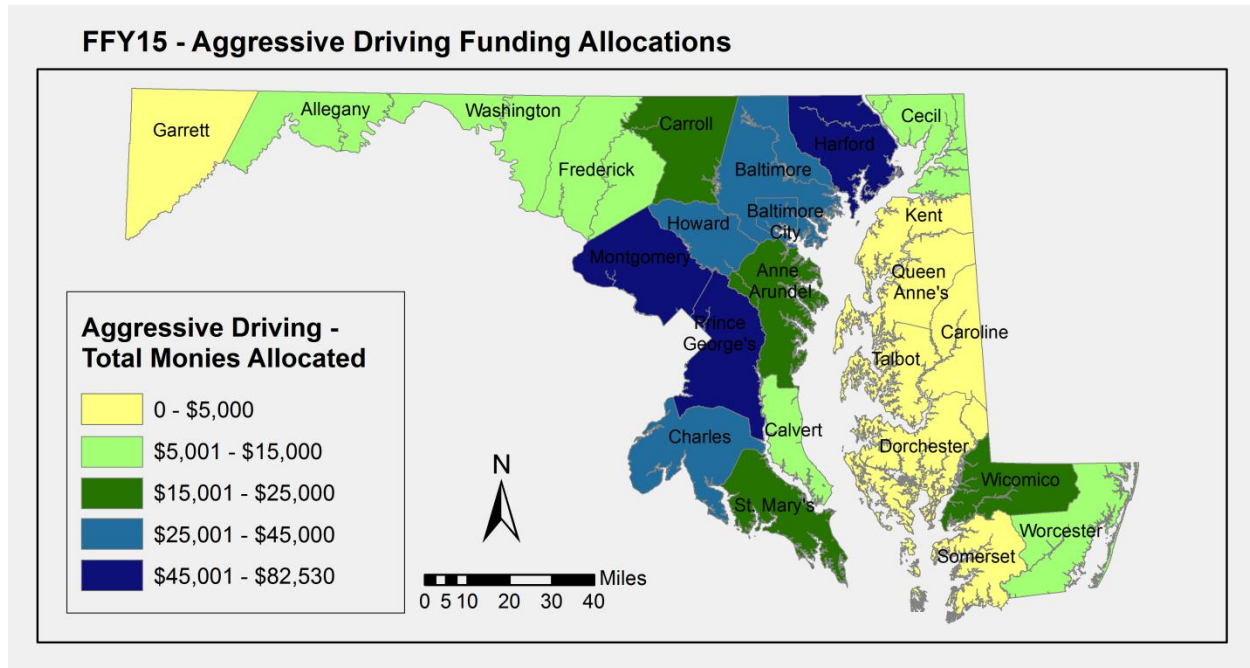
Evaluation

MHSO evaluates traffic safety programs through process, impact, and outcome measures. Outcome measures include crash (fatality and serious injury) data. Impact measures include driver surveys that are conducted year-round and measure the knowledge, attitudes, and behaviors of Maryland drivers. Projects funded through the MHSO are required to also have an evaluation component. Depending on the level of grant funds obligated and the scope of the project, impact, and/or process measures are reported and evaluated throughout the grant cycle.

Several questions from the Maryland Annual Driving Survey (MADS) relate to speed/aggressive driving and may be analyzed to identify and understand driver behaviors and perceptions. Utilizing both the Health Belief Model and Theory of Planned Behavior, questions related to knowledge, behavior, and perception of apprehension by law enforcement will be analyzed to characterize the Maryland driving culture with regards to speed/aggressive driving. The following questions will be part of this analysis:

Question	Construct
Most people I know routinely drive at least 10 MPH over the speed limit.	Norm
I like to drive more than 10 MPH over the speed limit.	Sensation seeking measure, attitude, behavioral belief
I'm likely to be stopped by police if I drive more than 10 MPH	Behavioral

over the speed limit.	belief
In the past 30 days, I have driven more than 10 MPH over the posted speed limit.	Behavior

These behavioral constructs will help the MHSO and its partners understand and focus both education and enforcement efforts. Including behavioral measures will enhance the traffic safety strategic planning efforts in Maryland.

Outcome Measures

Aggressive Driving

- **Fatality Objective**: Reduce the annual number of aggressive driving-related fatalities on all roads in Maryland from 62 in 2008 to fewer than 50 by December 31, 2015.
- **Serious Injury Objective**: Reduce the annual number of aggressive driving-related serious injuries on all roads in Maryland from 451 in 2008 to fewer than 392 by December 31, 2015.

Aggressive Driving Crashes – Interim Goals

	2011	2012	2013	2014	2015
Fatalities	56	55	53	51	50
Serious Injuries	424	416	408	400	392

- **Fatality Objective Progress:** In 2012, there were 55 aggressive driving-related fatalities in Maryland. This figure is higher than the 2011 figure (n=44), though Maryland *has achieved the interim goal* and is progressing toward the 2015 goal.
- **Serious Injury Objective Progress:** In 2012, there were 289 aggressive driving-related serious injuries in Maryland. This figure is lower than the 2011 figure (n=291) and Maryland *has achieved the interim and 2015 goals*.

Speeding

- **Fatality Objective**: Reduce the annual number of speed-related fatalities on all roads in Maryland from 163 in 2008 to fewer than 131 by December 31, 2015.
- **Serious Injury Objective**: Reduce the annual number of speed-related serious injuries on all roads in Maryland from 999 in 2008 to fewer than 867 by December 31, 2015.

Speed-Involved Crashes – Interim Goals

	2011	2012	2013	2014	2015
Fatalities	148	144	139	135	131
Serious Injuries	940	921	903	885	867

- **Fatality Objective Progress:** In 2012, there were 130 speed-related fatalities in Maryland. This figure is higher than the 2011 figure (n=119), but Maryland *has achieved the interim and 2015 goals.*
- **Serious Injury Objective Progress:** In 2012, there were 637 speed-related serious injuries. This figure is lower than the 2011 figure (n=772) and *Maryland has achieved the interim and 2015 goals.*

Maryland's Motorcycle Safety Program

Problem Identification

According to Maryland crash data, in the years 2008–2012, an average of 1,847 motorcycle-involved crashes occurred annually on Maryland roadways. On average, 74 people were killed and 1,542 were injured as a result of motorcycle crashes. Motorcycle crashes result in injury or death at twice the rate of overall vehicle crashes, with more than 75% of total motorcycle crashes resulting in injury or death.

From 2008–2012, males made up more than 90% of all motorcyclists injured in traffic crashes and almost 96% of all motorcyclists killed. Crash data show two age groups more involved in motorcycle crashes: 21–29 and 40–49. Less than 10% of motorcyclists involved in crashes from 2008–2012 were passengers, and the majority of those passengers were female. Impairment of motorcycle operators in traffic crashes continues to be a significant factor in motorcyclist fatalities in Maryland. While 7% of total motorcycle crashes involved an impaired motorcycle operator, 39% of fatal motorcycle crashes involved an impaired motorcycle operator.

Motorcycle crashes are more likely to occur during the warmer months, increasing during April through September and peaking in July. More than half of these crashes take place between Friday and Sunday with twice as many crashes occurring on Saturday and Sunday than any other day of the week. More than 40% of motorcycle-involved crashes from 2008–2012 occurred between 2 PM and 7 PM and, fatalities are highest during the early evening hours.

Roughly 46% of motorcycle injury crashes involved only the motorcycle, and 42% of fatal crashes were single-vehicle motorcycle crashes. Motorcyclists are at-fault in the majority of crashes, with nearly half of all motorcycle crashes not involving another vehicle. Inattention and speed were frequent causal factors in motorcycle crashes, with alcohol a more significant factor in fatal motorcycle crashes.

Metropolitan areas had the highest concentration of motorcycle crashes in the state from 2008–2012, with half of all crashes occurring in the Baltimore metropolitan area. While the total number of motorcycle crashes in metropolitan areas has declined since 2010, fatal crashes in Prince George's and Baltimore Counties have continued to increase.

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

Solution

Throughout FFY 2015, funded projects will address motorcycle safety issues by partnering with motorcycle dealers, motorcycle clubs, government agencies, and scheduling outreach activities geared toward reducing motorcyclist-involved crashes in areas with the highest

crash rates. A media campaign will be coordinated to increase awareness of motorcycle safety issues. In addition to public information and education, rider training and licensure are major components of Maryland's efforts to decrease motorcycle-involved crashes, as is the enforcement of the state's traffic safety laws.

Numerous rider courses are offered through the Maryland MVA, and the state's goal is to increase rider experience and awareness levels and to also increase the awareness of sharing the road with motorcyclists among drivers of passenger vehicles. Maryland qualifies for two of six motorcycle safety eligibility criteria under the MAP-21 Motorcycle Safety Grant Program. The state is submitting the following Motorcycle Safety Countermeasures Application for FFY 2015 funding under this program, demonstrating continued compliance with the eligibility criteria for motorcycle rider training courses and motorcyclist awareness programs:

a. **Motorcycle Riding Training Course: Qualification Criteria I**

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

   ii. **Training Curriculum Approval by Designated Authority [23 CFR 1200.25(c)(1)(i)]**
      1. Code of Maryland Regulations (COMAR) 11.20.01-03 designates the Maryland Motor Vehicle Administration (MVA) as the state authority having jurisdiction over motorcyclist safety issues (see **Attachment F**).
      2. COMAR 11.20.01.15 states that MVA is the approving and implementing agency over a formal motorcycle curriculum of instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle training to motorcyclists. The curricula were developed by the Motorcycle Safety Foundation (see **Attachment F**).

   iii. **Motorcycle Rider Training Course Locations [23 CFR 1200.25(e)(1)(ii)]**
   Maryland conducts motorcycle safety training courses in a majority of its political subdivisions. The table on the following two pages provides a detailed list of approved training centers by jurisdiction and indicates where rider training courses were offered in the 12 months prior to this application. Training courses were offered at 20 approved locations in 16 of Maryland's 24 jurisdictions, serving more than 94% of the state's population in their home jurisdiction, including both rural and urban counties.

Training Centers listed by Jurisdiction of Operation	Training Site Information by Jurisdiction		Training was offered in the jurisdiction during the month(s) selected:											
	Yes, there is a Training Site in the Jurisdiction	No, there is not a Training Site in the Jurisdiction	Jul 13	Aug 13	Sep 13	Oct 13	Nov 13	Dec 13	Jan 14	Feb 14	Mar 14	Apr 14	May 14	Jun 14
Allegany ACM	Yes		Yes	Yes	Yes							Yes	Yes	Yes
Anne Arundel GMVA	Yes		Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes	Yes
Anne Arundel AACC			Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes
Anne Arundel HD-A			Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Baltimore HDB	Yes		Yes	Yes	Yes	Yes	Yes					Yes	Yes	Yes
Calvert		No												
Caroline		No												
Carroll CACC	Yes		Yes	Yes	Yes	Yes						Yes	Yes	Yes
Cecil CECC	Yes		Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes
Charles CSM	Yes		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Dorchester		No												
Frederick FCC	Yes		Yes	Yes	Yes	Yes						Yes	Yes	Yes
Frederick HDF			Yes	Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes
Garrett		No												
Harford HACC	Yes		Yes	Yes	Yes	Yes						Yes	Yes	Yes
Howard HOCC	Yes		Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes
Kent		No												
Montgomery MC	Yes		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Apex														
Prince George's PGCC	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Prince George's OGHD			Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Queen Anne's CHC	Yes		Yes	Yes	Yes	Yes					Yes	Yes	Yes	Yes
St. Mary's Safety Zone	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes		Yes	Yes	Yes

Training Centers listed by Jurisdiction of Operation	Training Site Information by Jurisdiction		Training was offered in the jurisdiction during the month(s) selected:												
	Yes, there is a Training Site in the Jurisdiction	No, there is not a Training Site in the Jurisdiction	Jul 13	Aug 13	Sep 13	Oct 13	Nov 13	Dec 13	Jan 14	Feb 14	Mar 14	Apr 14	May 14	Jun 14
Somerset		No												
Talbot		No												
Washington HGCC	Yes		Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes
Wicomico WWCC	Yes		Yes	Yes	Yes	Yes					Yes	Yes	Yes	
Worcester		No												
Baltimore City SKHS	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes
TOTALS	16 (With)	8 (Without)												

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

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

v. **Quality Control Procedures**

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

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

To promote instructor development and retention, the MVA also conducts an annual Motorcycle Safety Program Instructor Conference; attendance at the conference is mandatory for all motorcycle safety instructors. These conferences include presentation of crash data trends, discussions of best practices, and review of changes made to approved courses. The 2014 instructor development conference included presentations on the upcoming updates to the delivery of the Motorcycle Safety Foundation Basic Rider Course, implementation of three-wheel rider training and instructor development, and updated training for quality assurance specialists. A follow-up training was offered to Motorcycle Safety Program Instructors who were unable to attend the full conference.

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

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

In compliance with 23 U.S.C. 405(f)(3(B), Maryland continues to conduct a motorcyclist awareness program in a manner similar to the state's previous application for Section 405 motorcyclist safety incentive funding and prior

funding applications under Section 2010 of SAFETEA-LU. Maryland continues to use state data to identify and prioritize the state's motorcyclist awareness problem areas. The state continues to encourage collaboration among agencies and organizations responsible for, or impacted by, motorcycle safety issues, including motorcycle riders, clubs and organizations.

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

i. **[§1350.4(2)(iii)(A)] - Designated Authority**
   COMAR 11.20.01-03 states that the Maryland Motor Vehicle Administration (MVA) is the designated state authority having jurisdiction over motorcyclist safety issues (see **Attachment F**).

ii. **Letter from the Governor's Representative**
   The Governor's Representative for Highway Safety endorses Maryland's Motorcyclist Awareness Program developed and managed by the MVA in direct collaboration with the Maryland Motorcycle Safety Coalition and other stakeholders. A letter from the Governor's Representative can be found under this application's **Attachment F**.

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

The implementation of a targeted motorcyclist awareness campaign requires a careful review of traffic crash report data and other related information. Review of demographics of motorists involved in motorcycle crashes shows no significant differences from the broader population of motorists involved in all crashes. Motorcycle messages will be incorporated in routine driver outreach. Where targeted messaging is required, emphasis should be placed on those geographic areas that are overrepresented in motorist-involved motorcycle crashes. More than 60% of all crashes statewide occur in Baltimore City and Anne Arundel, Baltimore, Montgomery, and Prince George's Counties. These areas will be targeted as high priority areas in the 2015 Strategic Communications Plan.

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

Cruiser Riders

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

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

Sportbike Riders

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

Key Messages: Proper Licensure
                   Speed Control
                   Obey Rules of the Road
                   Don't Drink and Ride
                   Personal Protective Equipment (PPE)
                   Lifelong Learning

Other Riders

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

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

iv. **Collaboration Among Agencies and Organizations:**

1. Maryland's Motorcycle Safety Coalition
    To ensure collaboration and coordination among stakeholders involved in motorcyclist safety, the MVA convenes a statewide Motorcycle Safety Coalition (MSC). The MSC is a diverse group of stakeholder organizations, businesses and agencies, all of whom share a commitment to motorcyclist safety. Coalition members represent

motorcycle rider organizations and associations, motorcycle dealerships, driver safety associations, rider training centers, transportation and traffic safety organizations and agencies, emergency medical service systems, law enforcement, and research institutions.

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

Coalition Members
AAA Mid-Atlantic; ABATE of Maryland, Inc.; District, Maryland, Virginia Rider Coalition; Maryland Department of State Police; Maryland Institute for Emergency Medical Service Systems; Maryland Motorcycle Dealers Association; National Highway Traffic Safety Administration, Region III Office; Prince George's County Police Department; Rider's Edge, Harley Davidson of Baltimore; Andrews Air Force Base; Anne Arundel County Police Department; Baltimore Metropolitan Council; Maryland Chiefs of Police Association; Maryland Goldwing Road Riders Association; Maryland Motor Vehicle Administration; MD DE Motorcycle Riding Association/Harley Owners Group; National Study Center for Trauma and EMS; The Rider School, Howard Community College; State Highway Administration; and the United States Armed Forces

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

v. **Motorcycle Safety Strategic Communications Plan**
This 2015 Motorcycle Safety Strategic Communications Plan will be developed after a review of campaigns and traffic safety data analysis. Driver awareness and rider responsibility will be broad themes to target specific issues in these areas that are identified by crash and program data.

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

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

<u>Support for the Safety Policy and SHSP</u>
This strategic communications plan supports the state's overall safety policy and countermeasure program through the close coordination of activities among grantee organizations, stakeholders and the MHSO. This plan also supports the SHSP by coordinating the development of the five-year strategic plan for motorcycle safety and the emphasis area implementation plans of the SHSP.

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

SHSP TARGET GROUPS

| YOUNG DRIVERS | HIGH RISK DRIVERS | MOTORCYCLES | TRUCKS & BUSES | OLDER DRIVERS |

SHSP EMPHASIS AREAS

| DISTRACTION | ← | Look Twice for Motorcyclists, Cell Phone Safety |

| IMPAIRMENT | ← | Rider-to-Rider Impaired Riding Prevention Program |

| AGGRESSIVE | ← | Enforcement Operations targeting aggressive riding, racing |

| OCCUPANT PROTECTION | ← | Personal Protective Gear |

| HIGHWAY INFRASTRUCTURE | ← | Work Zone Signing Freeway Ramp Design, |

Action items from Motorcycle Strategic Plan will be included in SHSP Emphasis Area Implementation Plans

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

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

The majority of motorcyclist crashes in Maryland are concentrated in the state's two metropolitan regions of Baltimore and Washington, D.C. Maryland's motorcycle safety media and outreach investments will focus paid media investments in these high priority target areas.

Jurisdiction	Motorcyclist Crashes 2012	Statewide %	Communication Channels Used	% Coverage
Baltimore City	258	14.8%	High Priority Target Areas: Outdoor Advertising, Radio Advertisements, Internet	High Priority Areas Represent 62% of Motorcyclist Crashes in 2012
Prince George's	249	14.3%		
Baltimore	246	14.1%		
Anne Arundel	159	9.1%		

Montgomery	157	9.0%	Advertisements, Social Media, Press Event	
Frederick	84	4.8%	Secondary Target Areas: Radio Advertisements, Internet Advertisements, Social Media, Banners, Yard Signs	Secondary Target Areas Represent 33% of Motorcyclist Crashes in 2012
Howard	66	3.8%		
Washington	65	3.7%		
Charles	61	3.5%		
Harford	59	3.4%		
Carroll	50	2.9%		
Cecil	49	2.8%		
Worcester	41	2.4%		
St. Mary's	40	2.3%		
Calvert	32	1.8%		
Wicomico	28	1.6%		
Queen Anne's	23	1.3%	Non-Target Areas: Unpaid electronic media, Social Media	Non-Target Areas Represent 6% of Motorcyclist Crashes in 2012
Allegany	21	1.2%		
Caroline	15	0.9%		
Garrett	10	0.6%		
Talbot	10	0.6%		
Dorchester	10	0.6%		
Kent	5	0.3%		
Somerset	2	0.1%		
TOTAL	1,740	100.0 %		

vii.   **Communication Channels**

This 2015 Motorcycle Safety Strategic Communications Plan will incorporate a variety of communication mechanisms to increase awareness of motorcyclist safety issues. Adjustments to this plan will be made based on the evaluation of the 2014 Strategic Communications Plan implementation.

1. **Campaign Kickoff Event**

MVA will host a campaign kickoff event in 2015, one that is similar in size, scope, and messaging that was used in 2014. The press event will launch the 2015 Motorcycle Safety Campaign and attract earned media exposure.

2. **Billboard Production and Placement**

Artwork was developed in 2013 and refined in 2014 for the billboards using the campaign's core message for driver awareness: "Save a Life. Look Twice for Motorcycles." Billboards will be placed on a staggered schedule between May and September of 2015 with locations concentrated in the Washington and Baltimore metropolitan areas.

Depending upon available funding, additional coverage may be provided on Maryland's Eastern Shore in advance of Delmarva Bike Week in August and September.

3. **Digital advertisements and dedicated website**
   Internet materials were produced based on the campaign theme and placed on websites appropriate for the target demographic—males between the ages of 21 and 49. Advertisements for motorcyclist safety training using the core message "Ride to Live. Live to Ride" will include hyperlinks to www.marylandrider.org, which redirects viewers to the MVA motorcycle safety program web pages, including www.ridercontrol.com for the 2015 campaign.

   The MVA website (http://www.mva.maryland.gov/MVA-Programs/moto/default.htm) provides current training information throughout the state, as well as an avenue for general rider safety information. This is intended to be the go-to place for additional motorcycle safety information.

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

5. **Dynamic/Variable Message Boards**
   Along Maryland's major highways, overhead dynamic message signs (DMS) will be used to promote motorcycle safety during the launch of the 2015 motorcycle safety campaign. These signs will also be used around major motorcycling events, such as: Rolling Thunder in May and Delmarva Bike Week in August/September. Roadside variable message trailers are used for more local promotional efforts and to supplement other media placements.

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

7. **Community Yard Signs**
   Yard signs are used in the Motorcycle Safety Kick-Off Event in April 2015 and distributed to partners in areas outside the dense urbanized areas of Baltimore and Washington to supplement paid billboard placements and to support local motorcycle safety initiatives and events.

8. **Motorist Awareness Banners**

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

9. **Direct Outreach**

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

viii.   **FUNDING**

   The motorcycle safety program represents the multi-faceted program implemented by the MHSO. Section 402, 405 and 164 funds are being used for Maryland-funded motorcycle safety programs during FFY 2015.

Action Plan

Statewide Projects

Project Number & Title	(Internal) Motorcycle Safe Riding ($145,000)
Countermeasure	**NHTSA Countermeasures that Work (2013, 7th Edition):** Mass media efforts are listed as viable countermeasures for numerous program areas including alcohol, seat belts, distracted, aggressive/speed, motorcycles, younger/older drivers, pedestrians, and bicycles. **Research-based:** Eischen, M. H., Brownson, R. C., Davis, J. R., Cooperstock, L. R., Crawford, R., Freeman, D. et al., 1994; Jason, L. A., Pokorny, S. B., Kohner, K., & Bennetto, L., 1994; Wallack, L. M., 1981; Worden, J. K., 1999
SHSP Strategy	**SHSP Impaired Driving Strategy:** Conduct public awareness initiatives including education and media programs to reduce alcohol and drug impaired driving. **SHSP Aggressive Driving Strategy:** Develop and implement year-round, long-term public awareness and education campaigns identifying the dangers and consequences of aggressive driving behavior.
Brief Description	This project will implement a media campaign regarding motorcycle safety with an emphasis on impaired riding.

Partner-Initiated Projects

Project Number & Title	GN-MVA, Mot-2015-005: Maryland Motor Vehicle Administration ($29,680)
Countermeasure	**NHTSA Countermeasures that Work (2013, 7th Edition):** Mass media efforts are listed as viable countermeasures for numerous program areas including alcohol, seat belts, distracted, aggressive/speed, motorcycles, younger/older drivers, pedestrians, and bicycles. **Uniform Guidelines: Motorcycle Safety**
SHSP Strategy	**SHSP Impaired Driving Strategy:** Conduct public awareness initiatives including education and media programs to reduce alcohol and drug impaired driving.
Brief Description	This project has three components: 1) the refinement of campaign materials to support direct rider-to-rider outreach on impaired riding; 2) rider to rider outreach conducted at special events and motorcycle rallies; and 3) implementation of the new Motorcycle Safety Foundation Basic Rider Curriculum. This project will support general competencies with motorcycle riders and motorists.

Project Number & Title	GN-AAPD-MC-2015-080: Anne Arundel County Police Department - M/C Safety ($14,750)
Countermeasure	Uniform Guidelines: Motorcycle Safety
SHSP Strategy	**SHSP Aggressive Driving Strategy:** Develop and implement year-round, long-term public awareness and education campaigns identifying the dangers and consequences of aggressive driving behavior.
Brief Description	This project funds a motorcycle rider development program that features police officers training citizens. Safe riding techniques, skills development, and rider/passenger safety will be topics of the training. This project will support general competencies with motorcycle riders.

Regionally-Initiated Projects

Regional traffic safety projects are representative of research-based countermeasures approved by the MHSO and recommended in the NHTSA *Countermeasures that Work* guide and/or in the *Highway Safety Guidelines*.

The MHSO's motorcycle safety educational and training activities are mostly handled through statewide grants. The following is a graphic visualization of Maryland's FFY 2015 Motorcycle Safety Program regional grant allocations:

FFY15 - High Risk - Motorcycle Operators Funding Allocations

Motorcycle Operators -
Total Monies Allocated

☐ $0
☐ $150
☐ $300
☐ $1,000

Evaluation

The MHSO evaluates traffic safety programs through process, impact, and outcome measures. Outcome measures include crash (fatality and serious injury) data. Impact measures include driver surveys that are conducted year-round and measure the knowledge, attitudes, and behaviors of Maryland drivers. Projects funded through the MHSO are required to also have an evaluation component. Depending on the level of grant funds obligated and the scope of the project, impact and/or process measures are reported and evaluated throughout the grant cycle.

Outcome Measures

- **Fatality Objective**: Reduce the annual number of motorcycle-involved fatalities on all roads in Maryland from 83 in 2008 to fewer than 67 by December 31, 2015.
- **Serious Injury Objective**: Reduce the annual number of motorcycle-involved serious injuries on all roads in Maryland from 342 in 2008 to fewer than 297 by December 31, 2015.

Motorcycle Crashes – Interim Goals

	2011	2012	2013	2014	2015
Fatalities	76	73	71	69	67
Serious Injuries	322	315	309	303	297

- **Fatality Objective Progress:** In 2012, there were 77 motorcycle-involved fatalities. This figure is higher than the 2011 figure (n=70), so Maryland has not achieved the interim or 2015 goals.

- **Serious Injury Objective Progress:** In 2012, there were 291 serious motorcycle-involved injuries. This figure is lower than the 2011 figure (n=324). *Maryland has achieved the interim and 2015 goals.*

Maryland's Pedestrian and Bicycle Safety Program

Problem Identification

Pedestrian-Involved Crashes
According to Maryland crash data, from 2008–2012, an average of 1,498 pedestrian crashes occurred annually. On average, 107 people were killed and 1,559 were injured as a result of motor vehicle crashes involving pedestrians. From 2008–2012, the total number of pedestrian crashes between 2008 and 2012 decreased overall, but total injuries and crashes spiked in 2012. In 2012 there were 2,854 pedestrian involved crashes in Maryland—the highest number reported in the past four years.

In 2012, pedestrian involved fatal crashes accounted for 20.6 % of the total fatal crashes in Maryland. Of the pedestrians fatally injured in crashes, nearly one-half (45.8%) were over 50 years old. Of the pedestrians fatally injured in crashes, 49.0% were reported as wearing dark clothing. The vast majority (78.1%) of the pedestrians fatally injured in crashes were reported as being on the road not at crosswalk. Crossing the street not at crosswalk was reported in 51% of the fatalities as compared to 27.5% of those who were not injured.

From 2008–2012, approximately 38% of pedestrians struck by motorists are between the ages of 10 to 29; however, pedestrians between the ages of 45 and 54 have come to represent a large portion of those involved in fatal crashes. Of pedestrians involved in a crash from 2008–2012, nearly 60% were male.

Though distributed throughout the year, nearly 60% of total pedestrian crashes from 2008–2012 occurred between May and November. During that same time period, nearly 40% of all pedestrian fatal crashes occurred between September and December. On average, Friday and Saturday were peak days for pedestrian crashes and, nearly half of all pedestrian crashes occurred between 3 PM. and 10 PM with most fatal crashes occurring between 6 PM and 11 PM.

Metropolitan areas have the highest concentration of pedestrian crashes and, with nearly 90% of pedestrian crashes occurring in the Baltimore and Washington metropolitan areas from 2008–2012. The majority of these crashes occurred in Baltimore City but, Prince George's County accounts for the greatest number of fatal pedestrian crashes.

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

Bicycle-Involved Crashes
According to Maryland crash data, from 2008–2012, an average of 752 bicycle crashes occurred annually. On average, seven people were killed and 3,908 were injured as a result

of bicycle crashes involving motor vehicles. From 2008–2012 there has been a 5% increase in the number of bicycle crashes on Maryland roadways.

From 2008–2012, bicyclists between the ages of 10 to 15 and 20 to 24 years old were the most likely to be involved in a bicycle crash. Additionally, male bicyclists are much more likely than females to be killed in a crash as males represent more than 80% of bicycle fatalities in the state. More than 25% of bicyclists involved and injured in a crash with a motor vehicle were 15 and under and 14% of bicyclist fatalities were 15 and under.

Bicycle crashes are more common in the warmer months, peaking during May through September. From 2008–2012, these crashes typically took place between the hours of 3 PM to 7 PM, Monday through Friday. The majority of bicycle crashes, injuries, and fatalities occurred primarily in the Baltimore and Washington metropolitan areas, with 24% of all bicycle crashes occurring in Baltimore City.

From 2000 to 2009 the number of bicyclists in Maryland increased by 233%. From 2009 through 2012 the number of bicyclists in Baltimore increased by 51%. According to data from the U.S. Census Bureau (2012 American Community Survey), 0.3% of workers commute to work by bicycle.

A study conducted in Baltimore City reached the conclusion that the three-feet law in Maryland is not being followed and cyclists' safety is at risk. In a survey conducted in 2012, 63% of respondents (n=273) stated correctly that '3 feet' is the clearance requirement in Maryland when passing bicyclists; however, 11% answered '5 feet' and 23% answered 'no requirement.'

Solution
Maryland's primary campaign for pedestrian and bicyclist safety is known as *Street Smart* and has been historically focused in the Washington, D.C. and Baltimore metropolitan areas. In FFY 2015, the campaign will continue and pedestrian safety enforcement funds will be coordinated to coincide with media. The RTSP Managers and other partners will distribute educational material throughout the year. The MHSO also supports the statewide *Walk Your Child to School Week* events.

Maryland has an avid bicycling population and incorporates special planning into traffic safety activities to meet the needs of these individuals. With infrastructure improvements being a key element of the SHSP, Maryland traffic safety officials seek to make the bicycling environment as safe as possible through infrastructure improvements, social media, and the inclusion of bicyclist safety messaging in statewide pedestrian safety campaigns. Maryland also funds regional programs such as bicycle helmet distribution programs and focuses education on numerous age groups of bicyclists and motorists. Bicycle safety trailers are used to support bicycle rodeos to educate young children and caregivers.

Action Plan

Statewide Projects

Project Number & Title	**(INTERNAL) Pedestrian and Bicyclist Safety Program ($435,000)**
Countermeasure	**NHTSA Countermeasures that Work (2013, 7th Edition): Pedestrian** Mass media efforts are listed as viable countermeasures for numerous program areas including alcohol, seat belts, distracted, aggressive/speed, motorcycles, younger/older drivers, pedestrians and bicycles **Research Based:** Blomberg & Cleven, 1998; Blomberg & Cleven, 2008; Zegeer, et al, 2008a
SHSP Strategy	**SHSP Pedestrian Safety Strategy 3:** Conduct model public awareness campaigns through educational materials and media.
Brief Description	The MHSO will partner with stakeholders in the Baltimore Metropolitan area to develop and implement the *Street Smart* campaign, which provides informational materials for pedestrians, bicyclists and motorists. *Street* Smart media enhances targeted enforcement efforts. The MHSO will develop and evaluate model approaches to improving pedestrian and motorist awareness and behavior throughout the state education and enforcement efforts.

Partner-Initiated Projects

Project Number & Title	**GN-WASHCOG-2015-082: WashCog Street Smart Campaign ($225,000)**
Countermeasure	**NHTSA Countermeasures that Work (2013, 7th Edition): Pedestrian** Mass media efforts are listed as viable countermeasures for numerous program areas including alcohol, seat belts, distracted, aggressive/speed, motorcycles, younger/older drivers, pedestrians and bicycles **Research Based:** Blomberg & Cleven, 1998
SHSP Strategy	**SHSP Pedestrian Safety Strategy 3:** Conduct model public awareness campaigns through educational materials and media.
Brief Description	The National Capital Region Transportation Planning Board is the federally-designated Metropolitan Planning Organization for the Washington Region that through the Street Smart Advisory group and the Bicycle and Pedestrian Subcommittee, manages the regional Street Smart program. This group coordinates a unified regional media effort to address pedestrian and bicycle safety.

Project Number & Title	**GN-Bike MD-2015-015: Bike Maryland: Baltimore County Regional Bike Safety ($74,173)**
Countermeasure	**NHTSA Countermeasures that Work (2013, 7th Edition):** Bicycles Bicycle Education for Children; Effectiveness ** Bicycle Safety Education for Bike Commuters; Effectiveness *

	Uniform Guidelines: Pedestrian and Bicycle Safety
SHSP Strategy	Bicyclists are often included in pedestrian safety efforts and do not have a specific SHSP Strategy or Action Step. In addition to the coordination of activities with pedestrian safety initiatives, bicyclists are also considered during infrastructure improvements, as covered by the SHSP's Infrastructure EAT.
Brief Description	Through its Bike MINDED Safety Program, BIKE MARYLAND will provide Safety education workshops for adults and youth to reduce the incidence of bicycle related crashes through hands-on safety workshops, helmet distribution, and other educational outreach efforts.

Regionally-Initiated Projects

On a regional level, state, local, and municipal partners implement grant-funded public information, education, outreach and training programs for pedestrian and bicyclist safety. Prevention efforts, special projects and events, and enforcement efforts that complement the Pedestrian Safety SHSP strategies and action steps are utilized. Projects funded by the MHSO are representative of research-based countermeasures approved by the MHSO and recommended in the NHTSA *Countermeasures that Work* and/or in the *Highway Safety Guidelines*. Enforcement strategies such as comprehensive pedestrian safety enforcement are among some of the enforcement strategies implemented by law enforcement partners statewide. Examples of education, outreach and prevention programs implemented across the state include: *Street Smart* in both the Baltimore and Washington, D.C. metropolitan areas; bicycle rodeos; regional training programs and helmet distribution programs.

The following is a graphic visualization of Maryland's FFY 2015 Pedestrian and Bicycle Safety Program regional grant allocations:

FFY15 - High Risk - Bicycle & Pedestrian Funding Allocations
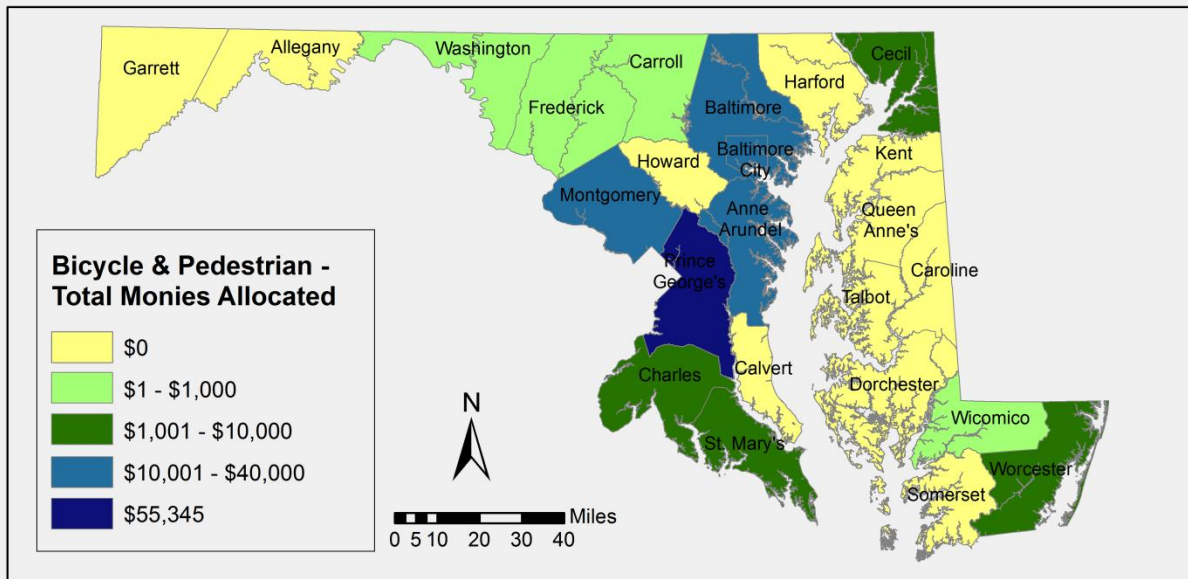
Evaluation

The MHSO evaluates traffic safety programs through process, impact, and outcome measures. Outcome measures include crash (fatality and serious injury) data. Impact measures include driver surveys that are conducted year-round and measure the knowledge, attitudes, and behaviors of Maryland drivers. Projects funded through the MHSO are required to also have an evaluation component. Depending on the level of grant funds obligated and the scope of the project, impact and/or process measures are reported and evaluated throughout the grant cycle.

Several questions from the Maryland Annual Driving Survey (MADS) relate to pedestrian safety and may be analyzed to identify and understand driver behaviors and perceptions. Utilizing both the Health Belief Model and Theory of Planned Behavior, questions related to knowledge, behavior, and perception of apprehension by law enforcement will be analyzed to characterize the Maryland driving culture with regards to pedestrian safety. The following questions will be part of this analysis:

Question	Construct
How likely are you, as a pedestrian, to be stopped for a crosswalk violation?	Perceived susceptibility to being apprehended
How likely are you, while driving a vehicle, to be stopped for a crosswalk/pedestrian violation?	Perceived susceptibility to being apprehended

If you do not use crosswalks, what is the most likely reason why you do not?	Reason for not using
Think of the last time you did not use a crosswalk, what was the reason for not using the crosswalk? Too far, always use, difficult to get to, conditions made it hard to use	Reason for not using

These behavioral constructs will help the MHSO and its partners understand and focus both education and enforcement efforts. Including behavioral measures will enhance the traffic safety strategic planning efforts in Maryland.

Outcome Measures
Pedestrian

- **Fatality Objective**: Reduce the annual number of pedestrian fatalities on all roads in Maryland from 115 in 2008 to fewer than 92 by December 31, 2015.
- **Serious Injury objective**: Reduce the annual number of pedestrian serious injuries on all roads in Maryland from 454 in 2008 to fewer than 394 by December 31, 2015.

Pedestrian Involved Crashes – Interim Goals

	2011	2012	2013	2014	2015
Fatalities	105	101	98	95	92
Serious Injuries	427	419	410	402	394

- **Fatality Objective Progress:** In 2012, there were 96 pedestrian fatalities. This figure is lower than the 2011 figure (n=105), so *Maryland has achieved the interim goals* and is progressing towards the 2015 goal.
- **Serious Injury Objective Progress:** In 2012, there were 338 serious pedestrian injuries. This figure is lower than the 2011 figure (n=353). *Maryland has achieved the interim and 2015 goals.*

Bicycle Safety

- **Fatality Objective**: Reduce the annual number of bicycle fatalities on all roads in Maryland from 7 in 2008 to fewer than 6 by December 31, 2015.
- **Serious Injury objective**: Reduce the annual number of serious bicycle injuries on all roads in Maryland from 77 in 2008 to fewer than 67 by December 31, 2015.

Bicyclist Involved Crashes – Interim Goals

	2011	2012	2013	2014	2015
Fatalities	6	6	6	6	6
Serious Injuries	72	71	70	68	67

- **Fatality Objective Progress:** In 2012, there were 5 bicycle fatalities. This figure is the same as the 2011 figure (n=5). *Maryland has achieved the interim and 2015 goals.*
- **Serious Injury Objective Progress:** In 2012, there were 68 serious bicycle injuries. This figure is lower than the 2011 figure (n=77), so *Maryland has achieved the interim goals* and is progressing towards the 2015 goal.

Maryland's Young and Older Driver Safety Program

Problem Identification

Young-Driver Involved

According to Maryland crash data, from 2008–2012, an average of 14,352 young driver crashes occurred annually. On average, 77 people were killed and 8,617 were injured as a result of young driver crashes. After several years of significant decline following the enactment of Graduated Licensing System (GLS) restrictions, young driver crashes have reached a plateau at approximately 550 crashes and 320 injuries in 2011 and 2012. Young driver-involved fatalities continue to fluctuate at around 18 per year on average.

According to crash data from 2008–2012, male drivers account for nearly 56% of all young driver crashes but almost 80% of those involved in fatal crashes. Over the past five years, young drivers involved in crashes were spread relatively evenly over the calendar year, similar to the statewide distribution; however, during the spring and summer, the number of young driver-involved in crashes resulting in injuries increased beginning in May. Nearly 20 percent of all injury crashes involving a young driver occurred between May and June. Nearly 40% of all injury crashes involving a young driver occurred between 2 PM and 6 PM.

Metropolitan areas have the highest concentration of young driver crashes, with 60% of all young driver crashes occurring in the Baltimore and Washington metropolitan areas from 2008–2012.

Older-Driver Involved

More than 78 million people are approaching retirement. This is the first generation in history that expects to live at home and drive into their 80's and 90's. In just 15 years, one in four drivers will be over 70 (2010 U.S. Census). Between 2000 and 2012 the number of older drivers in Maryland has increased, growing by 37% for drivers' age 80 to 89 years old, by 123% increase for those age 90 to 100 years old, and by 84% for drivers over 100 years old (MD MVA Older Driver Safety Interim Report 2013). Maryland can expect a big increase in older drivers age 70+ over the next five years and this growth will continue to increase for several decades. Maryland's older population is expected to increase to 25% of Maryland's total population by 2030 (2010 U.S. Census). The number of Maryland licensed drivers over 70 years old is expected to double in seven years and more than triple in 15 years (Projections Based on MD FY2013 Actual Licensed Drivers).

Unfortunately death and injury are all too common among older driver-involved crashes. In fact, nationally, older drivers involved in an automobile crash are injured and killed more than other age groups. According to Maryland crash data, from 2008–2012, an average of 10,153 older driver crashes occurred annually on Maryland roadways. On average, 85 people were killed and 6,598 were injured as a result of older driver crashes. Roughly 42% of all older driver crashes result in injury or a fatality.

Between 2008 and 2012 the annual number of fatalities in crashes in Maryland involving older drivers increased. According to the Maryland MVA, in 2012 10,476 crashes were attributed to older drivers, an increase from 2008. In 2012, 15% of Maryland's more than 30,000 crashes that resulted in injury involved a driver age 65 years or older. In addition there were 76 crashes in 2012 that resulted in a fatality.

One factor in Maryland older driver crashes is inattention. Although the young inexperienced driver, ages 16–20, crashes due, in part, to inattention, older driver crashes have "inattentive driver" as a contributing factor for two age groups: 80 to 89 years old (a factor in 49% of crashes) and 75 to 79 years old (a factor in 42% of crashes).

According to the Maryland MVA, 2010 data show that older drivers are disproportionately at fault in crashes. The proportion of drivers at-fault in crashes peaks for drivers' age 16 to 20 years old and for those age 80 to 89 years old. In addition, the proportion of at-fault crashes rises steadily from ages 65 to 69 years old and then peaks at age 80 to 89 years old. Injuries and fatalities are highest for those drivers 75 and older who are found to be an at-fault driver, compared to all other at-fault age groups.

From 2008–2012, crashes involving older drivers occurred evenly throughout the calendar year, increasing slightly in the winter months. Approximately 80% of these crashes occurred on weekdays, with the weekends showing the lowest number of older driver crashes. Crash rates increased during the late morning and late afternoon hours, in-between 8 AM and 6 PM, accounting for almost 76% of all older driver crashes.

The majority of older driver crashes from 2008–2012 occurred in metropolitan areas, concentrated in Anne Arundel, Baltimore, Montgomery, and Prince George's County, and Baltimore City, with more than 13% occurring in Baltimore County alone.

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

Solution

The MHSO and its partners address the issue of young driver safety through parent involvement programs and driver instructional efforts. The MHSO utilizes a program called *Every 15 Minutes* which educates parents and students on the effects of driving while impaired by alcohol and conducts various outreach through high school and community presentations. Young drivers are a core component on the MHSO's traffic safety initiatives and much of the collateral material and publicity surrounding the state's traffic safety marketing are directed at young drivers via social media and other outlets.

The state's population of older drivers (age 65 or older) also requires significant attention. The needs of these drivers vary greatly and Maryland is especially focused on evaluating the driving ability of these older drivers and helping them cope with any adversity. Older driver safety initiatives are carried out at the local level with significant input from the network of RTSP Managers. The MHSO also works closely with the MVA's Driver Safety Division on older driver education issues for statewide programming.

Action Plan

Statewide Projects

Project Number & Title	(INTERNAL) Young and Older Driver Safety ($5,000)
Countermeasure	**NHTSA Countermeasures that Work (2013, 7th Edition):** Mass media efforts are listed as viable countermeasures for numerous program areas including alcohol, seat belts, distracted, aggressive/speed, motorcycles, younger/older drivers, pedestrians and bicycles **Research-based:** Eischen, M. H., Brownson, R. C., Davis, J. R., Cooperstock, L. R., Crawford, R., Freeman, D. et al., 1994; Jason, L. A., Pokorny, S. B., Kohner, K., & Bennetto, L., 1994; Wallack, L. M., 1981; Worden, J. K., 1999
SHSP Strategy	**SHSP Occupant Protection Strategy:** Increase the awareness of child passenger safety best practice recommendations for infants, children, and pre-drivers (up to age 16) **SHSP Occupant Protection Strategy:** Develop and implement a media-based targeted education program. **SHSP Distracted Driving Strategy:** Conduct education campaign on distracted driving prevention.
Brief Description	This project will develop collateral materials for distribution to targeted groups.

Regionally-Initiated Programs

On a regional level, state, local, and municipal partners implement grant-funded public information, education, outreach, and training programs for young and older driver safety. Prevention efforts and special projects and events are utilized to promote the awareness of such issues as maintaining effective driving skills in older drivers, raising the awareness of the dangers of alcohol, speeding and distracted driving among young drivers, and promoting seat belt use among all populations. Projects funded by the MHSO are representative of research-based countermeasures approved by the MHSO and recommended in the NHTSA *Countermeasures that Work* and/or in the *Highway Safety Guidelines*.

The following is a graphic visualization of Maryland's FFY 2015 Young and Older Driver Safety Program regional grant allocations:
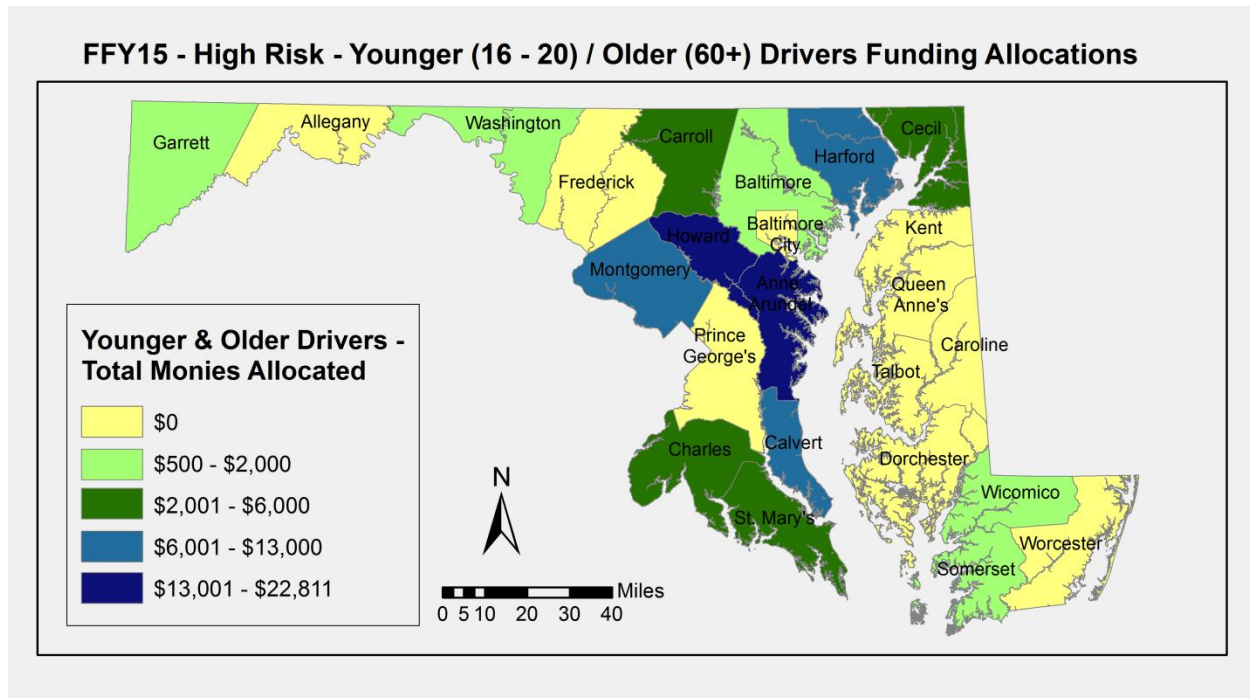
FFY15 - High Risk - Younger (16 - 20) / Older (60+) Drivers Funding Allocations

Evaluation

The MHSO evaluates traffic safety programs through process, impact, and outcome measures. Outcome measures include crash (fatality and serious injury) data. Impact measures include driver surveys that are conducted year-round and measure the knowledge, attitudes, and behaviors of Maryland drivers. Projects funded through the MHSO are required to also have an evaluation component. Depending on the level of grant funds obligated and the scope of the project, impact and/or process measures are reported and evaluated throughout the grant cycle.

Outcome Measures

Young Driver Safety

- **Fatality objective**: Reduce the annual number of younger driver-related fatalities on all roads in Maryland from 106 in 2008 to fewer than 85 by December 31, 2015.
- **Serious Injury objective**: Reduce the annual number of younger driver-related serious injuries on all roads in Maryland from 927 in 2008 to fewer than 805 by December 31, 2015.

Young Driver Crashes – Interim Goals

	2011	2012	2013	2014	2015
Fatalities	96	93	91	88	85
Serious Injuries	872	855	838	821	805

- **Fatality Objective Progress:** In 2012, there were 63 younger driver-related fatalities. This figure is lower than the 2011 figure (n=66). *Maryland has achieved the interim and 2015 goals.*
- **Serious Injury Objective Progress:** In 2012, there were 508 serious younger driver-related injuries. This figure is lower than the 2011 figure (n=661). *Maryland has achieved the interim and 2015 goals.*

Older Driver Safety

- **Fatality objective**: Reduce the annual number of older driver-related fatalities on all roads in Maryland from 85 in 2008 to fewer than 68 by December 31, 2015.
- **Serious Injury objective**: Reduce the annual number of older driver-related serious injuries on all roads in Maryland from 623 in 2008 to fewer than 541 by December 31, 2015.

Older Driver Crashes – Interim Goals

	2011	2012	2013	2014	2015
Fatalities	77	75	73	70	68
Serious Injuries	586	575	563	552	541

- **Fatality Objective Progress:** In 2012, there were 81 older driver-related fatalities. This figure is slightly higher than the 2011 figure (n=79), and Maryland is not progressing toward the interim and 2015 goals.
- **Serious Injury Objective Progress:** In 2012, there were 518 serious older driver-related injuries. This figure is lower than the 2011 figure (n=562), so *Maryland has achieved the interim and 2015 goals.*

Maryland's Traffic Safety Information System Improvements Program

Note: Required documentation for the TSISI section of the 405 National Priority Program Area is available in the Traffic Records Improvement Program Reporting System (TRIPRS). Required documentation in TRIPRS includes, but is not limited to:
1. A copy of the TRCC Charter and MOU.
2. A copy of the TRCC meeting schedule.
3. Meeting minutes for the TRCC Technical Council and TRCC Executive Council.
4. An updated membership list for the TRCC.
5. Current status of recommendations from the 2010 Assessment.
6. Updates to traffic records projects in the Traffic Records Strategic Plan.
7. Performance measure updates.

What follows is a summary of the information provided in TRIPRS and an explanation of how the TSISI program supports the MHSO's HSP and the SHSP.

Problem Identification

On April 2010, Maryland participated in a Traffic Records Assessment. A team of professionals with backgrounds and expertise in all of the components of a traffic records system (crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance) conducted the assessment. The purpose was to determine whether the traffic records system in Maryland was capable of supporting management's needs to identify the State's highway safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness.

In July, 2010, members of the Maryland TRCC also participated in the Federal Highway Administration (FHWA) Crash Data Improvement Program (CDIP). In March, 2012, the members of the Maryland TRCC participated in FHWA's Roadway Safety Data Partnership (RSDP).

Recommendations from the Traffic Records Assessment, CDIP Reports, and RSDP reports were used to develop the objectives in the Maryland Traffic Records Strategic Plan (TRSP) and entered into NHTSA's Traffic Records Improvement Program Reporting System (TRIPRS), which also includes Performance Measures for priority objectives. The TRSP is a five-year plan, intended to parallel the years in which the current SHSP is being implemented.

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

needs of the SHSP EATs. Priority objectives are reviewed and approved annually by the TRCC Executive Council.

In 2013, a gap analysis of the Maryland TRCC was conducted. Outside facilitators from the University of Maryland, National Study Center for Trauma and EMS worked closely with the MHSO Traffic Records Program Manager and identified some strategic ways to make program improvements to the governing traffic records council. In early 2014, a new Charter was initiated and consequently a new TRCC Council structure was implemented.

Through modifications to the Traffic Records Charter, the following changes were implemented:
- o hear more often from partners through planned presentations and updates at meetings;
- o build community capacity to include more members as voting and/or at-large;
- o incorporate a means for information to flow across our councils; and
- o add special ad-hoc task forces or subcommittees to address identified special needs.

In addition, a Traffic Records Assessment will be conducted starting August, 2014, and conclude by the end of the calendar year. Outputs from the Assessment will be used to help provide guidance over the next 5 years (2016–2020) for ways to approach and make changes to the traffic records system in Maryland. The TRCC and the MHSO regard the Traffic Records Assessment as the primary evidence-based and data-driven problem identification component of the Traffic Safety Information System Improvement (TSISI) Program.

Solution

Data forms the key foundation of all of the MHSO's programs and the SHSP, and the accurate collection and timely dissemination of traffic records information is critical to ensuring results from projects and strategies. All activities, from enforcement to education, rely on data and the MHSO's focus is to provide data support to impactful programs that help the state meet traffic safety goals in reducing crashes and the resulting injuries and fatalities.

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

Maryland employs a two-tiered system Traffic Records Coordinating Committee (TRCC), with both Technical and Executive Councils. This group specifically focused on several projects including NHTSA's Data Improvement Projects Clearinghouse, the continued

development of Maryland's E-TIX program and improving crash reporting through MSP's ACRS.

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

MHSO staff remain highly involved with the statewide Traffic Records Strategic Plan and the management of the Maryland's Crash Outcome Data Evaluation System (CODES) grant. The MHSO relies on many partner agencies to make data accessible for highway safety planning and employs a number of systems and programs, with the help of state agencies and grantees, to collect, maintain and analyze its internal data sets, including grants-related performance measures, and driver knowledge, attitude, and behavior data collected on the Maryland Annual Driving Survey (MADS).

Action Plan

Partner-Initiated Projects

Project Number & Title	GN-UMB - CC-2015-040: University of Maryland Baltimore, NSC, Maryland Center for Traffic Safety and Analysis ($302,908)
Countermeasure	NHTSA Countermeasures that Work (2013, 7th Edition): Various data-related countermeasures Uniform Guidelines: Traffic Records
SHSP Strategy	Data, as provided through Maryland's TSISI Program, are vital components to every SHSP Emphasis Area Team and all related Strategies and Action Steps.
Brief Description	This project supports the collaboration between the University of Maryland Baltimore- NSC, the MHSO, and its partners. The NSC provides problem identification, data analysis, and program evaluation support which in turn allows partners to focus on data driven interventions and evaluations intended to reduce the number and severity of traffic crashes. The NSC also serves as facilitator for the Maryland Traffic Records Coordinating Committee (TRCC)

Project Number & Title	GN-Wash Col-2015-063 Traffic Records Improvement ($110,767)
Countermeasure	NHTSA Countermeasures that Work (2013, 7th Edition): Various data-related countermeasures Uniform Guidelines: Traffic Records
SHSP Strategy	Data, as provided through Maryland's TSISI Program, are vital components to every SHSP Emphasis Area Team and all related Strategies and Action Steps.
Brief Description	The Washington College GIS Program will provide support staff to the MHSO to improve accessibility to traffic safety data and to improve statewide traffic safety data completeness and accuracy. The program focuses on three main objectives: provide MHSO with maps of crash data and citation data for use in program planning and evaluation by MHSO and their partners; provide training to traffic safety professionals on use of GIS analytical tools; and increase the completeness and accuracy of statewide crash data as well as improve accuracy of citation data.

Project Number & Title	GN-MSP IT D-2015-110: ACRS Enhancements ($183,400)
Countermeasure	NHTSA Countermeasures that Work (2013, 7th Edition): Various data-related countermeasures Uniform Guidelines: Traffic Records
SHSP Strategy	Data, as provided through Maryland's TSISI Program, are vital components to every SHSP Emphasis Area Team and all related Strategies and Action Steps.
Brief Description	Delta Plus is an application developed by the Maryland State Police for the collection of traffic records from the field. Mandated for use by all Maryland law enforcement agencies as of January, 2015 to collect crash data, the data repository needs a Senior Programmer II to develop enhancements to the Delta Plus system to improve the data collection processes as well as allow local, state, and federal partners to gain access to the data in a timely manner.

Evaluation

Goals are identified in the objectives for each component of the traffic records information system—objectives developed based on Assessments, TRCC evaluation and input, and state agency-identified needs. The TRCC sets performance measures for priority objectives identified in the TRSP and are reviewed periodically throughout the calendar year. Systems showing progress, such as increased timeliness and completeness, are monitored and reports are submitted to NHTSA at least annually and throughout the year as measures are taken and entered into TRIPRS. Additionally, MHSO grants will be evaluated by grantee reporting using process evaluation measures.

Performance Measures

In May, 2013, the MHSO submitted the following performance measures to NHTSA—a representative sample of the progress being made in Maryland's traffic records system. (These measures are also posted in TRIPRS.)

% of records in the state crash database within 30 days of incident

April 1, 2012 – March 31, 2013 = 2.53%
eMAARS = 817/77,213
ACRS = 1,173/1,409

April 1, 2013 – March 31, 2014 = 13.05%
eMAARS = 177/94,078
ACRS = 13,939/14,075

*Increase of **10.52%***

% of records in the state crash database with GPS coordinates

April 1, 2012 – March 31, 2013 = 72.26%
eMAARS = 52,136/72,211
ACRS = 1,062/1,409

April 1, 2013 – March 31, 2014 = 84.11%
eMAARS = 77,841/94,071
ACRS = 13,111/14,065

*Increase of **11.85%***

% of pedestrian records in the state crash database with date of birth

April 1, 2012 – March 31, 2013 = 72.17%
eMAARS = 2,414/3,346
ACRS = 39/53

April 1, 2013 – March 31, 2014 = 79.09%
eMAARS = 3,290/4,219
ACRS = 269/281

*Increase of **6.92%***

Maryland's Police Traffic Services Program

Problem Identification

In order to develop successful and effective solutions that address traffic issues, law enforcement agencies need to have personnel that are highly motivated, educated and trained to enforce traffic safety laws. They must be adept at identifying, analyzing, and solving problems that would benefit local resources or public or private agencies in their solution.

Other than the Maryland Traffic Safety Specialist (TSS) Program, there is limited recognition for law enforcement officers who have received advanced levels of training and developed high levels of proficiency and expertise in the area of traffic safety. TSS is the only program in the state that specifically tracks and recognizes the advanced training and proficiency of law enforcement officers in the area of traffic safety. There is a continuing need for a program that provides such recognition, in that it motivates law enforcement officers to enhance their professional development specifically in the area of traffic safety.

While traffic safety in Maryland remains a public safety issue given the demands that confront law enforcement agencies, traffic safety programs are not always given priority by public safety executives. Many local jurisdictions experience traffic safety problems that would benefit from local analysis and data-driven solutions. By hosting the Northwest School of Police Staff & Command, MPCTC will help to systematically address many traffic safety, as well as public safety, issues through exposure to the recognized training curriculum that makes traffic management a priority.

New techniques and tools are emerging every day and law enforcement needs to take a hold of these resources. The economy of scale makes this training invaluable to Maryland law enforcement professionals.

Organizations such as the MSA recognize the intense training needs for members that cannot be adequately met by State and local governments. Traffic safety is a subject that is often neglected in the face of seemingly more pressing training issues experienced by individual agencies.

Solution

Throughout FFY 2015, the MHSO will support law enforcement training through grants and will partner with the MCPA and the MSA. The MHSO coordinates a TSS certification for law enforcement officers and the program will continue to be expanded throughout the coming year. In addition, the MHSO will fund the Northwest School of Police Staff & Command to further traffic safety strategic thinking among law enforcement. The MSP and MDTA Police will receive funds for overtime enforcement to address all traffic safety challenges using a data-driven approach.

Action Plan

Statewide Projects

Project Number & Title	(INTERNAL) Maryland Law Enforcement Challenge ($75,000)
Countermeasure	HVE, media and training efforts are supported by numerous sources including *Countermeasures that Work* and *Uniform Guidelines.*
SHSP Strategy	Traffic safety enforcement, media, and training satisfy numerous strategies within Maryland's SHSP.
Brief Description	The MHSO implements a statewide Law Enforcement Challenge (LEC). Through the LEC, the MHSO promotes traffic enforcement, media and training in priority program areas. This grant covers overtime funds, media purchases and equipment on behalf of agencies that have entered and won their particular LEC competitive category. Once agencies have been selected, the funds from this project are distributed in an individual agency's project agreement.

Partner-Initiated Programs

Project Number & Title	GN-MPCTC-2015-032: Maryland Police and Correctional Training Commissions ($113,315)
Countermeasure	Uniform Guidelines: Training
SHSP Strategy	Traffic safety training satisfies numerous strategies within Maryland's SHSP by enhancing the abilities of law enforcement officers to conduct traffic stops, plan operations at the command level, and to be more engaged in media elements surrounding enforcement programs.
Brief Description	The Northwest School of Police Staff & Command MPCTC trainings are a 10-week, high intensity, university level course of instruction that exposes individuals to the most current philosophies shared in law enforcement profession to systematically address many traffic and public safety issues.

Project Number & Title	GN-MPCTC, T-2015-038: Maryland Police and Correctional Training Commission, TSS ($32,032)
Countermeasure	Uniform Guidelines: Training
SHSP Strategy	Traffic safety training satisfies numerous strategies within Maryland's SHSP by enhancing the abilities of law enforcement officers to conduct traffic stops, plan operations at the command level, and to be more engaged in media elements surrounding enforcement programs.
Brief Description	TSS is the only program in the state that specifically tracks and recognizes the advanced training and proficiency of law enforcement officers in the area of traffic safety. The TSS Designation is a statewide, uniform and consistent recognition of police officers who have attained notable levels of experience, education, training and proficiency in Highway Safety and Traffic Enforcement methods and procedures.

Project Number & Title	GN-Balt Co -2015-050: Baltimore County Police Department, Crash Reconstruction ($31,689)
Countermeasure	Uniform Guidelines: Training
SHSP Strategy	Traffic safety training satisfies numerous strategies within Maryland's SHSP by enhancing the abilities of law enforcement officers to conduct traffic stops, plan operations at the command level, and to be more engaged in media elements surrounding enforcement programs.
Brief Description	Accurate crash reporting is of the highest priority in Maryland. To ensure accurate data collection, law enforcement officers need training. This project supports enhanced training of law enforcement officers specifically in human factors and other specialized crash reconstruction and investigative techniques.

Project Number & Title	LE-MSP Sta-2015-082: Maryland State Police, Statewide Enforcement & Training ($1,189,360)
Countermeasure	Uniform Guidelines: Training
SHSP Strategy	Traffic safety enforcement and training satisfies numerous strategies within Maryland's SHSP.
Brief Description	The MSP will conduct a number of priority-program based enforcement and training efforts during FFY 2015 in support of the MHSO statewide and nationally supported mobilizations.

Project Number & Title	LE-MdTA-2015-013: Maryland Transportation Authority Police Enforcement Grant ($84,264)
Countermeasure	Uniform Guidelines: Training
SHSP Strategy	Traffic safety enforcement and training satisfies numerous strategies within Maryland's SHSP.
Brief Description	The MDTA Police will conduct a number of priority-program based enforcement and training efforts during FFY 2015 in support of the MHSO statewide and nationally supported mobilizations.

Project Number & Title	GN-MCPA-2015-105: Maryland Chiefs of Police Association ($114,400)
Countermeasure	Uniform Guidelines: Training
SHSP Strategy	Traffic safety training satisfies numerous strategies within Maryland's SHSP by enhancing the abilities of law enforcement officers to conduct traffic stops, plan operations at the command level, and to be more engaged in media elements surrounding enforcement programs.
Brief Description	The Maryland Chiefs of Police is comprised of top level law enforcement executives from local, state and federal agencies from across the State of Maryland. Funding supports a variety of educational sessions such as Leading Effectibe Traffic Enforcement Programs, University of Maryland's DUI Institute, the Maryland Law Enforcement Challenge, and the Northwestern School of Police Staff and Command.

Project Number & Title	GN-Sheriff-2015-107: Maryland Sheriffs Association, Executive Training ($40,260)
Countermeasure	Uniform Guidelines: Training
SHSP Strategy	Traffic safety training satisfies numerous strategies within Maryland's SHSP by enhancing the abilities of law enforcement officers to conduct traffic stops, plan operations at the command level, and to be more engaged in media elements surrounding enforcement programs.
Brief Description	The Maryland Sheriffs' Association (MSA) is made up of the state's sheriffs and their deputies in 24 jurisdictions, many of whom serve as the primary law enforcement agents in their respective jurisdictions. The MSA Board of Directors recognizes the intense training needs for members of the organization that cannot be adequately met by State and local governments. This project supports scholarships for the Northwestern SPSC and the University of Maryland's DUI Institute.

Evaluation

Maryland's traffic safety law enforcement grants track progress on the number of officers trained. The evaluation of these grants is difficult as they largely rely on an individual officer's ability to process and retain the information presented, as well as their ability to continue to implement training in every day enforcement situations. The MHSO conducts evaluations of all training programs and uses this information to continue to hone the effectiveness of said projects.

Maryland's Data-Driven Traffic Enforcement Program

The MHSO allocates funds to law enforcement agencies to conduct priority area-specific overtime enforcement based on problem identification. The MHSO uses several sources of available data to determine funding allocations. The state's twenty-four jurisdictions are divided into three groups based on average population figures over the most recent past three years. The most populous jurisdictions comprise the top group and the least populated comprise the third group. Within each group, ranks of crashes (serious injury and fatal) and citations (DUI, speed and unbelted) per VMT are calculated by jurisdiction.

Average ranks per jurisdiction are computed across crash and citation fields and applied to the previous year's funding allocations to determine revised funding proportions. Crash and enforcement data are solely used to determine the proper percentage of funding that would be dispersed to the jurisdictions within the respective groups. Subjective measures such as demographics, enforcement and outreach capacity, geographical considerations, seasonal fluctuations in traffic, and past performance are then used to hone the figures. From that process, each jurisdiction receives a total allocation of funding to be used in the coming fiscal year. The MHSO continues to work with the NSC to ensure funding allocations are based on the most recent data available and formulas are accurate, reasonable, and achievable.

The MHSO uses both a quantitative and qualitative criteria to measure the desired outcomes of the MHSO's law enforcement grant programs that utilize overtime enforcement funds, including those in the aggressive driving, distracted driving, impaired driving, occupant protection, and pedestrian safety program areas. The MHSO employs a monitoring system for law enforcement reporting data that engages law enforcement partners, grant managers, and MHSO team members. In addition to the productivity of officers working overtime enforcement grants, an analysis of crashes, crash fatalities, and serious injuries is taken into consideration by MHSO staff throughout the grant monitoring process. Through this holistic approach, the MHSO and its law enforcement partners continually follow-up and adjust enforcement plans accordingly. This approach will continue to improve effectiveness, enhance understanding, and support of programs, and continue to efficiently use highway safety resources.

Program Support

Problem Identification

Many projects are undertaken for their ability to help accomplish the goals of Maryland's overall traffic safety program. For instance, the MHSO's overall Communications Program utilizes the problem identification statements from the individual program areas, such as Impaired Driving Prevention and Occupant Protection, as guiding factors for creating and placing supporting messaging. The factors considered include the demographics of the audience including age, sex, race, and media availability within the target audience's location. These factors are utilized to shape the media message to most accurately support a given traffic safety program.

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

Solution

The MHSO will fund projects that help to continue meeting the state's traffic safety goals. Projects funded in FFY 2015 include grants to support the staffing of the MHSO Program Managers, media and communications projects that augment HVE programs, local task force meeting expenses, the support of the SHSP, the creation of the MHSO's new electronic grants management system, and funding the MHSO's planning and administration costs.

Action Plan

Statewide Initiated Projects

Project Number & Title	(INTERNAL) MADS Incentives - $388,000
Countermeasure	**NHTSA Countermeasures that Work (2013, 7th Edition):** Mass media efforts are listed as viable countermeasures for numerous program areas including alcohol, seat belts, distracted, aggressive/speed, motorcycles, younger/older drivers, pedestrians and bicycles.
SHSP Strategy	**SHSP Strategy Note**: Mass media efforts support numerous SHSP Strategies.

Project Number & Title	(INTERNAL) MADS Incentives - $388,000
	SHSP Impaired Driving Strategy: Conduct public awareness initiatives including education and media programs to reduce alcohol and drug impaired driving.
Brief Description	The MHSO administers an annual driver survey that measures knowledge, attitudes, and behaviors in multiple safety areas. In addition, The MHSO will develop and print materials in support of the statewide TZD campaign for statewide distribution. The MHSO will produce a series of videos, purchase regional media, and will procure incentives in FFY 2015 to support impaired driving, occupant protection, distracted driving prevention, aggressive driving prevention, motorcyclist safety, and other safety programs as needed. The videos will be shared via social media and highlighted in Maryland's TZD efforts. The MHSO will continue to develop and maintain the TZD website and corresponding social media sites. In addition, the MHSO will utilize the TZD site as a contact management platform and market all social media, video projects, and communications initiatives via the website. The MHSO administers a wide range of media programs each year and there is an administrative element to every media campaign and project. In addition, the MHSO produces an annual report and other reports throughout the year.

Partner-Initiated Projects

Project Number & Title	GN-UMB - CC-2015-024: Maryland Center for Traffic Safety Analysis – Program Support ($118,899)
Countermeasure	**Researched Based:** Cherpitel, 1993; Richard, Et. al, 2013; Tseng, 2013; TRB 2005; SAVIR/STIPDA, 2004
SHSP Strategy	Data, as provided through Maryland's TSISI Program, are vital components to every SHSP Emphasis Area Team and all related Strategies and Action Steps.
Brief Description	This project will advance the interpretation/analysis of multiple data sets to address the 4 Es of traffic safety, and work to understand attitudes & community norms to apply innovative approaches to identify, plan, and implement behavioral change interventions. In addition, this project will seek to evaluate the effectiveness of countermeasures and traffic safety programs at the state and local levels and assist agencies with strategic planning efforts, through training and creation of documentation through the application scientific methods to identify and define the traffic safety problem at the state and local levels.

Project Number & Title	GN-WRAP-2015-027: Regional Traffic Safety Program Support ($47,040)
Countermeasure	Research Based: Butterfoss, F, & Kegler, M, 2002; Butterfoss, F. & Francesco, D. 2004 McLeroy, K. R., Steckler, A. and Bibeau, D. ,1988
SHSP Strategy	This project supports numerous SHSP strategies.
Brief Description	WRAP will support the RTSP Program and the SHSP by administering the task force and training components of the project by providing meeting logistics and other program support as needed.

Project Number & Title	GN-UMB-2015-055 & GN-UMB-2015-0061: UMB - Staffing ($2,415,832)
Countermeasure	This grant serves to fund various staff positions and does not specifically address a programmatic area, but rather supports all programs.
SHSP Strategy	This grant serves to fund various staff positions and does not specifically address an SHSP area, but rather supports all of the SHSP.
Brief Description	The University of Maryland at Baltimore administers and oversees the staffing grant that covers the MHSO's Program Managers.

Evaluation

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

- paid airings;
- total impressions;
- TRP/GRP;
- reach;
- frequency;
- electronic and social media hits;
- press releases/articles distributed/aired; and
- number of materials handed out.

MHSO FFY 2015 FUNDS ALLOCATED BY TYPE

Highway Safety Fund Type	Amount
402 State & Community	$4,346,979
405b Occupant Protection	$718,473
408/405c Traffic Records	$708,115
410/405d Impaired Driving	$1,527,527
2010/405f Motorcycle Safety	$75,200
164 Alcohol	$4,357,037
FHWA	$1,020,000
405 Flex	$235,610
State Bikeway	$78,753
State	$406,802
TOTAL Allocated for FFY 2015	**$13,474,316**

MHSO FFY2015
Percentage of Funds Allocated By Fund Type
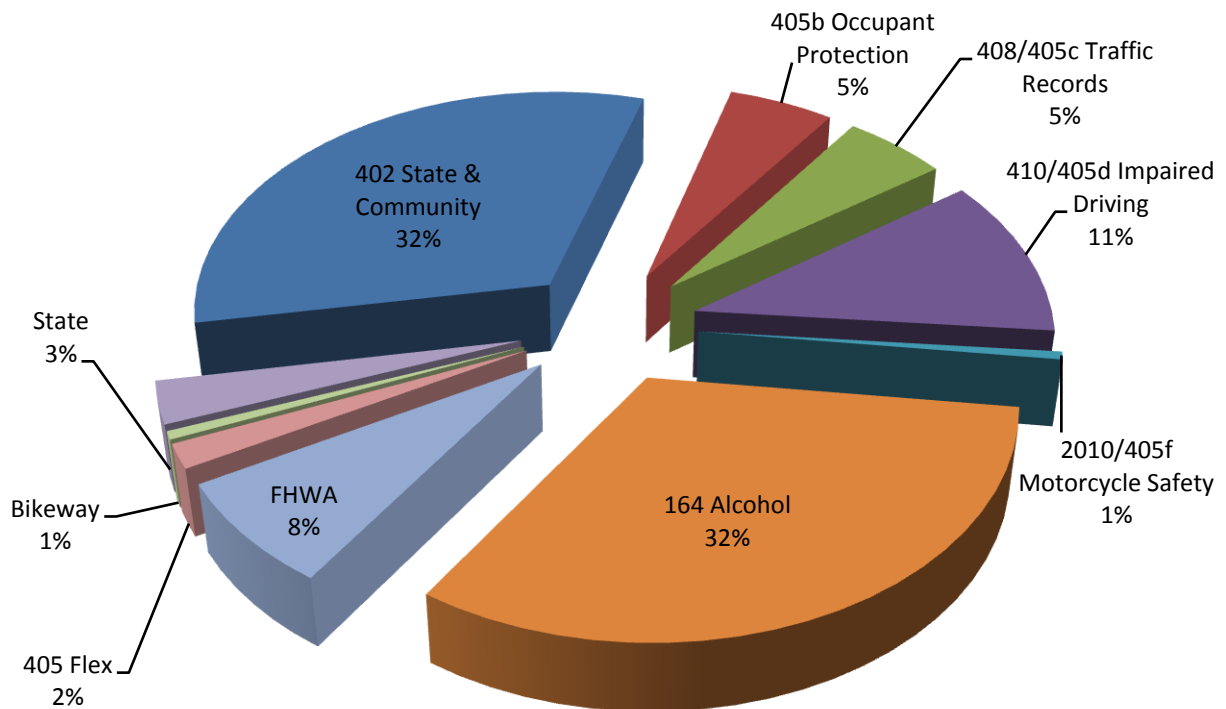
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ATTACHMENT B – CORE PERFORMANCE MEASURES

Core Performance Measures
• To decrease the annual number of traffic-related fatalities on all roads in Maryland from the 2008 calendar base year average of 592 to fewer than 475 by December 31, 2015.
• To decrease fatalities/VMT from the 2008 calendar base year average of 1.07 to 0.86 by December 31, 2015.
• To decrease rural fatalities/VMT from the 2008 calendar base year average of 1.59 to 1.28 by December 31, 2015.
• To decrease urban fatalities/VMT from the 2008 calendar base year average of 0.90 to 0.73 by December 31, 2015.
• To decrease serious traffic injuries from the 2008 calendar base year average of 4,544 to 3,671 by December 31, 2015.
• To decrease the annual number of alcohol-related (BAC 0.08+) on all roads on all roads in Maryland from 145 in 2008 to fewer than 116 by December 31, 2015.   Note: this goal includes both vehicle occupants and motorcycle operators and passengers.
• To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from 165 in 2008 to fewer than 132 by December 31, 2015.
• To reduce the annual number of fatalities in speed-related crashes on all roads in Maryland from 163 in 2008 to fewer than 131 by December 31, 2015.
• To decrease motorcyclist fatalities from the 2008 calendar base year average of 83 to 67 by December 31, 2015.
• To decrease un-helmeted motorcyclist fatalities from the 2008 calendar base year average of 10 to 8 by December 31, 2015.
• To decrease drivers age 20 or younger involved in fatal crashes from the 2008 calendar base year average of 106 to 85 by December 31, 2015.
• To reduce the annual number of pedestrian fatalities on all roads in Maryland from 115 in 2008 to fewer than 92 by December 31, 2015.
• To reduce the annual number of bicycle fatalities on all roads in Maryland from 7 in 2008 to fewer than 6 by December 31, 2015.
• To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2.0% from the 2010 calendar base year average usage rate of 94.7% to 96.7% by December 31, 2015.
• To report the number of seat belt citations issued during grant-funded enforcement activities.
• To report the number of impaired driving arrests made during grant-funded enforcement activities.
• To report the number of speeding citations issued during grant-funded enforcement activities.

Core Outcome Measures		Year					
		2008	2009	2010	2011	2012	2015 goal[6]
Traffic Fatalities	Total	591	549	496	485	505	474
	Rural	222	203	182	170	180	178
	Urban	368	342	313	311	319	295
Fatalities Per 100 Million Vehicle Miles Driven	Total	1.07	0.99	0.88	0.86	0.89	0.86
	Rural	1.59	1.44	1.27	1.21	1.26	1.28
	Urban	0.90	0.83	0.75	0.74	0.76	0.72
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	365	348	298	287	315	293
	Restrained	202	193	158	135	173	162
	Unrestrained	142	129	125	139	110	114
Alcohol-Impaired Driving Fatalities (BAC=.08+)**		145	165	154	161	160	116
Speeding-Related Fatalities		192	186	164	142	199	154
Motorcyclist Fatalities	Total	91	69	82	76	77	73
	Helmeted	81	59	70	64	69	65
	Unhelmeted	10	10	12	11	8	8
Drivers Involved in Fatal Crashes	Total	815	779	688	686	702	654
	Aged Under 15	1	0	0	0	0	0
	Aged 15-20	92	91	58	63	57	74
	Aged Under 21	93	91	58	63	57	75
	Aged 21 and Over	707	675	614	606	632	567
Pedestrian Fatalities		116	114	102	102	96	93

Core Behavior Measure

In 2013, the MHSO coordinated the second implementation of the new National Occupant Protection Use Survey (NOPUS) methodology, achieving a use rate of 90.7%.

Activity Measures (FFY2013)

- 7,455 seat belt citations were issued as a result of MHSO grant-funded enforcement activities.
- 1,510 DUI arrests were made as a result of MHSO grant-funded enforcement activities.
- 21,542 speed citations were issued as a result of MHSO grant-funded enforcement activities.

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[6] Methodology: To reduce fatalities by 50% by 2030 (591 in 2008 to 296 in 2030), a reduction of 3.1% will be applied to each calendar year for subsequent estimates. This percentage was calculated as the geometric mean reduction over the entire 22 year period. For example, an estimate for 2009 would be 574, then that is multiplied by .969 for an estimate of 556 for 2010.

ATTACHMENT C – PROJECT LIST & HS 217

Grant Number	Agency	Total Grant Amount
GN-MD Judic-2015-001	Maryland Judiciary - Anne Arundel County DUI Court	$78,750
GN-MD Judic-2015-002	Maryland Judiciary - Howard County DUI Court	$62,300
GN-MVA, Mot-2015-005	Maryland MVA, Motorcycle Safety	$29,680
GN-MIEMSS, -2015-006	Maryland Institute of Emergency Medical Services Systems - CPS	$54,130
GN-WRAP-2015-007	Washington Regional Alcohol Program	$284,933
GN-SM Hospi-2015-008	St. Mary's Hospital	$2,500
GN-SMC Alco-2015-010	St. Mary's County Alcohol Beverage Board	$7,500
GN-Carroll -2015-013	Carroll County Health Department	$8,500
GN-Bike MD-2015-015	Bike Maryland, Inc.	$74,173
GN-DHMH-2015-016	Maryland Department of Health and Mental Hygiene - Kids in Safety Seats	$234,114
GN-SMC Circ-2015-017	St. Mary's Co. DUI/Drug Circuit Court	$53,020
GN-Cecil Co-2015-018	Cecil County Dept of Emergency Services	$1,500
GN-Wi Co He-2015-019	Wicomico County Health Department	$2,000
GN-MSAA-2015-020	Maryland State's Attorneys Association	$360,114
GN-UMB - CC-2015-024	University of Maryland, Baltimore, CCODES - Program Support	$118,899
GN-WRAP-2015-027	Washington Regional Alcohol Program - Task Forces	$47,040
GN-Harford -2015-028	Harford County Liquor Control Board	$8,000
GN-MADD-2015-030	Mothers Against Drunk Driving	$52,743
GN-MPCTC-2015-032	Maryland Police and Correctional Training Commissions	$113,315
GN-Carroll -2015-035	Carroll County Bureau of Aging & Disabilities	$1,100
GN-MPCTC, T-2015-038	Maryland Police and Correctional Training Commission, TSS	$32,032
GN-UMB - CC-2015-039	University of Maryland, Baltimore, CCODES - Seat Belt Observations	$63,086
GN-UMB - CC-2015-040	University of Maryland, Baltimore, MCTSA	$302,908
GN-Calvert -2015-041	Calvert County Health Department	$1,900
GN-Balt Co -2015-043	Baltimore County Department of Health	$10,000
GN-College -2015-046	College of Southern Maryland	$1,250
GN-Calvert -2015-047	Calvert Alliance Against Substance Abuse, Inc.	$5,720
GN-Montgome-2015-048	Montgomery County Fire Rescue	$2,000
GN-Balt Co -2015-050	Baltimore County Police Department, Crash Reconstruction	$31,689
GN-MSP, Sta-2015-051	Maryland State Police, DRE Program	$140,823
GN-Every 15-2015-053	Every 15 Minutes/Sykesville Freedom	$4,200

Grant Number	Agency	Total Grant Amount
GN-AA Count-2015-054	Anne Arundel County Department of Health	$9,998
GN-UMB - St-2015-055	University of Maryland Baltimore - Staffing	$1,316,063
GN-PG Child-2015-057	Prince George's Child Resource Center, Inc.	$2,000
GN-5th Quar-2015-058	5th Quarter	$5,976
GN-Safe Kid-2015-059	Safe Kids Frederick County	$2,000
GN-AACCPTA-2015-060	AACCPTA	$6,000
GN-UMB - St-2015-061	University of Maryland Baltimore - Staffing	$1,099,769
GN-Wash Col-2015-063	Washington College - Traffic Records Improvement	$110,767
GN-WorCoExt-2015-064	Worcester County Extension	$500
GN-Wash Col-2015-066	Washington College - Impaired Driving Analysis	$199,900
GN-AACC-Hea-2015-067	Anne Arundel Community College - Dept of Health Services	$3,453
GN-Worceste-2015-068	Worcester County Health Department	$1,500
GN-LaPlataK-2015-069	Kiwanis Club of La Plata	$1,500
GN-Mont.Co -2015-070	Montgomery County Department of Liquor Control	$7,000
GN-Montgome-2015-071	Montgomery County Project Prom	$6,000
GN-SMC Kiwa-2015-072	St. Mary's County Kiwanis	$7,500
GN-Harford -2015-073	Harford County DUI Court	$63,500
GN-Caroline-2015-076	Caroline Dept of Planning & Codes	$4,616
GN-PTA Howa-2015-078	PTA Council of Howard County	$4,500
GN-AAPD-MC-2015-080	Anne Arundel County Police Department - Motorcycle Safety	$14,750
GN-WASHCOG-2015-082	Metropolitan Washington Council of Governments	$225,000
GN-Cecil Co-2015-090	Cecil County Liquor Board	$5,000
GN-Garrett -2015-091	Garrett County Health Department	$3,300
GN-FamilyJu-2015-093	The Family Junction, Inc.	$1,200
GN-Garrett -2015-095	Garrett College	$600
GN-Allegany-2015-096	Allegany College of Maryland	$4,500
GN-Meritus -2015-101	Meritus Health	$7,500
GN-Hagersto-2015-102	Hagerstown Community College	$4,600
GN-Children-2015-104	Children's Village of Washington Co, Inc	$400
GN-MCPA-2015-105	Maryland Chiefs of Police Association	$114,400
GN-Washingt-2015-106	Washington County Health Department	$1,000
GN-Sheriff-2015-107	Maryland Sheriffs Association, Executive Training	$40,260
GN-MSP IT D-2015-110	Maryland State Police Information Technology Division	$183,400
LE-Frederic-2015-001	Frederick Police Department	$45,508
LE-Hurlock -2015-002	Hurlock Police Department	$4,600
LE-AA Co. P-2015-003	Anne Arundel County Police Department	$127,400
LE-Howard C-2015-008	Howard County Department of Police	$94,411

Grant Number	Agency	Total Grant Amount
LE-Westmini-2015-009	Westminster Police Department	$15,500
LE-Manchest-2015-010	Manchester Police Department	$2,500
LE-Capitol -2015-011	Capitol Heights Police Department	$3,900
LE-Universi-2015-012	University of Baltimore Police Department	$14,000
LE-MdTA-2015-013	Maryland Transportation Authority Police	$84,264
LE-Wicomico-2015-014	Wicomico County Sheriff's Office	$28,600
LE-Crisfiel-2015-015	Crisfield Police Department	$2,000
LE-Dorchest-2015-016	Dorchester County Sheriff's Department	$7,500
LE-Charles -2015-017	Charles County Sheriff's Office	$60,500
LE-Kent Co -2015-018	Kent County Sheriff's Office	$17,100
LE-Elkton P-2015-019	Elkton Police Department	$14,500
LE-MD Natur-2015-020	Maryland Natural Resources Police - St. Mary's County	$8,200
LE-Cheverly-2015-021	Cheverly Police Department	$8,330
LE-Frostbur-2015-022	Frostburg Police Department	$3,500
LE-Hyattsvi-2015-024	Hyattsville Police Department	$4,500
LE-La Plata-2015-025	Town of La Plata Police	$19,500
LE-Berlin P-2015-026	Berlin Police Department	$7,000
LE-QA Co. S-2015-027	Queen Anne's County Sheriff's Office	$17,600
LE-Laurel P-2015-028	Laurel Police Department	$22,000
LE-Greenbel-2015-029	Greenbelt Police Department	$47,500
LE-Rockvill-2015-030	Rockville City Police Department	$17,000
LE-Worceste-2015-031	Worcester County Sheriff's Office	$13,250
LE-St Mary'-2015-034	St. Mary's County Sheriff's Office	$45,500
LE-Sykesvil-2015-035	Sykesville Police Department	$9,800
LE-Ocean Pi-2015-036	Ocean Pines Police Department	$3,000
LE-MoCoSher-2015-037	Montgomery County Sheriff's Office	$20,000
LE-NRP Fred-2015-038	Maryland Natural Resources Police, Frederick	$4,000
LE-Riverdal-2015-039	Riverdale Park Police Department	$7,500
LE-Taneytow-2015-040	Taneytown Police Department	$7,800
LE-Harford -2015-041	Harford County Sheriff's Office	$150,000
LE-Havre de-2015-042	Havre de Grace Police Department	$20,000
LE-Aberdeen-2015-043	Aberdeen Police Department	$2,000
LE-Hampstea-2015-044	Hampstead Police Department	$10,300
LE-Cecil Co-2015-046	Cecil County Sheriff's Office	$20,000
LE-Baltimor-2015-047	Baltimore City Police Department	$165,000
LE-Bel Air -2015-048	Bel Air Police Department	$25,000
LE-Annapoli-2015-049	Annapolis Police Department	$49,500
LE-UMCP, En-2015-050	University of Maryland at College Park, Enforcement	$17,000
LE-Chestert-2015-051	Chestertown Police Department	$2,000

Grant Number	Agency	Total Grant Amount
LE-PD New C-2015-053	New Carrollton Police Department	$5,500
LE-MSP, Bar-2015-054	Maryland State Police, Barrack "L"	$30,000
LE-Caroline-2015-055	Caroline County Sheriff's Office	$15,100
LE-Pocomoke-2015-056	Pocomoke Police Department	$4,000
LE-Landover-2015-057	Landover Hills Police Department	$4,000
LE-Cambridg-2015-058	Cambridge Police Department	$10,500
LE-Mont Co -2015-059	Montgomery County Police Department, Enforcement	$227,600
LE-PGPD-2015-060	Prince George's County Police Department	$237,720
LE-Gaithers-2015-061	Gaithersburg Police Department	$27,000
LE-Calvert -2015-062	Calvert County Sheriff's Office	$55,000
LE-MD Nat'l-2015-063	Maryland National Capital Park Police - Montgomery County Division	$4,400
LE-Universi-2015-064	University Park Police Department	$7,500
LE-Carroll -2015-065	Carroll County Sheriff's Office	$23,800
LE-Talbot C-2015-066	Talbot County Sheriff's Office	$13,900
LE-So Co Sh-2015-067	Somerset County Sheriff's Office	$10,070
LE-Chevy Ch-2015-068	Chevy Chase Village Police Department	$2,200
LE-MD Natur-2015-069	Maryland Natural Resources Police - Queen Anne's County	$1,500
LE-Fruitlan-2015-070	Fruitland Police Department	$6,100
LE-Easton P-2015-071	Easton Police Department	$24,500
LE-PD Salis-2015-072	Salisbury Police Department	$13,250
LE-District-2015-073	District Heights Police Department	$5,550
LE-Baltimor-2015-074	Baltimore County Police Department, RTSP	$225,000
LE-Edmonsto-2015-075	Edmonston Police Department	$3,000
LE-Ocean Ci-2015-076	Ocean City Police Department	$39,250
LE-MICA-2015-077	Maryland Institute College of Art	$20,000
LE-DNR Poli-2015-078	Maryland Natural Resources Police, Salisbury	$6,000
LE-Berwyn H-2015-080	Berwyn Heights Police Department	$2,500
LE-MSP, Sta-2015-081	Maryland State Police, Statewide Enforcement & Training	$765,200
LE-MSP, Sta-2015-082	Maryland State Police, SPIDRE DUI Team	$1,189,360
LE-Princess-2015-083	Princess Anne Police Department	$7,330
LE-North Ea-2015-085	North East Police Department	$1,500
LE-Perryvil-2015-086	Perryville Police Department	$1,500
LE-UMES PD-2015-087	University of Maryland Eastern Shore Police Department	$600
LE-Cumberla-2015-089	Cumberland Police Department	$8,300
LE-All Co S-2015-090	Allegany County Sheriff's Department	$13,600
LE-Garrett -2015-091	Garrett County Sheriff's Office	$9,300

Grant Number	Agency	Total Grant Amount
LE-MD Natur-2015-093	Maryland Natural Resources Police, Allegany County	$4,700
LE-Oakland -2015-094	Oakland Police Department	$2,300
LE-FSU Poli-2015-095	Frostburg State University Police	$4,000
LE-MD Natur-2015-100	Maryland Natural Resources Police, Garrett County	$2,500
LE-Hancock -2015-101	Hancock Police Department	$2,000
LE-Hagersto-2015-102	Hagerstown Police Department	$14,000
LE-Wash. Co-2015-103	Washington County Sheriff's Office	$18,000
LE-MD Natur-2015-104	Maryland Natural Resources Police - Washington County	$7,500
LE-Smithsbu-2015-106	Smithsburg Police Department	$2,000
LE-Balt Co -2015-107	Baltimore County PD - Underage	$40,000
LE-Towson U-2015-108	Towson University - Police Department	$12,500
Internal	Pedestrian Safety Projects	$435,000
Internal	Motorcycle Safety Projects	$145,000
Internal	Younger Driver Safety Projects	$5,000
Internal	Aggressive Driving Prevention Projects	$300,000
Internal	Media Communications Support	$388,000
Internal	Alcohol Impaired Prevention Projects	$760,500
Internal	Occupant Protection Projects	$384,252
Internal	Distracted Driving Prevention Projects	$80,000

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

State: Maryland

Highway Safety Plan Cost Summary

2015-HSP-1

For Approval

Page: 1

Report Date: 06/12/2014

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-2015-G0-55-SW	UMB - Staffing - Internal	$.00	$.00	$.00	$146,676.00	$146,676.00	$.00
	PA-2015-GM-VA-01	P & A SHARP	$.00	$.00	$.00	$83,000.00	$83,000.00	$.00
	PA-2015-GM-VA-02	P & A Internal Auditor	$.00	$.00	$.00	$75,000.00	$75,000.00	$.00
	PA-2015-GM-VA-03	P & A Supplies and Travel	$.00	$.00	$.00	$55,000.00	$55,000.00	$.00
Planning and Administration Total			**$.00**	**$.00**	**$.00**	**$359,676.00**	**$359,676.00**	**$.00**
Motorcycle Safety								
	MC-2015-G0-80-LC	AA County Police Dept - M/C Safety	$.00	$.00	$.00	$14,750.00	$14,750.00	$14,750.00
	MC-2015-G0-96-LC	Allegany College of Maryland	$.00	$.00	$.00	$300.00	$300.00	$300.00
Motorcycle Safety Total			**$.00**	**$.00**	**$.00**	**$15,050.00**	**$15,050.00**	**$15,050.00**
Occupant Protection								
	OP-2015-G0-08-LC	St. Mary's Hospital	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	OP-2015-G0-18-LC	Cecil County Dept of Emergency Svs	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	OP-2015-G0-19-LC	Wicomico County Health Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	OP-2015-G0-41-LC	Calvert County Health Dept	$.00	$.00	$.00	$1,900.00	$1,900.00	$1,900.00
	OP-2015-G0-48-LC	Montgomery County Fire Rescue	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	OP-2015-G0-55-SW	UMB - Staffing - Internal	$.00	$.00	$.00	$27,630.00	$27,630.00	$.00
	OP-2015-G0-57-LC	Prince George's Child Resource	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	OP-2015-G0-59-LC	Safe Kids Frederick County	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	OP-2015-G0-91-LC	Garrett County Health Dept	$.00	$.00	$.00	$900.00	$900.00	$900.00
	OP-2015-G0-93-LC	The Family Junction Inc.	$.00	$.00	$.00	$1,200.00	$1,200.00	$1,200.00
	OP-2015-G1-01-LC	Meritus Health	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	OP-2015-L0-03-LC	Anne Arundel County Police Dept	$.00	$.00	$.00	$3,348.00	$3,348.00	$3,348.00
	OP-2015-L0-09-LC	Westminster Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	OP-2015-L0-11-LC	Capitol Heights Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	OP-2015-L0-21-LC	Cheverly Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	OP-2015-L0-22-LC	Frostburg Police Dept	$.00	$.00	$.00	$200.00	$200.00	$200.00
	OP-2015-L0-25-LC	Town of La Plata Police	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	OP-2015-L0-28-LC	Laurel Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	OP-2015-L0-29-LC	Greenbelt Police Dept	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	OP-2015-L0-30-LC	Rockville City Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	OP-2015-L0-31-LC	Worcester County Sheriff's Office	$.00	$.00	$.00	$500.00	$500.00	$500.00
	OP-2015-L0-34-LC	St. Mary's County Sheriff's Office	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	OP-2015-L0-37-LC	Montgomery County Sheriff's Office	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	OP-2015-L0-39-LC	Riverdale Park Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	OP-2015-L0-49-LC	Annapolis Police Dept	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	OP-2015-L0-50-LC	UMCP Enforcement	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	OP-2015-L0-53-LC	New Carrollton Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	OP-2015-L0-59-LC	Montgomery County Police Dept	$.00	$.00	$.00	$8,515.00	$8,515.00	$8,515.00
	OP-2015-L0-60-LC	Prince George's County Police Dept	$.00	$.00	$.00	$8,355.00	$8,355.00	$8,355.00
	OP-2015-L0-61-LC	Gaithersburg Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	OP-2015-L0-62-LC	Calvert County Sheriff's Office	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	OP-2015-L0-72-LC	Salisbury Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	OP-2015-L0-74-LC	Baltimore County Police Dept	$.00	$.00	$.00	$13,005.00	$13,005.00	$13,005.00
	OP-2015-L0-75-LC	Edmonston Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	OP-2015-L0-76-LC	Ocean City Police Dept	$.00	$.00	$.00	$1,167.00	$1,167.00	$1,167.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	OP-2015-L0-81-LC	MSP - Statewide	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	OP-2015-L0-83-LC	Princess Anne Police Dept	$.00	$.00	$.00	$575.00	$575.00	$575.00
	OP-2015-L0-89-LC	Cumberland Police Dept	$.00	$.00	$.00	$400.00	$400.00	$400.00
	OP-2015-L0-90-LC	Allegany County Sheriff's Dept	$.00	$.00	$.00	$400.00	$400.00	$400.00
	OP-2015-L0-91-LC	Garrett County Sheriff's Office	$.00	$.00	$.00	$250.00	$250.00	$250.00
	OP-2015-L0-93-LC	DNR Allegany County	$.00	$.00	$.00	$200.00	$200.00	$200.00
	OP-2015-L0-94-LC	Oakland Police Dept	$.00	$.00	$.00	$200.00	$200.00	$200.00
	OP-2015-L0-95-LC	Frostburg State University Police	$.00	$.00	$.00	$200.00	$200.00	$200.00
	OP-2015-L1-00-LC	DNR Garrett County	$.00	$.00	$.00	$250.00	$250.00	$250.00
	OP-2015-L1-01-LC	Hancock Police Dept	$.00	$.00	$.00	$200.00	$200.00	$200.00
	OP-2015-L1-02-LC	Hagerstown Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	OP-2015-L1-03-LC	Washington County Sheriff's Office	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	OP-2015-L1-04-LC	DNR - Washington County	$.00	$.00	$.00	$500.00	$500.00	$500.00
Occupant Protection Total			**$.00**	**$.00**	**$.00**	**$113,895.00**	**$113,895.00**	**$86,265.00**
Pedestrian/Bicycle Safety								
	PS-2015-G0-69-LC	Kiwanis Club of La Plata	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	PS-2015-G0-72-LC	St. Mary's County Kiwanis	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	PS-2015-L0-03-LC	Anne Arundel County Police Dept	$.00	$.00	$.00	$5,393.00	$5,393.00	$5,393.00
	PS-2015-L0-12-LC	University of Baltimore Police Dept	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
	PS-2015-L0-19-LC	Elkton Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	PS-2015-L0-21-LC	Cheverly Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	PS-2015-L0-24-LC	Hyattsville Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	PS-2015-L0-28-LC	Laurel Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	PS-2015-L0-29-LC	Greenbelt Police Dept	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	PS-2015-L0-30-LC	Rockville City Police Dept	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	PS-2015-L0-39-LC	Riverdale Park Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	PS-2015-L0-46-LC	Cecil County Sheriff's Office	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	PS-2015-L0-47-LC	Baltimore City Police Dept	$.00	$.00	$.00	$5,312.00	$5,312.00	$5,312.00
	PS-2015-L0-49-LC	Annapolis Police Dept	$.00	$.00	$.00	$13,000.00	$13,000.00	$13,000.00
	PS-2015-L0-50-LC	UMCP Enforcement	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	PS-2015-L0-53-LC	New Carrollton Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	PS-2015-L0-57-LC	Landover Hills Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	PS-2015-L0-60-LC	Prince George's County Police Dept	$.00	$.00	$.00	$1,111.00	$1,111.00	$1,111.00
	PS-2015-L0-61-LC	Gaithersburg Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	PS-2015-L0-63-LC	MNCPP - Montgomery County	$.00	$.00	$.00	$1,200.00	$1,200.00	$1,200.00
	PS-2015-L0-64-LC	University Park Police Dept	$.00	$.00	$.00	$625.00	$625.00	$625.00
	PS-2015-L0-73-LC	District Heights Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	PS-2015-L0-77-LC	MICA	$.00	$.00	$.00	$7,697.00	$7,697.00	$7,697.00
	PS-2015-L1-08-LC	Towson State PD	$.00	$.00	$.00	$4,500.00	$4,500.00	$4,500.00
Pedestrian/Bicycle Safety Total			**$.00**	**$.00**	**$.00**	**$80,338.00**	**$80,338.00**	**$80,338.00**
Police Traffic Services								
	PT-2015-G0-32-SW	MPCTC	$.00	$.00	$.00	$107,723.00	$107,723.00	$.00
	PT-2015-G0-38-SW	MPCTC TSS	$.00	$.00	$.00	$32,032.00	$32,032.00	$.00
	PT-2015-G0-50-SW	Baltimore County PD Crash Recon	$.00	$.00	$.00	$31,689.00	$31,689.00	$.00
	PT-2015-G0-55-SW	UMB - Staffing - Internal	$.00	$.00	$.00	$156,215.00	$156,215.00	$.00
	PT-2015-L0-03-LC	Anne Arundel County Police Dept	$.00	$.00	$.00	$2,700.00	$2,700.00	$2,700.00
	PT-2015-L0-14-LC	Wicomico County Sheriff's Office	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	PT-2015-L0-17-LC	Charles County Sheriff's Office	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	PT-2015-L0-25-LC	Town of La Plata Police	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	PT-2015-L0-31-LC	Worcester County Sheriff's Office	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	PT-2015-L0-49-LC	Annapolis Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	PT-2015-L0-62-LC	Calvert County Sheriff's Office	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	PT-2015-L0-76-LC	Ocean City Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
Police Traffic Services Total			**$.00**	**$.00**	**$.00**	**$342,859.00**	**$342,859.00**	**$15,200.00**
Community Traffic Safety Project								
	CP-2015-G0-13-LC	Carroll County Health Dept	$.00	$.00	$.00	$8,000.00	$8,000.00	$8,000.00
	CP-2015-G0-24-SW	UMB CCODES	$.00	$.00	$.00	$118,899.00	$118,899.00	$.00
	CP-2015-G0-27-SW	Washington Regional Alcohol Program	$.00	$.00	$.00	$47,040.00	$47,040.00	$.00
	CP-2015-G0-35-LC	Carroll County Bureau of Aging	$.00	$.00	$.00	$1,100.00	$1,100.00	$1,100.00
	CP-2015-G0-53-LC	Every 15 Minutes/Sykesville Freedom	$.00	$.00	$.00	$4,200.00	$4,200.00	$4,200.00
	CP-2015-G0-55-SW	UMB - Staffing - Internal	$.00	$.00	$.00	$632,283.00	$632,283.00	$.00
	CP-2015-G0-61-SW	UMB - Staffing - RTSP	$.00	$.00	$.00	$880,607.00	$880,607.00	$880,607.00
	CP-2015-G0-95-LC	Garrett College	$.00	$.00	$.00	$300.00	$300.00	$300.00
	CP-2015-G2-04-SW	New Grant System 402 Funds	$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
	CP-2015-L0-03-LC	Anne Arundel County Police Dept	$.00	$.00	$.00	$540.00	$540.00	$540.00
	CP-2015-L0-13-LC	Maryland Trans Authority Police	$.00	$.00	$.00	$1,802.00	$1,802.00	$.00
	CP-2015-L0-59-LC	Montgomery County Police Dept	$.00	$.00	$.00	$1,704.00	$1,704.00	$1,704.00
	CP-2015-L0-74-LC	Baltimore County Police Dept	$.00	$.00	$.00	$4,849.00	$4,849.00	$4,849.00
	CP-2015-L0-77-LC	MICA	$.00	$.00	$.00	$5,106.00	$5,106.00	$5,106.00
	CP-2015-L0-81-LC	MSP - Statewide	$.00	$.00	$.00	$66,000.00	$66,000.00	$66,000.00
Community Traffic Safety Project Total			**$.00**	**$.00**	**$.00**	**$1,972,430.00**	**$1,972,430.00**	**$972,406.00**
Driver Education								
	DE-2015-G2-00-SW	High Risk	$.00	$.00	$.00	$5,000.00	$5,000.00	$.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	Driver Education Total		$.00	$.00	$.00	$5,000.00	$5,000.00	$.00
Speed Enforcement								
	SE-2015-G1-02-LC	Hagerstown Community College	$.00	$.00	$.00	$1,300.00	$1,300.00	$1,300.00
	SE-2015-L0-01-LC	Frederick Police Dept	$.00	$.00	$.00	$3,117.00	$3,117.00	$3,117.00
	SE-2015-L0-02-LC	Hurlock Police Dept	$.00	$.00	$.00	$2,220.00	$2,220.00	$2,220.00
	SE-2015-L0-03-LC	Anne Arundel County Police Dept	$.00	$.00	$.00	$8,902.00	$8,902.00	$8,902.00
	SE-2015-L0-08-LC	Howard County Dept of Police	$.00	$.00	$.00	$13,913.00	$13,913.00	$13,913.00
	SE-2015-L0-09-LC	Westminster Police Dept	$.00	$.00	$.00	$2,200.00	$2,200.00	$2,200.00
	SE-2015-L0-10-LC	Manchester Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2015-L0-11-LC	Capitol Heights Police Dept	$.00	$.00	$.00	$400.00	$400.00	$400.00
	SE-2015-L0-12-LC	University of Baltimore Police Dept	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	SE-2015-L0-13-LC	Maryland Trans Authority Police	$.00	$.00	$.00	$8,087.00	$8,087.00	$.00
	SE-2015-L0-14-LC	Wicomico County Sheriff's Office	$.00	$.00	$.00	$10,350.00	$10,350.00	$10,350.00
	SE-2015-L0-15-LC	Crisfield Police Dept	$.00	$.00	$.00	$700.00	$700.00	$700.00
	SE-2015-L0-16-LC	Dorchester County Sheriff's Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	SE-2015-L0-17-LC	Charles County Sheriff's Office	$.00	$.00	$.00	$24,000.00	$24,000.00	$24,000.00
	SE-2015-L0-18-LC	Kent County Sheriff's Office	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	SE-2015-L0-19-LC	Elkton Police Dept	$.00	$.00	$.00	$6,000.00	$6,000.00	$6,000.00
	SE-2015-L0-20-LC	DNR - St. Mary's County	$.00	$.00	$.00	$3,200.00	$3,200.00	$3,200.00
	SE-2015-L0-21-LC	Cheverly Police Dept	$.00	$.00	$.00	$830.00	$830.00	$830.00
	SE-2015-L0-22-LC	Frostburg Police Dept	$.00	$.00	$.00	$900.00	$900.00	$900.00
	SE-2015-L0-24-LC	Hyattsville Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	SE-2015-L0-25-LC	Town of La Plata Police	$.00	$.00	$.00	$6,500.00	$6,500.00	$6,500.00
	SE-2015-L0-26-LC	Berlin Police Dept	$.00	$.00	$.00	$2,800.00	$2,800.00	$2,800.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	SE-2015-L0-27-LC	Queen Anne's County Sheriff's Office	$.00	$.00	$.00	$3,500.00	$3,500.00	$3,500.00
	SE-2015-L0-28-LC	Laurel Police Dept	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	SE-2015-L0-29-LC	Greenbelt Police Dept	$.00	$.00	$.00	$6,000.00	$6,000.00	$6,000.00
	SE-2015-L0-30-LC	Rockville City Police Dept	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	SE-2015-L0-31-LC	Worcester County Sheriff's Office	$.00	$.00	$.00	$4,417.00	$4,417.00	$4,417.00
	SE-2015-L0-34-LC	St. Mary's County Sheriff's Office	$.00	$.00	$.00	$16,500.00	$16,500.00	$16,500.00
	SE-2015-L0-35-LC	Sykesville Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	SE-2015-L0-36-LC	Ocean Pines Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2015-L0-37-LC	Montgomery County Sheriff's Office	$.00	$.00	$.00	$3,800.00	$3,800.00	$3,800.00
	SE-2015-L0-38-LC	DNR Frederick	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	SE-2015-L0-39-LC	Riverdale Park Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2015-L0-40-LC	Taneytown Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	SE-2015-L0-41-LC	Harford County Sheriff's Office	$.00	$.00	$.00	$21,991.00	$21,991.00	$21,991.00
	SE-2015-L0-42-LC	Havre de Grace Police Dept	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
	SE-2015-L0-44-LC	Hampstead Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	SE-2015-L0-46-LC	Cecil County Sheriff's Office	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	SE-2015-L0-47-LC	Baltimore City Police Dept	$.00	$.00	$.00	$15,924.00	$15,924.00	$15,924.00
	SE-2015-L0-48-LC	Bel Air Police Dept	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
	SE-2015-L0-49-LC	Annapolis Police Dept	$.00	$.00	$.00	$8,100.00	$8,100.00	$8,100.00
	SE-2015-L0-50-LC	UMCP Enforcement	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	SE-2015-L0-51-LC	Chestertown Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	SE-2015-L0-53-LC	New Carrollton Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	SE-2015-L0-54-SW	Maryland State Police Barrack "L"	$.00	$.00	$.00	$30,000.00	$30,000.00	$30,000.00
	SE-2015-L0-55-LC	Caroline County Sheriff's Office	$.00	$.00	$.00	$3,300.00	$3,300.00	$3,300.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	SE-2015-L0-56-LC	Pocomoke Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2015-L0-57-LC	Landover Hills Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	SE-2015-L0-58-LC	Cambridge Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	SE-2015-L0-59-LC	Montgomery County Police Dept	$.00	$.00	$.00	$21,060.00	$21,060.00	$21,060.00
	SE-2015-L0-60-LC	Prince George's County Police Dept	$.00	$.00	$.00	$22,275.00	$22,275.00	$22,275.00
	SE-2015-L0-61-LC	Gaithersburg Police Dept	$.00	$.00	$.00	$8,000.00	$8,000.00	$8,000.00
	SE-2015-L0-62-LC	Calvert County Sheriff's Office	$.00	$.00	$.00	$13,000.00	$13,000.00	$13,000.00
	SE-2015-L0-63-LC	MNCPP - Montgomery County	$.00	$.00	$.00	$1,200.00	$1,200.00	$1,200.00
	SE-2015-L0-64-LC	University Park Police Dept	$.00	$.00	$.00	$750.00	$750.00	$750.00
	SE-2015-L0-65-LC	Carroll County Sheriff's Office	$.00	$.00	$.00	$8,000.00	$8,000.00	$8,000.00
	SE-2015-L0-66-LC	Talbot County Sheriff's Office	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	SE-2015-L0-67-LC	Somerset County Sheriff's Office	$.00	$.00	$.00	$1,200.00	$1,200.00	$1,200.00
	SE-2015-L0-68-LC	Chevy Chase Village Police Dept	$.00	$.00	$.00	$1,200.00	$1,200.00	$1,200.00
	SE-2015-L0-70-LC	Fruitland Police Dept	$.00	$.00	$.00	$2,520.00	$2,520.00	$2,520.00
	SE-2015-L0-71-LC	Easton Police Dept	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	SE-2015-L0-72-LC	Salisbury Police Dept	$.00	$.00	$.00	$3,700.00	$3,700.00	$3,700.00
	SE-2015-L0-73-LC	District Heights Police Dept	$.00	$.00	$.00	$550.00	$550.00	$550.00
	SE-2015-L0-74-LC	Baltimore County Police Dept	$.00	$.00	$.00	$20,360.00	$20,360.00	$20,360.00
	SE-2015-L0-75-LC	Edmonston Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2015-L0-76-LC	Ocean City Police Dept	$.00	$.00	$.00	$3,641.00	$3,641.00	$3,641.00
	SE-2015-L0-77-LC	MICA	$.00	$.00	$.00	$7,197.00	$7,197.00	$7,197.00
	SE-2015-L0-78-LC	DNR Salisbury	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	SE-2015-L0-80-LC	Berwyn Heights Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2015-L0-81-LC	MSP - Statewide	$.00	$.00	$.00	$210,500.00	$210,500.00	$210,500.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	SE-2015-L0-83-LC	Princess Anne Police Dept	$.00	$.00	$.00	$1,380.00	$1,380.00	$1,380.00
	SE-2015-L0-85-LC	North East Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	SE-2015-L0-86-LC	Perryville Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	SE-2015-L0-89-LC	Cumberland Police Dept	$.00	$.00	$.00	$2,600.00	$2,600.00	$2,600.00
	SE-2015-L0-90-LC	Allegany County Sheriff's Dept	$.00	$.00	$.00	$3,500.00	$3,500.00	$3,500.00
	SE-2015-L0-91-LC	Garrett County Sheriff's Office	$.00	$.00	$.00	$2,100.00	$2,100.00	$2,100.00
	SE-2015-L0-93-LC	DNR Allegany County	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2015-L0-94-LC	Oakland Police Dept	$.00	$.00	$.00	$1,700.00	$1,700.00	$1,700.00
	SE-2015-L0-95-LC	Frostburg State University Police	$.00	$.00	$.00	$900.00	$900.00	$900.00
	SE-2015-L1-00-LC	DNR Garrett County	$.00	$.00	$.00	$750.00	$750.00	$750.00
	SE-2015-L1-01-LC	Hancock Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	SE-2015-L1-02-LC	Hagerstown Police Dept	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	SE-2015-L1-03-LC	Washington County Sheriff's Office	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	SE-2015-L1-04-LC	DNR - Washington County	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	SE-2015-L1-06-LC	Smithsburg Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
Speed Enforcement Total			**$.00**	**$.00**	**$.00**	**$629,034.00**	**$629,034.00**	**$620,947.00**
Paid Advertising								
	PM-2015-G2-01-SW	Communications	$.00	$.00	$.00	$543,000.00	$543,000.00	$543,000.00
Paid Advertising Total			**$.00**	**$.00**	**$.00**	**$543,000.00**	**$543,000.00**	**$543,000.00**
Distracted Driving								
	DD-2015-G0-72-LC	St. Mary's County Kiwanis	$.00	$.00	$.00	$6,000.00	$6,000.00	$6,000.00
	DD-2015-G0-91-LC	Garrett County Health Dept	$.00	$.00	$.00	$600.00	$600.00	$600.00
	DD-2015-G0-96-LC	Allegany College of Maryland	$.00	$.00	$.00	$200.00	$200.00	$200.00
	DD-2015-G1-01-LC	Meritus Health	$.00	$.00	$.00	$6,000.00	$6,000.00	$6,000.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	DD-2015-G1-02-LC	Hagerstown Community College	$.00	$.00	$.00	$300.00	$300.00	$300.00
	DD-2015-L0-01-LC	Frederick Police Dept	$.00	$.00	$.00	$4,254.00	$4,254.00	$4,254.00
	DD-2015-L0-02-LC	Hurlock Police Dept	$.00	$.00	$.00	$1,380.00	$1,380.00	$1,380.00
	DD-2015-L0-03-LC	Anne Arundel County Police Dept	$.00	$.00	$.00	$5,500.00	$5,500.00	$5,500.00
	DD-2015-L0-08-LC	Howard County Dept of Police	$.00	$.00	$.00	$6,899.00	$6,899.00	$6,899.00
	DD-2015-L0-11-LC	Capitol Heights Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2015-L0-13-LC	Maryland Trans Authority Police	$.00	$.00	$.00	$8,986.00	$8,986.00	$.00
	DD-2015-L0-14-LC	Wicomico County Sheriff's Office	$.00	$.00	$.00	$1,750.00	$1,750.00	$1,750.00
	DD-2015-L0-15-LC	Crisfield Police Dept	$.00	$.00	$.00	$300.00	$300.00	$300.00
	DD-2015-L0-16-LC	Dorchester County Sheriff's Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	DD-2015-L0-17-LC	Charles County Sheriff's Office	$.00	$.00	$.00	$7,500.00	$7,500.00	$7,500.00
	DD-2015-L0-18-LC	Kent County Sheriff's Office	$.00	$.00	$.00	$1,600.00	$1,600.00	$1,600.00
	DD-2015-L0-19-LC	Elkton Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	DD-2015-L0-22-LC	Frostburg Police Dept	$.00	$.00	$.00	$400.00	$400.00	$400.00
	DD-2015-L0-25-LC	Town of La Plata Police	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	DD-2015-L0-26-LC	Berlin Police Dept	$.00	$.00	$.00	$1,200.00	$1,200.00	$1,200.00
	DD-2015-L0-27-LC	Queen Anne's County Sheriff's Office	$.00	$.00	$.00	$4,100.00	$4,100.00	$4,100.00
	DD-2015-L0-28-LC	Laurel Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	DD-2015-L0-29-LC	Greenbelt Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	DD-2015-L0-30-LC	Rockville City Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2015-L0-31-LC	Worcester County Sheriff's Office	$.00	$.00	$.00	$1,333.00	$1,333.00	$1,333.00
	DD-2015-L0-34-LC	St. Mary's County Sheriff's Office	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	DD-2015-L0-37-LC	Montgomery County Sheriff's Office	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	DD-2015-L0-38-LC	DNR Frederick	$.00	$.00	$.00	$500.00	$500.00	$500.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	DD-2015-L0-39-LC	Riverdale Park Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	DD-2015-L0-41-LC	Harford County Sheriff's Office	$.00	$.00	$.00	$5,492.00	$5,492.00	$5,492.00
	DD-2015-L0-46-LC	Cecil County Sheriff's Office	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	DD-2015-L0-49-LC	Annapolis Police Dept	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	DD-2015-L0-50-LC	UMCP Enforcement	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	DD-2015-L0-51-LC	Chestertown Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	DD-2015-L0-53-LC	New Carrollton Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2015-L0-55-LC	Caroline County Sheriff's Office	$.00	$.00	$.00	$4,300.00	$4,300.00	$4,300.00
	DD-2015-L0-57-LC	Landover Hills Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2015-L0-58-LC	Cambridge Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	DD-2015-L0-59-LC	Montgomery County Police Dept	$.00	$.00	$.00	$5,675.00	$5,675.00	$5,675.00
	DD-2015-L0-60-LC	Prince George's County Police Dept	$.00	$.00	$.00	$8,355.00	$8,355.00	$8,355.00
	DD-2015-L0-61-LC	Gaithersburg Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	DD-2015-L0-62-LC	Calvert County Sheriff's Office	$.00	$.00	$.00	$6,000.00	$6,000.00	$6,000.00
	DD-2015-L0-64-LC	University Park Police Dept	$.00	$.00	$.00	$625.00	$625.00	$625.00
	DD-2015-L0-65-LC	Carroll County Sheriff's Office	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	DD-2015-L0-66-LC	Talbot County Sheriff's Office	$.00	$.00	$.00	$2,400.00	$2,400.00	$2,400.00
	DD-2015-L0-67-LC	Somerset County Sheriff's Office	$.00	$.00	$.00	$1,270.00	$1,270.00	$1,270.00
	DD-2015-L0-68-LC	Chevy Chase Village Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2015-L0-70-LC	Fruitland Police Dept	$.00	$.00	$.00	$1,080.00	$1,080.00	$1,080.00
	DD-2015-L0-71-LC	Easton Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	DD-2015-L0-72-LC	Salisbury Police Dept	$.00	$.00	$.00	$1,800.00	$1,800.00	$1,800.00
	DD-2015-L0-73-LC	District Heights Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2015-L0-74-LC	Baltimore County Police Dept	$.00	$.00	$.00	$15,505.00	$15,505.00	$15,505.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	DD-2015-L0-75-LC	Edmonston Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	DD-2015-L0-76-LC	Ocean City Police Dept	$.00	$.00	$.00	$1,167.00	$1,167.00	$1,167.00
	DD-2015-L0-81-LC	MSP - Statewide	$.00	$.00	$.00	$50,000.00	$50,000.00	$50,000.00
	DD-2015-L0-83-LC	Princess Anne Police Dept	$.00	$.00	$.00	$575.00	$575.00	$575.00
	DD-2015-L0-89-LC	Cumberland Police Dept	$.00	$.00	$.00	$800.00	$800.00	$800.00
	DD-2015-L0-90-LC	Allegany County Sheriff's Dept	$.00	$.00	$.00	$1,200.00	$1,200.00	$1,200.00
	DD-2015-L0-91-LC	Garrett County Sheriff's Office	$.00	$.00	$.00	$250.00	$250.00	$250.00
	DD-2015-L0-93-LC	DNR Allegany County	$.00	$.00	$.00	$500.00	$500.00	$500.00
	DD-2015-L0-94-LC	Oakland Police Dept	$.00	$.00	$.00	$200.00	$200.00	$200.00
	DD-2015-L0-95-LC	Frostburg State University Police	$.00	$.00	$.00	$400.00	$400.00	$400.00
	DD-2015-L1-00-LC	DNR Garrett County	$.00	$.00	$.00	$500.00	$500.00	$500.00
	DD-2015-L1-01-LC	Hancock Police Dept	$.00	$.00	$.00	$300.00	$300.00	$300.00
	DD-2015-L1-02-LC	Hagerstown Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2015-L1-03-LC	Washington County Sheriff's Office	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	DD-2015-L1-04-LC	DNR - Washington County	$.00	$.00	$.00	$500.00	$500.00	$500.00
Distracted Driving Total			**$.00**	**$.00**	**$.00**	**$210,696.00**	**$210,696.00**	**$201,710.00**
NHTSA 402 Total			*$.00*	*$.00*	*$.00*	*$4,271,978.00*	*$4,271,978.00*	*$2,534,916.00*

164 Transfer Funds

164 Alcohol

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	164AL-2015-G0-05-SW	MD MVA Motorcycle	$.00	$.00	$.00	$24,480.00	$24,480.00	$.00
	164AL-2015-G0-07-SW	Washington Regional Alcohol Program	$.00	$.00	$.00	$284,933.00	$284,933.00	$284,933.00
	164AL-2015-G0-08-LC	St. Mary's Hospital	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	164AL-2015-G0-10-LC	St. Mary's Co Alcohol Beverage Board	$.00	$.00	$.00	$7,500.00	$7,500.00	$7,500.00
	164AL-2015-G0-28-LC	Harford County Liquor Control Board	$.00	$.00	$.00	$8,000.00	$8,000.00	$8,000.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	164AL-2015-G0-30-SW	Mothers Against Drunk Driving	$.00	$.00	$.00	$52,743.00	$52,743.00	$52,743.00
	164AL-2015-G0-43-LC	Baltimore County Dept of Health	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
	164AL-2015-G0-46-LC	College of Southern Maryland	$.00	$.00	$.00	$1,250.00	$1,250.00	$1,250.00
	164AL-2015-G0-47-LC	Calvert Alliance	$.00	$.00	$.00	$5,720.00	$5,720.00	$5,720.00
	164AL-2015-G0-54-LC	Anne Arundel County Dept of Health	$.00	$.00	$.00	$9,998.00	$9,998.00	$9,998.00
	164AL-2015-G0-58-LC	5th Quarter	$.00	$.00	$.00	$5,976.00	$5,976.00	$5,976.00
	164AL-2015-G0-60-LC	AACCPTA	$.00	$.00	$.00	$6,000.00	$6,000.00	$6,000.00
	164AL-2015-G0-66-SW	Washington College	$.00	$.00	$.00	$199,900.00	$199,900.00	$.00
	164AL-2015-G0-67-LC	AACC - Dept of Health Services	$.00	$.00	$.00	$3,453.00	$3,453.00	$3,453.00
	164AL-2015-G0-68-LC	Worcester County Health Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	164AL-2015-G0-70-LC	Montgomery Co Dept of Liquor Control	$.00	$.00	$.00	$7,000.00	$7,000.00	$7,000.00
	164AL-2015-G0-71-LC	Montgomery County Project Prom	$.00	$.00	$.00	$6,000.00	$6,000.00	$6,000.00
	164AL-2015-G0-76-LC	Caroline Dept of Planning & Codes	$.00	$.00	$.00	$4,616.00	$4,616.00	$4,616.00
	164AL-2015-G0-78-LC	PTA Council of Howard County	$.00	$.00	$.00	$4,500.00	$4,500.00	$4,500.00
	164AL-2015-G0-90-LC	Cecil County Liquor Board	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	164AL-2015-G0-91-LC	Garrett County Health Dept	$.00	$.00	$.00	$1,800.00	$1,800.00	$1,800.00
	164AL-2015-G0-95-LC	Garrett College	$.00	$.00	$.00	$300.00	$300.00	$300.00
	164AL-2015-G0-96-LC	Allegany College of Maryland	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	164AL-2015-G1-02-LC	Hagerstown Community College	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	164AL-2015-G1-05-SW	Maryland Chiefs of Police Association	$.00	$.00	$.00	$23,000.00	$23,000.00	$.00
	164AL-2015-G1-06-LC	Washington County Health Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	164AL-2015-G1-07-SW	Maryland Sheriff's Association	$.00	$.00	$.00	$12,160.00	$12,160.00	$.00
	164AL-2015-G2-00-SW	High Risk	$.00	$.00	$.00	$75,000.00	$75,000.00	$75,000.00
	164AL-2015-L0-01-LC	Frederick Police Dept	$.00	$.00	$.00	$32,508.00	$32,508.00	$32,508.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	164AL-2015-L0-02-LC	Hurlock Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	164AL-2015-L0-03-LC	Anne Arundel County Police Dept	$.00	$.00	$.00	$78,500.00	$78,500.00	$78,500.00
	164AL-2015-L0-08-LC	Howard County Dept of Police	$.00	$.00	$.00	$56,711.00	$56,711.00	$56,711.00
	164AL-2015-L0-09-LC	Westminster Police Dept	$.00	$.00	$.00	$11,300.00	$11,300.00	$11,300.00
	164AL-2015-L0-10-LC	Manchester Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	164AL-2015-L0-11-LC	Capitol Heights Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	164AL-2015-L0-13-LC	Maryland Trans Authority Police	$.00	$.00	$.00	$65,389.00	$65,389.00	$.00
	164AL-2015-L0-14-LC	Wicomico County Sheriff's Office	$.00	$.00	$.00	$15,500.00	$15,500.00	$15,500.00
	164AL-2015-L0-15-LC	Crisfield Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	164AL-2015-L0-16-LC	Dorchester County Sheriff's Dept	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	164AL-2015-L0-17-LC	Charles County Sheriff's Office	$.00	$.00	$.00	$27,000.00	$27,000.00	$27,000.00
	164AL-2015-L0-18-LC	Kent County Sheriff's Office	$.00	$.00	$.00	$13,500.00	$13,500.00	$13,500.00
	164AL-2015-L0-19-LC	Elkton Police Dept	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	164AL-2015-L0-20-LC	DNR - St. Mary's County	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	164AL-2015-L0-21-LC	Cheverly Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	164AL-2015-L0-22-LC	Frostburg Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	164AL-2015-L0-24-LC	Hyattsville Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	164AL-2015-L0-25-LC	Town of La Plata Police	$.00	$.00	$.00	$7,500.00	$7,500.00	$7,500.00
	164AL-2015-L0-26-LC	Berlin Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	164AL-2015-L0-27-LC	Queen Anne's County Sheriff's Office	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
	164AL-2015-L0-28-LC	Laurel Police Dept	$.00	$.00	$.00	$12,000.00	$12,000.00	$12,000.00
	164AL-2015-L0-29-LC	Greenbelt Police Dept	$.00	$.00	$.00	$29,000.00	$29,000.00	$29,000.00
	164AL-2015-L0-30-LC	Rockville City Police Dept	$.00	$.00	$.00	$5,000.00	$5,000.00	$5,000.00
	164AL-2015-L0-31-LC	Worcester County Sheriff's Office	$.00	$.00	$.00	$6,000.00	$6,000.00	$6,000.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	164AL-2015-L0-34-LC	St. Mary's County Sheriff's Office	$.00	$.00	$.00	$23,000.00	$23,000.00	$23,000.00
	164AL-2015-L0-35-LC	Sykesville Police Dept	$.00	$.00	$.00	$8,300.00	$8,300.00	$8,300.00
	164AL-2015-L0-36-LC	Ocean Pines Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	164AL-2015-L0-37-LC	Montgomery County Sheriff's Office	$.00	$.00	$.00	$10,700.00	$10,700.00	$10,700.00
	164AL-2015-L0-38-LC	DNR Frederick	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	164AL-2015-L0-39-LC	Riverdale Park Police Dept	$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
	164AL-2015-L0-40-LC	Taneytown Police Dept	$.00	$.00	$.00	$6,300.00	$6,300.00	$6,300.00
	164AL-2015-L0-41-LC	Harford County Sheriff's Office	$.00	$.00	$.00	$100,000.00	$100,000.00	$100,000.00
	164AL-2015-L0-42-LC	Havre de Grace Police Dept	$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
	164AL-2015-L0-43-LC	Aberdeen Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	164AL-2015-L0-44-LC	Hampstead Police Dept	$.00	$.00	$.00	$8,800.00	$8,800.00	$8,800.00
	164AL-2015-L0-46-LC	Cecil County Sheriff's Office	$.00	$.00	$.00	$14,000.00	$14,000.00	$14,000.00
	164AL-2015-L0-47-LC	Baltimore City Police Dept	$.00	$.00	$.00	$125,000.00	$125,000.00	$125,000.00
	164AL-2015-L0-48-LC	Bel Air Police Dept	$.00	$.00	$.00	$15,000.00	$15,000.00	$15,000.00
	164AL-2015-L0-49-LC	Annapolis Police Dept	$.00	$.00	$.00	$15,400.00	$15,400.00	$15,400.00
	164AL-2015-L0-50-LC	UMCP Enforcement	$.00	$.00	$.00	$8,000.00	$8,000.00	$8,000.00
	164AL-2015-L0-51-LC	Chestertown Police Dept	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	164AL-2015-L0-53-LC	New Carrollton Police Dept	$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
	164AL-2015-L0-55-LC	Caroline County Sheriff's Office	$.00	$.00	$.00	$7,500.00	$7,500.00	$7,500.00
	164AL-2015-L0-56-LC	Pocomoke Police Dept	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	164AL-2015-L0-57-LC	Landover Hills Police Dept	$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
	164AL-2015-L0-58-LC	Cambridge Police Dept	$.00	$.00	$.00	$6,500.00	$6,500.00	$6,500.00
	164AL-2015-L0-59-LC	Montgomery County Police Dept	$.00	$.00	$.00	$145,000.00	$145,000.00	$145,000.00
	164AL-2015-L0-60-LC	Prince George's County Police Dept	$.00	$.00	$.00	$129,000.00	$129,000.00	$129,000.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
164AL-2015-L0-61-LC	Gaithersburg Police Dept		$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
164AL-2015-L0-62-LC	Calvert County Sheriff's Office		$.00	$.00	$.00	$32,000.00	$32,000.00	$32,000.00
164AL-2015-L0-63-LC	MNCPP - Montgomery County		$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
164AL-2015-L0-64-LC	University Park Police Dept		$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
164AL-2015-L0-65-LC	Carroll County Sheriff's Office		$.00	$.00	$.00	$13,800.00	$13,800.00	$13,800.00
164AL-2015-L0-66-LC	Talbot County Sheriff's Office		$.00	$.00	$.00	$10,000.00	$10,000.00	$10,000.00
164AL-2015-L0-67-LC	Somerset County Sheriff's Office		$.00	$.00	$.00	$7,600.00	$7,600.00	$7,600.00
164AL-2015-L0-69-LC	DNR - Queen Anne's County		$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
164AL-2015-L0-70-LC	Fruitland Police Dept		$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
164AL-2015-L0-71-LC	Easton Police Dept		$.00	$.00	$.00	$20,500.00	$20,500.00	$20,500.00
164AL-2015-L0-72-LC	Salisbury Police Dept		$.00	$.00	$.00	$7,250.00	$7,250.00	$7,250.00
164AL-2015-L0-73-LC	District Heights Police Dept		$.00	$.00	$.00	$2,000.00	$2,000.00	$2,000.00
164AL-2015-L0-74-LC	Baltimore County Police Dept		$.00	$.00	$.00	$95,000.00	$95,000.00	$95,000.00
164AL-2015-L0-75-LC	Edmonston Police Dept		$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
164AL-2015-L0-76-LC	Ocean City Police Dept		$.00	$.00	$.00	$24,000.00	$24,000.00	$24,000.00
164AL-2015-L0-78-LC	DNR Salisbury		$.00	$.00	$.00	$4,000.00	$4,000.00	$4,000.00
164AL-2015-L0-80-LC	Berwyn Heights Police Dept		$.00	$.00	$.00	$1,500.00	$1,500.00	$1,500.00
164AL-2015-L0-82-LC	MSP - SPIDRE		$.00	$.00	$.00	$1,189,360.00	$1,189,360.00	$1,189,360.00
164AL-2015-L0-83-LC	Princess Anne Police Dept		$.00	$.00	$.00	$4,800.00	$4,800.00	$4,800.00
164AL-2015-L0-85-LC	North East Police Dept		$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
164AL-2015-L0-86-LC	Perryville Police Dept		$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
164AL-2015-L0-87-LC	UMES Police		$.00	$.00	$.00	$600.00	$600.00	$600.00
164AL-2015-L0-89-LC	Cumberland Police Dept		$.00	$.00	$.00	$4,500.00	$4,500.00	$4,500.00
164AL-2015-L0-90-LC	Allegany County Sheriff's Dept		$.00	$.00	$.00	$8,500.00	$8,500.00	$8,500.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	164AL-2015-L0-91-LC	Garrett County Sheriff's Office	$.00	$.00	$.00	$6,700.00	$6,700.00	$6,700.00
	164AL-2015-L0-93-LC	DNR Allegany County	$.00	$.00	$.00	$3,000.00	$3,000.00	$3,000.00
	164AL-2015-L0-94-LC	Oakland Police Dept	$.00	$.00	$.00	$200.00	$200.00	$200.00
	164AL-2015-L0-95-LC	Frostburg State University Police	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	164AL-2015-L1-00-LC	DNR Garrett County	$.00	$.00	$.00	$1,000.00	$1,000.00	$1,000.00
	164AL-2015-L1-01-LC	Hancock Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	164AL-2015-L1-02-LC	Hagerstown Police Dept	$.00	$.00	$.00	$8,000.00	$8,000.00	$8,000.00
	164AL-2015-L1-03-LC	Washington County Sheriff's Office	$.00	$.00	$.00	$12,000.00	$12,000.00	$12,000.00
	164AL-2015-L1-04-LC	DNR - Washington County	$.00	$.00	$.00	$4,500.00	$4,500.00	$4,500.00
	164AL-2015-L1-06-LC	Smithsburg Police Dept	$.00	$.00	$.00	$500.00	$500.00	$500.00
	164AL-2015-L1-07-LC	Baltimore County PD - Underage	$.00	$.00	$.00	$40,000.00	$40,000.00	$40,000.00
	164AL-2015-L1-08-LC	Towson State PD	$.00	$.00	$.00	$8,000.00	$8,000.00	$8,000.00
	164 Alcohol Total		**$.00**	**$.00**	**$.00**	**$3,351,047.00**	**$3,351,047.00**	**$3,026,118.00**
164 Paid Media								
	164PM-2015-G2-01-SW	Communications	$.00	$.00	$.00	$145,000.00	$145,000.00	$145,000.00
	164PM-2015-G2-02-SW	Impaired	$.00	$.00	$.00	$760,500.00	$760,500.00	$760,500.00
	164PM-2015-G2-03-SW	OP	$.00	$.00	$.00	$100,000.00	$100,000.00	$100,000.00
	164 Paid Media Total		**$.00**	**$.00**	**$.00**	**$1,005,500.00**	**$1,005,500.00**	**$1,005,500.00**
	164 Transfer Funds Total		*$.00*	*$.00*	*$.00*	*$4,356,547.00*	*$4,356,547.00*	*$4,031,618.00*
MAP 21 405b OP High								
405b High Community CPS Services								
	M1CPS-2015-G0-06-SW	MIEMSS CPS	$.00	$.00	$.00	$54,130.00	$54,130.00	$.00
	M1CPS-2015-G0-16-SW	DHMH	$.00	$.00	$.00	$234,114.00	$234,114.00	$.00
	405b High Community CPS Services Total		**$.00**	**$.00**	**$.00**	**$288,244.00**	**$288,244.00**	**$.00**

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
405b OP High								
	M1X-2015-G0-39-SW		$.00	$.00	$.00	$63,086.00	$63,086.00	$.00
	M1X-2015-G0-55-SW	UMB - Staffing - Internal	$.00	$.00	$.00	$82,891.00	$82,891.00	$.00
	M1X-2015-G2-03-SW	MHSO Int-Op	$.00	$.00	$.00	$284,252.00	$284,252.00	$284,252.00
	405b OP High Total		**$.00**	**$.00**	**$.00**	**$430,229.00**	**$430,229.00**	**$284,252.00**
405b High Police Traffic Services								
	M1*PT-2015-G0-32-SW	MPCTC	$.00	$.00	$.00	$5,592.00	$5,592.00	$.00
	M1*PT-2015-G1-05-SW	Maryland Chiefs of Police Association	$.00	$.00	$.00	$91,400.00	$91,400.00	$.00
	M1*PT-2015-G1-07-SW	Maryland Sheriff's Association	$.00	$.00	$.00	$27,610.00	$27,610.00	$.00
	405b High Police Traffic Services Total		**$.00**	**$.00**	**$.00**	**$124,602.00**	**$124,602.00**	**$.00**
405b High Codes and Laws								
	M1*CL-2015-G0-20-SW	MSAA	$.00	$.00	$.00	$31,008.00	$31,008.00	$.00
	405b High Codes and Laws Total		**$.00**	**$.00**	**$.00**	**$31,008.00**	**$31,008.00**	**$.00**
405b High Distracted Driving								
	M1*DD-2015-G2-03-SW	OP	$.00	$.00	$.00	$80,000.00	$80,000.00	$.00
	405b High Distracted Driving Total		**$.00**	**$.00**	**$.00**	**$80,000.00**	**$80,000.00**	**$.00**
	MAP 21 405b OP High Total		***$.00***	***$.00***	***$.00***	***$954,083.00***	***$954,083.00***	***$284,252.00***
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2015-G0-40-SW	UMB - CCODES	$.00	$.00	$.00	$302,908.00	$302,908.00	$.00
	M3DA-2015-G0-55-SW	UMB - Staffing - Internal	$.00	$.00	$.00	$111,040.00	$111,040.00	$.00
	M3DA-2015-G0-63-SW	Washington College	$.00	$.00	$.00	$110,767.00	$110,767.00	$.00
	M3DA-2015-G1-10-SW	MSP - DELTA (IT)	$.00	$.00	$.00	$183,400.00	$183,400.00	$.00
	405c Data Program Total		**$.00**	**$.00**	**$.00**	**$708,115.00**	**$708,115.00**	**$.00**

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
MAP 21 405c Data Program Total			*$.00*	*$.00*	*$.00*	*$708,115.00*	*$708,115.00*	*$.00*
MAP 21 405d Impaired Driving Low								
405d Impaired Driving Low								
	M6X-2015-G0-01-LC	Maryland Judiciary - AA	$.00	$.00	$.00	$78,750.00	$78,750.00	$78,750.00
	M6X-2015-G0-02-LC	Maryland Judiciary - Howard	$.00	$.00	$.00	$62,300.00	$62,300.00	$62,300.00
	M6X-2015-G0-17-LC	St. Mary's Co. Circuit Court	$.00	$.00	$.00	$53,020.00	$53,020.00	$53,020.00
	M6X-2015-G0-20-SW	MSAA	$.00	$.00	$.00	$329,106.00	$329,106.00	$.00
	M6X-2015-G0-51-SW	MSP - DRE	$.00	$.00	$.00	$140,823.00	$140,823.00	$.00
	M6X-2015-G0-55-SW	UMB - Staffing - Internal	$.00	$.00	$.00	$159,328.00	$159,328.00	$.00
	M6X-2015-G0-73-LC	Harford County DUI Court	$.00	$.00	$.00	$63,500.00	$63,500.00	$63,500.00
	M6X-2015-G2-04-SW	New Grant System 405 Funds	$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
	M6X-2015-L0-29-LC	Greenbelt Police Dept	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	M6X-2015-L0-37-LC	Montgomery County Sheriff's Office	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	M6X-2015-L0-59-LC	Montgomery County Police Dept	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	M6X-2015-L0-60-LC	Prince George's County Police Dept	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	M6X-2015-L0-64-LC	University Park Police Dept	$.00	$.00	$.00	$2,500.00	$2,500.00	$2,500.00
	M6X-2015-L0-81-LC	MSP - Statewide	$.00	$.00	$.00	$428,200.00	$428,200.00	$428,200.00
405d Impaired Driving Low Total			**$.00**	**$.00**	**$.00**	**$1,527,527.00**	**$1,527,527.00**	**$698,270.00**
MAP 21 405d Impaired Driving Low Total			*$.00*	*$.00*	*$.00*	*$1,527,527.00*	*$1,527,527.00*	*$698,270.00*
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Training								
	M9MT-2015-G0-05-SW	MD MVA Motorcycle	$.00	$.00	$.00	$5,200.00	$5,200.00	$.00
405f Motorcyclist Training Total			**$.00**	**$.00**	**$.00**	**$5,200.00**	**$5,200.00**	**$.00**
405f Motorcyclist Awareness								
	M9MA-2015-G2-00-SW	High Risk	$.00	$.00	$.00	$70,000.00	$70,000.00	$.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
405f Motorcyclist Awareness Total			$.00	$.00	$.00	$70,000.00	$70,000.00	$.00
MAP 21 405f Motorcycle Programs Total			*$.00*	*$.00*	*$.00*	*$75,200.00*	*$75,200.00*	*$.00*
NHTSA Total			*$.00*	*$.00*	*$.00*	*$11,893,450.00*	*$11,893,450.00*	*$7,549,056.00*
Total			*$.00*	*$.00*	*$.00*	*$11,893,450.00*	*$11,893,450.00*	*$7,549,056.00*

ATTACHMENT D – CHILD PASSENGER FITTING STATIONS

Standardized Dates			Appointments/Walk-ins		
County	Date/Time	Contact Info	County	Appt or Open?	Contact Info
Allegany			Allegany	Appt rcmd, but walk-in available if tech on duty (7days/wk)	MSP-Cumberland 301-729-2101
				Appt only	Family Junction-Melanie McDonald 301-777-2858
Anne Arundel	Open 3:00-6:00 4th Wed-odd months	KISS	Anne Arundel	Appt only	Anne Arundel Comm College 410-777-2440
				Appt only	Ft Meade Fire Rescue 301-677-3805
	Appt Thurs 1-2:30pm except 3rd Thurs (Mar-Dec)	Fitzgerald Auto Mall 1930 West St, Annapolis 410-266-5700		Appt only-charges fee ($30 plus mileage)	Soundmind, LLC (DuJuan-mobile fitting station) 443-420-7233
	Appt Tues 10-11:30am	Fitzgerald Auto Mall 34 Hudson St, Annapolis 410-224-3480			
Baltimore City	Appt 10:00-1:00 1st Fri of month	Safe Kids Baltimore/U of MD Children's Hosp - Karen Hardingham 410-328-7532	Baltimore City	Appt strongly recommended M,T,T,F 10-4 W 11-4 Charges Fee Low income free	JHH Safety Center 410-614-5587
				*Patients only	Mt Washington Pediatric Hospital 410-578-8600
	Appt 1:00-4:00 4th Tuesday of month	KISS 800-370-7328		*Patients only	U of MD Ortho and Rehab Institute (Kernan) 410-448-6718

Standardized Dates			*Appointments/Walk-ins*		
				Appt only-charges fee ($30 plus mileage)	Soundmind, LLC (DuJuan- mobile fitting station) 443-420-7233
				Appt only upon request $40/$20 for infant seats and $50/$25 for convertibles	Stay Safe Be Safe - Cato Whittle 443-865-3859
Baltimore County	Appt- rotating times 3rd Wed of month	Stacey Smith 410-887-8717	Baltimore County	Appt only-Monday 11:00-1:00 Infant only seats $30 fee	GBMC lactation (443) 849-2229
				Appt only-Charges fee but can waive for low income	Debi Baer (410) 653-1979
				Appt only	UMBC PD 410-455-3136
				Appt only upon request	Mentor MD 410-455-4677
	Appt- 2nd Sunday from March – Dec* (1st Sunday in April & May)	Univ of MD – St. Joseph's Medical Center Child Birth Ed Dept 410-337-1880		Appt only-charges fee ($30 plus mileage)	Soundmind, LLC (DuJuan- mobile fitting station) 443-420-7233
Calvert County	Thursdays (by appt) 9am-3pm	Calvert Sheriff's Office 410-535-2800	Calvert County	Appt only	Calvert Sheriff's Office 410-535-2800
Caroline County			Caroline County	Appt only	Susan Angell 410-490-9108
Carroll County			Carroll County	Appt only, rotating days per wk	Carroll Co SK 410-876-4448
Cecil County	2nd Thurs on Qtr basis (March, May, Aug, Oct)	Holly Trego	Cecil County	Appt only, rotating days per wk	Cecil Co Dept of Emergency Services 410-996-5350

	Standardized Dates			Appointments/Walk-ins	
Charles County			Charles County	Appt only	La Plate Police Dept 301-934-1500
				Appt upon request or walk-ins at monthly checks	U of MD Charles Regional Med Center 301-609-4144
				Call line, officer on duty will then contact one of the techs, who will then contact individual for seat check	MSP La Plata Barrack 301-392-1200
Dorchester County			Dorchester County	Appt only	Dorchester County Sheriff's Dept. 410-943-4511
Frederick County	Open M-F 8am-4pm Call prior to be sure tech is available	Fitzgerald Auto Mall 301-696-9200	Frederick County	Appt only	Fred Co Fire/Rescue 301-600-SEAT (7328)
Garrett County			Garrett County	Appt made upon request	Garrett Co. Health Dept 301-334-7730
				Appt only	MSP 301-387-1101
Harford County	Appt, 1st Wed of the month	Karen Dupre 410-638-4510	Harford County		
	Appt, typically 2nd Sat of month	U of M-Upper Chesapeake Medical Center 800-515-0044			
Howard County	Appt, 3rd Tuesday of the month	HoCoSK 410-313-6090	Howard County	Appt only	Ft Meade Fire Rescue 301-677-3805

Standardized Dates			Appointments/Walk-ins		
				Appt only-charges fee ($30 plus mileage)	Soundmind, LLC (DuJuan-mobile fitting station) 443-420-7233
				Appt only	Ellicott City VFD (Kathleen P. Ralston) 301-219-6111
Kent County			Kent County	Appt only	Safe Kids Kent-Robin Kincaid 410-810-0125
Montgomery County	Open, 3rd Thurs of the month (except Jan & Feb), 10:00-12:30	Fitzgerald Auto Mall 5501 Nicholson Ln, Rockville 301-548-4847	Montgomery County	Appt only	Mont County Police Dept 240-773-6070
	Appt, various appts throughout the week	Mont Co CPS Program (Emilie Crown), 240-777-2223			
Prince George's County			Prince George's County	Appt	Laurel Vol FD 301-776-3600
				Appt only	Hyattsville Police Dept 301-985-5064
				Appt only	MSP – College Park 301-345-3101
				Appt only	MSP – Forestville Barrack 301-568-8101
				Appt only 3rd Sat of month March-Nov 2:30pm-4:30pm	MedStar Southern MD Hospital 301-877-5740
				Appt only	Prince George's Child Resource Center

Standardized Dates			Appointments/Walk-ins		
					301-772-8420
				Appt only	Ft Meade Fire Rescue 301-677-3805
				Appt only M-F 10 am - 2 pm	Greenbelt PD 240-542-2147
				Appt only upon request & appts on Maryland Day	U of MD Police (College Park) 301-405-3555
				Appt only	PG Co. Police Dept (Clinton, MD) 240-832-3634
Queen Anne's County			Queen Anne's County	Appt only	MSP (Queen Anne's) 410-758-1101 ext 5243
St Mary's County			St Mary's County	Appt only	MSP Leonardtown Barrack 301-475-8955
				Appt only	St Mary's Hospital/Health Connections 301-475-6019
				Appt Only; ask for Child Safety Seat Tech to call for appointment	St. Mary's County Sheriff's Office 301-475-4040
Somerset County			Somerset County	Walk-in M-F 9-4	Princess Anne Police Dept 410-651-1822
Talbot County			Talbot County	Walk-in	Easton Police Dept 410-822-1111
Washington County	Appt, 2nd Wed of month (10-2)	Meritus Health - Kelly Llewellyn 301-790-8366	Washington County	Appt, rotating days	Enkore Kids, Susan McCarthy 301-668-0837
Wicomico County			Wicomico County	Appt only, rotating days	Wicomico Co Health Department 410-334-3480 x 211

Standardized Dates			*Appointments/Walk-ins*		
Worcester County			Worcester County	Appts made upon request	Worcester County Health Dept- Kerri Daye 410-632-1100 x 1111
				Appt only (typically Mondays, or another day & time that is convenient)	Ocean Pines Police Dept 410-641-7747
				Walk-in Wed only and all else is appt only	Berlin Police Dept 410-641-1333

ATTACHMENT E – CHILD PASSENGER TECHNICIANS

First Name	Last Name	Company Name	City	State	County	CertStartDate	CertEndDate
NAKIA	ABRAMS	JOHNS HOPKINS HEALTHCARE LLC	BALTIMORE	MD	Baltimore City	2/10/2013	2/9/2015
Candice	Ahwah-Gonzalez	Safe Kids Worldwide	Washington	DC	Washington	11/10/2013	11/9/2015
Mary	Alexander	Mount Airy Volunteer Fire Company	Mount Airy	MD	Carroll	10/6/2013	10/5/2015
Katherine	Almassy	Civista Medical Center	Bryantown	MD	Charles	12/6/2012	12/5/2014
Antonia	Anders	Family Partnership of Frederick County	Frederick	MD	Frederick	12/16/2013	12/15/2015
Sharon	Andes	University of Md Charles Regional Medical Center	LaPlata	MD	Charles	6/12/2012	6/11/2014
Cheryl	Andrews	University of Maryland Medical System	Baltimore	MD	Baltimore City	4/2/2013	4/1/2015
Justin	Andrews	Fitzgerald Auto Malls of Frederick	Frederick	MD	Frederick	1/20/2014	1/19/2016
Roberta	Andrews	Fitzgerald Auto Malls	Kensington	MD	Montgomery	10/19/2013	10/18/2015
Susan	Angell		Preston	MD	Caroline	11/6/2013	11/5/2015
Mary-Katherine	Annelli	Ellicott City Volunteer Fire Department	Gwynn Oak	MD	Baltimore City	10/4/2012	10/3/2014
DuJuan	Artis	SoundMind, LLC	Baltimore	MD	Baltimore City	11/16/2012	11/15/2014
Shantell	Ashford	Montgomery County Fire and Rescue Service	Bowie	MD	Prince Georges	4/25/2014	4/24/2016
Andre	Austin	BuybuyBaby	Rockville	MD	Montgomery	5/23/2013	5/22/2015
Pamela	Austin	Southern Maryland Hospital Center	Upper Marlboro	MD	Prince Georges	4/2/2013	4/1/2015
Sean	Babcock	Prince George's County Police Department	Palmer Park	MD	Prince Georges	9/19/2013	9/18/2015
Shaun	Bagley	Fort Meade Fire & Emergency Services	Grasonville	MD	Queen Annes	11/8/2012	11/7/2014
Lydia	Baker	Ocean Pines Volunteer Fire Departme	Ocean Pines	MD	Worcester	4/12/2014	4/11/2016
David	Banning	Fitzgerald Auto Malls	Annapolis	MD	Anne Arundel	11/16/2012	11/15/2014
Susan	Barton	Fitzgerald Automotive	Gaithersburg	MD	Montgomery	6/29/2014	6/28/2016
Richard	Bauer		Knoxville	MD	Frederick	3/15/2014	3/14/2016
Jennifer	Bautista	Self	Gaithersburg	MD	Montgomery	6/28/2012	6/27/2014
Susan	Bayer	Meritus Medical Center	Hagerstown	MD	Washington	6/25/2013	6/24/2015
William	Bayles	Montgomery County Fire & Rescue	Laurel	MD	Prince Georges	5/7/2014	5/6/2016
Matt	Beam	Fitzgerald auto mall Annapolis	Annapolis	MD	Anne Arundel	2/22/2014	2/21/2016
Melissa	Beasley	Mt Washington Pediatric Hospital	Baltimore	MD	Baltimore City	4/29/2012	5/9/2014
Joseph	Beddick	AAA Mid-Atlantic Foundation for Safety & Education	Towson	MD	Baltimore City	5/2/2013	5/1/2015
Amy	Benedick	Westat	Rockville	MD	Montgomery	11/10/2013	11/9/2015
Carla	Benjamin	Kimbrough Ambulatory Care Center	Fort Meade	MD	Anne Arundel	12/23/2012	12/22/2014

First Name	Last Name	Company Name	City	State	County	CertStartDate	CertEndDate
Bayla	Berkowitz	Soft and Cozy Baby	Baltimore	MD	Baltimore City	3/13/2014	3/12/2016
Joanna	Bevan	University of Maryland Medical Center	Baltimore	MD	Baltimore City	5/17/2013	5/16/2015
Yaakov	Bier	Wheaton Volunteer Rescue Squad	Rockville	MD	Montgomery	3/13/2014	3/12/2016
Joyce	Bilbrough	Maryland State Police- Centreville Barrack	Centreville	MD	Queen Annes	4/28/2014	4/27/2016
Karl	Black	National Institute of Standards and Technology	Gaithersburg	MD	Montgomery	4/12/2013	4/11/2015
Jaron	Black	Prince George's County Police Department	Palmer Park	MD	Prince Georges	9/19/2013	9/18/2015
Adrienne	Blizzard	Mt. Washington Pediatric Hospital	Baltimore	MD	Baltimore City	5/18/2012	5/17/2014
Heather	Blubaugh	Human Services Program of Carroll County, Inc.	Westminster	MD	Carroll	10/6/2013	10/5/2015
Christina	Bolds	Prince George's County Police Department	Palmer Park	MD	Prince Georges	9/19/2013	9/18/2015
William	Bond	APG Fire and Emergency Services	APG	MD	Harford	10/5/2012	10/4/2014
Corey	Borns	Frederick County Sheriff's Office	Frederick	MD	Frederick	5/8/2012	5/7/2014
Raquel	Bowlan	Calvert County Sheriff's Office	Prince Frederick	MD	Calvert	3/9/2013	3/8/2015
CHRISTOPHER	BOWLING	MARYLAND STATE POLICE	La Plata	MD	Charles	10/4/2012	10/3/2014
Ryan	Boyce	Maryland State Police - Golden Ring Barrack	Baltimore	MD	Baltimore City	5/14/2012	5/13/2014
Gary	Brady	A.P.S. Auto Care	Keymar	MD	Carroll	5/21/2013	5/20/2015
James	Brant	Maryland State Police	Pikesville	MD	Baltimore City	6/23/2012	6/22/2014
James	Brasure	Ocean Pines Police Department	Ocean Pines	MD	Worcester	4/12/2014	4/11/2016
Sara	Breedlove	Baltimore County Department of Health	Reisterstown	MD	Baltimore	8/1/2013	7/31/2015
Gil	Briggs	Fitzgerald Auto Malls	Kensington	MD	Montgomery	10/19/2013	10/18/2015
Bill	Brooner	Baby Proofing Montgomery	N. Bethesda	MD	Montgomery	6/28/2012	6/27/2014
Nicole	Bruno	Sacred Journey Birth Services	Oxon Hill	MD	Prince Georges	3/13/2014	3/12/2016
Lovita	Bryant	Prince George's County Police Department	Palmer Park	MD	Prince Georges	12/5/2012	12/4/2014
Douglas	Buckalew	MD State Police Leonardtown Barrack	Leonardtown	MD	St. Marys	3/26/2013	3/25/2015
Abraham	Buckman	Frederick County DFRS	Mt Airy	MD	Carroll	10/24/2012	10/23/2014
Emily	Burkhardt	Westat	Rockville	MD	Montgomery	11/3/2012	11/2/2014
Melissa	Burleson	Meritus Medical Center	Hagerstown	MD	Washington	10/29/2012	10/28/2014
Justin	Buskirk	MARYLAND STATE POLICE	LaVale	MD	Allegany	3/14/2014	3/13/2016
Michael	Butler	St. Mary's County Sheriff's Office	Leonardtown	MD	St. Marys	6/12/2012	6/11/2014
Timothy	Calimer	Frederick County Sheriff's Office	Frederick	MD	Frederick	9/28/2012	9/27/2014
JoAngle	Candelaria	NDW Public Safety	Patuxent River	MD	St. Marys	7/29/2013	7/28/2015
Martin	Canel	Fitzgerald Auto Malls	Kensington	MD	Montgomery	10/19/2013	10/18/2015
Steven	Canterbury	Fitzgerald Lakeforest Toyota Service Center	Gaithersburg	MD	Montgomery	11/17/2012	11/16/2014
Becky	Capel	The Family Junction, Inc.	Cumberland	MD	Allegany	3/14/2014	3/13/2016
Amanda	Card	Amanda Card	Pasadena	MD	Anne Arundel	7/5/2013	7/4/2015

First Name	Last Name	Company Name	City	State	County	CertStartDate	CertEndDate
Jennifer	Carpenter	Medstar Southern Maryland Hospital Center	Clinton	MD	Prince Georges	3/26/2013	3/25/2015
Kathleen	Carr	Safe Kids Worldwide	Washington	DC	Washington	2/1/2013	1/31/2015
Patricia	Carroll	Johns Hopkins Bayview Med. Ctr./Community Relation	Balto	MD	Baltimore City	12/16/2013	12/15/2015
Elizabeth M.	Cater	Kennedy Krieger Institute	Baltimore	MD	Baltimore City	12/2/2013	12/1/2015
Breeanne	Chadwick	N/A	Ellicott City	MD	Howard	8/5/2013	8/4/2015
Chloe	Chrysanthus	Chloe Chrysanthus, Birth Doula	Baltimore	MD	Baltimore City	12/16/2013	12/15/2015
Jamie	Cinotti	Anne Arundel Medical Center	Annapolis	MD	Anne Arundel	5/5/2014	5/4/2016
Clayton	Claggett	Fitzgerald Lakeforest Auto Mall	Germantown	MD	Montgomery	2/10/2013	2/9/2015
Brittany	Clark	Frederick County Fire/Rescue	Frederick	MD	Frederick	4/10/2013	4/9/2015
Victor	Clark	Montgomery County Fire & Rescue	Silver Spring	MD	Montgomery	3/13/2014	3/12/2016
LATOSHA	CLARK	MARYLAND STATE POLICE	FORESTVILLE	MD	Prince Georges	2/3/2013	2/2/2015
Lauren	Clevenger	Lauren Clevenger	Mount Airy	MD	Carroll	10/6/2013	10/5/2015
Ryan	Clopper	Maryland State Police	Easton	MD	Talbot	4/22/2013	4/21/2015
Keith	Cochran	AACC-Department of Public Safety	Arnold	MD	Anne Arundel	12/5/2012	12/4/2014
Amanda	Cohen	NA	Odeonton	MD	Anne Arundel	12/5/2012	12/4/2014
John	Coleman	Easton Police Department	Easton	MD	Talbot	10/6/2013	10/5/2015
Jessica	Collins	Berlin Police Department	Berlin	MD	Worcester	4/22/2013	4/21/2015
Nicole	Colsrud	Rockville City Police	Rockville	MD	Montgomery	6/28/2012	6/27/2014
Timothy	Connors	Talbot county sheriff's office	Easton	MD	Talbot	4/30/2014	4/29/2016
Timothy	Conrad	Frederick County Fire/Rescue	Frederick	MD	Frederick	5/8/2012	5/7/2014
Brooke	Cordell	Meritus Health	Hagerstown	MD	Washington	7/1/2013	6/30/2015
Pamela	Cree	Family Partnership of Frederick County	Frederick	MD	Frederick	5/21/2013	5/20/2015
Torine	Creppy	Safe Kids Worldwide	Washington	DC	Washington	7/25/2013	7/24/2015
Teresa Ann	Crisman	Safe Kids Prince George's County - PG Fire/EMS -	Landover Hills	MD	Prince Georges	12/16/2013	12/15/2015
Caitlin	Cross	Carroll County Health Department	Westminster	MD	Carroll	5/23/2013	5/22/2015
Susan	Crump	Allegany County Social Service Dept.	Cumberland	MD	Allegany	5/12/2014	5/11/2016
David	Cunningham	Laurel Fire Department	Laurel	MD	Prince Georges	7/27/2012	7/26/2014
Sharon	Custer	Garrett Co Health Dept	Oakland	MD	Garrett	5/2/2013	5/1/2015
Juan	Damian #2973	Prince George's County Police Department	Palmer Park	MD	Prince Georges	3/1/2014	2/28/2016
Carolyn	Darrehmane	Baltimore County Dept of Health	Towson	MD	Baltimore City	3/15/2014	3/14/2016
William	Dashiells	Anne Arundel County Police	Millersville	MD	Anne Arundel	5/5/2014	5/4/2016
Amanda	Davani	Johns Hopkins Bloomberg School of Public Health	Baltimore	MD	Baltimore City	5/21/2013	5/20/2015
Edward	Davey	Prince George's County Police Department	Palmer Park	MD	Prince Georges	9/19/2013	9/18/2015

First Name	Last Name	Company Name	City	State	County	CertStartDate	CertEndDate
Lauren	Davis	Johns Hopkins School of Medicine, Dept. of Surgery	Baltimore	MD	Baltimore City	12/5/2012	12/4/2014
Chris	Day	Rockville City Police	Rockville	MD	Montgomery	6/28/2012	6/27/2014
Kerri	Daye	Worcester County Health Department	Snow Hill	MD	Worcester	3/9/2013	3/8/2015
Dfc.Charles	Dayton	DORCHESTER COUNTY SHERIFFS OFFICE	CAMBRIDGE	MD	Dorchester	4/22/2013	4/21/2015
Doreen	De Leonardis	Westat	Rockville	MD	Montgomery	11/10/2013	11/9/2015
Eric	Deal	Fitzgerald Auto Malls of Frederick	Frederick	MD	Frederick	6/21/2013	6/20/2015
Sara	Dearstine	Fitzgerald Automall	Kensington	MD	Montgomery	8/21/2013	8/20/2015
Christopher	Del Vecchio	Maryland State Police Salisbury Barrack	Salisbury	MD	Wicomico	4/22/2013	4/21/2015
James	Denault	Hyattsville City Police Department	Hyattsville	MD	Prince Georges	12/5/2012	12/4/2014
Erika	Diaz	Hersons Collision Center	Rockville	MD	Montgomery	4/21/2013	4/20/2015
Audrey	Dillon	Montgomery County Police	Bethesda	MD	Montgomery	1/27/2014	1/26/2016
Tracy	Dominick	Montgomery County Fire and Rescue Service	Rockville	MD	Montgomery	11/19/2012	11/18/2014
Joy	Donmoyer	Toys R Us	Brunswick	MD	Frederick	9/26/2012	9/25/2014
Brad	Dougherty	Fitzgerald Auto Malls of Frederick	Frederick	MD	Frederick	3/13/2014	3/12/2016
Emmett	Driggers	Prince George's County Police Department	Palmer Park	MD	Prince Georges	12/5/2012	12/4/2014
ARAYNA	DUKES-GATEWOOD	MARYLAND STATE POLICE	JESSUP	MD	Anne Arundel	2/3/2013	2/2/2015
Christine	Dutton	Fitzgerald Auto Mall Wheaton	Wheaton	MD	Montgomery	12/5/2012	12/4/2014
Jason	Dyott	Easton Police Department	Easton	MD	Talbot	10/6/2013	10/5/2015
Tracie	Eckstein	Baltimore County Police	Baltimore	MD	Baltimore City	5/18/2013	5/17/2015
Kate	Elkins	Kensington Volunteer Fire Department	Kensington	MD	Montgomery	11/14/2013	11/13/2015
Kathy	Elliott	Garrett County Health Department	Oakland	MD	Garrett	11/15/2012	11/14/2014
Harry	Elliott	Frederick County Fire and Recue	Hagerstown	MD	Washington	6/24/2013	6/23/2015
Linda	Ellis	My Kids Ride, Inc.	Hyattsville	MD	Prince Georges	9/22/2012	9/21/2014
Jennifer	Engstrom	Ocean Pines Police Department	Berlin	MD	Worcester	4/22/2013	4/21/2015
Janet	Ensor	Baltimore County Police/Pc11	Churchville	MD	Harford	5/6/2014	5/5/2016
LaShawn	Epps	Young Parent Support Center	Essex	MD	Baltimore City	11/24/2013	11/23/2015
Enrique	Escolero	Mcfrs	Silver spring	MD	Montgomery	7/25/2013	7/24/2015
Zachary	Esh	Maryland State Police	Perryville	MD	Cecil	7/23/2013	7/22/2015
Cory	Eslick	Anne Arundel County Police Department	Millersville	MD	Anne Arundel	5/5/2014	5/4/2016
Queenmoore	Esotu	Queenmoore Esotu	Laurel	MD	Prince Georges	11/3/2013	11/2/2015
Scott	Estrin	Maryland State Police	Bel Air	MD	Harford	7/23/2013	7/22/2015
Charles	Evans	Fitzgerald Auto Malls	Gaithersburg	MD	Montgomery	4/2/2013	4/1/2015

First Name	Last Name	Company Name	City	State	County	CertStartDate	CertEndDate
Stewart	Ewing	Ridgely Police Department	Ridgely	MD	Caroline	9/3/2013	9/2/2015
Elizabeth	Farrell	Kennedy Krieger Institute	Baltimore	MD	Baltimore City	4/30/2013	4/29/2015
Christine	Fekete	Hyattsville City Police	Hyattsville	MD	Prince Georges	2/9/2013	2/8/2015
Debra	Ferguson		White Plains	MD	Charles	1/13/2013	1/12/2015
Anthony	Fields	DC FD	Temple Hills	MD	Prince Georges	11/3/2013	11/2/2015
Elizabeth	Fields	Washington County Hospital Association	Hagerstown	MD	Washington	9/22/2013	9/21/2015
Robert	Flack	Directorate of Emergency Services-Police Service D	APG	MD	Harford	10/5/2012	10/4/2014
JOHN	FLEETWOOD	MARYLAND STATE POLICE	Leonardtown	MD	St. Marys	7/29/2013	7/28/2015
Danielle	Follosco	Aberdeen Police Department	Aberdeen	MD	Harford	7/23/2013	7/22/2015
Philip	Foote	Calvert County Sheriff's Office	Prince Frederick	MD	Calvert	4/19/2013	4/18/2015
Thomas	Forrester		Hughesville	MD	Charles	9/5/2012	9/4/2014
David	Foster	Self	Derwood	MD	Montgomery	1/26/2014	1/25/2016
Margaret	Fowke	National Weather Service	Silver Spring	MD	Montgomery	6/21/2013	6/20/2015
Scott	Frampton	The Kennedy Krieger Institute	Baltimore	MD	Baltimore City	8/20/2013	8/19/2015
Shane	Fraser	Harford County Sheriff's Office	Bel Air	MD	Harford	7/23/2013	7/22/2015
Ken	Fujikura	MCPD	Rockville	MD	Montgomery	2/3/2013	2/2/2015
Stacey	Gaegler	Hampstead P.D.	Hampstead	MD	Carroll	9/2/2013	9/1/2015
Tamri	Gaido	Health Connections-St. Mary's Hospital	Leonardtown	MD	St. Marys	4/2/2013	4/1/2015
Lauren	Galgan	Maryland State Police	Pikesville	MD	Baltimore City	4/15/2014	4/14/2016
Astrid	Garcia		Silver Spring	MD	Montgomery	5/23/2013	5/22/2015
Ben	Garver	City of Westminster Recreation and Parks	Westminster	MD	Carroll	11/24/2013	11/23/2015
Priti	Gautam	Safe Kids Worldwide	Washington	DC	Washington	7/25/2013	7/24/2015
Jaycent	Gebers	Fitzgerald Auto Malls	ANNAPOLIS	MD	Anne Arundel	8/21/2013	8/20/2015
Jennifer	Gelsomino	MPD	Columbia	MD	Howard	9/5/2012	9/4/2014
James	Gierula	Fitzgerald Auto Malls	Lagtonsville	MD	Montgomery	8/21/2013	8/20/2015
Raymond	Gignac #2519	Prince George's County Police Department	Palmer Park	MD	Prince Georges	2/22/2014	2/21/2016
Lorraine	Gilbert	Takoma Park Fire Department	Takoma Park	MD	Montgomery	7/23/2012	7/22/2014
Daniel	Ging	Frederick County DFRS	Baltimore	MD	Baltimore City	11/12/2012	11/11/2014
Christie	Gioielli	MENTOR Maryland	Baltimore	MD	Baltimore City	5/28/2013	5/27/2015
Jessie	Gladstone	Carroll County Health Department	Westminster	MD	Carroll	2/3/2013	2/2/2015
Clay	Goldston	MNC Park Police	Silver Spring	MD	Montgomery	6/24/2013	6/23/2015
Radames	Gonzalez	Prince George's County Police Department	Palmer Park	MD	Prince Georges	9/19/2013	9/18/2015
Grace	Graham	HealthBound	Pikesville	MD	Baltimore City	5/8/2012	5/7/2014
Jenna	Green	Meritus Health	Hagerstown	MD	Washington	7/1/2013	6/30/2015

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Lauren	Greenbaum		Lutherville	MD	Baltimore	6/2/2013	6/1/2015
Kevin	Greene	Salisbury Police Department	Salisbury	MD	Wicomico	11/6/2013	11/5/2015
Matthew	Greffin	Fitzgerald Auto Malls of Frederick	Frederick	MD	Frederick	6/24/2012	6/23/2014
Nicholas	Gresko	Maryland State Police	Leonardtown	MD	St. Marys	6/12/2012	6/11/2014
Marshall	Grunwell	Baltimore County Police Department	Towson	MD	Baltimore City	5/30/2013	5/29/2015
Matt	Gullion	Town of Bel Air Police Department	Bel Air	MD	Harford	7/23/2013	7/22/2015
Katherine	Gutierrez	N/A	Manchester	MD	Carroll	9/15/2012	9/14/2014
Tarik	Hadjout	None	Silver spring	MD	Montgomery	4/29/2014	4/28/2016
Robert	Hagan	Maryland State Police Bel Air Brk	Bel Air	MD	Harford	5/14/2012	5/13/2014
Kelley	Hagen	M-NCPPC Park Police	Silver Spring	MD	Montgomery	8/20/2013	8/19/2015
Porschia	Haley	That Is One Busy Mama LLC	Silver Spring	MD	Montgomery	2/3/2013	2/2/2015
Nicole	Hall	Aberdeen Proving Ground	APG	MD	Harford	10/5/2012	10/4/2014
Robert	Hall	Harford Community College	Bel Air	MD	Harford	7/23/2013	7/22/2015
Jennifer	Hall	Wicomico County Sheriff's Office	Salisbury	MD	Wicomico	3/9/2013	3/8/2015
Brenda	Halle	Western Maryland Regional Medical Center	Cumberland	MD	Allegany	7/27/2013	7/26/2015
Stephen	Hallman	Maryland State Police Salisbury Barrack	Salisbury	MD	Wicomico	4/22/2013	4/21/2015
Andrea	Hamilton	St. Mary's Hospital Health Connections	Leonardtown	MD	Calvert	3/25/2013	3/24/2015
NaRica	Hamilton	Prince George's County Police Department	Palmer Park	MD	Prince Georges	9/19/2013	9/18/2015
Stephanie	Haney	US Capitol Police	Charlotte Hall	MD	St. Marys	1/13/2013	1/12/2015
Tina	Hanns	Mont. Co. Dept. Fire/Rescue	Silver Spring	MD	Montgomery	6/2/2013	6/1/2015
Heather	Hanson	Easton Police Department	Easton	MD	Talbot	8/1/2013	7/31/2015
Reilly	Harbison	MCFRS	Gaithersburg	MD	Montgomery	11/10/2013	11/9/2015
Karen	Hardingham	University of MD Children's Hospital	Ellicott City	MD	Howard	4/2/2013	4/1/2015
Kimberly	Haring	MENTOR	Severna Park	MD	Anne Arundel	7/8/2012	7/7/2014
Charles	Harriday	Garrison Installation Safety Management Office	Fredrick	MD	Frederick	11/24/2013	11/23/2015
Ryan	Harris	Anne Arundel Community College-Public Safety Dept.	Arnold	MD	Anne Arundel	12/16/2013	12/15/2015
Donna	Harsh	Chambersburg Hospital	Williamsport	MD	Washington	10/29/2012	10/28/2014
Chad	Hartzell	St. Mary's County Sheriff's Office	Leonardtown	MD	St. Marys	3/9/2013	3/8/2015
Christopher	Hernandez-Soriano		Gaithersburg	MD	Montgomery	8/29/2012	8/28/2014
Kenneth	Hibbert	Prince George's County Police Department	Palmer Park	MD	Prince Georges	9/19/2013	9/18/2015
Ivie	Higgins	N/A	Silver spring	MD	Montgomery	8/16/2013	8/15/2015
Sheena	Hill	Parenting Works!	Baltimore	MD	Baltimore City	10/29/2013	10/28/2015

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David	Hilliard	Fort Meade Fire & Emergency Services	Fort Meade	MD	Anne Arundel	11/8/2012	11/7/2014
Sherry	Hohl	Mont. Co. Gov Div. of Fire & Rescue	Eldersburg	MD	Carroll	4/21/2014	4/20/2016
Cheryl	Holden	UMMS	Baltimore	MD	Baltimore City	3/21/2013	3/20/2015
Amber	Holdford	APG Police	APG	MD	Cecil	10/5/2012	10/4/2014
Andrew	Holton	St Mary's County Sheriff's Office	Leonardtown	MD	St. Marys	4/2/2013	4/1/2015
Thomas	Horne	N/A	Takoma Park	MD	Montgomery	3/13/2014	3/12/2016
Pamela	Horner	Meritus Health	Hagerstown	MD	Washington	7/1/2013	6/30/2015
Seth	Huber	MARYLAND STATE POLICE	PIKESVILLE	MD	Baltimore City	11/8/2012	11/7/2014
David	Hubler	Frederick County DFRS	Frederick	MD	Frederick	4/10/2013	4/9/2015
Mark	Hudson	Prince George's County Police Department	Palmer Park	MD	Prince Georges	12/5/2012	12/4/2014
Brandon	Humbertson	Fitzgerald Auto Malls Lakeforest	Gaithersburg	MD	Montgomery	3/15/2014	3/14/2016
Matthew	Huntington	Maryland State Police	Easton	MD	Talbot	4/22/2013	4/21/2015
Michael	Hussle	Frederick County DFRS	Marriottsville	MD	Howard	11/12/2012	11/11/2014
Shirley	Ireland	Calvert County Sheriff's Office	Prince Frederick	MD	Calvert	3/24/2013	3/23/2015
Robert	Jacaruso	Montgomery County Department of Police	Gaithersburg	MD	Montgomery	7/25/2013	7/24/2015
Jason	Jackow	Fort Meade Fire & Emergency Services	Fort Meade	MD	Anne Arundel	11/8/2012	11/7/2014
Brenda	Jackson	University of Maryland Medical System	Baltimore	MD	Baltimore City	11/2/2013	11/1/2015
Ebony	Jackson	Children's National Medical Center	Upper Marlboro	MD	Prince Georges	11/3/2013	11/2/2015
Susan	Jacobs	Susan	Hagerstown	MD	Washington	9/14/2012	9/13/2014
Maile	Jacobsen	Nih	Rockville	MD	Montgomery	8/16/2013	8/15/2015
Makendra, RN	James	Union Hospital/Cecil County	Elkton	MD	Cecil	12/16/2013	12/15/2015
Oliver	Janney	MCPD	Bethesda	MD	Montgomery	2/3/2013	2/2/2015
Tyrone	Jenkins	Frederick County DFRA	Frederick	MD	Frederick	5/8/2012	5/7/2014
Michelle	Jimenez	Maryland Highway Safety Office	Greenbelt	MD	Prince Georges	10/9/2013	10/8/2015
Jewel	Johnson	Injury Prevention	Baltimore	MD	Baltimore City	4/2/2013	4/1/2015
ONeal	Johnson	Montgomery County Fire and Rescue Service	Silver Spring	MD	Montgomery	3/13/2014	3/12/2016
Matthew	Johnson	Frederick County DFRS	Hagerstown	MD	Washington	11/12/2012	11/11/2014
Jennifer	Johnson	Wicomico County Health Department	Salisbury	MD	Wicomico	5/1/2014	4/30/2016
Thomas	Johnston	La Plata police department	La Plata	MD	Charles	12/6/2012	12/5/2014
Jessica	Jones	Calvert County Sheriff's Office	Prince Frederick	MD	Calvert	4/19/2013	4/18/2015
April	Jones	Caroline County Family Support Center/EHS	Denton	MD	Caroline	12/16/2013	12/15/2015
Troy	Jones	Mcfr Bethesda sta.6	Bethesda	MD	Montgomery	3/13/2014	3/12/2016
Samuel	Jones	University of Maryland Department of Public Safety	College Park	MD	Prince Georges	8/20/2013	8/19/2015

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Eva	Jones	SMCSO	Great Mills	MD	St. Marys	4/2/2013	4/1/2015
Drue	Jones	Drue Jones	Smithsburg	MD	Washington	4/10/2013	4/9/2015
Kyle	Jones	Ocean Pines Police Department	Ocean Pines	MD	Worcester	4/12/2014	4/11/2016
Christopher	Jordan	Montgomery County Police	Silver Spring	MD	Montgomery	10/20/2013	10/19/2015
Tanya	Justin	DC FEMS	Laurel	MD	Prince Georges	11/3/2013	11/2/2015
Stavros	Kalambihis	Harford County Sheriff's Office	Bel Air	MD	Harford	7/23/2013	7/22/2015
James	Katuna	Frederick County DFRS	New Market	MD	Frederick	11/12/2012	11/11/2014
Quiana	Keeve	Prince George's County Police Department	Palmer Park	MD	Prince Georges	12/5/2012	12/4/2014
Kelly	Keller	Children's National Medical Center	Frederick	MD	Frederick	11/3/2013	11/2/2015
Daniel	Kelly	Frederick County DFRS	Abingdon	MD	Harford	10/24/2012	10/23/2014
John	Kelly	John F. Kelly Jr.	Kensington	MD	Montgomery	2/23/2013	2/22/2015
Lindsay	Kibler	Carroll County Health Department	Westminster	MD	Carroll	10/24/2012	10/23/2014
Robin	Kincaid	Queen Anne's Co. Health Dept.	Sudlersville	MD	Queen Annes	12/23/2012	12/22/2014
Nadji	Kirby	Montgomery County Department of Transportation	Rockville	MD	Montgomery	11/10/2013	11/9/2015
Michael	Kirschner	Aberdeen Police Department	Aberdeen	MD	Harford	7/23/2013	7/22/2015
Amy	Klinger	Fitzgerald Auto Malls	Kensington	MD	Montgomery	1/10/2014	1/9/2016
Felicia	Knill	Carroll County Health Department	Westminster	MD	Carroll	2/3/2013	2/2/2015
Zlatica	Koscina	Wicomico County Health Department	Salisbury	MD	Wicomico	11/8/2012	11/7/2014
Kristofor	Kostura	MCFRS	Laurel	MD	Prince Georges	9/22/2012	9/21/2014
RICK	KRAUSE	TOWN OF BEL AIR POLICE DEPARTMENT	BEL AIR	MD	Harford	7/23/2013	7/22/2015
Patricia	Krosnowski	Greater Baltimore Med Center	Baltimore	MD	Baltimore City	6/2/2013	6/1/2015
Sorayah	Kubba-Stepp	Car Seats for the Littles	Patuxent River	MD	St. Marys	6/12/2012	6/11/2014
Caroline	Langrall	Mt. Washington Pediatric Hospital	Baldwin	MD	Baltimore	11/8/2012	11/7/2014
Darek	Laposta	Baltimore County Police Department	Towson	MD	Baltimore City	5/24/2013	5/23/2015
Jeremy	Lathroum	Havre de Grace Police Department	Havre de Grace	MD	Harford	7/23/2013	7/22/2015
Jorge	Laure	Fitzgerald Auto Mall of Gaithersburg (Lakeforest)	Gaithersburg	MD	Montgomery	2/10/2013	2/9/2015
Jonathan	Lear	MCFRS	Clarksburg	MD	Montgomery	7/25/2013	7/24/2015
Kimberly	Lease	Western Maryland Health System	Cumberland	MD	Allegany	7/27/2013	7/26/2015
Jaclyn	Lensch	Worcester County Health Department	Snow Hill	MD	Worcester	4/12/2014	4/11/2016
Eric	Lenz	Maryland State Police	Pikesville	MD	Baltimore City	6/23/2012	6/22/2014
Peter	Leong	Montgomery County Division of Fire and Rescue	Gaithersburg	MD	Montgomery	6/7/2012	6/6/2014
Kimberly	Leseman	Civista medical center	Waldorf	MD	Charles	12/5/2012	12/4/2014
MICHAEL	LEVENGOOD	MICHAEL L LEVENGOOD	FREDERICK	MD	Frederick	9/14/2012	9/13/2014

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Sara	Levia	Volunteer	Elkton	MD	Cecil	12/2/2013	12/1/2015
Debra	Levine	Holy Cross Hospital	Silver Spring	MD	Montgomery	4/2/2013	4/1/2015
Trenton	Lewis	Maryland State Police	Lavale	MD	Allegany	3/14/2014	3/13/2016
DFC RANDY	LEWIS	DORCHESTER COUNTY SHERIFFS OFFICE	CAMBRIDGE	MD	Dorchester	4/22/2013	4/21/2015
Linda	Lewis	Garrett County Health Dept.	Oakland	MD	Garrett	12/2/2013	12/1/2015
Donald	Licato	Harford County Sheriff's Office	Bel Air	MD	Harford	7/23/2013	7/22/2015
Mei-li	Lin	MCPD - 1st District Rockville	Gaithersburg	MD	Montgomery	12/10/2013	12/9/2015
Joanne	Linthicum	Talbot County Department of Social Services	Easton	MD	Talbot	4/22/2013	4/21/2015
Ryan	Linville	Montgomery County Fire and Rescue Service	Gaithersburg	MD	Montgomery	7/25/2013	7/24/2015
REBEKAH	LIPSKY	MARYLAND STATE POLICE	BEL AIR	MD	Harford	5/21/2013	5/20/2015
Kelly	Llewellyn	Meritus Medical Center	Hagerstown	MD	Washington	7/1/2013	6/30/2015
Errol	Lobin	Prince George's County Police Department	Palmer Park	MD	Prince Georges	12/5/2012	12/4/2014
Daniel	Long	Salisbury Fire Department	Salisbury	MD	Wicomico	10/4/2012	10/3/2014
Scott	Loring	Prince George's County Police Department	Palmer Park	MD	Prince Georges	12/5/2012	12/4/2014
Bernard	Lowe	Maryland State Police	Perryville	MD	Cecil	7/23/2013	7/22/2015
Kevin	Loy	Frederick County Fire and Rescue	Hagerstown	MD	Washington	5/8/2012	5/7/2014
Kaitlin	MacDonald	Kennedy Krieger Institute	Baltimore	MD	Baltimore City	5/8/2012	5/7/2014
Wendy	Mahan	Anne Arundel County Department of Health	Annapolis	MD	Anne Arundel	7/2/2013	7/1/2015
Francis	Malta	Frederick County DFRS	Thurmont	MD	Frederick	9/28/2012	9/27/2014
Matt	Mann	Maryland State Police - Berlin	Berlin	MD	Worcester	4/11/2013	4/10/2015
Keven	Mareck	Maryland State Police	Princess Anne	MD	Somerset	4/12/2014	4/11/2016
Farha	Marfani	N/A	Baltimore	MD	Baltimore City	6/19/2012	6/18/2014
Paula	Martin	Civista Medical Center	Hughesville	MD	Charles	3/26/2013	3/25/2015
Rebecca	Martin		Port Tobacco	MD	Charles	11/18/2013	11/17/2015
Kacey	Mason	Carroll County Health Department	Westminster	MD	Carroll	3/13/2014	3/12/2016
Melanie	Matthews	University of Maryland Medical Center	Catonsville	MD	Baltimore City	5/6/2014	5/5/2016
Howard	Maxwell	Easton Police Department	Easton	MD	Talbot	4/22/2013	4/21/2015
Anne	May	MedStar Montgomery Medical Center	Gaithersburg	MD	Montgomery	7/29/2013	7/28/2015
Joseph	Mayo	MCFRS	Gaithersburg	MD	Montgomery	11/10/2013	11/9/2015
Gary	Mazet	Maryland State Police Salisbury Barrack	Salisbury	MD	Wicomico	4/22/2013	4/21/2015
Susan	Mccarthy	Enkore kids	Boonsboro	MD	Washington	5/20/2014	5/19/2016
Tamme	McConnell	La Plata Police Department	La Plata	MD	Charles	3/26/2013	3/25/2015
Marlene	McCue Gieraltowski	Talbot County Sheriff's Office	Easton	MD	Talbot	3/9/2013	3/8/2015

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Melanie	McDonald	The Family Junction, Inc.	Cumberland	MD	Allegany	3/14/2014	3/13/2016
Shawn	McDonald	Fitzgerald Auto Malls	Annapolis	MD	Anne Arundel	6/21/2013	6/20/2015
Eileen	McDonald	Johns Hopkins Center for Injury Research and Police	Baltimore	MD	Baltimore City	5/21/2013	5/20/2015
Lindie	McDonough	Mt. Washington Pediatric Hospital	Baltimore	MD	Baltimore City	6/28/2012	6/27/2014
Amanda	McGhee	Amanda McGhee	Abingdon	MD	Harford	5/10/2012	5/9/2014
Benjamin	McGinnis	Frederick County DFRS	Columbia	MD	Howard	10/24/2012	10/23/2014
Christopher	McIntyre	Fruitland Police Department	Fruitland	MD	Wicomico	4/30/2014	4/29/2016
Sarah	McKinney	Anne Arundel Medical Center - Pediatric Unit	Annapolis	MD	Anne Arundel	5/5/2014	5/4/2016
Nick	McLeod	Fruitland Police Department	Fruitland	MD	Wicomico	3/12/2013	3/11/2015
Tara	McRae	Meritus Health	Hagerstown	MD	Washington	7/1/2013	6/30/2015
Matthew	McWilliams	Maryland State Police	Bel Air	MD	Harford	7/23/2013	7/22/2015
Joe	Meister	Frederick County Fire and Rescue	Frederick	MD	Frederick	4/10/2013	4/9/2015
Sharon	Menges	Garrett County Health Department	Oakland	MD	Garrett	2/22/2013	2/21/2015
Joshua	Merrick	Easton Police Department	Easton	MD	Talbot	10/6/2013	10/5/2015
Mark	Merritt	Salisbury Police Department	Salisbury	MD	Wicomico	10/4/2012	10/3/2014
Kevin	Meyer	St. Mary's County Sheriff's Office	Leonardtown	MD	St. Marys	6/12/2014	6/11/2016
Susan	Milgrim	Susan Milgrim	Hollywood	MD	St. Marys	9/14/2012	9/13/2014
Scott	Miller	Baltimore County Police Department	Baltimore	MD	Baltimore City	5/21/2013	5/20/2015
Arthur	Miller	Fitzgerald Auto Mall Frederick	Frederick	MD	Frederick	2/3/2013	2/2/2015
Richard	Miller	Prince George's County Police Department	Palmer Park	MD	Prince Georges	12/5/2012	12/4/2014
Douglas	Mills	St. Mary's County Sheriff's Office	Leonardtown	MD	St. Marys	5/3/2013	5/2/2015
Sandra	Mis	Union Hospital - ER	Elkton	MD	Cecil	12/16/2013	12/15/2015
Erick	Mitchell	Anne Arundel Comm College-Dept of Public Safety	Arnold	MD	Anne Arundel	7/8/2013	7/7/2015
Thomas	Monahan		Rockville	MD	Montgomery	8/16/2013	8/15/2015
Oscar	Montalvo	Montgomery County Fire Rescue	Gaithersburg	MD	Montgomery	7/25/2013	7/24/2015
Amanda	Moore	PACT: Helping Children with Special Needs	Baltimore	MD	Baltimore City	5/25/2013	5/24/2015
Craig	Moore	NIST fire department	Gaithersburg	MD	Montgomery	4/12/2013	4/11/2015
Michelle	Moore	Meritus Health	Hagerstown	MD	Washington	7/1/2013	6/30/2015
MANUEL	MORENO	MARYLAND STATE POLICE	COLLEGE PARK	MD	Prince Georges	2/3/2013	2/2/2015
CHRISTOPHER	MORGAN	MARYLAND STATE POLICE	FORESTVILLE	MD	Prince Georges	2/3/2013	2/2/2015
Kami	Morris	Talbot County Department of Social Services	Easton	MD	Talbot	4/22/2013	4/21/2015
Roslyn	Morrissey		Middletown	MD	Frederick	4/12/2013	4/11/2015
Tony	Morton	Maryland State Police	Princess Anne	MD	Somerset	4/12/2014	4/11/2016

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Michelle	Moses	MENTOR Maryland	Baltimore	MD	Baltimore City	12/6/2013	12/5/2015
Jennifer	Mott	Civista Medical Center	LaPlata	MD	Charles	6/12/2012	6/11/2014
Steven	Muehl	Maryland State Police	Bel Air	MD	Harford	5/14/2012	5/13/2014
Angela	Muller	St. Mary's County Sheriff's Office	Leonardtown	MD	St. Marys	3/9/2013	3/8/2015
Martha	Muriel-Arboleda	Family Services, Inc	GAITHERSBURG	MD	Montgomery	1/20/2014	1/19/2016
Claudine	Myers	HealthBound	Pikesville	MD	Baltimore City	5/8/2012	5/7/2014
Jumeye	Nabinett #3427	Prince George's County Police Department	Palmer Park	MD	Prince Georges	2/22/2014	2/21/2016
William	Naff	US DOT NHTSA Region 3	Baltimore	MD	Baltimore City	5/2/2013	5/1/2015
Dave	Nalborczyk	NIST Fire Dept.	Gaithersburg	MD	Montgomery	5/23/2013	5/22/2015
Caitlyn	Naples	Maryland State Police	La Plata	MD	Charles	3/26/2013	3/25/2015
Ravi	Nastvogel	Maryland State Police	Princess Anne	MD	Somerset	4/12/2014	4/11/2016
Kristi	Nelson	St. Mary's County Sheriff's Office	Leonardtown	MD	St. Marys	6/12/2012	6/11/2014
Marla	Newmark	GBMC	Baltimore	MD	Baltimore City	6/2/2013	6/1/2015
Michael	Nicklow	Joint Base Andrews Fire Department	Waldorf	MD	Charles	1/20/2014	1/19/2016
Matthew	Norris	La Plata Police Department	La Plata	MD	Charles	6/12/2012	6/11/2014
Mark	Oakley	Fort Meade Fire & Emergency Services	Fort Meade	MD	Anne Arundel	11/8/2012	11/7/2014
Dave	O'Connell	Shockley Honda	Frederick	MD	Frederick	5/8/2012	5/7/2014
Vicki	O'Flaherty	Carroll Hospital Center	Mount Airy	MD	Carroll	6/2/2013	6/1/2015
JOANNE	OLAKU	NONE	WINDSOR MILL	MD	Baltimore City	2/10/2013	2/9/2015
Angel	Ortiz	Maryland State Police	Reisterstown	MD	Baltimore	3/26/2013	3/25/2015
DFC MARK	PARKER	DORCHESTR COUNTY SHERIFFS OFFICE	CAMBRIDGE	MD	Dorchester	4/22/2013	4/21/2015
Vincent	Parrish	Frederick County DFRS	Union Bridge	MD	Carroll	11/12/2012	11/11/2014
Kyle	Parry	Cumberland Police Department	Cumberland	MD	Allegany	3/14/2014	3/13/2016
Ismael	Pasada	Fitzgerald Auto Malls White Flint	Kensington	MD	Montgomery	10/19/2013	10/18/2015
Toby	Passe	Toby	Baltimore	MD	Baltimore City	3/13/2014	3/12/2016
Eyabane	Patasse	Montgomery CERT	Gaithersburg	MD	Montgomery	2/22/2014	2/21/2016
Phillip	Pate	Len Stoler Nissan of Westminster	Westminster	MD	Carroll	10/24/2012	10/23/2014
Vondalea	Payne	MARYLAND STATE POLICE	Reisterstown	MD	Baltimore City	11/12/2012	11/11/2014
Michael	Payne	La Plata Police Department	La Plata	MD	Charles	6/12/2012	6/11/2014
David	Pendleton		Waldorf	MD	Charles	1/13/2013	1/12/2015
Stephanie	Perkins	NTSB	La Plata	MD	Charles	3/26/2013	3/25/2015
Billy	Pesanterecio	Dept. of Public Safety, Law Enforcement Division	Patuxent River	MD	St. Marys	6/12/2012	6/11/2014
Daniel	Petz	Havre de grace police department	Havre de grace	MD	Harford	7/23/2013	7/22/2015

First Name	Last Name	Company Name	City	State	County	CertStartDate	CertEndDate
John	Pfaehler	ROCKVILLE CITY POLICE	ROCKVILLE	MD	Montgomery	6/28/2012	6/27/2014
David	Pietz	Fitzgerald Auto Mall	Gaithersburg	MD	Montgomery	6/25/2013	6/24/2015
Seth	Pilarcik	Frederick County DFRS	Middletown	MD	Frederick	10/24/2012	10/23/2014
Brian	Piper	Safe Kids Worldwide	Washington	DC	Washington	3/11/2014	3/10/2016
Beverly	Pizzala	GBMC	Towson	MD	Baltimore City	5/21/2013	5/20/2015
Michael	Poffenberger	FITZGERALD AUTO MALL	FREDERICK	MD	Frederick	4/30/2013	4/29/2015
Benjamin	Pollmeier	Maryland State Police Salisbury Barrack	Salisbury	MD	Wicomico	4/22/2013	4/21/2015
Adele	Polson	Westat	Rockville	MD	Montgomery	11/3/2012	11/2/2014
Tyrone	Powell	Maryland state Police	Perryville	MD	Cecil	11/24/2013	11/23/2015
Akisha	Price	Johns Hopkins Center for Injury Research & Policy	Baltimore	MD	Baltimore City	7/29/2012	7/28/2014
Thomas	Price	Shockley Honda	Frederick	MD	Frederick	5/8/2012	5/7/2014
Sapienza	Price	Family Services, Inc	GAITHERSBURG	MD	Montgomery	1/20/2014	1/19/2016
Woodrow	Price	DC/FEMS	Temple Hills	MD	Prince Georges	11/3/2013	11/2/2015
Deborah	Pujals Keyser	Westminster MD Police	Westminster	MD	Carroll	5/8/2014	5/7/2016
Chris	Purvis	Hyattsville City Police	Hyattsville	MD	Prince Georges	12/5/2012	12/4/2014
Vickie	Quimby	Queen Anne's County Health Dept.	Centreville	MD	Queen Annes	6/19/2013	6/18/2015
Kathleen	Ralston	Ellicott City Volunteer Fireman's Association	Ellicott City	MD	Howard	4/10/2014	4/9/2016
Rebecca	Ramirez	Montgomery County Fire Rescue Service	Gaithersburg	MD	Montgomery	7/25/2013	7/24/2015
JUSTIN	RANN	MARYLAND STATE POLICE	FORESTVILLE	MD	Prince Georges	4/12/2013	4/11/2015
Christopher	Ransom	Fort Meade Fire & Emergency Services	Fort Meade	MD	Anne Arundel	11/8/2012	11/7/2014
Walter	Rasinski	Maryland State Police	Perryville	MD	Cecil	5/14/2012	5/13/2014
Nathan	Rector	Frederick County Sheriff's Office	Frederick	MD	Frederick	5/8/2014	5/7/2016
Elza	Redman	Howard County Safe Kids	Clarksville	MD	Howard	6/2/2013	6/1/2015
David	Redmond	Prince George's County Police Department	Palmer Park	MD	Prince Georges	12/5/2012	12/4/2014
Richard	Reinhardt	Frederick County Government DFRS	Frederick	MD	Frederick	5/8/2012	5/7/2014
Daniel	Reynolds	Anne Arundel County Police Department	Odenton	MD	Anne Arundel	5/5/2014	5/4/2016
Heather	Rice	Family Partnership of Frederick Co	Frederick	MD	Frederick	6/2/2013	6/1/2015
Jeffrey	Richman	Frederick County, MD DFRS	Frederick	MD	Frederick	4/2/2013	4/1/2015
Daneil	Ricks	White Marsh Volunteer Fire Company	White Marsh	MD	Baltimore	5/21/2013	5/20/2015
Amii	Ridgell	Fitzgerald Auto mall of Lexington Park	Lexington Park	MD	St. Marys	6/12/2014	6/11/2016
Travis	Roberts	Fitzgerald Auto Malls Lakeforest	Gaithersburg	MD	Montgomery	12/11/2012	12/10/2014
CPL ANDREA	ROBINSON	Dorchester county sheriff's office	CAMBRDIGE	MD	Dorchester	4/22/2013	4/21/2015
Dove	Robison	Prince George's County Police	Capitol Heights	MD	Prince Georges	9/25/2013	9/24/2015
Miguel	Robles	Fitzgerald Auto Malls	Kensington	MD	Montgomery	10/19/2013	10/18/2015

First Name	Last Name	Company Name	City	State	County	CertStartDate	CertEndDate
Dan	Rogers	Shockley Honda	Frederick	MD	Frederick	5/8/2012	5/7/2014
Enrique	Rojas	Fitzgerald Auto Malls	Kensington	MD	Montgomery	1/10/2014	1/9/2016
Carroll	Roles	Howard County Sheriff's Office	Ellicott	MD	Howard	6/2/2013	6/1/2015
Marlenny	Rosario	Prince George's County Police Department	Palmer Park	MD	Prince Georges	12/5/2012	12/4/2014
Beth	Rosborough	None	Baltimore	MD	Baltimore City	5/10/2012	5/9/2014
Francisco	Ruales	Safe Kids Worldwide	Silver Spring	MD	Montgomery	4/12/2013	4/11/2015
Martha	Ruiz	Family Partnership of Frederick County	Frederick	MD	Frederick	9/5/2013	9/4/2015
Rajesh	Samaroo	Wheaton Vol Rescue Squad	Wheaton	MD	Montgomery	1/20/2014	1/19/2016
William	Scarlett	Maryland State Police	Pikesville	MD	Baltimore City	12/6/2012	12/5/2014
Michelle	Schuerholz	Easton Police Department	Easton	MD	Talbot	8/1/2013	7/31/2015
Chuck	Scott	Fitzgerald Auto Malls	Kensington	MD	Montgomery	1/10/2014	1/9/2016
Mahseeyahu	Selassie	Johns Hopkins School of Medicine	Baltimore	MD	Baltimore City	5/14/2012	5/13/2014
Sharon	Selko		Reisterstown	MD	Baltimore	12/13/2012	12/12/2014
Bill	Sherrill	Lakeforest Chrysler	Gaithersburg	MD	Montgomery	12/11/2012	12/10/2014
Jennifer	Shilling	Howard County Department Fire and Rescue	Elkridge	MD	Baltimore City	4/2/2013	4/1/2015
Chris	Shockley	Fruitland Police Department	Fruitland	MD	Wicomico	11/6/2013	11/5/2015
Glenn	Shockley	Ocea	BERLIN	MD	Worcester	4/12/2014	4/11/2016
Julie	Siejack	Upper Chesapeake Health System	Fallston	MD	Harford	10/5/2012	10/4/2014
David	Simmons	Maryland State Police - Golden Ring Barrack	Baltimore	MD	Baltimore City	5/14/2012	5/13/2014
Debbie	Simmons	Safe Kids Worldwide	Gwynn Oak	MD	Baltimore City	7/25/2013	7/24/2015
Danitza	Simpson	Adelphi Langley Park Family Support Center	Adelphi	MD	Prince Georges	1/15/2014	1/14/2016
David	Sinkovic	Fitzgerald Auto Mall	Kensington	MD	Montgomery	4/30/2013	4/29/2015
Aricia	Skidmore-Williams	Johns Hopkins HealthCare	Baltimore	MD	Baltimore City	11/3/2013	11/2/2015
Steve	Sloan	Fitzgerald Auto Mall of Lexington Park	Lexington Park	MD	St. Marys	6/12/2014	6/11/2016
Jeremy	Smalley	Montgomery County Department of Police	Gaithersburg	MD	Montgomery	8/20/2013	8/19/2015
IDA	SMALLWOOD	HOME	Nottingham	MD	Baltimore City	9/14/2013	9/13/2015
Christopher	Smith	Fort Meade Fire & Emergency Services	Fort Meade	MD	Anne Arundel	1/1/2013	12/31/2014
John	Smith	Fitzgerald Auto Malls of Frederick	Frederick	MD	Frederick	1/14/2013	1/13/2015
Christina	Smith	Alpha Technology Associate, Inc.	Columbia	MD	Howard	12/16/2013	12/15/2015
Emily	Smith	Herson's Honda	Rockville	MD	Montgomery	10/29/2013	10/28/2015
Mike	Smith	Fitzgerald Auto Malls	Gaithersburg	MD	Montgomery	12/11/2012	12/10/2014
Adam	Smith	Maryland State Police	Princess Anne	MD	Somerset	4/12/2014	4/11/2016
Candice	Smith	Princess Anne Police Department	Princess Anne	MD	Somerset	4/30/2014	4/29/2016

First Name	Last Name	Company Name	City	State	County	CertStartDate	CertEndDate
Robert	Smith	Princess Anne Police Department	Princess Anne	MD	Somerset	4/12/2014	4/11/2016
Margaret	Smolarsky	St. Mary's County Sheriff's Office	Leonardtown	MD	St. Marys	6/12/2012	6/11/2014
Terry	Sneed	FEMS	Suitland	MD	Prince Georges	11/3/2013	11/2/2015
Timothy	Snyder	St. Mary's County Sheriff's Office	Leonardtown	MD	St. Marys	12/16/2013	12/15/2015
Kenneth	Sollers	Frederick County DFRS	Eldersburg	MD	Carroll	11/12/2012	11/11/2014
Susan	Solo	Maryland Highway Safety Office	Annapolis	MD	Anne Arundel	9/24/2013	9/23/2015
Michelle	Spencer	University of MD Medical Center	Rosedale	MD	Baltimore City	5/17/2013	5/16/2015
Lee Ann	Sprankle	Johns Hopkins Hospital, Johns Hopkins Children's Center	Glen Burnie	MD	Anne Arundel	6/2/2013	6/1/2015
Jessie	Staggs	Allegany Birth Roots	Frostburg	MD	Allegany	6/4/2012	6/3/2014
SUSAN	STALNAKER		JESSUP	MD	Anne Arundel	1/13/2013	1/12/2015
Paul	Staub	Fitzgerald Auto Malls	Gaithersburg	MD	Montgomery	8/21/2013	8/20/2015
Monica	Steele	Children's National Medical Center	Largo	MD	Prince Georges	11/3/2013	11/2/2015
Ronald	Stein	Anne Arundel Co Police	Millersville	MD	Anne Arundel	5/5/2014	5/4/2016
George	Stephens	Montgomery County Police	Rockville	MD	Montgomery	4/12/2013	4/11/2015
Richard	Stevens	UMBC Police Dept	Baltimore	MD	Baltimore City	10/4/2012	10/3/2014
Christa	Stevenson	N/A	Frederick	MD	Frederick	1/14/2013	1/13/2015
Robin	Stokes-Smith	Upper Chesapeake Health	Havre de Grace	MD	Harford	10/5/2012	10/4/2014
Andrew	Stolarz	Harford County Sheriff's Office	Bel Air	MD	Harford	7/23/2013	7/22/2015
Renee	Stone	USCP	Pasadena	MD	Anne Arundel	1/13/2013	1/12/2015
Jonathan	Strickler	Baltimore County Police Department	Baltimore	MD	Baltimore City	5/10/2012	5/9/2014
Robert	Suddith	Fitzgerald Auto Malls of Frederick	Frederick	MD	Frederick	9/22/2012	9/21/2014
Ginger	Tansey	National Eye Institute, NIH, DHHS	Silver Spring	MD	Montgomery	2/24/2014	2/23/2016
Caitlin	Tawney	UMMC	Glen Arm	MD	Baltimore	5/17/2013	5/16/2015
Geoffrey	Taylor	Fitzgerald Auto Malls of Frederick	Frederick	MD	Frederick	1/20/2014	1/19/2016
Megan	Taylor	Home	Bel Air	MD	Harford	9/22/2012	9/21/2014
William	Taylor		Dayton	MD	Howard	3/11/2014	3/10/2016
Laura	Teeter	Adoptions Together	Calverton	MD	Prince Georges	5/17/2013	5/16/2015
George	Thomas	Division of Fire and Rescue Services	Adamstown	MD	Frederick	7/1/2013	6/30/2015
Chuck	Thomas	Fitzgerald Auto Malls Lakeforest	Kensington	MD	Montgomery	8/21/2013	8/20/2015
William	Thomas		Rockville	MD	Montgomery	4/25/2014	4/24/2016
Corey	Thomas	Meritus Health	Hagerstown	MD	Washington	7/1/2013	6/30/2015
Nancy	Thornton	Westat	Rockville	MD	Montgomery	11/10/2013	11/9/2015
Wesley	Tillack	Dept. of Public Safety, Law Enforcement Division	Patuxent River	MD	St. Marys	6/12/2012	6/11/2014

First Name	Last Name	Company Name	City	State	County	CertStartDate	CertEndDate
Holly	Trego	Cecil Co. Dept. of Emergency Services	Elkton	MD	Cecil	12/13/2013	12/12/2015
Nancy	Trego	Singerly Fire Company	Elkton	MD	Cecil	12/13/2013	12/12/2015
Daniel	Tush	Anne Arundel County Police	Baltimore	MD	Baltimore City	5/5/2014	5/4/2016
Rich	Tyler	Family Partnership	Frederick	MD	Frederick	7/29/2013	7/28/2015
Julie	Vallese	Dorel Juvenile Group	Rockville	MD	Montgomery	10/27/2012	10/26/2014
Joseph	Van Meter	Fort Meade Fire & Emergency Services	Arnold	MD	Anne Arundel	11/8/2012	11/7/2014
Steven	VanBennekum	Maryland State Police - Prince Frederick Barrack	Prince Frederick	MD	Calvert	6/12/2012	6/11/2014
Robin	VanFossen	Civista Medical Center	Saint Leonard	MD	Calvert	3/26/2013	3/25/2015
Fred	Varner	Fitzgerald Auto Malls	North Bethesda	MD	Montgomery	6/24/2014	6/23/2016
Kay	Varner	Fitzgerald Automall	Kensington	MD	Montgomery	8/2/2013	8/1/2015
Ellin	Veney	N/A	Montgomery Village	MD	Montgomery	8/1/2013	7/31/2015
Sandra	Waak	Emergency Nurses Association	Cheverly	MD	Prince Georges	4/2/2013	4/1/2015
Jeremy	Wade	Frederick County DFRS	Williamsport	MD	Washington	6/2/2013	6/1/2015
Kristen	Walker	Garrett County Health Department	Oakland	MD	Garrett	11/15/2012	11/14/2014
TIMOTHY	WALKER	MARYLAND STATE POLICE	COLLEGE PARK	MD	Prince Georges	2/3/2013	2/2/2015
Paul	Wallick	Frederick County Fire & Rescue	Frederick	MD	Frederick	4/2/2013	4/1/2015
Stephen	Ward	Frederick County DFRS	Frederick	MD	Frederick	10/24/2012	10/23/2014
Christina	Watkins	Home	Reisterstown	MD	Baltimore	12/16/2013	12/15/2015
Jessica	Watnoski	None	Joppa	MD	Harford	12/16/2013	12/15/2015
Tim	Watson	Fitzgerald Auto Mall Frederick	Frederick	MD	Frederick	4/21/2013	4/20/2015
Brandy	Weber	MD State Police Leonardtown Barrack	Leonardtown	MD	St. Marys	3/26/2013	3/25/2015
Heather	Weesner	Kernan Hospital	Ellicott city	MD	Howard	12/5/2012	12/4/2014
Valerie	Whitby	Montgomery County	Rockville	MD	Montgomery	11/10/2013	11/9/2015
Polly	White	Anne Arundel Medical Center	Annapolis	MD	Anne Arundel	5/5/2014	5/4/2016
Amy	White	Civista Medical Center	Mechanicsville	MD	St. Marys	12/6/2012	12/5/2014
Ryan	Whited	The Children's Inn at NIH	Bethesda	MD	Montgomery	10/20/2013	10/19/2015
Wendell	Whittle	Stay Safe Be Safe	Baltimore	MD	Baltimore City	3/29/2014	3/28/2016
Stephen	Wieber	Frederick County DFRS	Sykesville	MD	Carroll	11/12/2012	11/11/2014
Myra	Wieman	AAA Mid-Atlantic	Towson	MD	Baltimore City	6/2/2013	6/1/2015
Nikkia	Wilkens	John Hopkins University	Randallstown	MD	Baltimore	8/1/2013	7/31/2015
Joshua	Williams	Fort Meade Fire & Emergency Services	Fort Meade	MD	Anne Arundel	11/8/2012	11/7/2014
Amy	Williams	Maryland State Police	Pikesville	MD	Baltimore City	5/22/2012	5/21/2014
Latanya	Williams	JHH	Baltimore	MD	Baltimore City	9/24/2013	9/23/2015
Wanda	Williams	Catholic Charities Head Start	Westminster	MD	Carroll	9/14/2012	9/13/2014

First Name	Last Name	Company Name	City	State	County	CertStartDate	CertEndDate
Kevin	Williams	Baltimore City Fire Department	Edgewood	MD	Harford	8/15/2013	8/14/2015
Susan	Williams	Silver Spring Fire Dept.	Rockville	MD	Montgomery	6/28/2012	6/27/2014
Berney	Williams	DC Fire and EMS	Largo	MD	Prince Georges	9/5/2012	9/4/2014
Damien	Williams	MPD	New Carrolton	MD	Prince Georges	11/3/2013	11/2/2015
McHaley	Williams	Meritus Medical Center	Hagerstown	MD	Washington	7/1/2013	6/30/2015
STEVEN	WILLIAMS	Frederick County DFRS	SHARPSBURG	MD	Washington	9/28/2012	9/27/2014
Rebecca	Wilson	Bel Air Honda	Fallston	MD	Harford	5/14/2012	5/13/2014
Jason	Wilson #3002	Prince George's County Police Department	Palmer Park	MD	Prince Georges	2/22/2014	2/21/2016
Robert	Wiltrout	Greenbelt Police Department	Greenbelt	MD	Prince Georges	2/10/2013	2/9/2015
Laura	Wisely		Elkridge	MD	Baltimore City	6/24/2013	6/23/2015
Carol	Wisniewski	American University	Wheaton	MD	Montgomery	3/5/2014	3/4/2016
Deborah	Witten	Johns Hopkins Hospital	Bowie	MD	Prince Georges	9/7/2013	9/6/2015
Shelly	Wivell	Family Partnership	Frederick	MD	Frederick	7/29/2013	7/28/2015
Regina	Woods	FITZGERALD AUTO MALLS	GAITHERSBURG	MD	Montgomery	12/11/2012	12/10/2014
Luke	Yanike	Prince William County Fire and Rescue	Frederick	MD	Frederick	7/11/2013	7/10/2015
Timothy	Young	Anne Arundel Comm College-Dept of Public Safety	Arnold	MD	Anne Arundel	12/16/2013	12/15/2015
Derek	Young	Frederick County Fire & Rescue	Westminster	MD	Carroll	5/25/2012	5/24/2014
Jessica	Young	Home	Westminster	MD	Carroll	9/21/2013	9/20/2015
Antonio	Young	Safe Kids	Washington	DC	Washington	4/12/2013	4/11/2015
Justin	Zimmerman	Maryland State Police	La Plata	MD	Charles	3/26/2013	3/25/2015
Troy	Zimmerman	Frederick County DFRS	Hagerstown	MD	Washington	10/24/2012	10/23/2014

ATTACHMENT F – CERTIFICATIONS AND ASSURANCES

Three required documents are attached to this document. They are:
- COMAR – Title 11, Subtitle 20: Motorcycle Safety Program, State Authority Designation.
- Appendix D to Part 1200 – Certifications and Assurances For National Priority Program Grants (23 U.S.C. Chapter 405); and
- Appendix A to Part 1200 – Certifications and Assurances For Highway Safety Grants (23 U.S.C. Chapter 4).

All Certifications and Assurances are signed by MVA Administrator, Milton Chafee, Maryland's Governor's Highway Safety Representative as appointed by Governor Martin O'Malley.

COMAR – Title11, Subtitle 20: Motorcycle Safety Program , State Authority Designation

' COMAR 11.20.01.00

Title 11 DEPARTMENT OF TRANSPORTATION

Subtitle 20 MOTOR VEHICLE ADMINISTRATION—MOTORCYCLE SAFETY PROGRAM

Chapter 01 Motorcycle Safety Training Centers

Authority: Transportation Article, §§ 12-104(b), 16-603, 16-604, and 16-605, Annotated Code of Maryland

.01 Motorcycle Safety Training Centers—Purpose.

This chapter establishes the minimum requirements and procedures for the certification and operation of motorcycle safety training centers as authorized under Transportation Article, §16-604, Annotated Code of Maryland.

.02 Motorcycle Safety Training Centers—Scope.

This chapter applies to all motorcycle safety training centers as defined under Transportation Article, §16-601, Annotated Code of Maryland.

.02-1 Definitions.

A. In this chapter, the following terms have the meanings indicated.

B. Terms Defined.

(1) "Administration" means the Motor Vehicle Administration.

(2) "Course registration fee" means the total fee paid by an individual to participate in Administration-approved motorcycle safety courses.

(3) "Independent training center" means a facility that:

(a) Has met the Administration's requirements for conducting approved motorcycle safety courses; and

(b) Is operated by an organization or individual other than the Administration.

(4) "Instructor" means an individual certified by the Administration to teach the classroom and laboratory (range) sessions of Administration-approved motorcycle safety courses at training centers.

(5) "Instructor trainer" means an individual trained and certified by the Administration to conduct approved instructor certification courses.

(6) "Motorcycle safety course" means a series of instructional units approved by the Administration to teach individuals to operate a motorcycle on public roadways.

(7) "Training center" means a facility that has met the Administration's requirements for conducting approved motorcycle safety courses.

(8) "Training center coordinator" means an individual responsible for the day-to-day operations of a training center.

(9) "Training center operator" means an individual, partnership, company, corporation, educational institution, or government entity that is approved by the Administration to operate an independent training center.

(10) "Training motorcycle" means a motorcycle approved by the Administration for use in approved motorcycle safety courses.

.03 Approval to Operate a Training Center.

A. As authorized under Transportation Article, §16-603, Annotated Code of Maryland, the Administration may organize and operate training centers, including a mobile training center.

B. As authorized under Transportation Article, 16-601 and 16-603, Annotated Code of Maryland, the Administration shall approve and designate the operator of an independent training center.

C. A State or community college, State university, an agency of a political subdivision, or any other organization or person that is a resident of the State, as defined under Transportation Article, §11-149, Annotated Code of Maryland, may be approved and designated to operate an independent training center.

D. Individuals applying for approval to operate an independent training center shall have the following minimum qualifications:

(1) Be at least 21 years old;

(2) Have a high school certificate of graduation or equivalent;

(3) Be licensed in Maryland to drive a motor vehicle; and

(4) Have not been convicted of a crime of moral turpitude unless, in the opinion of the Administration, satisfactory rehabilitation has taken place.

E. Approval to operate an independent training center may be obtained by submitting an application to the Administration in the form required by the Administration.

F. In addition to the information required to be entered upon the application, the application shall be accompanied by all of the following:

(1) Written evidence acceptable to the Administration from the local zoning authorities, departments of health, sanitation, and fire inspection that the area designated for use as the independent training center is in compliance with all necessary zoning, health, sanitation, and fire codes;

(2) A schedule of the planned courses that includes tentative dates and time periods;

(3) A list that includes the full name and certification numbers of Administration-certified instructors who have agreed to teach the scheduled courses; and

(4) Copies of insurance certificates verifying appropriate coverage for liability, property damage, and workers' compensation required by Regulation .07 of this chapter.

G. The application shall be signed and certified by an authorized representative of the company, corporation, educational institution, or government entity making application.

[§1350.4(2)(ii)] COMAR 11.20.01.15

.15 Approval and Designation of Motorcycle Safety Curriculums.

A. The Administration shall approve and designate the curriculums to be used in the motorcycle safety courses offered by the training centers. The Administration shall provide the training centers with the curriculums and guidelines for using the curriculums.

B. The training centers shall use Administration approved and designated curriculums for all approved motorcycle safety courses.

C. Training Curriculums.

(1) The approved and designated curriculums shall include classroom and laboratory (range) sessions taught in the sequence designated by the Administration.

(2) The laboratory (range) sessions shall include motorcycle riding exercises that each student enrolled in the course shall complete.

(3) The curriculums shall specify the minimum amount of time each student shall complete in the classroom sessions and in the laboratory (range) sessions riding a motorcycle, and the minimum performance test scores for successfully completing the courses.

D. The Administration shall approve and designate curriculums for training beginning and experienced riders.

E. The Administration approved and designated curriculums shall include but not be limited to:

(1) Information on rules of the road, laws of this State, protective clothing, basic maneuvers and riding skills, driving strategies, normal traffic situations, and emergency situations;

(2) Motorcycle riding exercises that permit the students to practice clutch/throttle control, straight line riding, shifting, turning, stopping, evasive actions, and street riding activities; and

(3) Knowledge and skill tests to assess the student's knowledge and skill proficiency in operating a motorcycle.

F. An operator of a training center, a training center coordinator, or a certified instructor may not revise or amend the approved curriculums without written approval from the Administration.

G. The Administration may revise or amend the curriculums to meet specific educational needs.

[§1350.4(2)(iv)] COMAR 11.20.01.14

.14 Employing Motorcycle Safety Instructors.

A. The operator of a training center shall employ instructors certified by the Administration to teach the approved motorcycle safety courses.

B. Student to Instructor Ratio.

(1) The maximum student to instructor ratio for the classroom sessions in a course is one instructor per 36 students.

(2) The maximum student to instructor ratio for the laboratory (range) sessions in a course is one instructor per eight students.

(3) For courses with at least nine but not more than 16 students, there will be two instructors for the laboratory (range) sessions.

C. Only instructors certified by the Administration shall be assigned responsibility for instructional and student supervision activities during a course.

[§1350.4(2)(iv)] COMAR 11.20.01.14

.14 Employing Motorcycle Safety Instructors.

A. The operator of a training center shall employ instructors certified by the Administration to teach the approved motorcycle safety courses.

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(2) The maximum student to instructor ratio for the laboratory (range) sessions in a course is one instructor per eight students.

(3) For courses with at least nine but not more than 16 students, there will be two instructors for the laboratory (range) sessions.

C. Only instructors certified by the Administration shall be assigned responsibility for instructional and student supervision activities during a course.

Maryland Certified Motorcycle Instructor List

TRAINING CENTER	LAST NAME	FIRST NAME	TRAINING CENTER	LAST NAME	FIRST NAME
GMVA				HALL-FRADDOSIO	LINDY
	ANDERSON	SHAUN		MALSTROM III	WILLIAM
	BUENNING	ROBERT		McCALL	GRACE
	BURKHOLDER	DAVE		RUTH, JR.	JOSEPH
	CERTEZA	PAUL		SNYDER	ROBERT
	DOUGLAS	DAWN		TURNER	STEVEN
	FISHER	PAMELA		YOUNGBLOOD	DEBORAH
	GARY	TIMOTHY	HDF		
	GENERAL	RUTH		DILLARD	KIM
	GIORDANO	ANDREW		HENSON	MATTHEW
	LA BOSSIERE	CARMEN		KERR, JR.	WORTH
	RADCLIFF	MARK		MORRISON	MELISSA
	SAUSE, JR.	M. PHILIP		POPE	LEROY
	TIMOTHY	GARY		SMITH	WILBUR
	WILLIAMS	SUSAN	Indep. AACC		
	WINOKUR	HENRY		DAFNIS	MELISSA
HDA				KINCADE	BENJAMIN
	BARNEYS	BRADFORD		MATTHEWS	DANIEL
	CATO	ROMANINI	Indep. ACM		
	DAVIS	DARRYL		BEERS	DEAN
	JOHNSTON	ROBERT		BEERS	DIANE
	JOHNSTON	SUZETTE		EASTERDAY	CHAD
	LAMBERT	DAVID		KEATING	KEVIN
	OWENS	MARK		SKILES	GEORGE
	PLASSNIG	JON	Indep. CACC		
	TYSON	JOSEPH		AMENDOLA	CHRISTIAN
HDB				CANFIELD	BRETT
	BRIGGS	STEPHEN		FISHER, JR.	CHARLES
	CHERVEK	TOM		GELSINGER	JULIE
	FELL	THOMAS		GELSINGER	KEITH

TRAINING CENTER	LAST NAME	FIRST NAME	TRAINING CENTER	LAST NAME	FIRST NAME
	GREENLEE	ROBIN		HOLLINGSHEAD	MELINDA
	HANSON	GEORGE		KEIMIG	SCOTT
	JOHNSON	WILLIAM		McLEOD	GLEN
	LEE	FRANKLIN		MOORE	TROY
	MALLA	PAUL		NEWMAN	DAVID
	SMITH	MICHAEL		SKULLNEY	WILLIAM
Indep. CECC				WHITWORTH	BRETT
	EDWARDS	WILLIAM		WINKLEPLECK SR.	DAVID
	FIELDS	FRANK	Indep. HACC		
	HENSON	LUCINDA		BACHUR	THOMAS
	OPDYKE	ROBERT		FOLAND	KATHY
	PERKINS	DEANNA		FRANCE	LAWRENCE
	SHIPP	BRYAN		HUNKE	BRIDGET
Indep. CHC				HUNKE	THOMAS
	BARNHART	DAVID		KOZLOSKI	JOHN
	LOWERY	ERIC		PETTREY	MICHAEL
	THOMAS	LOIS		SADLER	RODNEY
	THOMAS	STEVEN		STOECKER	JAMES
Indep. CSM			Indep. HGCC		
	BONEK	KENNETH		BARR	JAIR
	CLUTTS	WILBUR "DEAN"		CONWAY	KENNETH
	GOSS	JAMES		COOPER	DALE
	GRIMES	WILLIAM		MCCLAIN	SHAWN
	MOORE	DANIEL	Indep. HOCC		
	VAN DIEN	JAMES		ARVIN	DAVID
	VELAZQUEZ	CARLOS		BESS, JR.	GEORGE
Indep. FCC				CAREY	JOHN
	BAKER	JANE		KREPS	DENNIS
	BARRITT	CHRISTOPHER		LAURICELLA	DINA
	DeBAUFRE	DONALD		LEEPER	ROBERT "TOM"
	HAYNES	CRAIG		MARSHALL	DAVID

TRAINING CENTER	LAST NAME	FIRST NAME	TRAINING CENTER	LAST NAME	FIRST NAME
	McLEAN	JAMES		GORDON	JULIE
	MOORE, SR.	RICHARD		GRIFFIE	BONNIE
	MOORE-GUMINA	EMILY		HECKER	LISA
	POLLARD	CHRISTOPHER		LEWIS	LANDON
	ROBLE JR.	JAMES		LUGO	EDDIE
	SCHULTZ	LESLY		MALSON	BRUCE
	STUTEVILLE	JAMES		McLEOD	BRIAN
Indep. MONT				MINES	ERIC
	COIS	ATHENA		MORTENSEN	KEVIN
	CONRAD	BRIAN		MOWERY	JOHN
	FORDHAM	DAMON		MUMFORD, SR.	DAVID
	JEFFAS	JAMES		OSIDACH	VERA
	MARTINEZ MURILLO	FRANCISCO		PARKS	CHRISTOPHER
	WALKER	KARL		REYNOLDS	JENNIFER
	ZELLERS	THOMAS "TOBY"		SIDDIQUI	HASSAN
Indep. MSA				SMITH	ROBERT
			Indep. SZRS		
	CUDMORE	KATHLEEN		JONES	VANESSA
	GORRELL	DAVID			
	HANSEN	ROBERT			
	NETTLES	CARNELL	Indep. WWCC		
	ROMANO	RALPH		BOWIE	DEBRA
	TOLENTINO	MICHAEL		JOHNSON	William "Bernard"
Indep. PGCC				KEEN	CHARLES
				LANTZ	SCOTT
	ADAMS, III	PETER		REIN	DIANA
	BRADFORD	JAMES		ROLLEY	DEWIGHT
	BROWN	DAVID		WILGUS	JEFF
	COLOMBO	PETER		WILLIAMS	JENNIFER
	DALE	MICHAEL			
	EDWARDS, JR.	STANLEY	OGHD		
	ETHEREDGE	BRUCE		ANDERSON	GLENN
	FAULKNER	FREDERICK		DAWSON	KAITLIN

TRAINING CENTER	LAST NAME	FIRST NAME	TRAINING CENTER	LAST NAME	FIRST NAME
	PEREZ	MANUEL		Cranwell	Todd
	PONTE	VICTOR		Sollinger	Linda
INSTRUCTOR PREP GRADUATES				Stephen Scherba	Stephen
	Bartosz	Greg		Williams	Dwayne
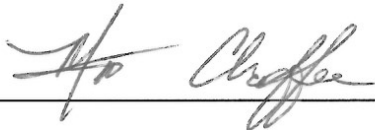
Motorcycle Awareness Letter from Governor's Representative

State: Maryland

Fiscal Year: 2015

I hereby certify that the State Maryland:

- Has developed a comprehensive motorcyclist safety awareness program which supports the overall statewide motorcycle training program, in accordance with MAP-21, 23 CFR 1200.25;

- Will administer the motorcyclist safety grant funds in accordance with 49 CFR Part 18 and OMB Circular A-87; and

- Will maintain its aggregate expenditures from all other sources for motorcyclist safety training programs and motorcyclist awareness programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

Date: 6-19-14

Milton Chaffee, MVA Administrator &
Governor's Highway Safety Representative

**APPENDIX A TO PART 1200 – CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: **MARYLAND**   Fiscal Year: **2015**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub-recipients are noted under the applicable caption.)
In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)
The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
The State will comply with applicable statutes and regulations, including but not limited to:
   • 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
   • 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative
       Agreements to State and Local Governments
   • 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Sub-award and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:
   • Name of the entity receiving the award;
   • Amount of the award;
   • Information on the award including transaction type, funding agency, the North American
       Industry Classification System code or Catalog of Federal Domestic Assistance number
       (where applicable), program source;
   • Location of the entity receiving the award and the primary location of performance under the
       award, including the city, State, congressional district, and country; and an award title
       descriptive of the purpose of each funding action;
   • A unique identifier (DUNS);
   • The names and total compensation of the five most highly compensated officers of the entity if:

       (i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards;

(II) $25,000,000 or more in annual gross revenues from Federal awards; and

(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

• Other relevant information specified by OMB guidance.

<u>NONDISCRIMINATION</u>
(applies to sub-recipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100- 259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.3

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
  - Establishing a drug-free awareness program to inform employees about: o The dangers of drug abuse in the workplace.
  - o The grantee's policy of maintaining a drug-free workplace.
  - o Any available drug counseling, rehabilitation, and employee assistance programs.
  - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

  - Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will – o Abide by the terms of the statement.
  - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
  - Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted – o Taking appropriate personnel action against such an employee, up to and including termination.
  - o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT
(applies to sub-recipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-4

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)
(applies to sub-recipients as well as States)
The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to sub-recipients as well as States)
Certification for Contracts, Grants, Loans, and Cooperative Agreements
The undersigned certifies, to the best of his or her knowledge and belief, that:

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

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

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients 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.5

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to sub-recipients as well as States)

Instructions for Primary Certification
1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.6

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

    (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

    (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;7

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

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

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered 8

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS are prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.9

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashed caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT
The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS
The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.
The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))10

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:
- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).
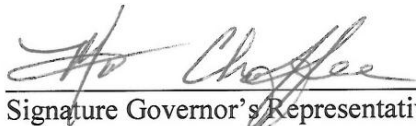
(23 U.S.C. 402(b)(1)(F))
The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

_____   6-19-14
Signature Governor's Representative for Highway Safety   Date

Milton Chaffee
_____
Printed name of Governor's Representative for Highway Safety

APPENDIX D TO PART 1200 – CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)

State: **MARYLAND**   Fiscal Year: **2015**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

• certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.

• understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.

• agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.

• agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.

_____   _____
Signature Governor's Representative for Highway Safety   6-19-14
                                                                                                       Date

_____
Printed name of Governor's Representative for Highway Safety

Milton Chaffee

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

☒**Part 1: Occupant Protection (23 CFR 1200.21)**
All States: [*Fill in **all** blanks below.*]
• The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))

• The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # <mark>38-39</mark>.

• The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # <mark>32-43</mark>.

• Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # <mark>Attachment D</mark>.

• The State's plan for child passenger safety technicians is provided as HSP attachment or page # <mark>Attachment E</mark>.

Lower Seat belt Use States: [*Check **at least 3 boxes** below and fill in **all** blanks under those checked boxes.*]

☐ The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):_____

☐ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

• Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

• Coverage of all passenger motor vehicles:

• Minimum fine of at least $25:

• Exemptions from restraint requirements:

☐ The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.

☐ The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.

☐ The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.

☐ The State's **occupant protection program assessment**: [*Check **one box** below and fill in **any** blanks under that checked box*.]

☐ The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;

OR

☐ The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

☒ **Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)**
• The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[*Fill in at least one blank for each bullet below.*]

• A copy of [*check one box only*] the ☒ TRCC charter or the ☐ statute legally mandating a State TRCC is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on _____.

• A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on __6/9/2014_____.

• A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on __6/9/2014_____.

• The name and title of the State's Traffic Records Coordinator is
_____.

• A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on __6/9/2014_____.

• [*Check one box below and fill in any blanks under that checked box.*]

☐ The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages
__67 (CRA14PMPM02, 70-71 (CRA15PM05), 72 (CRA19PM01)_____.
OR

☐ If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.
• The State's most recent assessment or update of its highway safety data and traffic records system was completed on __4/10/2010_____.

☒ **Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)**

All States:
• The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

• The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:
• [*Check **one box** below and fill in **any** blanks under that checked box.*]

☐ The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment #
_____;
OR

☐ For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
• A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:
• [*Check **one box** below and fill in **any** blanks under that checked box.*]

☐ A NHTSA-facilitated assessment of the State's impaired driving program was conducted on
_____;
OR

☐ For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
• [*Check **one box** below and fill in **any** blanks under that checked box.*]

☐ For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
OR

☐ For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment #
_____.

• A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in **all** blanks below*.]
• The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):_____

☐ **Part 4: Distracted Driving (23 CFR 1200.24)**

[*Fill in **all** blanks below*.]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least $25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

• Prohibition on texting while driving:

• Definition of covered wireless communication devices:

• Minimum fine of at least $25 for first offense:

• Increased fines for repeat offenses:

• Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least $25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:
• Prohibition on youth cell phone use while driving:

• Driver license testing of distracted driving issues:

• Minimum fine of at least $25 for first offense:

• Increased fines for repeat offenses:

• Exemptions from youth cell phone use ban:

☒ **Part 5: Motorcyclist Safety (23 CFR 1200.25)**

[*Check **at least 2 boxes** below and fill in **any** blanks under those checked boxes.*]

☒ **Motorcycle riding training course:**
• Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # <mark>Attachment F</mark>.

• Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # <mark>Attachment F</mark>.

• Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # <mark>59-60</mark>.

• Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # <mark>Attachment F</mark>.

• Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # <mark>61</mark>.

☒ **Motorcyclist awareness program:**
• Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # <mark>Attachment F</mark>.

• Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # <mark>Attachment F</mark>.

• Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # <mark>66-67</mark>.

• Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # <mark>63-64</mark>.

• Copy of the State strategic communications plan is provided as HSP attachment # <mark>65-69</mark>.

☐ **Reduction of fatalities and crashes involving motorcycles:**

• Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.

• Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

☐ **Impaired driving program:**

• Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page #
_____.

• Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.

• The State law or regulation that defines impairment.

Legal citation(s):

☐ **Reduction of fatalities and accidents involving impaired motorcyclists:**

• Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page #
_____.

• Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

• The State law or regulation that defines impairment.

Legal citation(s):_____

☐ **Use of fees collected from motorcyclists for motorcycle programs:** [*Check **one box** below and fill in **any** blanks under the checked box*.]

☐ Applying as a Law State –
• The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

Legal citation(s):
AND
• The State's law appropriating funds for FY _____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):_____

☐ Applying as a Data State –
• Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

☐ **Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

[*Fill in **all** applicable blanks below*.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

• Testing and education requirements:

• Driving restrictions:

• Minimum duration:

• Applicability to novice drivers younger than 21 years of age:

• Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner's permit stage and who is younger than 18 years of age.
Legal citations:
• Driving restrictions:

• Minimum duration:

• Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age:

• Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner's Permit and Intermediate Stages
Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):_____

Requirement that the driver who possesses a learner's permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):_____

License Distinguishability (*Check **one box** below and fill in **any** blanks under that checked box.*)

☐ Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.
Legal citation(s):
OR

☐ Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.
OR

☐ Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.