FFY2017

MARYLAND DEPARTMENT OF TRANSPORTATION

# HIGHWAY SAFETY PLAN

MARYLAND HIGHWAY SAFETY OFFICE
1 ORCHARD ROAD, GLEN BURNIE, MD 21060

# Contents

EXECUTIVE SUMMARY ..... 2
HIGHWAY SAFETY PLANNING PROCESS ..... 3
Guidance/Organizational Structure ..... 3
Maryland HSP Development ..... 5
Problem Identification ..... 5
Purpose of the HSP Problem Identification Process ..... 6
Data Sources ..... 6
Problem Analysis /Countermeasures Identification ..... 7
Allocations ..... 8
Program Feedback/Data Evaluation ..... 9
Partnerships, Resources, and Outreach ..... 9
Selection Process ..... 12
Integration of the Maryland SHSP ..... 14
Development of the Updated Maryland SHSP for 2016–2020 ..... 15
Maryland SHSP Priorities for 2016–2020 ..... 15
PERFORMANCE PLAN ..... 17
Highway Safety Program Target-Setting Process ..... 17
Highway Safety Performance Measures ..... 17
Overall Statewide Traffic Safety Targets for Maryland ..... 18
Overall Outcome Measures ..... 18
HIGHWAY SAFETY STRATEGIES AND PROJECTS ..... 23
Maryland's Evidence-Based Traffic Enforcement Program ..... 23
Data-Driven Problem Identification ..... 23
Implementation of Evidence-Based Strategies ..... 24
Continuous Monitoring ..... 25
Non-Federal Funding Sources ..... 26
Maryland Statewide Crash Summary ..... 30
Maryland Safety Program Areas – Problem Identification, Solutions, and Evaluation ..... 32
Maryland's Impaired Driving Program ..... 32
Maryland's Occupant Protection Program ..... 57
Maryland's Distracted Driving Program ..... 73
Maryland's Aggressive Driving Prevention Program ..... 85
Maryland's Motorcycle Safety Program ..... 105
Maryland's Pedestrian and Bicycle Safety Programs ..... 122
Maryland's Young and Older Driver Safety Program ..... 136
Maryland's Traffic Safety Information System Improvement Program ..... 145
Maryland's Police Traffic Services Program ..... 154
Program Support ..... 159
Highway Safety Program Cost Summary ..... 163
APPENDICES AND ATTACHMENTS ..... 164
Appendix A: Sources and Crash Data Definitions ..... 164
Appendix B : NHTSA Core Performance Measures (Required) ..... 166
Appendix C : Project List and HS 217 ..... 170
Appendix D : MVA Match Documentation ..... 182

# EXECUTIVE SUMMARY

On behalf of the Maryland Department of Transportation (MDOT), I am pleased to present Maryland's Federal Fiscal Year (FFY) 2017 Highway Safety Plan (HSP). This plan outlines the upcoming activities and priority areas for the Maryland Highway Safety Office (MHSO), which is housed within the MDOT's Motor Vehicle Administration (MVA), under the guidance of the MVA Administrator, Ms. Christine Nizer, who also serves as Maryland's Governor's Representative for Highway Safety (GR).

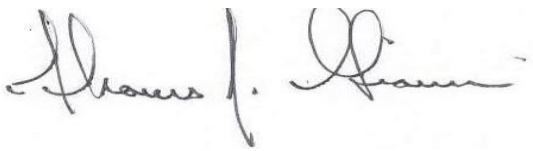
In 2015, 521 people died in traffic-related crashes on Maryland's roadways, representing an increase of more than 17 percent from the previous year. The increase in the number of traffic fatalities follows a trend that has seen roadway deaths increase throughout the nation. While there is no way to lessen the impact of losing an additional 78 lives as compared to 2014, the overall number of annual highway deaths has dramatically decreased over the past 10 years, and the MHSO continues to aggressively pursue its goal of zero traffic fatalities through effective traffic safety programming.

The FFY 2017 HSP is very closely aligned with Maryland's Strategic Highway Safety Plan (SHSP) and the SHSP is a companion, guiding document to the HSP. Where the SHSP outlines broad strategies and action plans for the MHSO and its statewide partners, the HSP outlines projects that will be carried out in greater detail and allocated funding to each of those projects. These two documents form a blueprint that is truly Maryland's roadmap to eliminate serious injuries and fatalities resulting from traffic crashes.

Both plans have been formulated through a process involving a close analysis of the data along with a partnership of diverse partners across the state to determine which behavioral highway safety needs are of greatest concerns and where projects can make the biggest impact.

Maryland's network of partners is committed to raising the awareness of traffic safety issues and building a comprehensive and effective traffic safety program. I look forward to the implementation of the projects outlined in this HSP and making progress in Maryland's goal of moving Toward Zero Deaths.

Sincerely,



Thomas J. Gianni
Chief, Maryland Highway Safety Office

# HIGHWAY SAFETY PLANNING PROCESS

## Guidance/Organizational Structure

The MHSO is tasked with the effective and efficient administration of a comprehensive, statewide traffic safety program utilizing federal funds to reduce traffic crashes and resulting injuries and deaths on Maryland's roads.

Housed within the MVA, and reporting directly to MVA's Administrator, the MHSO is positioned to lead, create partnerships, gather input, build support and create effective synergies in statewide, regional and local approaches to driver safety and education. The MVA's Administrator serves as Maryland's GR, providing leadership and oversight for the state's highway safety program through direct coordination with the office of Maryland's Secretary of Transportation, Pete K. Rahn.

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

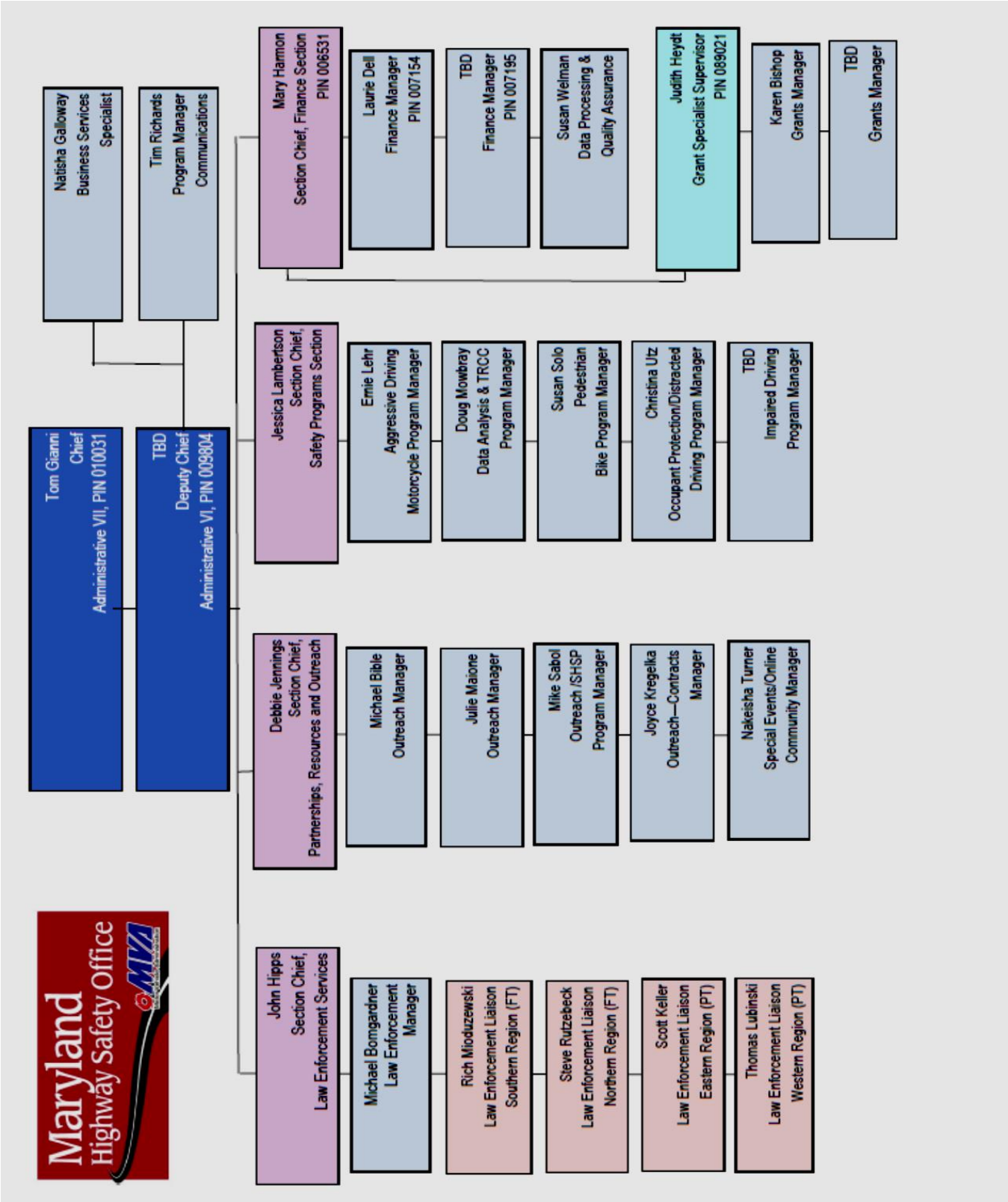
The MHSO consists of four sections:

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

The MHSO is supported by two units involved with communications and administration, which report directly to the Chief:

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

A full organizational chart for the MHSO is pictured below:



## Maryland HSP Development

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

| Month | Activity |
|---|---|
| January | Problem Identification – Review program data and targets to identify safety issues to be corrected with previous and new grant partners.<br>Debrief and analyze the previous year's program results with grant partners.<br>Open the MHSO grant application period. |
| February–March | Convene grant-writing training and discussion sessions to assist potential grantees with grant submission.<br>Identify any gaps in existing problem-area strategies and request feedback as needed from stakeholders for further analysis.<br>Utilize Funding Formulas for County Allocation Budgets<br>Develop MHSO internal projects.<br>Begin drafting the HSP components. |
| April–May | Determine estimated revenues and establish a draft HSP budget.<br>Review grants and make selections.<br>Continue to draft the HSP components. |
| June | Meet with the GR to seek approval for the grants selected by the grant-review team.<br>Conduct MHSO final internal review of the HSP to verify compliance with federal requirements, competencies and accuracy.<br>Submit the final HSP for approval to the GR.<br>Submit HSP to the National Highway Traffic Safety Administration (NHTSA) by July 1. |
| July–September | Notify chosen grant applicants and obtain final agreements.<br>Conduct pre- and post-award meetings with chosen grantees.<br>Problem Identification – Review new program data and targets to identify safety issues to be corrected, and determine funding distribution and overall direction of the programs.<br>Debrief and analyze the previous year's program results with MHSO teams. |
| October–December | Begin implementation of approved HSP as of October 1.<br>Implement new Federal Fiscal Year grants.<br>Develop Annual Report.<br>Continue conducting post-award meetings.<br>Submit Annual Report by December 31.<br>Identify partners, program goals and priorities, program area direction, overall strategies and direction of Maryland's traffic safety policy and program, and potential individual program strategies. |

## Problem Identification

The MHSO's HSP development process is designed to target specific highway safety problems through the use of relevant data sources, estimates of funding levels, identification of potential

partners in the HSP process, and prioritization of potential grant programs by their ability to address federal- and state-designated traffic safety priorities.

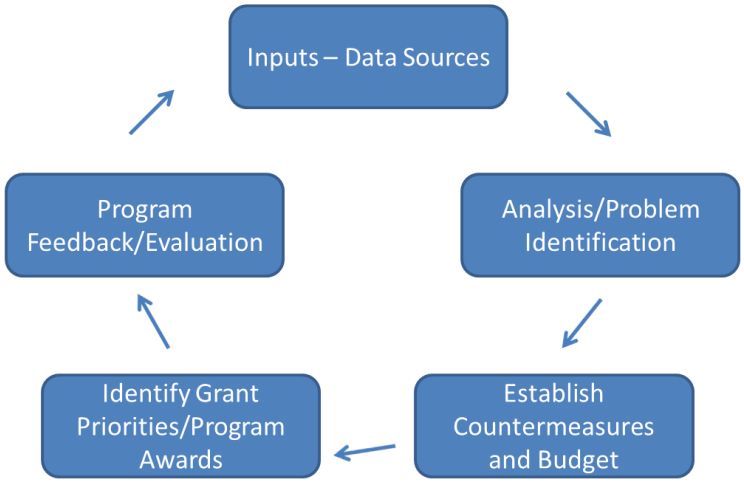
## Purpose of the HSP Problem Identification Process

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

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

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

**Maryland Highway Safety Office**
**Problem Identification/Programming Process**




## Data Sources

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

- State Highway Administration (SHA) – Crash data are obtained from the SHA, which maintains a database derived from crash reports submitted to, and processed and approved by, the Maryland State Police (MSP), along with data on average daily traffic counts and vehicle miles traveled (VMT).
- NHTSA – Federal Fatality Analysis Reporting System (FARS).

- Maryland MVA – Vehicle and driver information, including the state's driver license, vehicle registration, and citation/conviction files.
- Maryland Institute for Emergency Medical Services Systems – Emergency Medical Services (EMS) data information network; statewide trauma registry.
- Maryland District Court – Citation data.
- Maryland Trauma Registry – Trauma registry, injury data, and EMS databases.
- Office of the Chief Medical Examiner (OCME) – Medical examiner data.
- National Study Center (NSC) – CODES; observational seat belt use surveys.
- Maryland Annual Driving Survey (MADS) – Scientific survey data of attitudes and behavioral experience drawn from Maryland driver populations.

Data elements in motor vehicle crash analysis can be classified in three general categories: People, Vehicles, and Roadway.

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

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

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

## Problem Analysis /Countermeasures Identification

Over-represented factors can be determined by comparing the rate of crashes for a subgroup or characteristic within a jurisdiction to the same rate in a comparable or larger jurisdiction. For example, if the percentage of adult vehicle occupants that *do not* use seat belts within a jurisdiction is greater than the statewide average, then that characteristic may be over-represented and is analyzed further. Such a case example might indicate a need for additional or more focused countermeasures on seat belt usage in the identified jurisdiction. The following questions are among the most critical to data analysis and problem identification:

| Question | Examples |
|---|---|
| Are high-crash locations identified? | Specific road sections, highways, streets and intersections |
| Do we see recurring causes of crashes? | Impairment, speed, distractions, other traffic |

| | |
|---|---|
| | violations, weather, road conditions |
| Which characteristics occur more frequently than would be expected—that is, which are over-represented? | Number of crashes involving 16- to 19-year-old drivers versus other age groups, or number of alcohol crashes on a particular roadway segment compared to other causes |
| Are there crash-severity factors to be considered? | Non-use of occupant protection devices (seat belts, motorcycle helmets), excessive speed |

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

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

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

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

## Allocations

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

Several categories of traffic records data were compiled over years 2009–2013 (serious [KABCO=K, A, B] crashes, impaired crashes, speed-involved crashes, crashes with unrestrained occupants, moving violations) for each of Maryland's 24 jurisdictions. Following the weighting of serious crashes in terms of .75 – fatal, .20 – serious injury, .05 – moderate injury, the jurisdictions were split into three categories based on the frequency of serious crashes (8 jurisdictions of highest frequency, 8 jurisdictions of medium frequency and 8 jurisdictions of lowest frequency). This weighting schema was determined by statisticians based on best practices and Maryland's vision of *Toward Zero Deaths* in order to identify jurisdictions that account for the majority of fatal and serious injury crashes.

Once the jurisdictions were stratified, rankings were applied for six sub-categories (serious and fatal crashes, violations, impaired crashes, speed crashes, unrestrained crashes, and unbelted rate) within each of the three groups. For example, jurisdictions in each group were ranked from 1-8 within each sub-category, with 8 representing the highest incidence and 1 representing the lowest incidence. To determine the final rankings within each group, another set of weights were applied. Each jurisdiction's rank (1–8) within the serious and fatal crash category received a .45 weight, the violations rank (1–8) received a .25 weight, and each of the four additional sub-categories received a .075 weight. These weights were determined through statistical review and consultation with the MHSO. Application of this final set of weights determined each jurisdiction's projected funding proportion. Finally, funds were appropriated, with the top group receiving 75 percent, the middle group 20 percent, and the lowest group 5 percent of total available allocations. The jurisdictions were listed from highest to lowest funding amounts within each of the three groups to guide the MHSO in allocation decisions to support *Toward Zero Deaths*.

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

## Program Feedback/Data Evaluation

In previous years, the MHSO conducted a MADS to collect and analyze impact measures for its priority programs. In FFY2017, the MHSO will not implement a MADS, but instead analyze each program area's evaluative needs, as well as the overall needs of the entire program, before implementing a new annual drivers survey. The MHSO does administer a few surveys to determine if awareness and behavior changes occurred during high visibility enforcement (HVE) campaigns. Data on individual campaign evaluation is provided later in this document within each Program Area.

## Partnerships, Resources, and Outreach

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

The MVA Administrator is an active member of the SHSP Executive Council, having input on strategies and goals set forth through the SHSP's six Emphasis Areas:

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

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

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

**Federal Government** – Agencies such as NHTSA, FHWA, and FMCSA play key roles in problem identification, target-setting, development of countermeasures, grants management, development of education and media campaigns, and assistance to the MHSO with administrative oversight of Maryland's traffic safety grants program.

**National Organizations** – Organizations representing national professional associations such as the Governors Highway Safety Association (GHSA), the International Association of Chiefs of Police (IACP), the National Sheriffs Association (NSA), and the American Automobile Association provide forums for idea formulation, discussion and analysis of common or even diverse highway safety issues across the nation. These organizations also provide best practices and innovative strategies for dealing with certain highway safety issues. Management of the MHSO is represented on many of these organizational boards and committees.

**State and Local Governments** – All business units of the MDOT take on significant roles in the MHSO programming model. Each integrates the goals and priorities of the SHSP into planning documents and business plans, as outlined within each of the SHSP emphasis areas, including coordination of effective media approaches to ensure consistent, effective and timely messaging. Local government agencies contribute to the highway safety planning process through representation and input within SHSP Emphasis Area Teams (EATs) and, most important, the effective oversight and implementation of local grants programs.

**Law Enforcement** – Law enforcement agencies at all levels, including professional organizations such as the Maryland Chiefs of Police Association (MCPA) and Maryland Sheriffs' Association (MSA), are crucial to statewide success in achieving the long-term goal of zero traffic fatalities. Clearly, the enforcement of Maryland's traffic laws and ongoing participation in executing localized enforcement and training grants are crucial to the ultimate success of the state's traffic safety strategies. In FFY 2016 the MHSO reorganized its Law Enforcement Programs by creating an entirely new section dedicated to Police Traffic Services. In addition to a Section Chief and statewide Law Enforcement Programs Manager, the MHSO funds four new Law Enforcement Liaisons whose sole responsibility is to work closely with enforcement partners at the local level across the state to provide training and information as well as enlist their support and involvement in enforcement mobilizations.

**Colleges, Universities and Schools** – Maryland employs educational campaigns at all levels, from elementary school through higher education, to inform and guide behaviors of students, often beginning years before they can legally drive. Representatives from educational institutions regularly contribute to Maryland's SHSP EATs and grants review process, assisting with problem identification and countermeasures strategies, and coordinating data and educational programs.

**Court System** – The MHSO funds two Traffic Safety Resource Prosecutors (TSRPs) that focus solely on clarifying and assisting with traffic enforcement issues and prosecutions in ways designed to increase conviction rates of criminal drivers, and to provide partners within the court system for adjudication support. These TSRPs provide training to prosecutors and law enforcement officers, and conduct outreach and assistance to judges, all in an effort to facilitate services to the Maryland Judiciary and create safer traffic environments on all roadways.

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

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

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

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

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

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

## Selection Process

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

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

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

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

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

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

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

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

- An evidence-based strategy of countermeasures supported by research;

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

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

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

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

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

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

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

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

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

## Integration of the Maryland SHSP

The MVA Administrator is Maryland's designated Governor's Representative for Highway Safety. Under the Governor's Representative for Highway Safety's leadership, the MHSO provides the day-to-day coordination for Maryland's SHSP.

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

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

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

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

To ensure consistent and appropriate technical support for the SHSP EATs, the MHSO assigns a designated Data Coordinator to each team to help control and assure the consistency, availability, and accuracy of data resources for the SHSP. Dependable quality data collection and analysis is crucial in assisting EATs to properly identify target groups, to adapt and refine countermeasures, and to evaluate the effectiveness of implemented strategies.

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

Thus, the SHSP serves as a true "umbrella" plan guiding highway safety for MDOT, identifying Maryland's key safety needs and priorities as it establishes an agenda of approved strategies to reduce or eliminate identified safety problems. For consistency and completeness, the SHSP is integrated with other state transportation plans including the HSP and the Maryland SHA's Highway Safety Improvement Plan (HSIP).

## Development of the Updated Maryland SHSP for 2016–2020

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

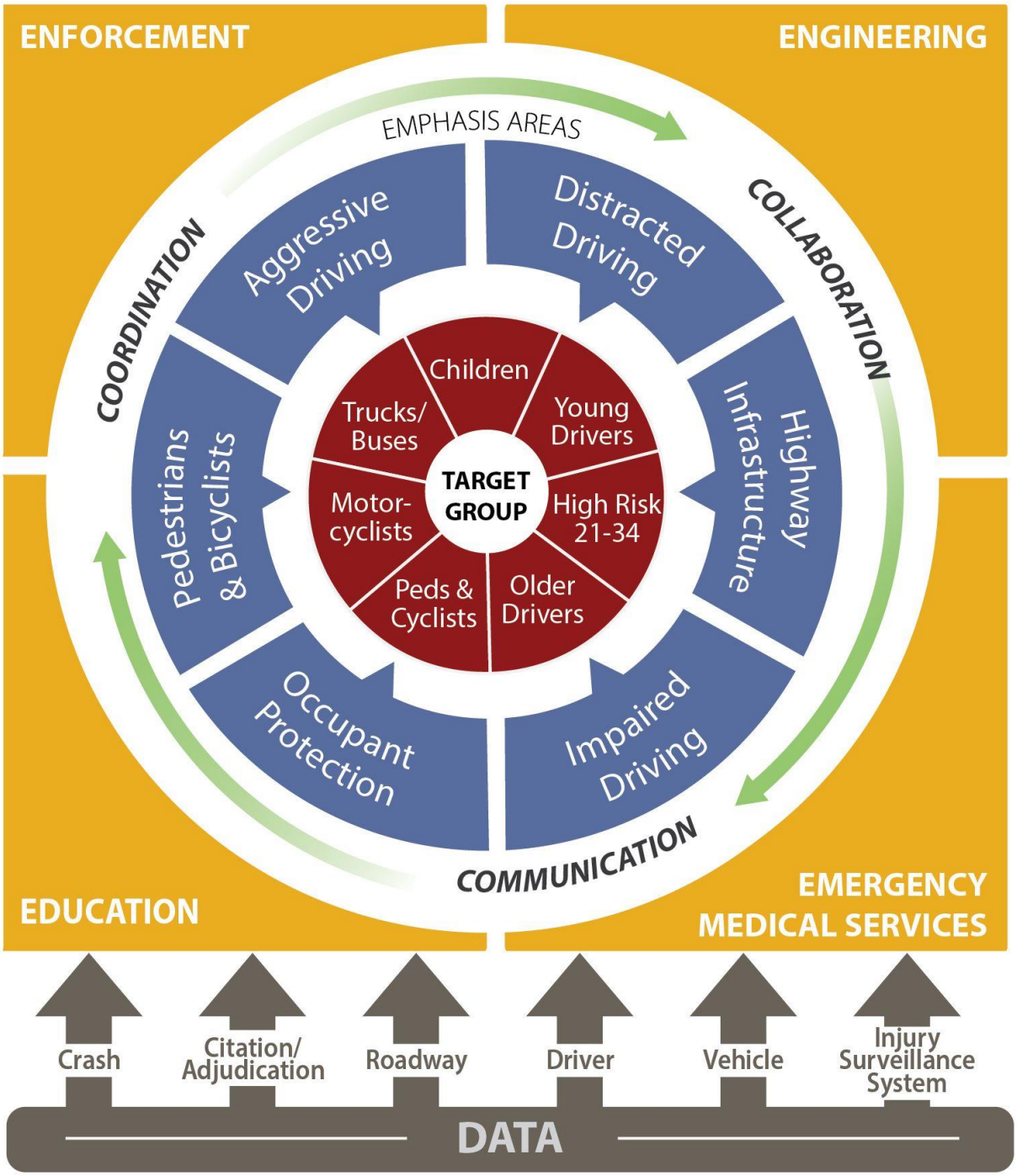
The MHSO supports the SHSP by assigning staff to co-lead EATs and by providing data experts to coordinate all data needs within the EATs. The EATs then engage identified key stakeholders and other partners in multiple planning sessions. All of these partners help to identify, develop, and finalize strategies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

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

## Maryland SHSP Priorities for 2016–2020

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

# *Maryland Strategic Highway Safety Plan Priorities*



# PERFORMANCE PLAN

## Highway Safety Program Target-Setting Process

Maryland has adopted the *Toward Zero Deaths* strategy into all its safety planning and has implemented interim targets to reduce fatalities by at least 50 percent from the baseline year, 2008, through 2030—that is, from an actual of 592 fatalities in 2008 to no more than 296 fatalities in 2030. With the implementation of this strategy beginning in 2008, Maryland applied a calculated reduction of 3.1 percent to each calendar year for future estimates, creating yearly projected benchmarks by which to measure progress.

Full guidelines for the newly enacted FAST ACT were not available at the time of the writing of this HSP. Therefore, as directed, the MHSO continued to use the guidelines in MAP-21in regard to a target-setting methodology. A Final Rule from FHWA in early 2016 will result in another adjustment to the target-setting to meet the new requirements for FFY2018. Maryland's long-term target under its *Toward Zero Deaths* initiative will remain in place, seeking to reduce fatalities to no more than 296 by 2030. The annual percent reduction for interim benchmarks has been adjusted downward based on 2013 actual crash data, the latest available. This change resulted in lower yearly fatality reduction targets as interim targets need to reach the 2030 target.

The targets for serious injuries and serious injury rates were also set in accordance with the *Toward Zero Death* methodology that was used for the fatality and fatality rates. This methodology used the number of serious injuries observed in 2008 to set the 2030 target. In 2015, the fatality and serious injury targets were revised to use 2013 as a base year and projected out to the original 2030 estimate. Since the 2030 target remains unchanged, the significant decline in serious injuries observed in recent years resulted in minimal reductions needed during the intervening years to reach the target.

Maryland's SHSP Executive Council also determined that the geometric means reduction method will be applied only to the four major targets currently required of states: Fatalities, Fatality Rate per 100 Million Vehicle Miles Traveled (100M VMT), Serious Injuries, and Serious Injury Rate per 100M VMT. Predictive measures for all other program area targets are based on a five-year rolling average with an exponential trend projected over the next five years (2016–2020).

All traffic safety documents in the state of Maryland conform to these methodologies, including the SHSP and MHSO's HSP. Additionally, all planning documents developed by the MHSO staff and State-level reporting to the Governor use the same SHSP emphasis area targets on reduction of fatalities and serious injuries. Each HSP program section presents information on state targets for 2016–2020, along with progress toward meeting those targets. Source information and crash data definitions are included in Appendix A.

## Highway Safety Performance Measures

Maryland has established a set of quantifiable highway safety performance targets that are data driven and based on state crash data (unless noted otherwise). Targets and performance measures are outlined below for overall statewide fatality and serious injury targets, including actual and projected numbers and rates of occurrence. Similar measures and summaries for each of

Maryland's planned HSP traffic safety programs can be found in the Program Area sections that follow.[1]

## Overall Statewide Traffic Safety Targets for Maryland

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

| Maryland Motor Vehicle Crashes (Actual) | | | | | | | |
|---|---|---|---|---|---|---|---|
| ACTUAL | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
| Fatalities | 592 | 550 | 496 | 488 | 511 | 466 | 443 |
| Fatality Rate per 100 MVMT | 1.08 | 0.99 | 0.88 | 0.87 | 0.91 | 0.83 | 0.79 |
| Total Serious Injuries | 4,544 | 4,383 | 4,051 | 3,809 | 3,312 | 2,957 | 3,050 |
| Serious injury Rate per 100 MVMT | 8.26 | 7.93 | 7.22 | 6.80 | 5.87 | 5.24 | 5.41 |

| Maryland Motor Vehicle Crashes (Target) | | | | | | |
|---|---|---|---|---|---|---|
| TARGET | 2015* | 2016 | 2017 | 2018 | 2019 | 2020 |
| Fatalities | 475 | 430 | 419 | 408 | 397 | 387 |
| Fatality Rate per 100 MVMT | 0.87 | 0.77 | 0.75 | 0.73 | 0.71 | 0.69 |
| Total Serious Injuries | 3,945 | 2,949 | 2,947 | 2,944 | 2,941 | 2,939 |
| Serious injury Rate per 100 MVMT | 7.17 | 5.23 | 5.22 | 5.22 | 5.21 | 5.21 |

*2010–2015 SHSP (baseline year 2008). Serious injury targets were not developed until the advent of the SHSP 2016–2020. Serious injury targets are included here for consistency in reporting only and are derived from a baseline of 2008 statistics to keep in line with the 2010–2015 SHSP. Targets for the years 2016–2020 are set using a baseline of 2013 statistics. The large decreases in targets between 2015 and 2016 are reflective of the large decreases in serious injuries between 2008 and 2013.

## Overall Outcome Measures

The tables and graphs that follow depict formal objectives and measures for each of the four major traffic safety targets, including a historical representation, progress to date, projections through 2020, and additional line graphs to assist in visualizing results and trends for the current period.

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

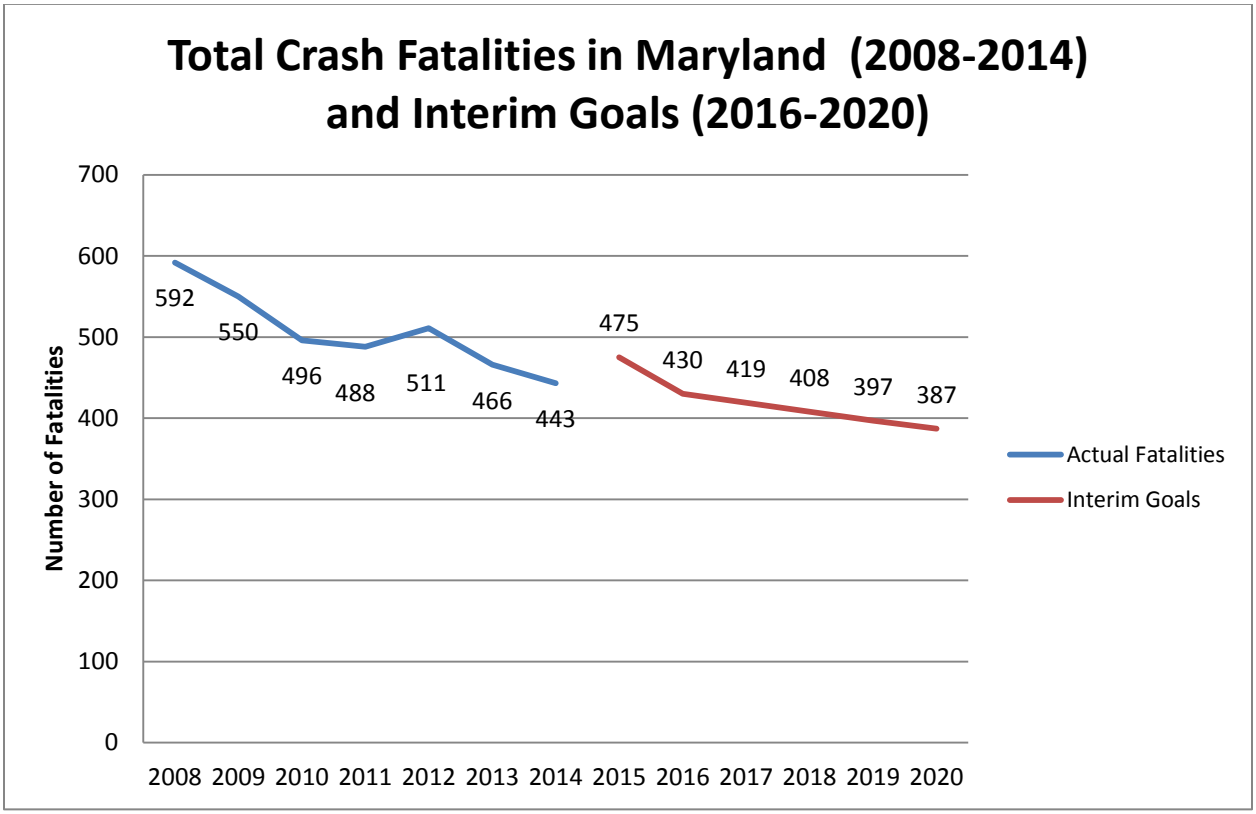
***Maryland Fatalities–2008 through 2020***

**Fatality Objective:** Reduce the annual number of traffic-related fatalities on all roads in Maryland from 466 in 2013 to fewer than 387 by December 31, 2020.

**Fatalities – Recent Actuals/Interim Targets**

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|---|---|
| **Fatalities to Date** | 592 | 550 | 496 | 488 | 511 | 466 | 443 |
| | | **2015** | **2016** | **2017** | **2018** | **2019** | **2020** |
| **Interim Targets - Fatalities** | | 475 | 430 | 419 | 408 | 397 | 387 |

**Fatality Objective Progress:** In 2014, there were 443 fatalities in Maryland. This is the fifth fatality reduction in the past six years, so Maryland *is progressing toward the 2020 target.*



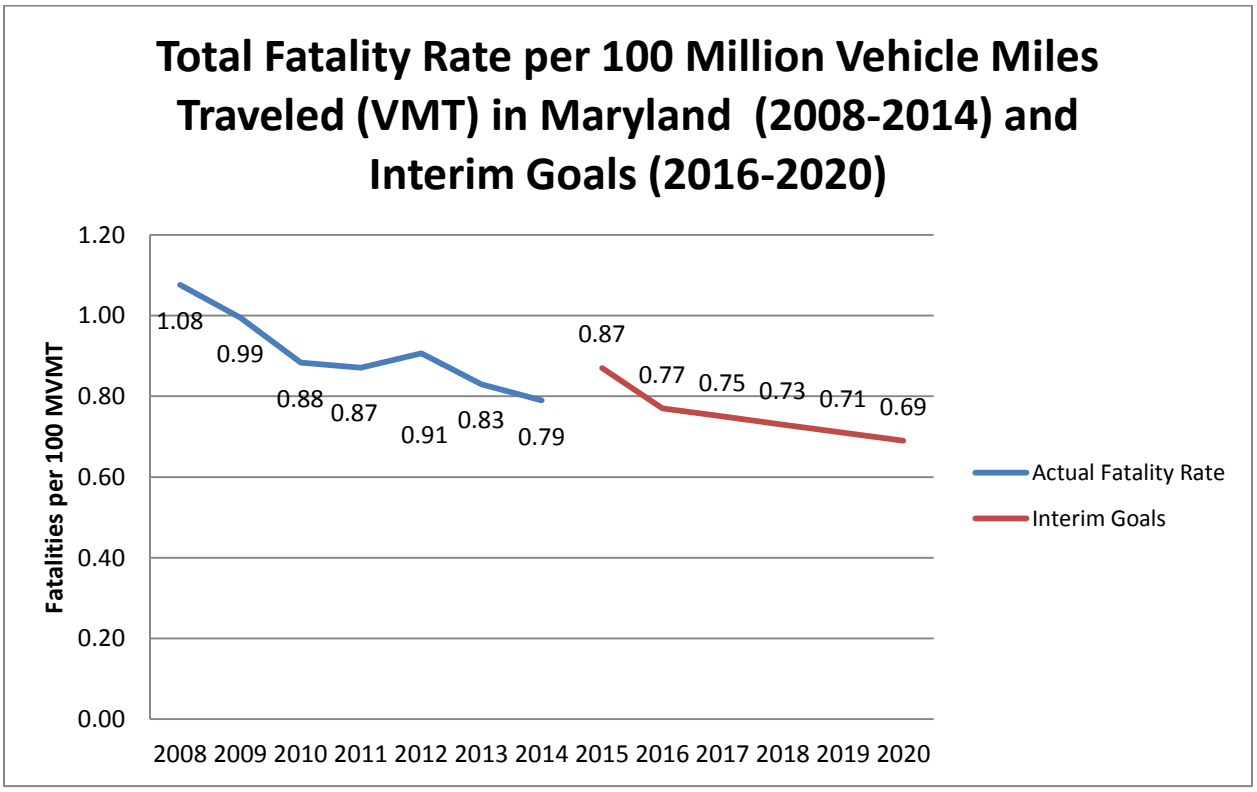
***Maryland Fatality Rate – 2008 through 2020***

**Fatality Rate Objective**: Reduce the annual rate of traffic-related fatalities per 100 million vehicle miles traveled (MVMT) on all roads in Maryland from 0.83 in 2013 to 0.69 or lower by December 31, 2020.

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

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|---|---|
| **Fatality Rate to Date** | 1.08 | 0.99 | 0.88 | 0.87 | 0.91 | 0.83 | 0.79 |
| | | **2015** | **2016** | **2017** | **2018** | **2019** | **2020** |
| **Interim Targets – Fatality Rate** | | .87 | 0.77 | 0.75 | 0.73 | 0.71 | 0.69 |

**Fatality Rate Objective Progress:** In 2014, Maryland had a fatality rate of 0.79 per 100 MVMT. This figure is lower than the 2013 figure (rate=0.83), and is the fifth reduction in the past six years, so Maryland *is progressing toward the 2020 target*.



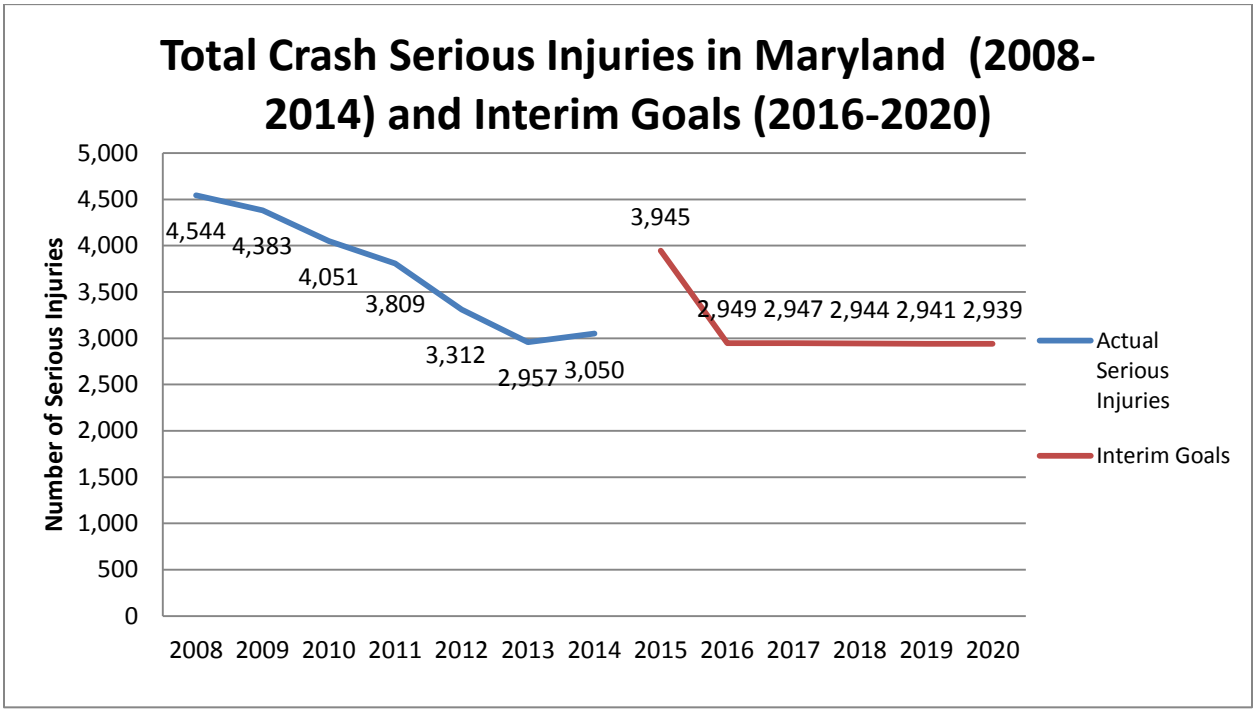
## *Maryland Serious Injuries – 2008 through 2020*

**Serious Injury Objective:** Reduce the annual number of traffic related serious injuries on all roads in Maryland from 2,957 in 2013 to 2,939 or fewer by December 31, 2020.

**Serious Injuries – Recent Actuals / Interim Targets**

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|---|---|
| Serious Injuries to Date | 4,544 | 4,383 | 4,051 | 3,809 | 3,312 | 2,957 | 3,050 |
| | | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Interim Targets – Serious Injuries | | 3,945 | 2,949 | 2,947 | 2,944 | 2,941 | 2,939 |

**Serious Injury Objective Progress:** In 2014, there were 3,050 serious injuries in Maryland. While this figure is higher than the 2013 figure (n=2,957), the number of serious injuries have demonstrated a general decline over the past six years, so Maryland *is progressing toward the 2020 target.*



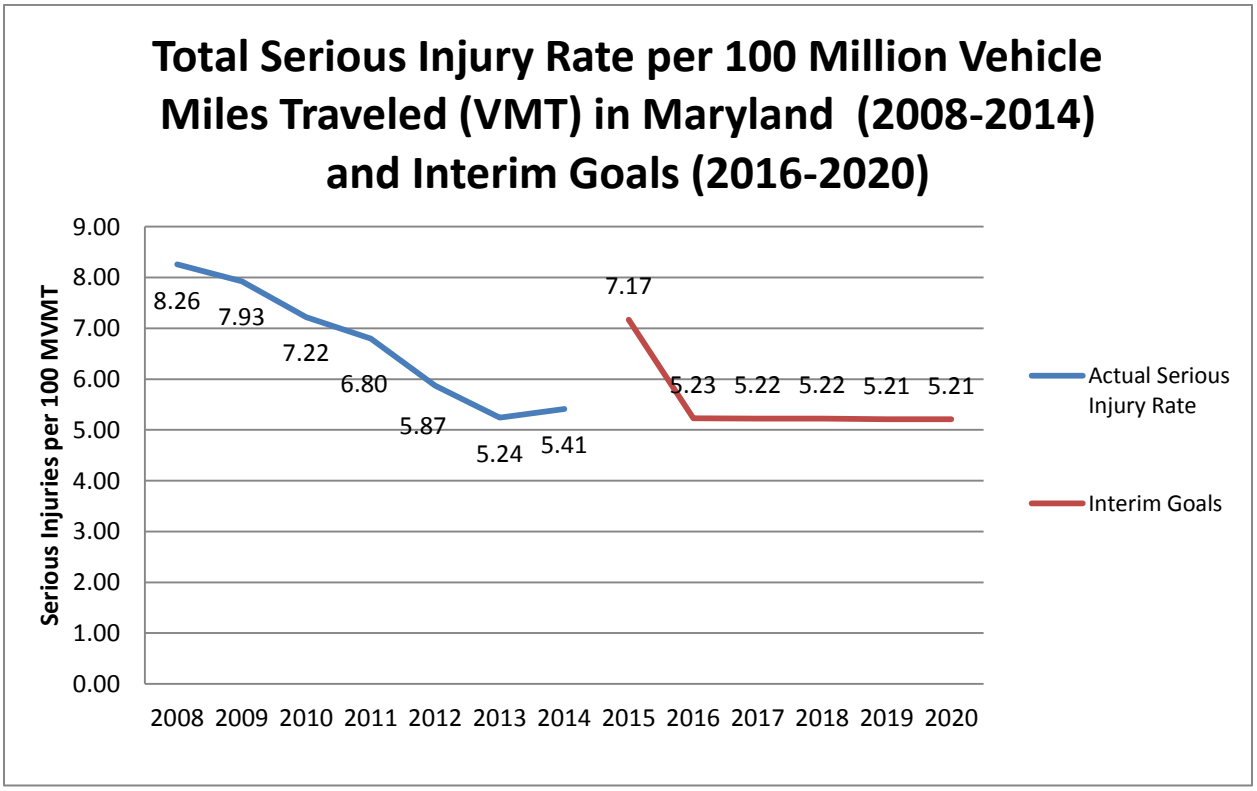
## *Maryland Serious-Injury Rate – 2008 through 2020*

**Serious Injury[2] Rate Objective:** Reduce the annual rate of traffic-related serious injuries per 100 MVMT on all roads in Maryland from 5.24 in 2013 to 5.21 or lower by December 31, 2020.

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

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|---|---|
| Serious Injury Rate to Date | 8.26 | 7.93 | 7.22 | 6.80 | 5.87 | 5.24 | 5.41 |
| | | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Interim Targets- Serious Injury Rate | | 7.17 | 5.23 | 5.22 | 5.22 | 5.21 | 5.21 |

**Serious Injury Rate Objective Progress:** In 2014, Maryland had a serious injury rate of 5.41 per 100 MVMT. This figure is higher than the 2013 figure (n=5.24) but this has been the only increase since 2008, so Maryland *appears to still be progressing toward the 2020 target.*




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

# HIGHWAY SAFETY STRATEGIES AND PROJECTS

The MHSO awards grants to projects that address priority areas in Maryland's SHSP, and demonstrate the greatest potential to succeed and ultimately help Maryland eliminate crash-related deaths and injuries. Grants must be compatible with the MHSO's mission, program directives, and eligibility criteria. Final awardees reflect agencies deemed most capable of addressing the strategies and projects that aid Maryland in achieving its 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 their relation to the Maryland SHSP;
- Identified countermeasures;
- Enforcement data (where applicable);
- National mobilization details (where applicable);
- Details concerning program area grants (where applicable); and
- Other relevant program area information.

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

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

A listing of the MHSO's approved projects for FFY 2017 can be found in the Program Area sections of this document**,** along with the accompanying HS-217 form found in Attachment C.

## Maryland's Evidence-Based Traffic Enforcement Program

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

### Data-Driven Problem Identification

The statewide problem identification process used in the development of the HSP was described in the previous section titled "Problem Identification". Data analyses are designed to identify driver characteristics of those over-involved or over-represented in crashes, along with information revealing when, where, and why crashes are occurring. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP. These results are analyzed to determine typical driver demographics, along with the most frequent locations, day/month of most frequent crashes, and most frequent times of day for each problem area. Thus, the most effective program outlines for any problem area will provide current information for typical driver behavior, along with the time of day, day of week and month of year of greatest frequency, along with most frequent locations of total, serious injury, and fatal crashes in each category. These causal factors provide quantitative evidence to shape awareness, education, and enforcement strategies, and to make overtime enforcement efforts and communications efforts as effective as possible in subsequent years.

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

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

## Implementation of Evidence-Based Strategies

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

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

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

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

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

The MHSO uses both quantitative and qualitative criteria to measure the desired outcomes of the MHSO's law enforcement grant programs that utilize overtime enforcement funds, including those in the aggressive driving, distracted driving, impaired driving, occupant protection, and pedestrian safety program areas. The MHSO employs a monitoring system for law enforcement reporting data that engages law enforcement partners, grant managers and MHSO team members. In addition to the productivity of officers working overtime enforcement grants, an analysis of crashes, crash fatalities, and serious injuries is utilized by MHSO staff throughout the grant monitoring process. During the FFY 2016 MHSO approved a project whereby four new Law Enforcement Liaisons (LELs) were hired to provide more direct contact with individual agencies across the state. By developing professional relationships with law enforcement managers and traffic supervisors the LELs will be able to more closely monitor project success as well as provide information and training more efficiently.

Through this holistic approach, the MHSO and its law enforcement partners continually follow up, evaluate, and adjust enforcement plans accordingly. This approach will continue to improve effectiveness, enhance understanding and support of programs, and utilize highway safety resources as efficiently as possible.

## Continuous Monitoring

To ensure law enforcement projects remain adaptable to any situation, various tracking mechanisms are utilized to enable MHSO program managers and law enforcement managers throughout Maryland to gain quick insights into the progress of each project. Monthly progress reports are required from each agency receiving grant funding to ensure an understanding of the goals and outcomes of each project. These reports must include data on the activities conducted, such as the times worked, the numbers of vehicle contacts, and the numbers of citations issued.

This type of continuous monitoring allows for small or large adjustments as needed within each jurisdiction in sufficient time to provide for the most efficient use of resources.

Constant critique and feedback is maintained throughout the enforcement program between the MHSO and each law enforcement agency. This ensures continuous communication during the planning, implementation, monitoring and evaluation phases of the project. Beginning in FFY 2017 MHSO will achieve this continuity by assigning an LEL to each law enforcement agency as their project manager. The MHSO LEL program will be supervised by a LEL Enforcement Services Section Chief (see MHSO Organizational Chart) who will provide back up support, training and command level contact should circumstances or adjustments require such intervention. The Law Enforcement Services Section Chief, working in conjunction with the MHSO Chief, develops, maintains, and cultivates professional relationships with top law enforcement executives across the state to build the required top-down support for traffic enforcement efforts.

## Non-Federal Funding Sources

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

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

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

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

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

## Maryland Statewide Crash Summary

In 2014, 443 people were killed—the lowest number since 1948—in 97,926 police-reported traffic crashes in Maryland, while 44,148 people were injured and 67,146 crashes involved property damage only. In total, 258 drivers (195 vehicle drivers and 63 motorcycle operators), 108 pedestrians and bicyclists, and 72 passengers were killed on Maryland roads. On average, one person was killed every 19 hours, 121 people were injured each day (5 injuries every hour), and 268 police-reported traffic crashes occurred every day.

The five-year fatality rate trend for Maryland decreased from a high of 0.882 in 2010 to a low of 0.785 in 2014. The overall fatality rate has also consistently been lower than the national fatality rate every year since 1992.

On average, crashes in the Baltimore and Washington metropolitan regions accounted for more than 85 percent of the state's annual crashes, more than four in every five. More than 20,000 crashes occurred in the City of Baltimore alone in 2013, accounting for more than one in every five crashes (22 percent) reported statewide. Prince George's County accounts for the greatest number of fatal crashes in Maryland, but ranks second to Baltimore City in the number of overall crashes.

Crashes occur consistently through the year on Maryland's roadways, spread relatively evenly through the calendar year, but on average, slightly fewer crashes occur in February. Crashes tend to occur most frequently on Fridays and during afternoon or early evening hours in Maryland. More than one in every six crashes (16 percent) occurred on a Friday, and more than 43 percent happened between 12 noon and 7 p.m.

Young adult drivers, ages 21 to 29, represent more than one in every five drivers (20 percent) involved in Maryland crashes. These young adults also comprise a large share of injuries (23 percent) or deaths (22 percent) as a result of crashes on Maryland roadways.

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

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

| General Crash Factors (2009–2013 Averages) | | |
|---|---|---|
| *Factor* | *Variable* | *Percentage* |
| **Age (drivers)** | 21–34 | 29% of involved; 34% of injured; 31% of killed |
| **Sex (drivers)** | Male | 50% of involved; 50% of injured; 78% of killed |
| **Month** | October–December (total crashes); May–July (injury crashes); May–July (fatal crashes) | Oct.–Dec., total crashes – 27%; May–July, injury crashes – 27%; May–July, fatal crashes – 29% |
| **Day of Week** | Friday (total and injury crashes); Saturday (fatal crashes) | Fri. total crashes – 16.4%; Fri. injury crashes – 16.3%; Sat. fatal crashes – 17.7% |
| **Time of Day** | 2 p.m.–6 p.m. (total and injury crashes); 9 p.m.–2 a.m. (fatal crashes) | Total crashes – 27%; injury crashes – 29%; fatal crashes – 30% |
| **Road Type** | State and County roads | Total crashes – 53%; injury crashes – 59%; fatal crashes – 67% |
| **Jurisdiction** | Baltimore City, Baltimore and Prince George's Counties (total and injury crashes); Baltimore and Prince George's Counties (fatal crashes) | Total crashes – 50%; injury crashes – 44%; Fatal crashes (Baltimore and Prince George's) – 32% |

Source: Based on Maryland State Police crash data provided by the State Highway Administration, 2009–2013 averages. Only overall fatality and serious injury information is available currently for 2014. The advent of ACRS has delayed the release of trend analysis for crash data collected in the new system in comparison to crash data collected in the old system.

## Maryland Safety Program Areas – Problem Identification, Solutions, and Evaluation

### Maryland's Impaired Driving Program

#### Problem Identification

During the latest five year statistical period, 2009 through 2013, Maryland crash data show that impaired driving[3] was cited as a factor in about one in every three fatal crashes overall, in nearly one in every 10 crashes overall, and in nearly one in every 10 injury crashes. Please note that Maryland's definition of impaired driving is slightly different than the FARS definition of .08% BAC.

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

From 2009 through 2013, despite an overall 14 percent decline in the incidence of impaired driving crashes, an average of more than 7,800 crashes involving impaired driving occur on Maryland roads each year. For the same five-year period, impaired driving accounted for an average of 9 percent of all traffic crashes, 9 percent of injury crashes, and 33 percent of fatal crashes. Impaired driving accounted for 9 percent of injuries and 34 percent of fatalities. Thus, impaired driving is significantly over-represented in fatal crashes— that is, its frequency as a factor in fatal crashes occurs more often than would be otherwise expected statistically.

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

#### Frequency of Impaired Crashes

For 2009 through 2013, impaired driving crashes (both total and injury) occur consistently throughout the year with a slight increase in May. A higher percentage of fatal crashes involving impairment occur in July. But, for the full seven-month period from April through October, incorporating the typical warm-weather driving months, more than half of all

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

impaired driving crashes occur (59.8 percent), and about two in every three impaired fatal crashes occur (67 percent).
More than half (54.4 percent) of impaired crashes, including injury and fatal crashes, occur between 8 p.m. and 4 a.m., an eight-hour period reflecting one-third of the 24-hour day. About two-thirds (61.9 percent) of all fatal crashes occur during the same eight-hour, late-night period.

A total of 56.7 percent of impaired crashes occur from Friday through Sunday. More than two in three of all impaired crashes occur from Thursday through Sunday. The 11 p.m.–3 a.m. time period accounts for the largest proportion of impaired crashes, including injury and fatal crashes, than any other four-hour time period.

### Typical Profile of Impaired Driver/High-Risk Crash Locations

On average, the typical impaired Maryland driver involved in a crash is male, ages 21 to 49 (69.8 percent in all crashes), and about 45 percent of drivers and passengers injured or killed in impaired fatal crashes were not wearing a seat belt. In comparison, in overall crashes, 32 percent of drivers killed were not wearing their seat belts, indicating that impaired drivers are less inclined to buckle up, especially in a fatal crash.

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

More than three in every four crashes involving impaired drivers (78.1 percent) occurred in nine Maryland counties plus the city of Baltimore, including Anne Arundel, Baltimore, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington Counties. These counties also represent nine of the top 10 counties in Maryland for percentage of total crashes involving unrestrained occupants.

These profiles together help define the most effective target focus of statewide education and media campaigns and enhanced enforcement efforts for both impaired driving and non-use of seat belts. The most frequently noted driver demographic information and locations: Male drivers, aged 21–49, driving between 8 p.m. and 4 a.m. in the jurisdictions of the nine counties above plus Baltimore City, mainly on state and county roadways.

In 2015, Maryland law enforcement officers issued 58,872 citations for impaired driving (total of all citations issued, not total persons cited; in a single stop, an impaired driver may be cited for two or three violations), which translates to a total of 22,185 drivers arrested. This is compared to 22,702 arrests in 2014 and 23,225 arrests in 2013. Comparably, the MHSO and its SHSP EAT partners are turning more attention to drugged driving in Maryland. In 2015, there were 2,134 citations issued to drivers for operating a vehicle while impaired by controlled dangerous substances (CDS), compared to 1,912 written in 2014, and 1,966 written in 2013.

| General Crash Factors – Impaired Driving | | |
|---|---|---|
| *Factor* | *Variable* | *Percentage* |
| **Age (drivers)** | 21–49 | 69.8% of involved; 72.1% of injured; 66.1% of killed |
| **Sex (drivers)** | Male | 70.3% of involved; 71.5% of injured; 84.4% of killed |
| **Month** | April–October (total, injury and fatal crashes) | Total – 59.8%; injury – 61.4%; fatal – 67% |
| **Day of Week** | Thursday–Sunday (total, injury and fatal crashes) | Total – 68.8%; injury – 68.5%; fatal – 70% |
| **Time of Day** | 8 p.m.–4 a.m. (total, injury and fatal crashes) | Total – 57.4%; injury – 56.5%; fatal – 66.5% |
| **Road Type** | State and county roads | Total – 61.3; injury – 66.0; fatal – 69.1% |
| **Jurisdiction** | Anne Arundel, Baltimore, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington Counties; Baltimore City | Total – 78.1%; injury – 75.4%; fatal – 69.2% |

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

## Drivers Survey Results

Results of the Maryland Annual Driving Survey (MADS) (March 2014–August 2015) indicate high awareness of the dangers and penalties involved with impaired driving, with over one-half of the respondents (52 percent) agreeing they would be at least somewhat likely or very likely to be stopped by police for driving within two hours of drinking alcohol, but nearly 25 percent said that being stopped by police was not likely. The numbers indicate broad awareness of Maryland's priority on enforcement efforts concerning impaired driving, and that most people feel they may be stopped by police if they drink and drive.

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

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

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

### Solution

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

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

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

Maryland also funds county-level DUI Courts, utilizes Traffic Safety Resource Prosecutors (TSRPs), and coordinates efforts with public and private partners, such as Mothers Against Drunk Driving (MADD), the Washington Regional Alcohol Program (WRAP) and the Beer Distributors Association.

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

### High-Visibility Enforcement

As outlined in the problem identification/solution above, the FFY 2017 Maryland Impaired Driving Enforcement Plan is based on crash and citation data, analyzed and mapped for state, county, and municipal law enforcement agencies, to support impaired driving enforcement operations in the highest-risk areas for impaired crashes. This plan is intended to provide grant-funded overtime enforcement resources to state and local law enforcement agencies within a required framework for impaired-driving countermeasures during high-visibility enforcement periods, while maintaining year-round enforcement visibility and including occupant protection enforcement as appropriate during these periods.

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

Results of operations conducted on behalf of Maryland's Impaired Driving Enforcement Program are evaluated through process measures reported in the MHSO's grant system, and monitored by the LEL's and the Impaired Driving Program Manager.

Coordinated HVE efforts among local, municipal, and state police agencies are strongly encouraged toward the following impaired driving enforcement goals.

**Impaired-Driving Enforcement Goals include:**

- Funding for 92 Sobriety checkpoints statewide
- Funding for 2,377 saturation patrols statewide
- Concurrent enforcement of occupant protection laws

All nine statewide impaired driving enforcement waves, including NHTSA's two national mobilizations (in August & November/December) include the enforcement efforts described above.

| Key Aspects of : | |
|---|---|
| **Sobriety Checkpoints**<br><br>Low-manpower checkpoints are encouraged.<br>Unmanned or "phantom" checkpoints are not counted in checkpoint totals but are considered a valuable tool and can be conducted.<br>Nighttime enforcement emphasis is critical.<br>Enforcement coupled with speed and seat belt enforcement as key factors is allowable and highly encouraged.<br>DUI enforcement using channelization and additional emphasis on seat belt observations is acceptable.<br>Using speed observation is an acceptable practice to identify impaired drivers.<br>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**<br><br>Saturation patrols should include no less than two patrol cars in a county (saturation can occur on separate roadways as needed).<br>Maryland State Police follow internal policy for saturation patrols<br>Continuous communications efforts including signage, digital message boards and other efforts to inform drivers of saturation patrols in action (DUI Enforcement Zone, magnets, etc.), and including the use of social media and press releases before and after patrols to raise awareness. |

**Action Plan**

The impaired driving projects funded for FFY 2017 are representative of research-based countermeasures and address the impaired driving issue using a multifaceted approach.

| | | |
|---|---|---|
| **Program Area:** | **Impaired Driving** | **Project Number:** LE 17-067 |
| **Project Agency:** | Aberdeen Police Department | |
| **Project Funds / Project Type:** | $5,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-027 |
| **Project Agency:** | Allegany County Sheriff's Office | |
| **Project Funds / Project Type:** | $6,500 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-019 |
| **Project Agency:** | Annapolis Police Department | |
| **Project Funds / Project Type:** | $20,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-018 |
| **Project Agency:** | Anne Arundel County Police Department | |
| **Project Funds / Project Type:** | $52,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-065 |
| **Project Agency:** | Baltimore City Police Department | |
| **Project Funds / Project Type:** | $40,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| | | |

| | | |
|---|---|---|
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-052 |
| **Project Agency:** | Baltimore County Police Department – TMU | |
| **Project Funds / Project Type:** | $138,750 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-066 |
| **Project Agency:** | Bel Air Police Department | |
| **Project Funds / Project Type:** | $5,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-061 |
| **Project Agency:** | Berlin Police Department | |
| **Project Funds / Project Type:** | $1,860 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-036 |
| **Project Agency:** | Calvert County Sheriff's Office | |
| **Project Funds / Project Type:** | $26,750 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-022 |
| **Project Agency:** | Cambridge Police Department | |
| **Project Funds / Project Type:** | $5,500 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |

| | | |
|---|---|---|
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-033 |
| **Project Agency:** | Caroline County Sheriff's Office | |
| **Project Funds / Project Type:** | $18,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-021 |
| **Project Agency:** | Carroll County Sheriff's Office | |
| **Project Funds / Project Type:** | $8,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-068 |
| **Project Agency:** | Cecil County Sheriff's Office | |
| **Project Funds / Project Type:** | $10,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-060 |
| **Project Agency:** | Charles County Sheriff's Office | |
| **Project Funds / Project Type:** | $33,250 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-070 |
| **Project Agency:** | Cheverly Police Department | |
| **Project Funds / Project Type:** | $2,400 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |

| | | |
|---|---|---|
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-039 |
| **Project Agency:** | City of Bowie Police Department | |
| **Project Funds / Project Type:** | $2,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-032 |
| **Project Agency:** | Cumberland Police Department | |
| **Project Funds / Project Type:** | $2,500 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-056 |
| **Project Agency:** | Easton Police Department | |
| **Project Funds / Project Type:** | $14,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-064 |
| **Project Agency:** | Elkton Police Department | |
| **Project Funds / Project Type:** | $10,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-029 |
| **Project Agency:** | Frederick Police Department | |
| **Project Funds / Project Type:** | $23,750 / 405d | |

| | | |
|---|---|---|
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-028 |
| **Project Agency:** | Frostburg State University Police | |
| **Project Funds / Project Type:** | $1,500 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-071 |
| **Project Agency:** | Gaithersburg Police Department | |
| **Project Funds / Project Type:** | $10,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-020 |
| **Project Agency:** | Greenbelt Police Department | |
| **Project Funds / Project Type:** | $22,500 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-044 |
| **Project Agency:** | Hagerstown Police Department | |
| **Project Funds / Project Type:** | $9,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-007 |
| **Project Agency:** | Hampstead Police Department | |

| | | |
|---|---|---|
| **Project Funds / Project Type:** | $2,500 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** GN 17-042 |
| **Project Agency:** | Harford County DUI Court | |
| **Project Funds / Project Type:** | $57,150 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. | |
| **Project Description:** This project supports a local DUI court that provides a systematic and coordinated approach to prosecuting, sentencing, monitoring and treating DUI offenders. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-062 |
| **Project Agency:** | Harford County Sheriff's Office | |
| **Project Funds / Project Type:** | $91,250 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-063 |
| **Project Agency:** | Havre de Grace Police Department | |
| **Project Funds / Project Type:** | $2,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-008 |
| **Project Agency:** | Howard County Department of Police | |
| **Project Funds / Project Type:** | $44,500 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |

| | | |
|---|---|---|
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-046 |
| **Project Agency:** | Hyattsville Police Department | |
| **Project Funds / Project Type:** | $1,800 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-048 |
| **Project Agency:** | Kent County Sheriff's Office | |
| **Project Funds / Project Type:** | $4,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-014 |
| **Project Agency:** | Laurel Police Department | |
| **Project Funds / Project Type:** | $13,500 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-047 |
| **Project Agency:** | Manchester Police Department | |
| **Project Funds / Project Type:** | $500 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** GN 17-036 |
| **Project Agency:** | Maryland Chiefs of Police Association | |
| **Project Funds / Project Type:** | $124,190 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve the enforcement of impaired driving laws. | |
| **Project Description:** This project supports impaired driving training (DRE, DUI Institute) for law enforcement throughout the state. | | |

| | | |
|---|---|---|
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** GN 17-028 |
| **Project Agency:** | Maryland Judiciary - Anne Arundel | |
| **Project Funds / Project Type:** | $70,875 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. | |
| **Project Description:** This project supports a local DUI court that provides a systematic and coordinated approach to prosecuting, sentencing, monitoring and treating DUI offenders. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** GN 17-003 |
| **Project Agency:** | Maryland Judiciary - Howard | |
| **Project Funds / Project Type:** | $56,070 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. | |
| **Project Description:** This project supports a local DUI court that provides a systematic and coordinated approach to prosecuting, sentencing, monitoring and treating DUI offenders. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** GN 17-039 |
| **Project Agency:** | Maryland Sheriff's Association | |
| **Project Funds / Project Type:** | $34,210 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve the enforcement of impaired driving laws. | |
| **Project Description:** This project supports impaired driving training (DRE, DUI Institute) for law enforcement throughout the state. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-015 |
| **Project Agency:** | Maryland National Capital Park Police - Montgomery | |
| **Project Funds / Project Type:** | $3,500 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** GN 17-023 |
| **Project Agency:** | MHSO - Communications DUI | |
| **Project Funds / Project Type:** | $90,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Conduct outreach initiatives including, but not limited to, | |

| | |
|---|---|
| | education, training, and media programs to reduce impaired driving. |
| **Project Description:** This project supports the Maryland Highway Safety Office's impaired driving projects within their Media and Communications Unit such as, the enhancement of their DUI app and video projects. | |
| | |
| **Program Area:** | Impaired Driving **Project Number:** GN 17-018 |
| **Project Agency:** | MHSO - Impaired Driving |
| **Project Funds / Project Type:** | $60,500 / 405d |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) |
| **SHSP Strategy:** | Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving. |
| **Project Description:** This project supports statewide impaired driving educational, media and public awareness initiatives. | |
| | |
| **Program Area:** | Impaired Driving **Project Number:** GN 17-020 |
| **Project Agency:** | MHSO - SPIDRE Media |
| **Project Funds / Project Type:** | $50,000 / 405d |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) |
| **SHSP Strategy:** | Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving. |
| **Project Description:** This project supports statewide impaired driving educational, media and public awareness initiatives, including the media marketing of Maryland's DUI Team, SPIDRE. | |
| | |
| **Program Area:** | Impaired Driving **Project Number:** LE 17-031 |
| **Project Agency:** | Montgomery County Police Department |
| **Project Funds / Project Type:** | $134,580 / 405d |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | |
| | |
| **Program Area:** | Impaired Driving **Project Number:** LE 17-013 |
| **Project Agency:** | Montgomery County Sheriff's Office |
| **Project Funds / Project Type:** | $9,000 / 405d |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high | |

| | | |
|---|---|---|
| visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** GN 17-074 |
| **Project Agency:** | Mothers Against Drunk Driving | |
| **Project Funds / Project Type:** | $37,645.11 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving. | |
| **Project Description:** This project supports the statewide implementation of the underage drinking program called the Power of Parents, It's Your Influence® and Power of Youth. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** GN 17-034 |
| **Project Agency:** | Maryland State's Attorneys' Association | |
| **Project Funds / Project Type:** | $313,618.46 / 405d<br>$35,450.74 / 405d flex | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve the prosecution and adjudication of impaired driving cases. | |
| **Project Description:** This project supports Maryland's Traffic Safety Resource Prosecutors (TSRP) Program. The TSRP Program consists of two full-time attorneys. They provide training, education and technical support to traffic crimes prosecutors and law enforcement agencies across the state. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** GN 17-040 |
| **Project Agency:** | Maryland Statet Police – DRE | |
| **Project Funds / Project Type:** | $155,778.48 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project supports the coordination of Maryland's DRE Program by providing support for a DRE Coordinator. The DRE Coordinator provides, training, assesses and addresses needs and works to expand the DRE Program objectives. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** GN 17-041 |
| **Project Agency:** | Maryland State Police - Mobile Breath Testing Unit | |
| **Project Funds / Project Type:** | $558,822 / 164 | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project supports Maryland's Mobile Breath Alcohol Truck (MBAT). The primary purpose of the MBAT is to support the impaired driving enforcement efforts of the Maryland State Police, as well as, allied agencies across the state. | | |

| | | |
|---|---|---|
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-053 |
| **Project Agency:** | Maryland State Police- Statewide Enforcement | |
| **Project Funds / Project Type:** | $391,875 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-054 |
| **Project Agency:** | Maryland State Police – SPIDRE | |
| **Project Funds / Project Type:** | $1,402,831 / 164 | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative that provides funding for a dedicated full-time Maryland State Police DUI SPIDRE Team. After four years of 100% grant funding this project begins to become the funding responsibility of the MSP by moving down to a 75%-25% allocation. | | |

| | | |
|---|---|---|
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-042 |
| **Project Agency:** | New Carrollton Police Department | |
| **Project Funds / Project Type:** | $2,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-025 |
| **Project Agency:** | Ocean City Police Department | |
| **Project Funds / Project Type:** | $23,250 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-040 |
| **Project Agency:** | Prince George's County Police Department | |
| **Project Funds / Project Type:** | $121,500 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |

| | | |
|---|---|---|
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-051 |
| **Project Agency:** | Princess Anne Police Department | |
| **Project Funds / Project Type:** | $3,750 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-034 |
| **Project Agency:** | Queen Anne's County Sheriff's Office | |
| **Project Funds / Project Type:** | $9,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-024 |
| **Project Agency:** | Riverdale Park Police Department | |
| **Project Funds / Project Type:** | $2,800 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-072 |
| **Project Agency:** | Rockville Police Department | |
| **Project Funds / Project Type:** | $9,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-023 |
| **Project Agency:** | Salisbury Police Department | |
| **Project Funds / Project Type:** | $14,715 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |

| | | |
|---|---|---|
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-035 |
| **Project Agency:** | Somerset County Sheriff's Office | |
| **Project Funds / Project Type:** | $1,250 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** GN 17-072 |
| **Project Agency:** | St. Mary's County Circuit Court | |
| **Project Funds / Project Type:** | $43,505 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. | |
| **Project Description:** This project supports a local DUI court that provides a systematic and coordinated approach to prosecuting, sentencing, monitoring and treating DUI offenders. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-045 |
| **Project Agency:** | St. Mary's County Sheriff's Office | |
| **Project Funds / Project Type:** | $23,475 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-017 |
| **Project Agency:** | Sykesville Police Department | |
| **Project Funds / Project Type:** | $2,500 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-069 |
| **Project Agency:** | Talbot County Sheriff's Office | |

| | | |
|---|---|---|
| **Project Funds / Project Type:** | $3,500 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-012 |
| **Project Agency:** | Taneytown Police Department | |
| **Project Funds / Project Type:** | $2,500 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-050 |
| **Project Agency:** | Town of La Plata Police | |
| **Project Funds / Project Type:** | $6,500 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-058 |
| **Project Agency:** | University of Maryland, College Park Police Department | |
| **Project Funds / Project Type:** | $7,200 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-057 |
| **Project Agency:** | University Park Police Department | |
| **Project Funds / Project Type:** | $1,800 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-043 |

| | | |
|---|---|---|
| **Project Agency:** | Washington County Sheriff's Office | |
| **Project Funds / Project Type:** | $12,500 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-003 |
| **Project Agency:** | Westminister Police Department | |
| **Project Funds / Project Type:** | $5,250 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-041 |
| **Project Agency:** | Wicomico County Sheriff's Office | |
| **Project Funds / Project Type:** | $4,910 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** LE 17-059 |
| **Project Agency:** | Worcester County Sheriff's Office | |
| **Project Funds / Project Type:** | $5,890 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of impaired driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during impaired driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** GN 17-031 |
| **Project Agency:** | Washington Regional Alcohol Program – Public Information and Outreach | |
| **Project Funds / Project Type:** | $745,413.2 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving. | |
| | | |

**Project Description:** This project supports a myriad of projects designed to raise impaired driving awareness among youth and adults and provides recognition to law enforcement officers. The project also supports Maryland's impaired driving media campaign through the regional CheckPoint StarikeForce campaign throughout the year.

**Evaluation**

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

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

- Awareness
    - Awareness of "increased law enforcement regarding drinking driving" increased by a double-digit margin (up 17 percent);
    - Awareness specifically of designated drivers being "beautiful or that a safe ride home is a beautiful thing" increased by a double-digit margin (up 11 percent);
    - Awareness specifically of "a program called Checkpoint Strikeforce" increased by eight-percent (up 8 percent);
        - nearly two-thirds (65 percent) of persons surveyed being aware of the traffic safety campaign;
    - Half (50-percent) of respondents reported being aware of a campaign portraying designated drivers and or a safe ride home as being "beautiful."

- Behaviors and Attitudes
    - Using alternative transportation to get home (a key message of 2015's "Beautiful" CPSF campaign) if a designated driver otherwise consumes alcohol increased by a double-digit margin (up 15 percent)
        - Specific "use of a rideshare service" experienced the largest single increase (up 13 percent) in how a "safe ride is planned home";
    - Planning ahead "for a safe ride home after being out drinking" increased a double-digit margin (up 14 percent);
    - Making a "conscious decision about planning a safe ride home" before going out increased by a double-digit margin (up 11 percent);

- "Worrying about getting arrested" by driving after drinking (a key message of 2015's "Beautiful" CPSF campaign) witnessed the single largest increase of concern and of persons surveyed (up 6 percent);
- Serving as a designated driver increased by five-percent (up 5%);
- More than four-out-of-five (82 percent) of respondents reporting serving as a designated driver;
- Over three-quarters (77 percent) of respondents reporting planning ahead "for a safe ride home after being out drinking"; and
- Nearly two-thirds (62 percent) of respondents reported being aware of "increased law enforcement regarding drinking driving".

## Outcome Measures

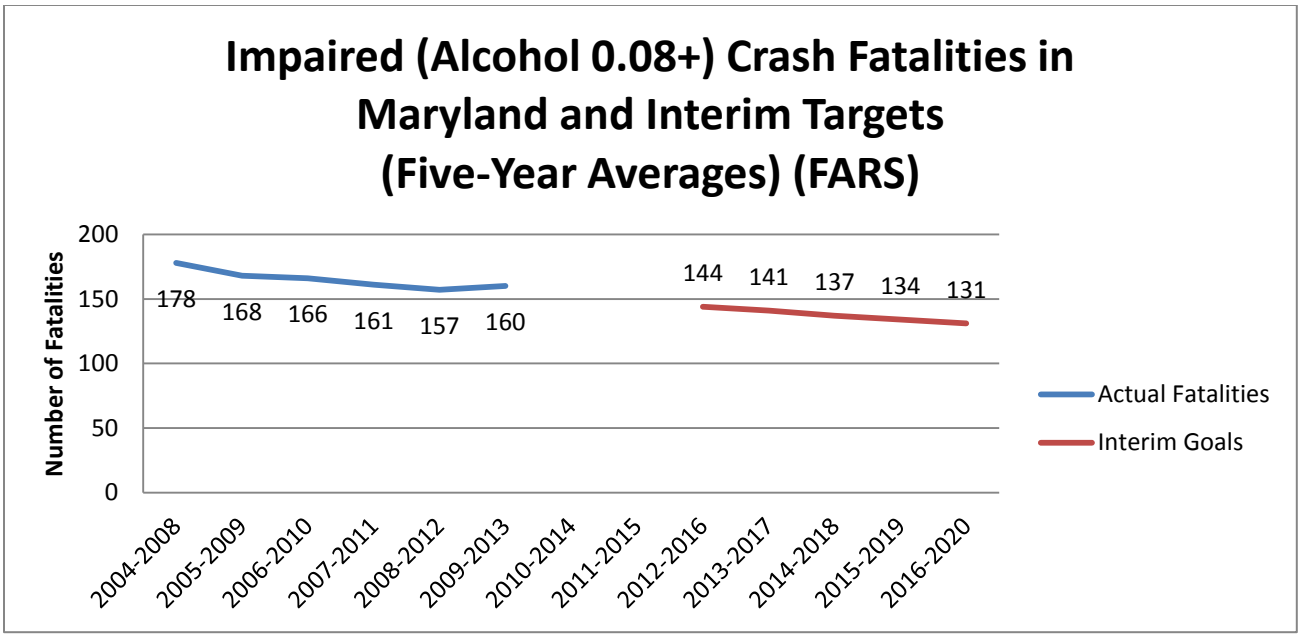
*Note: Behavior-related crash statistics (e.g., impaired drivers, aggressive drivers) for the year 2014 are currently unavailable for use in trend analysis due to the transition from the paper-based MAARS reporting system to the electronic Automated Crash Reporting System (ACRS). 2013 is the most recent complete year for all program area measures. 2014, and 2015, crash data is expected to be available for the Annual Report submission in December 2016.*

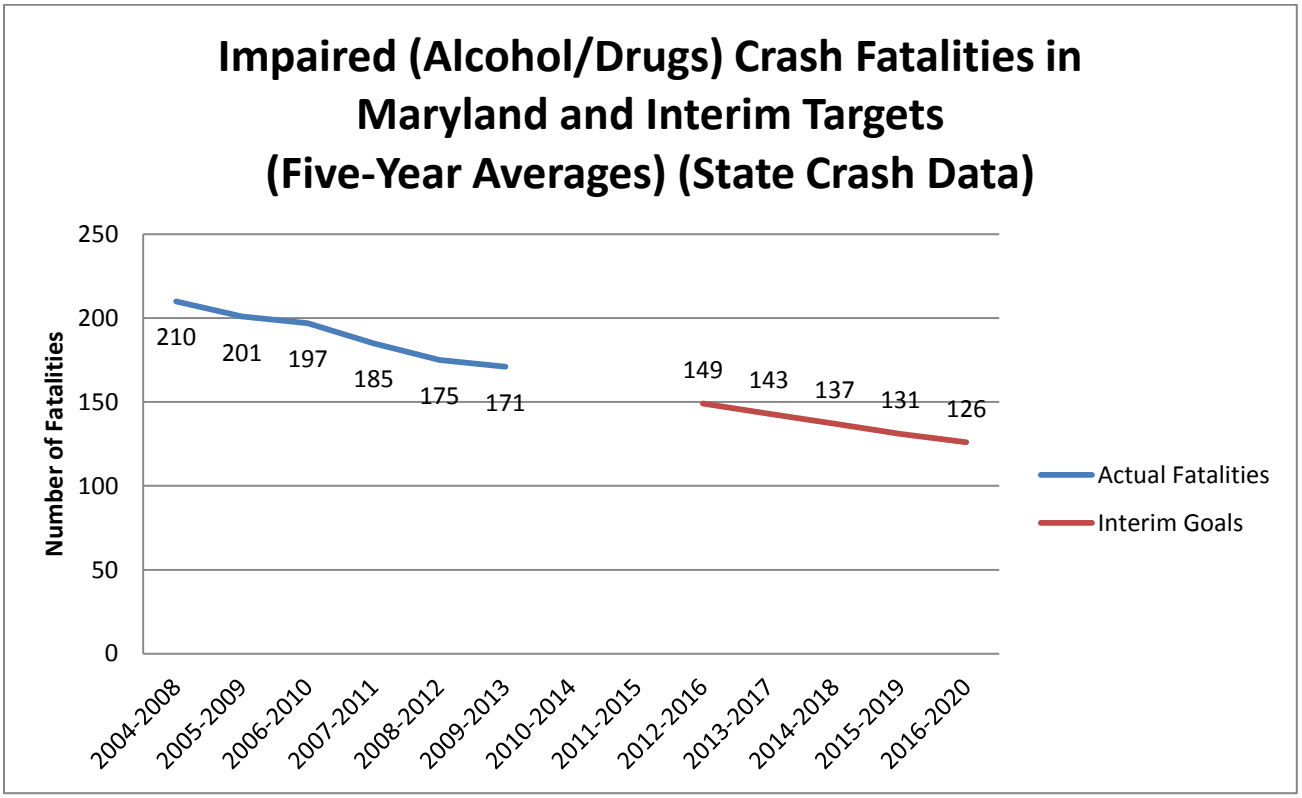
### *Impaired Driving*

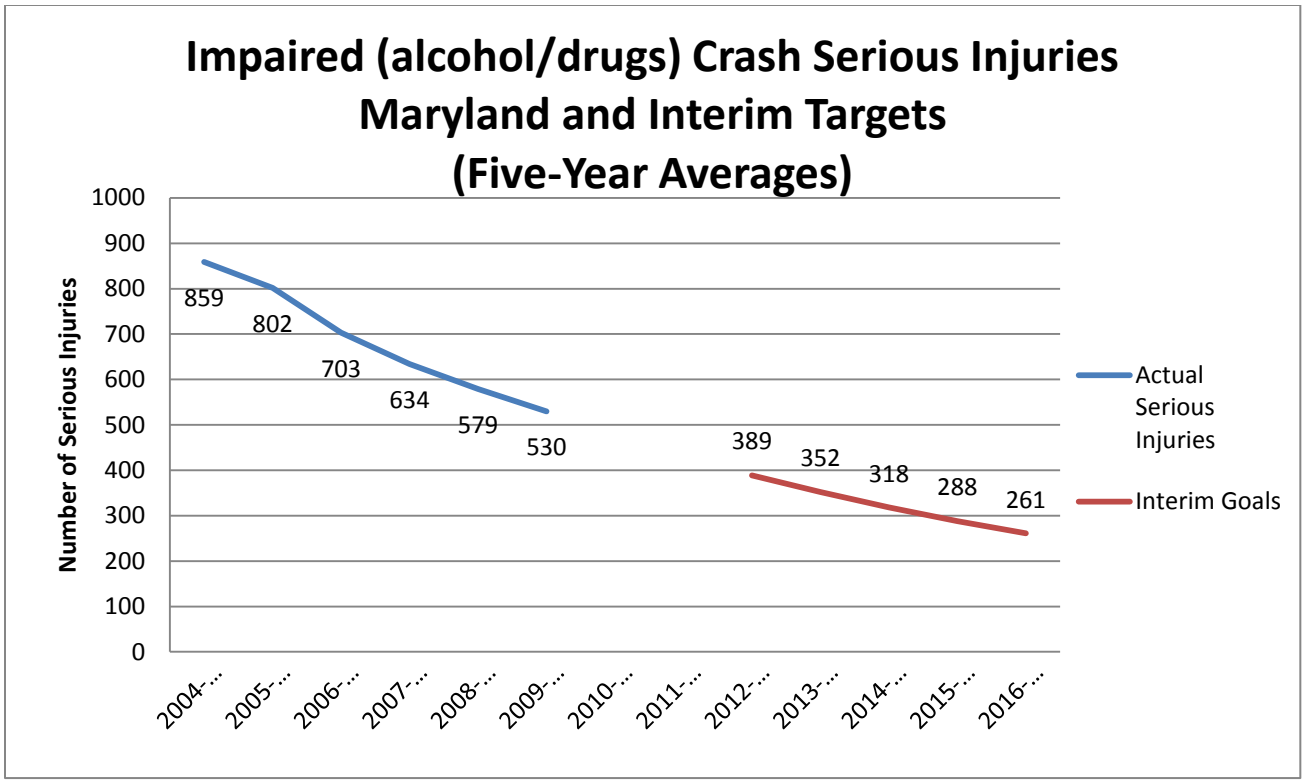
| Impaired Driving Fatalities and Serious Injuries (Five-Year Average) | | | | | | |
|---|---|---|---|---|---|---|
| Actual | 2004-2008 | 2005-2009 | 2006-2010 | 2007-2011 | 2008-2012 | 2009-2013 |
| Fatality Average (alcohol, .08+) (FARS) | 178 | 168 | 166 | 161 | 157 | 160 |
| Fatality Average (alcohol/drugs)** | 210 | 201 | 197 | 185 | 175 | 171 |
| Serious Injury Average** | 859 | 802 | 703 | 634 | 579 | 530 |

| Impaired Driving Fatalities and Serious Injuries (Five-Year Average) | | | | | |
|---|---|---|---|---|---|
| Target | 2012-2016 | 2013-2017 | 2014-2018 | 2015-2019 | 2016-2020 |
| Fatality Average (alcohol, .08+) (FARS) | 144 | 141 | 137 | 134 | 131 |
| Fatality Average (alcohol/drugs)** | 149 | 143 | 137 | 131 | 126 |
| Serious Injury Average** | 389 | 352 | 318 | 288 | 261 |

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


Impaired (Alcohol 0.08+) Crash Fatalities in Maryland and Interim Targets (Five-Year Averages) (FARS)
Number of Fatalities
200
150
100
50
0
178
168
166
161
157
160
144
141
137
134
131
2004-2008
2005-2009
2006-2010
2007-2011
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020
Actual Fatalities
Interim Goals


Impaired (Alcohol/Drugs) Crash Fatalities in Maryland and Interim Targets (Five-Year Averages) (State Crash Data)
Number of Fatalities
250
200
150
100
50
0
210
201
197
185
175
171
149
143
137
131
126
2004-2008
2005-2009
2006-2010
2007-2011
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020
Actual Fatalities
Interim Goals




## Impaired Driving – Objectives and Measures

**Fatality Objective – Alcohol .08+ (FARS):** Reduce the five-year average number of impaired (BAC 0.08+) driving-related fatalities on all roads in Maryland from 160 in 2009–2013 to 131 or fewer by December 31, 2020 (2016–2020 average).

**Fatality Objective Progress (FARS, .08+):** In 2013, FARS[4] reported 141 impaired driving-related (BAC 0.08+) fatalities in Maryland. This figure is lower than the 2012 figure (n=157), so Maryland is progressing toward the 2016–2020 target.

**Fatality Objective – Impaired (alcohol/drugs):** Reduce the five-year average number of impaired (alcohol/drug) driving-related fatalities on all roads in Maryland from 171 in 2009–2013 to 126 or fewer by December 31, 2020 (2016–2020 average).

**Fatality Objective Progress (Impaired (alcohol/drugs)):** In 2013, there were 171 impaired driving-related fatalities in Maryland. This figure is lower than the 2012 figure (n=175), so Maryland *is progressing toward the 2016–2020 target*.

**Serious Injury Objective – Impaired (alcohol/drugs):** Reduce the five-year average number of impaired (alcohol/drug) driving-related serious injuries on all roads in Maryland from 530 in 2009–2013 to 261 or fewer by December 31, 2020 (2016–2020 average).

**Serious Injury Objective Progress:** In 2013, there were 387 impaired driving-related serious injuries in Maryland. This figure is lower than the 2012 figure (n=502), so Maryland *is progressing toward the 2016–2020 target.*

[4] NHTSA FARS ARF (preliminary)

***

**Impaired Driving Low-Range State Status**

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

| Year | | Alcohol-Impaired Driving Fatalities (BAC = .08+) | | | |
|---|---|---|---|---|---|
| | | Total Fatalities in all Crashes | Number | Percent | Per 100 Million VMT |
| 2012 | Maryland | 511 | 163 | 32 | .29 |
| 2013 | Maryland | 465 | 135 | 29 | .24 |
| 2014 | Maryland | 442 | 130 | 29 | .23 |
| | | | | 3 year Average | .25 |

Source: FARS

###

## Maryland's Occupant Protection Program

### Problem Identification

Despite increases in observed belt use rates in Maryland and across the nation, 38 percent of all persons killed in motor vehicle crashes are not wearing seat belts[5]. Research has shown that seat belts, when used properly, reduce the risk of fatal injury to front-seat passengers by 45 percent and reduce the risk of moderate to critical injury by 50 percent. This means that if all persons would use seat belts every time they ride or drive, overall fatalities could be reduced by more than one-fourth immediately in Maryland and across the nation.

In Maryland for the latest five-year data period available, 2009 through 2013, more than 24,091 crashes have occurred in which at least one occupant of an involved motor vehicle was reported as unrestrained, an average of more than 4,800 per year. Overall, over 32,000 persons involved in a police reported motor vehicle crash in Maryland have been reported as having been unrestrained. Of those, more than 10,000 were reported to have sustained an injury and 581 were killed.

### Frequency of Unrestrained Occupant Crashes

For the period 2009–2013, Maryland crashes involving unrestrained occupants have occurred rather consistently on average throughout the year, although about 72 percent or nearly three-fourths of all crashes involving unrestrained occupants occur in the eight-month period from April through November (about two-thirds of the year), corresponding to typically warm-weather driving periods.

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

Nearly two-thirds of all unrestrained crashes (64.3 percent) and injury crashes (66.3 percent) happen between 12 noon and 12 midnight. About 40 percent of total unrestrained crashes occur between 5 p.m. and 3 a.m., but 48 percent of all fatal crashes involving unrestrained occupants occur during the 8 p.m.–4 a.m. time period, which indicates that nighttime hours are a significantly higher risk period for serious crashes involving unrestrained occupants.

Nearly 84 percent of all crashes involving unrestrained occupants occur in eight county jurisdictions – Anne Arundel, Baltimore, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington – and Baltimore City. These same locations account for 81.2 percent of all injury crashes involving unrestrained occupants, and 71.4 percent (nearly three in four) of fatal crashes involving unrestrained occupants.

[5] Defined in the crash report values of 'air bag only' and/or 'none' for safety equipment use. 2009-2013 average.

### Typical Profile of Unrestrained Occupants

On average in Maryland, unrestrained or improperly restrained occupants involved in crashes are most likely to be between the ages of newborn and 10 years old, and between ages 21 and 30. This indicates that child passenger safety efforts, including education/awareness/training and enforcement efforts, are necessary, have been effective in the past for other age groups, and should be considered for enhancement. Men are more likely than women to be unrestrained (58 percent vs. 42 percent).

| General Crash Factors – Unrestrained Vehicle Occupants | | |
|---|---|---|
| *Factor* | *Variable* | *Percentage* |
| **Age (drivers)** | 21–49 | 51.4% of involved; 60.8% of injured; 53.6% of killed |
| **Age (passengers)** | 0–10 | 59% of involved; 45% of injured; 5% of killed |
| **Sex (drivers)** | Male | 50% of involved; 49.7% of injured; 78.4% of killed |
| **Month** | April-November (total crashes) | Total – 72%; injury – 70%; fatal – 71.9% |
| **Day of Week** | Friday -Saturday (total, injury and fatal crashes) | Total – 31.1%; injury – 30.7%; fatal – 33.9% |
| **Time of Day** | 12 noon– 12 midnight (total and injury crashes); 5 p.m.– 3 a.m. (fatal crashes) | Total – 64.3%; injury – 66.3%; fatal – 54% |
| **Road Type** | State roads | Total – 29%; injury – 32%; fatal – 41% |
| **Jurisdiction** | Anne Arundel, Baltimore, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington Counties; Baltimore City | Total – 83.6%; injury – 81.2%; fatal – 71.4% |

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

### Child Passenger Safety Results

Analysis of child passenger safety results for motor vehicle occupants under age 8 showed that, from 2009 through 2013 in Maryland, nearly 33,000 children were involved in crashes, with 84 percent of those riding in the back seat, and 31 percent—nearly one in three—not properly restrained. If children are reported as using any restraint other than an appropriate child safety seat, they are considered improperly restrained or unrestrained. Of the unrestrained, 75 percent were uninjured and 25 percent were injured, with a total of six children, age 0 to 7, killed. By comparison, 78 percent of properly restrained children were uninjured, 22 percent injured, and a total of 13 killed.

By age, proper restraint use was more common among younger children of child seat age (more than half up to age 5), while proper restraint use dropped among booster seat age children (to 45 percent at age 6, and 30 percent at age 7). When excluding pickup trucks, to focus the back seat analysis solely on vehicles guaranteed to have back seats, again 84 percent of younger children (ages 0–8) were reported to be riding in the back seat. This shows that a

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

In 2015, Maryland law enforcement agencies issued a total of 38,062 citations for seat belt use violations, and 4,813 citations for child safety seat violations. This is significantly down from 50,229 seat belt citations issued in 2014, and 84,123 issued in 2013. Maryland law enforcement agencies issued 5,863 child safety seat citations in 2014 and 6,404 in 2013. The increase in the fine has been cited as a possible cause for fewer citations being written, or the issuance of a warning in lieu of a moving violation. Also cited has been the "Ferguson effect" where the tense climate of public interactions with, and increased scrutiny of, law enforcement may be affecting the number of vehicle stops. The MHSO will continue to analyze these data trends and work with its law enforcement partners to understand the changes seen in law enforcement interventions for traffic violations.

### Drivers Survey Results

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

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

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

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

### Observational Occupant Protection Survey Results

From the Maryland occupant protection observational survey conducted in June 2015, the overall seat belt usage rate among the 14 sampled jurisdictions for all drivers and front seat passengers was 92.9 percent, weighted by probability of roadway selection and jurisdictional roadway-specific VMT. Weighted usage rates were higher for occupants of passenger cars or SUVs (93.5 percent) than for occupants of pick-up trucks (89.4 percent).

Nearly 95 percent of drivers and passengers observed on primary roadways were belted. Similarly, seat belt usage rates were 91.7 percent on Secondary roadways and 90.3 percent on Local roads. For Primary and Secondary roadway classifications, front seat occupants of passenger cars or SUVs showed significantly higher usage rates than corresponding occupants of pick-up trucks (95.1 percent vs. 90.7 percent, respectively, on primary roads, and 92.5 percent vs. 87.7 percent on Secondary roads).

| Core Behavior Measure (State Data) | Year (Actual) | | | | | | |
|---|---|---|---|---|---|---|---|
| | 2014 | 2015 | 2016 (Target) | 2017 (Target) | 2018 (Target) | 2019 (Target) | 2020 (Target) |
| Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey) | 92.1 | 92.9 | 93.4 | 94.1 | 94.8 | 95.5 | 96.2 |

### Solution

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

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

The MHSO continues to place a strong emphasis on grant funding for nighttime seat belt enforcement efforts, when usage rates especially in fatal and injury crashes are known to drop significantly. Annually, Maryland law enforcement agencies have issued an average of nearly 100,000 seat belt and child passenger citations annually from 2009 through 2013.

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

Child Passenger Safety (CPS) efforts also form a key component of Maryland's Occupant Protection Program as the state continues to certify and support trained CPS technicians at fitting stations throughout the state but especially in jurisdictions with high risk groups. Child safety seats are distributed through CPS partners and local health departments. Outreach is coordinated with hospitals and other CPS partners that continue to promote child passenger safety (both best practice and Maryland law) to care providers of children from birth to age 8.

### Click It or Ticket

The 2015 FAST Act legislation continues the MAP-21 requirement that states outline plans to support *Click It or Ticket (CIOT)*, a nationwide seat belt enforcement and awareness mobilization effort. *CIOT* has been a most successful seat belt enforcement campaign since the early 2000s, helping to increase Maryland's seat belt usage through a combination of media and grass roots education programs and targeted enforcement.

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

Maryland is a strong supporter of the national *Click It or Ticket* campaign, with media outreach and coordinated High Visibility Enforcement efforts throughout the state in May and November. Maryland does not typically pay for daytime seat belt enforcement as a matter of routine, given the higher observational survey usage rates reported during daylight hours, but continuing enforcement is strongly encouraged by law enforcement partners. Daytime seatbelt 'demonstration' projects are funded in jurisdictions (and on specific roadways) where survey data indicates a significant number of drivers/occupants are unbelted.

Maryland's plan to support *CIOT* for FFY 2017 is as follows:

| Wave Dates | Activity |
|---|---|
| November 14-27 2016 | **Media:** ***Fall CIOT*****:** Paid and Earned |
| Nov–December 2016 | **Campaign** Pre-planning: Data Collection/Market Research for both the November and May efforts in FFY 2017 |
| May 8–June 15, 2017 | **Media:** *CIOT*; Paid and Earned |
| May 22–June 4, 2017 | **Enforcement Period:** *CIOT*; nighttime enforcement period around Memorial Day holiday |
| May 22-25, 2017 | **Media:** *CIOT* press event; date and speakers TBD |
| June 5–16 2017 | **Survey:** Seat Belt Observation Survey |
| June 2017 | **Media:** Seat belt message included with media for ***Smooth Operator***; and **Distracted Driving** message<br>**Campaign Pre-planning: Fall CIOT campaign** |
| July 2017 | **Media:** Seat belt message included with paid media for ***Smooth Operator***; aggressive driving prevention campaign and **Distracted Driving** message |
| August–September, 2017 | **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 2017 | **Media:** Seat belt message included with paid media for ***Smooth Operator***; aggressive driving prevention campaign and ***Toward Zero Deaths*** philosophy |
| August–September, 2017 | **Media:** Seat belt messaging included as a component of paid **Drive Sober or Get Pulled Over &** ***CPSF*** DUI prevention campaigns |

## Additional Occupant Protection Programs in Maryland

### a. Child Restraint Inspection Station Network

The 2015 FAST Act legislation continues the MAP-21 requirement that states 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 serve the majority of the state's population and show evidence of outreach to underserved areas. The MHSO uses the most recent national census (currently 2010) data to validate service populations for the state's child restraint inspection stations. In addition, the Maryland stations are staffed by nationally certified CPS technicians during posted working hours. Federal rules permit the state to have one technician responsible for more than one inspection station. (23 CFR 1200.21(d)(3))

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

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

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

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

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

The list of regular child passenger safety seat fitting stations, not including special events, was submitted with this HSP and provided in Attachment 405 (b).

### b. Child Passenger Safety Technicians

MAP-21 requires a state 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) program. As a component of this effort, KISS annually coordinates:

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

Maryland's goal is to continue to serve a significant majority of the population with technicians and inspection stations in each county. The current list of certified CPS Technicians throughout Maryland was submitted with this HSP and provided in Attachment 405 (b).

**Action Plan**

The Occupant Protection projects funded for FFY 2017 are representative of research-based countermeasures and address occupant protection issues using a multifaceted approach.

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-027 |
| **Project Agency:** | Allegany County Sheriff's Office | |
| **Project Funds / Project Type:** | $800 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-019 |
| **Project Agency:** | Annapolis Police Department | |
| **Project Funds / Project Type:** | $5,000 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-018 |
| **Project Agency:** | Anne Arundel County Police Department | |
| **Project Funds / Project Type:** | $4,590 / 402 OP & $4,410 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |

| | |
|---|---|
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-065 |
| **Project Agency:** | Baltimore City Police Department | |
| **Project Funds / Project Type:** | $10,200 / 402 OP & $9,800 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-052 |
| **Project Agency:** | Baltimore County Police Department - TMU | |
| **Project Funds / Project Type:** | $19,890 / 402 OP & $19,110 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-036 |
| **Project Agency:** | Calvert County Sheriff's Office | |
| **Project Funds / Project Type:** | $1,500 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-060 |
| **Project Agency:** | Charles County Sheriff's Office | |
| **Project Funds / Project Type:** | $2.040 / 402 OP & $1,960 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-070 |
| **Project Agency:** | Cheverly Police Department | |
| **Project Funds / Project Type:** | $1,500 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-039 |
| **Project Agency:** | City of Bowie Police Department | |
| **Project Funds / Project Type:** | $1,000 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-032 |
| **Project Agency:** | Cumberland Police Department | |
| **Project Funds / Project Type:** | $300 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-028 |
| **Project Agency:** | Frostburg State University Police | |
| **Project Funds / Project Type:** | $450 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-071 |
| **Project Agency:** | Gaithersburg Police Department | |
| **Project Funds / Project Type:** | $3,000 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |

| | |
|---|---|
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-020 |
| **Project Agency:** | Greenbelt Police Department | |
| **Project Funds / Project Type:** | $2,000 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-044 |
| **Project Agency:** | Hagerstown Police Department | |
| **Project Funds / Project Type:** | $500 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-062 |
| **Project Agency:** | Harford County Sheriff's Office | |
| **Project Funds / Project Type:** | $4,080 / 402 OP & $3,920 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** GN 17-037 |
| **Project Agency:** | Maryland DHMH | |
| **Project Funds / Project Type:** | $232,411.60 / 405b | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Implement adult and child occupant protection public awareness and education, training, and media campaigns. | |
| **Project Description:** This project supports Maryland's statewide Kids In Safety Seat Program (KISS). Funding is provided to support two full-time staff members to coordinate training, education, child safety seat inspections, loaner programs and technical expertise. | | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-026 |
| **Project Agency:** | Maryland Transportation Authority Police Department | |
| **Project Funds / Project Type:** | $5,500 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** GN 17-012 |
| **Project Agency:** | MHSO - Occupant Protection | |
| **Project Funds / Project Type:** | $325,000 / 405b | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Implement adult and child occupant protection public awareness and education, training, and media campaigns. | |
| **Project Description:** This project supports the Maryland Highway Safety Office's statewide occupant protection educational, public awareness and media activities. | | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** GN 17-080 |
| **Project Agency:** | MHSO- Seatbelt Surveys | |
| **Project Funds / Project Type:** | $23,640 / 405b | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Improve the timeliness, accuracy, completeness, uniformity, accessibility, and integration of occupant protection-related data. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** GN 17-001 |
| **Project Agency:** | MIEMSS, CPS | |
| **Project Funds / Project Type:** | $62,545.50 / 405b | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Implement adult and child occupant protection public awareness and education, training, and media campaigns. | |
| **Project Description:** This project supports educational outreach and training to Maryland's EMS community. The project also provides funding to implement Maryland's Tween Program. | | |

| | | |
|---|---|---|
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-031 |
| **Project Agency:** | Montgomery County Police Department | |
| **Project Funds / Project Type:** | $6,334 / 402 OP & $6,086 / State Funds | |

| | | |
|---|---|---|
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-053 |
| **Project Agency:** | Maryland State Police- Statewide Enforcement | |
| **Project Funds / Project Type:** | $3,300 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-025 |
| **Project Agency:** | Ocean City Police Department | |
| **Project Funds / Project Type:** | $1,500 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-040 |
| **Project Agency:** | Prince George's County Police Department | |
| **Project Funds / Project Type:** | $2,550 / 402 OP & $2,450 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-072 |
| **Project Agency:** | Rockville Police Department | |
| **Project Funds / Project Type:** | $3,000 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection | | |

| | | |
|---|---|---|
| high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Occupant Protection | **Project Number:** GN 17-009 |
| **Project Agency:** | Safe Kids Frederick County | |
| **Project Funds / Project Type:** | $15,235 / 405b<br>$3,300 / 402 CP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Implement adult and child occupant protection public awareness and education, training, and media campaigns. | |
| **Project Description:** This project supports child safety seat inspections and enables child safety seats to be distributed to families in need. It also supports training and program development such as Lifesavers for agency staff. | | |
| | | |
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-023 |
| **Project Agency:** | Salisbury Police Department | |
| **Project Funds / Project Type:** | $2,300 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-045 |
| **Project Agency:** | St. Mary's County Sheriff's Office | |
| **Project Funds / Project Type:** | $1,000 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-050 |
| **Project Agency:** | Town of La Plata Police | |
| **Project Funds / Project Type:** | $1,000 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-058 |
| **Project Agency:** | University of Maryland, College Park Police Department | |

| | | |
|---|---|---|
| **Project Funds / Project Type:** | $2,500 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Occupant Protection | **Project Number:** GN 17-008 |
| **Project Agency:** | University of Maryland Baltimore, CCODES - Seat Belt Survey | |
| **Project Funds / Project Type:** | $127,307.85 / 405b | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Improve the timeliness, accuracy, completeness, uniformity, accessibility, and integration of occupant protection-related data. | |
| **Project Description:** This project supports Maryland's observational seat belt surveys through the analysis of data. Training and quality control services are provided as well. | | |
| | | |
| **Program Area:** | Occupant Protection | **Project Number:** LE 17-043 |
| **Project Agency:** | Washington County Sheriff's Office | |
| **Project Funds / Project Type:** | $500 / 402 OP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of adult and child occupant protection laws. | |
| **Project Description:** This project is a selective enforcement initiative during occupant protection high visibility enforcement mobilizations. | | |

**Evaluation**

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

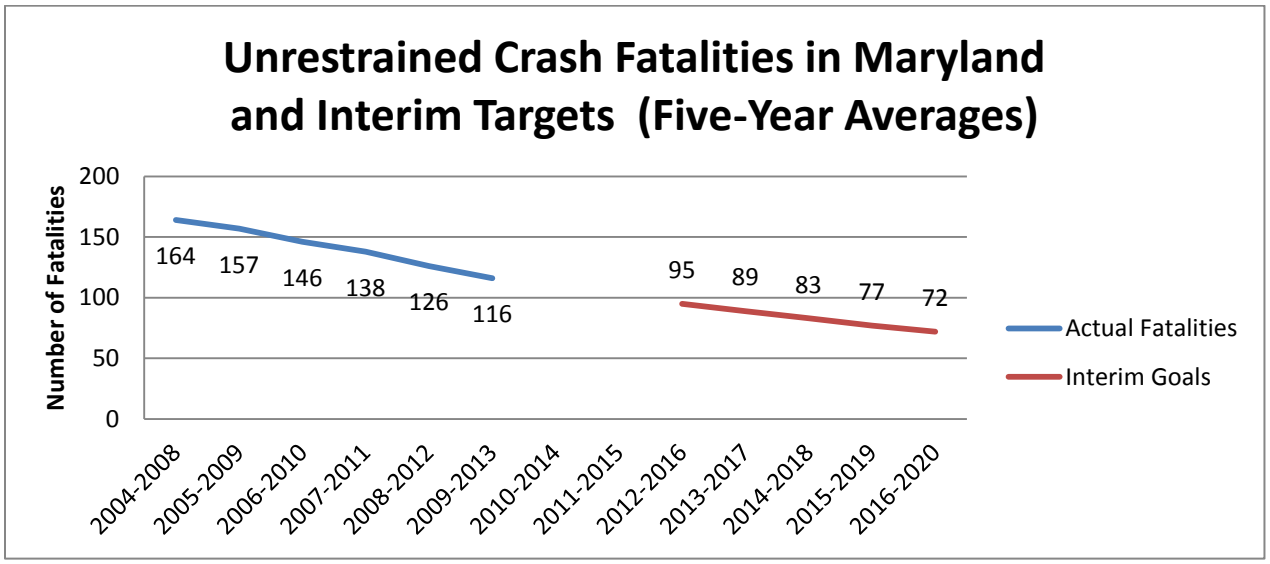
Law enforcement and media/communication partners are provided with additional analysis that support a more targeted approach within jurisdictions over-represented in this program area. Each year, data and analyses are provided in standard and by request (ad hoc) formats that support localized targeting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

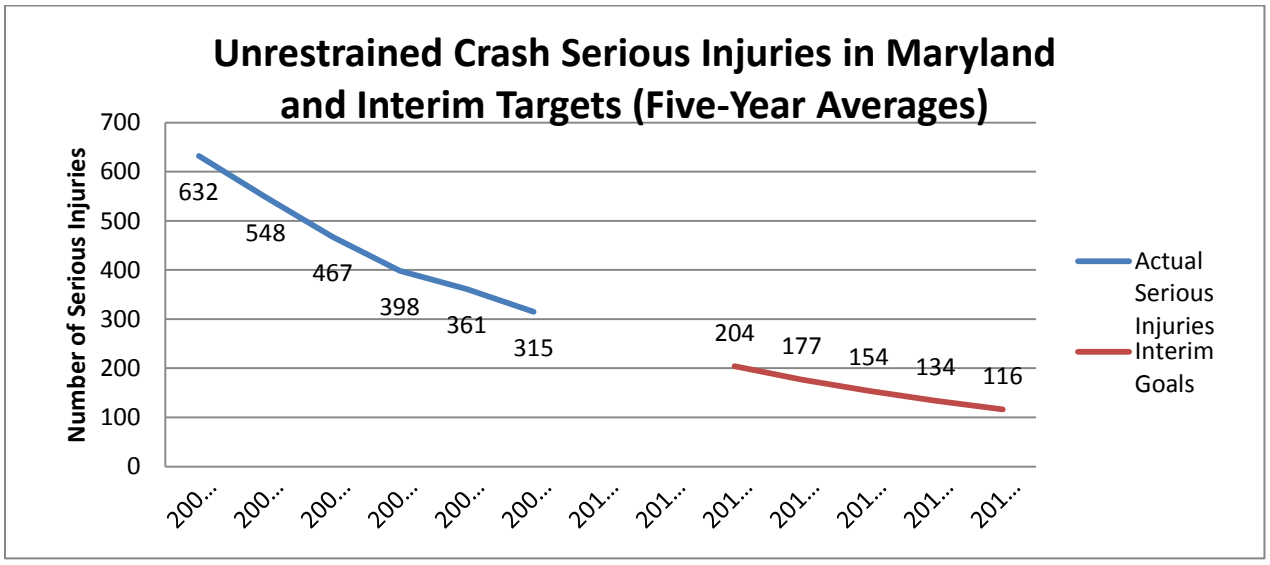
Outcome Measures

## *Occupant Protection – Unrestrained Occupants*

| Unrestrained Traffic Fatalities and Serious Injuries - Actual (Five-Year Average) | | | | | | |
|---|---|---|---|---|---|---|
| Actual | 2004-2008 | 2005-2009 | 2006-2010 | 2007-2011 | 2008-2012 | 2009-2013 |
| Fatality Average | 164 | 157 | 146 | 138 | 126 | 116 |
| Serious Injury Average | 632 | 548 | 467 | 398 | 361 | 315 |

| Unrestrained Traffic Fatalities and Serious Injuries (Five-Year Average) | | | | | |
|---|---|---|---|---|---|
| Target | 2012-2016 | 2013-2017 | 2014-2018 | 2015-2019 | 2016-2020 |
| Fatality Average | 95 | 89 | 83 | 77 | 72 |
| Serious Injury Average | 204 | 177 | 154 | 134 | 116 |



## Unrestrained Occupants – Objectives and Measures

**Fatality Objective – Unrestrained Occupants:** Reduce the five-year average number of unrestrained motor vehicle occupant fatalities on all roads in Maryland from 116 in 2009–2013 to 72 or fewer by December 31, 2020 (2016–2020 average).

**Fatality Objective Progress:** In 2013, there were 101 unrestrained motor vehicle occupant fatalities in Maryland. This figure is lower than the 2012 figure (n=104), so Maryland *is progressing toward the 2016–2020 target*.

**Serious Injury Objective – Unrestrained Occupants:** Reduce the five-year average number of unrestrained motor vehicle occupant serious injuries on all roads in Maryland from 315 in 2009–2013 to 116 or fewer by December 31, 2020 (2016–2020 average).

**Serious Injury Objective Progress:** In 2013, there were 216 unrestrained motor vehicle occupant serious injuries in Maryland. This figure is lower than the 2012 figure (n=316), so Maryland *is progressing toward the 2016–2020 target*.

## Maryland's Distracted Driving Program

### Problem Identification

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

Maryland law enforcement crash reports define and capture distraction violations as driver-contributing circumstances in crashes, and identify such factors as cell phone use or, more generally, the driver's "*failure to pay full time attention*." Cell phone use is difficult to validate at the scene of a crash, but the latter code is commonly (and overly) used, so distracted driving crashes account for around half of all crashes. Officers reporting on crashes indicate other direct causes such as speed and impairment, but often infer about other contributions such as attentiveness. Nationally, driver decision-errors (33 percent) and performance errors (11 percent) account for nearly half of all crashes, with another 41 percent attributed to recognition errors, with distraction considered a recognition error. Despite both a wealth and lack of data on this complex subject, it is clear that most drivers are doing something in the vehicle other than giving their full attention to the complex activity of driving, and any moment away from the driving task at hand presents a serious risk to the driver, other occupants, and other road users.

In Maryland from 2009 through 2013, the incidence of distracted driving crashes has declined by about 4 percent compared to 2008–2012. About 53,000 distracted driving crashes occur on Maryland roads each year.

For the latest five-year period, distracted driving was a factor in an annual average of more than half of all traffic crashes (58 percent), nearly two-thirds of injury crashes (63 percent), and nearly half of all fatal crashes (46 percent). Distracted driving was a factor in 64 percent of injuries and 46 percent of fatalities. Distracted driving is significantly over-represented statistically in all crashes, and even more so in injury crashes. The significant contribution of identified distracted driving combined with the difficulty in accurately capturing distracted driving as a cause on crash reports would indicate that distracted driving is, potentially, still more under-reported and a larger problem than currently indicated. Hence, distracted driving is a major focus for traffic safety professionals in Maryland and across the nation.

In 2015, Maryland law enforcement officers issued 40,489 citations issued for cell phone use and 2,225 citations for texting while driving. These numbers are a significant increase from previous years, correlating to an increase in focus by law enforcement on this issue, coupled with the cell phone violation law being a primary offense. This is compared to 39,167 handheld cell phone citations in 2014, and 12,886 handheld citations in 2013; and 2,110 texting citations in 2014, and 1,306 texting citations in 2013.

### Frequency of Distracted Driving Crashes

Due to the large proportion of all crashes identified as distracted, distracted driving crashes occur consistently throughout the year and every day of the week. A slight increase occurs on Fridays.

From day to day, the afternoon rush hour (2 to 6 p.m.) accounts for a slightly larger proportion of distracted crashes, including injury crashes, than other parts of the day.

### Typical Profile of Distracted Driver

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

### Typical Distracted Driving Crash Locations

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

| General Crash Factors – Distracted Driving | | |
|---|---|---|
| *Factor* | *Variable* | *Percentage* |
| **Age (drivers)** | 21–29 | 24.6% of involved; 26.9% of injured; 22% of killed |
| **Sex (drivers)** | Male | 56.5% of involved; 52.1% of injured; 78.4% of killed |
| **Month** | May, July and October (total, injury and fatal crashes) | Total – 26.4%; injury – 27.4%; fatal – 30.3% |
| **Day of Week** | Friday (total and injury crashes); Saturday (fatal crashes) | Total – 16.7%; injury – 16.4%; fatal – 19.5% |
| **Time of Day** | 2–6 p.m. (total, injury and fatal crashes) | Total – 34.1%; injury – 35.9%; fatal – 24.4% |
| **Road Type** | State and county roads | Total – 58.9%; injury – 62.8; fatal – 65.7% |
| **Jurisdiction** | Anne Arundel, Baltimore, Montgomery and Prince George's Counties; Baltimore City | Total – 68.1%; injury – 65.1%; fatal – 44.3% |

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

### Legislative Aspects

In October 2013, using a handheld cell phone while driving became a primary offense in Maryland, enabling law enforcement agencies to target this behavior more directly. This has led to a significant increase in the number of citations given to distracted drivers in Maryland since that time, and future citation numbers are expected to increase as a result.

### Drivers Survey Results

The MADS shows that more than half of respondents (61 percent) strongly disagreed with the statement: *Most of my family or friends think it's OK to talk on a cell phone without using a hands-free device while driving*. About one in six respondents (18 percent) "agreed" with the statement. Similarly, over 10 percent indicated they were *"likely"* to text the next time they drive.

About one in six respondents (18 percent) indicated they were *"likely"* to talk on a handheld cell phone the next time they drive. However, about two-thirds (65 percent) of respondents indicated they would not be talking on a handheld phone the next time they drive. About 42 percent indicated that they had used a cell phone without a hands-free device at least once during the most

recent week. Over one in four respondents (31 percent) indicated that they had texted while driving during the most recent week.

### Solution

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

Maryland's *Toward Zero Deaths* vision also recognizes distracted driving as a significant cause of crashes throughout the state. Improved crash reporting systems, such as the Automated Crash Reporting System, will help better identify specific causes of distracted driving crashes. This will support improved data-driven strategies throughout the state for use in future distracted driving prevention campaigns.

### Action Plan

The Distracted Driving projects funded for FFY 2017 are representative of research-based countermeasures and address the distracted driving issue using a multifaceted approach.

| | | |
|---|---|---|
| **Program Area:** | Distracted | **Project Number:** LE 17-027 |
| **Project Agency:** | Allegany County Sheriff's Dept | |
| **Project Funds / Project Type:** | $1,000 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-019 |
| **Project Agency:** | Annapolis Police Department | |
| **Project Funds / Project Type:** | $7,000 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-018 |
| **Project Agency:** | Anne Arundel County Police Department | |
| **Project Funds / Project Type:** | $7,140 / 402 DD & 6,860 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |

| | | |
|---|---|---|
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-052 |
| **Project Agency:** | Baltimore County Police Department – TMU | |
| **Project Funds / Project Type:** | $7,140 / 402 DD & 6,860 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-036 |
| **Project Agency:** | Calvert County Sheriff | |
| **Project Funds / Project Type:** | $2,500 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-021 |
| **Project Agency:** | Carroll County Sheriff | |
| **Project Funds / Project Type:** | $2,000 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-060 |
| **Project Agency:** | Charles County Sheriff | |
| **Project Funds / Project Type:** | $2,040 402 DD & 1,500 State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-070 |
| **Project Agency:** | Cheverly Police Department | |
| **Project Funds / Project Type:** | $1,500 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |

| | |
|---|---|
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | |
| | |
| **Program Area:** | Distracted **Project Number:** LE 17-073 |
| **Project Agency:** | Chevy Chase Village Police Department |
| **Project Funds / Project Type:** | $2,000 / 402 DD |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | |
| | |
| **Program Area:** | Distracted **Project Number:** LE 17-039 |
| **Project Agency:** | City of Bowie |
| **Project Funds / Project Type:** | $1,000 / 402 DD |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | |
| | |
| **Program Area:** | Distracted **Project Number:** LE 17-032 |
| **Project Agency:** | Cumberland Police Department |
| **Project Funds / Project Type:** | $550 / 402 DD |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | |
| | |
| **Program Area:** | Distracted **Project Number:** LE 17-056 |
| **Project Agency:** | Easton Police Department |
| **Project Funds / Project Type:** | $1,500 / 402 DD |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | |
| | |
| **Program Area:** | Distracted **Project Number:** LE 17-029 |
| **Project Agency:** | Frederick Police Department |
| **Project Funds / Project Type:** | $2,550 / 402 DD and 2,450 / State Funds |

| | | |
|---|---|---|
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-028 |
| **Project Agency:** | Frostburg State University Police | |
| **Project Funds / Project Type:** | $300 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-071 |
| **Project Agency:** | Gaithersburg Police Department | |
| **Project Funds / Project Type:** | $3,000 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-020 |
| **Project Agency:** | Greenbelt Police Department | |
| **Project Funds / Project Type:** | $5,000 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-044 |
| **Project Agency:** | Hagerstown Police Department | |
| **Project Funds / Project Type:** | $1,500 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-062 |
| **Project Agency:** | Harford County Sheriff | |

| | |
|---|---|
| **Project Funds / Project Type:** | $4,080 / 402 DD & 3,920 / State Funds |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | |

| | | |
|---|---|---|
| **Program Area:** | Distracted | **Project Number:** LE 17-008 |
| **Project Agency:** | Howard County Dept of Police | |
| **Project Funds / Project Type:** | $15,000 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Distracted | **Project Number:** LE 17-014 |
| **Project Agency:** | Laurel Police Department | |
| **Project Funds / Project Type:** | $2,500 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Distracted | **Project Number:** LE 17-026 |
| **Project Agency:** | Maryland Transportation Authority Police Department | |
| **Project Funds / Project Type:** | $13,200 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Distracted | **Project Number:** GN 17-013 |
| **Project Agency:** | MHSO - Distracted Driving | |
| **Project Funds / Project Type:** | $100,000 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving. | |
| **Project Description:** This project supports Maryland's distracted driving enforcement mobilizations through educational and media programming. | | |

| | | |
|---|---|---|
| **Program Area:** | Distracted | **Project Number:** LE 17-031 |
| **Project Agency:** | Montgomery County Police Department | |
| **Project Funds / Project Type:** | $7,650 / 402 DD & 7,350 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Distracted | **Project Number:** LE 17-053 |
| **Project Agency:** | Maryland State Police- Statewide | |
| **Project Funds / Project Type:** | $66,000 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Distracted | **Project Number:** LE 17-025 |
| **Project Agency:** | Ocean City Police Department | |
| **Project Funds / Project Type:** | $1,500 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Distracted | **Project Number:** LE 17-040 |
| **Project Agency:** | Prince George's County Police Department | |
| **Project Funds / Project Type:** | $10,200 / 402 DD & 9,800 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |

| | | |
|---|---|---|
| **Program Area:** | Distracted | **Project Number:** LE 17-072 |
| **Project Agency:** | Rockville Police Department | |
| **Project Funds / Project Type:** | $2,000 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high | | |

| | | |
|---|---|---|
| visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-045 |
| **Project Agency:** | St. Mary's County Sheriff's Office | |
| **Project Funds / Project Type:** | $1,500 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-050 |
| **Project Agency:** | Town of La Plata Police | |
| **Project Funds / Project Type:** | $1,500 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-058 |
| **Project Agency:** | University of Maryland College Park Police Department | |
| **Project Funds / Project Type:** | $2,500 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-043 |
| **Project Agency:** | Washington County Sheriff's Office | |
| **Project Funds / Project Type:** | $3,000 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. | | |
| | | |
| **Program Area:** | Distracted | **Project Number:** LE 17-003 |
| **Project Agency:** | Westminster Police Department | |
| **Project Funds / Project Type:** | $1,000 / 402 DD | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Enhance and improve enforcement of distracted driving laws. | |
| | | |

| |
|---|
| **Project Description:** This project is a selective enforcement initiative during distracted driving high visibility enforcement mobilizations. |
| |

## Evaluation

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

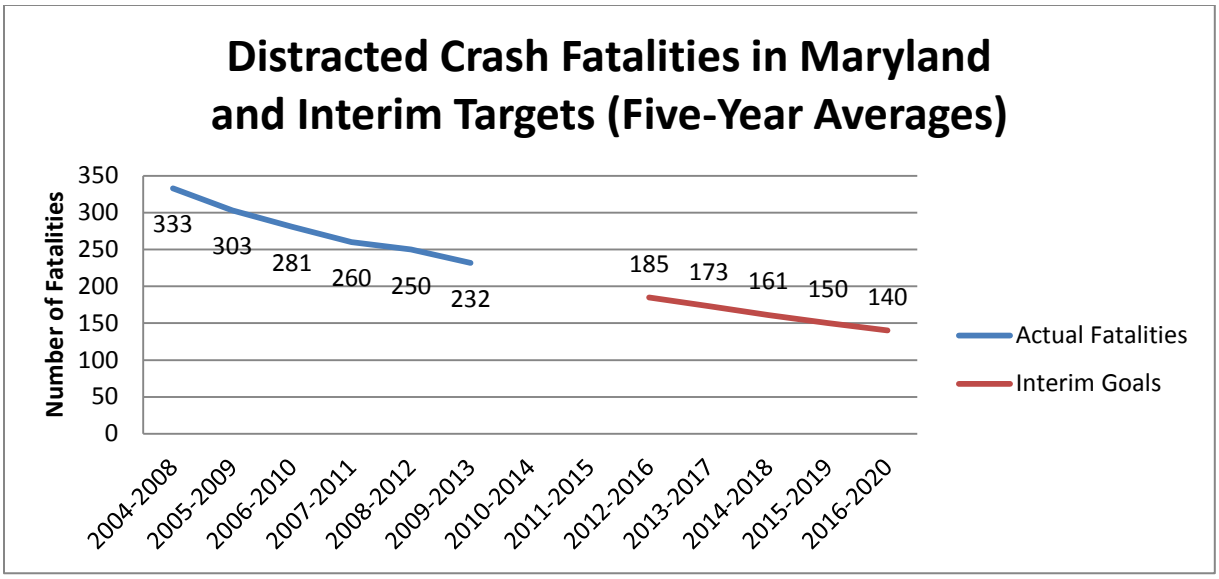
Law enforcement and media/communications partners are provided with additional analysis that support a more targeted approach within jurisdictions over-represented in the distracted-driving program area. Each year, data and analyses are provided in standard and by-request (ad hoc) formats that support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

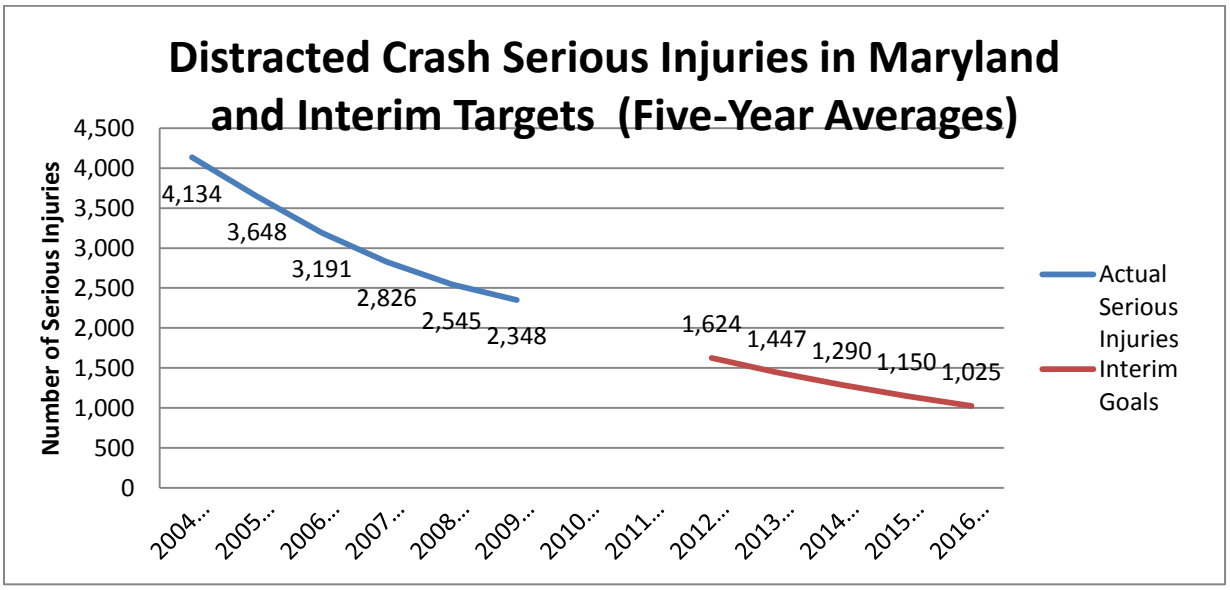
## Outcome Measures

### *Distracted Driving*

| Distracted Driving Fatalities and Serious Injuries - Actual (Five-Year Average) | | | | | | |
|---|---|---|---|---|---|---|
| Actual | 2004-2008 | 2005-2009 | 2006-2010 | 2007-2011 | 2008-2012 | 2009-2013 |
| Fatality Average | 333 | 303 | 281 | 260 | 250 | 232 |
| Serious Injury Average | 4,134 | 3,648 | 3,191 | 2,826 | 2,545 | 2,348 |

| Distracted Driving Fatalities and Serious Injuries (Five-Year Average) | | | | | |
|---|---|---|---|---|---|
| Target | 2012-2016 | 2013-2017 | 2014-2018 | 2015-2019 | 2016-2020 |
| Fatality Average | 185 | 173 | 161 | 150 | 140 |
| Serious Injury Average | 1,624 | 1,447 | 1,290 | 1,150 | 1,025 |


Distracted Crash Fatalities in Maryland and Interim Targets (Five-Year Averages)
Number of Fatalities
350
300
250
200
150
100
50
0
333
303
281
260
250
232
185
173
161
150
140
2004-2008
2005-2009
2006-2010
2007-2011
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020
Actual Fatalities
Interim Goals


Distracted Crash Serious Injuries in Maryland and Interim Targets (Five-Year Averages)
Number of Serious Injuries
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
4,134
3,648
3,191
2,826
2,545
2,348
1,624
1,447
1,290
1,150
1,025
2004...
2005...
2006...
2007...
2008...
2009...
2010...
2011...
2012...
2013...
2014...
2015...
2016...
Actual Serious Injuries
Interim Goals

**Distracted Driving – Objectives and Measures**

**Fatality Objective – Distracted Driving:** Reduce the five-year average number of distracted driving-related fatalities on all roads in Maryland from 232 in 2009–2013 to 140 or fewer by December 31, 2020 (2016–2020 average).

**Fatality Objective Progress:** In 2013, there were 182 distracted driving-related fatalities in Maryland. This figure is lower than the 2012 figure (n=246), so Maryland *is progressing toward the 2016–2020 target*.

**Serious Injury Objective – Distracted Driving:** Reduce the five-year average number of distracted driving-related serious injuries on all roads in Maryland from 2,348 in 2009–2013 to 1,025 or fewer by December 31, 2020 (2016–2020 average).

**Serious Injury Objective Progress:** In 2013, there were 1,859 distracted driving-related serious injuries in Maryland. This figure is lower than the 2012 figure (n=2,115), so Maryland *is progressing toward the 2016–2020 target*.

## Maryland's Aggressive Driving Prevention Program

### Problem Identification

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

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

- Failed to yield right of way,
- Failed to obey stop sign,
- Failed to obey traffic signal,
- Failed to obey other traffic control,
- Failed to keep right of center,
- Failed to stop for school bus,
- Wrong way on one way,
- Exceed speed limit,
- Too fast for conditions,
- Followed too closely,
- Improper lane change, and
- Improper passing.

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

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

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

*Aggressive Driving*

During the latest five-year period, 2009 through 2013, the incidence of aggressive driving crashes has declined by 4 percent in Maryland. However, some 6,000 crashes due to aggressive driving occur on Maryland roads each year.

For the same five-year period, aggressive driving accounted for an average of 6 percent of all traffic crashes, 8 percent of all injury crashes, and 9 percent of all fatal crashes in Maryland. Aggressive driving also accounted for one in every 11 crash injuries (9 percent) and one in every 10 fatalities (10 percent) across Maryland.

**Frequency of Aggressive Driving Crashes**

Aggressive driving crashes overall are most common during the months of October and November. Injury crashes involving aggressive driving typically increase during May and June. Maryland averaged 43 fatal crashes per year during the latest five-year period, but more fatal crashes tended to occur in October, November, April and July. Most such crashes, including injury crashes, occur on Thursdays and Fridays. Fatal crashes are more common during weekends (Friday to Sunday). The afternoon rush hour time period (3 to 6 p.m.) accounts for the largest proportion of aggressive crashes, including injury and fatal crashes.

**Typical Profile of Aggressive Drivers**

Data shows the common profile of an aggressive Maryland driver involved in a crash as male, ages 21 to 34, and generally using a seat belt restraint. The majority of these drivers are involved in crashes in Baltimore, Anne Arundel, Montgomery, and Prince George's Counties, mostly urban areas. This high-risk driver will be a major focus of statewide education and media campaigns, as well as increased enforcement efforts.

| General Crash Factors – Aggressive Driving | | |
|---|---|---|
| *Factor* | *Variable* | *Percentage* |
| **Age (drivers)** | 21–34 | 35.6% of involved; 38.3% of injured; 41% of killed |
| **Sex (drivers)** | Male | 58.8% of involved; 53% of injured; 83.4% of killed |
| **Month** | October–November (total crashes); May–June (injury crashes); April, July, October, November (fatal crashes) | Total – 18.5%; injury – 18.6%; fatal – 46% |
| **Day of Week** | Friday–Sunday (total, injury and fatal crashes); | Total – 40.5%; injury – 40%; fatal – 48.8% |
| **Time of Day** | 12 – 6 p.m. (total, injury and fatal crashes) | Total – 48.8%; injury – 49.9%; fatal – 37.4% |
| **Road Type** | State and county roads | Total – 58.9%; injury – 60.5%; fatal – 61.2% |
| **Jurisdiction** | Baltimore, Anne Arundel, Montgomery and Prince George's Counties; Baltimore City | Total – 63.1%; injury – 61.4%; fatal – 38.6% |

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

### Ongoing Enforcement Efforts

In 2015, Maryland law enforcement officers issued 797 citations statewide for aggressive driver violations, compared to 749 in 2014 and 732 in 2013. Difficulties exist in obtaining convictions for violating the aggressive driving statute because of the requirement that officers observe three separate driving violations in order to issue an aggressive driving citation. This requirement almost certainly contributes to the low number of citations written each year for aggressive driving in Maryland, since law enforcement officers are typically trained to take immediate action upon seeing a violation. Waiting to observe two or more offenses before taking enforcement action is counter-intuitive to officers. It is suspected in fact that many of the Aggressive Driving citations are directly related to police pursuits.

Among the 12 individual acts of that comprise aggressive driving outlined in Maryland law, enforcement officers in 2015 cited 15,146 drivers for failing to yield, 45,248 for failing to obey traffic control devices (such as stopping for red lights and stop signs), and 13,338 drivers for lane violations. By comparison, in 2014, officers wrote 17,723 citations for failure to yield, 46,127 citations for traffic control violations, and 13,159 for lane violations. In 2013, officers wrote 13,062 citations for failure to yield, 48,842 citations for traffic control violations, and 12,453 for lane violations. Likewise, nearly 245,000 citations are issued annually for excessive speed violations (see next page).

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

### Excessive Speed

The incidence of speed-involved crashes declined by 17 percent in Maryland during the five-year period from 2009 through 2013, but Maryland sees an average of over 15,000 speed-involved crashes on its roadways each year.

For the same five-year period, speeding drivers were involved in an average of nearly one in six of all statewide traffic crashes (17 percent), nearly one in five of all statewide injury crashes (19 percent), and one in four of all statewide fatal crashes (25 percent). Speed-involved crashes accounted for 19 percent of statewide injuries and 25 percent of statewide fatalities.

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

### Frequency of Speed-Involved Crashes

Because speeding is the most common component cited in aggressive driving crashes, trends in speed-involved and aggressive driving crashes are similar. Speed-involved crashes are most common during the months of October through January. Increases in injury crashes tend to occur during May and June. Excessive speed caused an average of 115 fatal crashes from 2009 through 2013, with most occurring in April, July and October. Most speed-involved crashes, including injury crashes, occur on Fridays and Saturdays, and fatal crashes are most common on weekends (Friday-Sunday). The afternoon rush hour period from 3 to 6 p.m. accounts for a larger proportion of speed-involved crashes, including injury crashes, than any other part of the day. Fatal crashes show a slight increase during the late-night hours of 12 midnight to 2 a.m.

### Typical Profile of Speeding Driver

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

In 2015, Maryland law enforcement agencies issued 237,116 citations for speeding, compared to 245,446 in 2014 and 251,202 in 2013. The steady decline in speed citations is not necessarily a cause for concern as Maryland has a robust speed camera program at the state (for work zones only) and local (in school zones) levels. The decrease in officer-written citations correlates with the growth in the speed camera program. (Statistics for the number of speed camera violation notices for all statewide and local programs are currently not available for aggregation in a simple and accessible format.) NOTE: No HSP Federal Funds are used to support the state's Automated Speed Enforcement program.

| General Crash Factors – Excessive Speed | | |
|---|---|---|
| *Factor* | *Variable* | *Percentage* |
| **Age (drivers)** | 21–34 | 39.4% of involved; 41.2% of injured; 43.3% of killed |
| **Sex (drivers)** | Male | 61.5% of involved; 58.4% of injured; 85.9% of killed |
| **Month** | October–January (total and injury crashes); April, July, October (fatal) | Total – 38.4%; injury – 34.9%; fatal – 33.1% |
| **Day of Week** | Friday–Sunday (total, injury and fatal crashes) | Total – 43.9%; injury – 43.2%; fatal – 52.8% |
| **Time of Day** | 3– 6 p.m. (total and injury crashes); 11 p.m.–2 a.m. (fatal) | Total – 25.9%; injury – 27.8%; fatal – 27.1% |
| **Road Type** | State and county roads | Total – 61.1%; injury – 62.6%; fatal – 65.6% |
| **Jurisdiction** | Baltimore, Anne Arundel, Montgomery and Prince George's Counties; Baltimore City | Total – 63.5%; injury – 62.7%; fatal – 50.5% |

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

### Drivers Survey Results

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

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

### Solution

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

The largest component of the Aggressive Driving Prevention Program is the state's *Smooth Operator* campaign. The campaign is a combination of enforcement and education, during concentrated mobilizations, that seeks to eliminate the dangers posed by aggressive and speeding drivers. Grant support for overtime enforcement is provided for 3 ten day enforcement waves supporting *Smooth Operator,* as well as year round High Visibility Enforcement for select agencies. The target violators are speeding and aggressive drivers and the locations are supported by crash data related to speed and aggressive related crashes. Training and equipment purchases are provided as a component of many of these programs, along with various media and education campaigns to address specific characteristics of aggressive driving.

### Action Plan

The Aggressive Driving projects funded for FFY 2017 are representative of research-based countermeasures and address aggressive driving issues using a multifaceted approach

| | | |
|---|---|---|
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-067 |
| **Project Agency:** | Aberdeen Police Department | |
| **Project Funds / Project Type:** | $2,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-027 |
| **Project Agency:** | Allegany County Sheriff's Office | |
| **Project Funds / Project Type:** | $1,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |

| | | |
|---|---|---|
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-019 |
| **Project Agency:** | Annapolis Police Department | |
| **Project Funds / Project Type:** | $6,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |

| | | |
|---|---|---|
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-018 |
| **Project Agency:** | Anne Arundel County Police Department | |
| **Project Funds / Project Type:** | $7,140 402 / SE & $6,860 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator in addition to other HVE mobilizations throughout the year. | | |

| | | |
|---|---|---|
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-065 |
| **Project Agency:** | Baltimore City Police Department | |
| **Project Funds / Project Type:** | $5,100 / 402 SE & $4,900 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |

| | | |
|---|---|---|
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-052 |
| **Project Agency:** | Baltimore County Police Department - TMU | |
| **Project Funds / Project Type:** | $19,507 / 402 SE & $18,743 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator in addition to other HVE mobilizations throughout the year. | | |

| | | |
|---|---|---|
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-066 |
| **Project Agency:** | Bel Air Police Department | |
| **Project Funds / Project Type:** | $2,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |

| | | |
|---|---|---|
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-061 |
| **Project Agency:** | Berlin Police Department | |
| **Project Funds / Project Type:** | $1,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-036 |
| **Project Agency:** | Calvert County Sheriff's Office | |
| **Project Funds / Project Type:** | $4,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-022 |
| **Project Agency:** | Cambridge Police Department | |
| **Project Funds / Project Type:** | $2,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-033 |
| **Project Agency:** | Caroline County Sheriff's Office | |
| **Project Funds / Project Type:** | $2,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-021 |
| **Project Agency:** | Carroll County Sheriff's Office | |
| **Project Funds / Project Type:** | $5,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |

| | | |
|---|---|---|
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-068 |
| **Project Agency:** | Cecil County Sheriff's Office | |
| **Project Funds / Project Type:** | $4,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-060 |
| **Project Agency:** | Charles County Sheriff's Office | |
| **Project Funds / Project Type:** | $11,985 / 402 SE & $11,515 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator in addition to other HVE mobilizations throughout the year. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-070 |
| **Project Agency:** | Cheverly Police Department | |
| **Project Funds / Project Type:** | $2,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-039 |
| **Project Agency:** | City of Bowie | |
| **Project Funds / Project Type:** | $1,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-032 |
| **Project Agency:** | Cumberland Police Department | |
| **Project Funds / Project Type:** | $600 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |

| | | |
|---|---|---|
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-056 |
| **Project Agency:** | Easton Police Department | |
| **Project Funds / Project Type:** | $2,500 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-064 |
| **Project Agency:** | Elkton Police Department | |
| **Project Funds / Project Type:** | $4,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-029 |
| **Project Agency:** | Frederick Police Department | |
| **Project Funds / Project Type:** | $2,550 / 402 SE & $2,450 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-071 |
| **Project Agency:** | Gaithersburg Police Department | |
| **Project Funds / Project Type:** | $9,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-020 |
| **Project Agency:** | Greenbelt Police Department | |
| **Project Funds / Project Type:** | $8,000 / 402 SE | |

| | | |
|---|---|---|
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-044 |
| **Project Agency:** | Hagerstown Police Department | |
| **Project Funds / Project Type:** | $1,500 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-007 |
| **Project Agency:** | Hampstead Police Department | |
| **Project Funds / Project Type:** | $1,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-062 |
| **Project Agency:** | Harford County Sheriff's Office | |
| **Project Funds / Project Type:** | $5,610 402 SE & $5,390 State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-063 |
| **Project Agency:** | Havre de Grace Police Department | |
| **Project Funds / Project Type:** | $1,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-008 |
| **Project Agency:** | Howard County Department of Police | |

| | | |
|---|---|---|
| **Project Funds / Project Type:** | $15,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-046 |
| **Project Agency:** | Hyattsville Police Department | |
| **Project Funds / Project Type:** | $2,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-048 |
| **Project Agency:** | Kent County Sheriff's Office | |
| **Project Funds / Project Type:** | $2,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-014 |
| **Project Agency:** | Laurel Police Department | |
| **Project Funds / Project Type:** | $5,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-047 |
| **Project Agency:** | Manchester Police Department | |
| **Project Funds / Project Type:** | $500 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-026 |

| | | |
|---|---|---|
| **Project Agency:** | Maryland Transportation Authority Police Department | |
| **Project Funds / Project Type:** | $13,200 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-015 |
| **Project Agency:** | Maryland Nationall Capital Park Police – Montgomery County | |
| **Project Funds / Project Type:** | $2,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** GN 17-019 |
| **Project Agency:** | MHSO - Aggressive Driving | |
| **Project Funds / Project Type:** | $200,000 / 405d flex | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Conduct public awareness, training, and media programs aimed at reducing aggressive driving. | |
| **Project Description:** This project supports Maryland's media campaigns that address aggressive driving and speeding. The messaging will work in tandem with enforcement efforts to create high visibility enforcement and education for the behavior. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-031 |
| **Project Agency:** | Montgomery County Police Department | |
| **Project Funds / Project Type:** | $22,950 / 402 SE & $22,050 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator in addition to other HVE mobilizations throughout the year. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-053 |
| **Project Agency:** | Maryland State Police - Statewide | |
| **Project Funds / Project Type:** | $264,550 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| | | |

| | | |
|---|---|---|
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator in addition to other HVE mobilizations throughout the year. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-053 |
| **Project Agency:** | Maryland State Police - Statewide | |
| **Project Funds / Project Type:** | $50,000 / SHA | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is specific to enforcement initiatives on roadways where the speed limit was increased to 70 miles per hour. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-025 |
| **Project Agency:** | Ocean City Police Department | |
| **Project Funds / Project Type:** | $3,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-040 |
| **Project Agency:** | Prince George's County Police Department | |
| **Project Funds / Project Type:** | $25,500 / 402 SE & $24,500 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator in addition to other HVE mobilizations throughout the year. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-051 |
| **Project Agency:** | Princess Anne Police Department | |
| **Project Funds / Project Type:** | $1,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-034 |
| **Project Agency:** | Queen Anne's County Sheriff's Office | |
| **Project Funds / Project Type:** | $4,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |

| | |
|---|---|
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | |
| | |
| **Program Area:** | Aggressive / Speed **Project Number:** LE 17-072 |
| **Project Agency:** | Rockville Police Department |
| **Project Funds / Project Type:** | $7,000 / 402 SE |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | |
| | |
| **Program Area:** | Aggressive / Speed **Project Number:** LE 17-023 |
| **Project Agency:** | Salisbury Police Department |
| **Project Funds / Project Type:** | $6,700 / 402 SE |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | |
| | |
| **Program Area:** | Aggressive / Speed **Project Number:** LE 17-045 |
| **Project Agency:** | St. Mary's County Sheriff's Office |
| **Project Funds / Project Type:** | $11,500 / 402 SE |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator in addition to other HVE mobilizations throughout the year. | |
| | |
| **Program Area:** | Aggressive / Speed **Project Number:** LE 17-017 |
| **Project Agency:** | Sykesville Police Department |
| **Project Funds / Project Type:** | $1,000 / 402 SE |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | |
| | |
| **Program Area:** | Aggressive / Speed **Project Number:** LE 17-069 |
| **Project Agency:** | Talbot County Sheriff's Office |
| **Project Funds / Project Type:** | $1,000 / 402 SE |

| | | |
|---|---|---|
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-012 |
| **Project Agency:** | Taneytown Police Department | |
| **Project Funds / Project Type:** | $1,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-050 |
| **Project Agency:** | Town of La Plata Police | |
| **Project Funds / Project Type:** | $2,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-058 |
| **Project Agency:** | University of Maryland College Park Police Department | |
| **Project Funds / Project Type:** | $3,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-043 |
| **Project Agency:** | Washington County Sheriff's Office | |
| **Project Funds / Project Type:** | $4,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-003 |
| **Project Agency:** | Westminster Police Department | |

| | | |
|---|---|---|
| **Project Funds / Project Type:** | $1,500 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-041 |
| **Project Agency:** | Wicomico County Sheriff's Office | |
| **Project Funds / Project Type:** | $3,000 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |
| | | |
| **Program Area:** | Aggressive / Speed | **Project Number:** LE 17-059 |
| **Project Agency:** | Worcester County Sheriff's Office | |
| **Project Funds / Project Type:** | $1,500 / 402 SE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Develop and implement aggressive driving enforcement practices. | |
| **Project Description:** This project is a selective enforcement initiative during Maryland's high visibility enforcement program, Smooth Operator. | | |

**Evaluation**

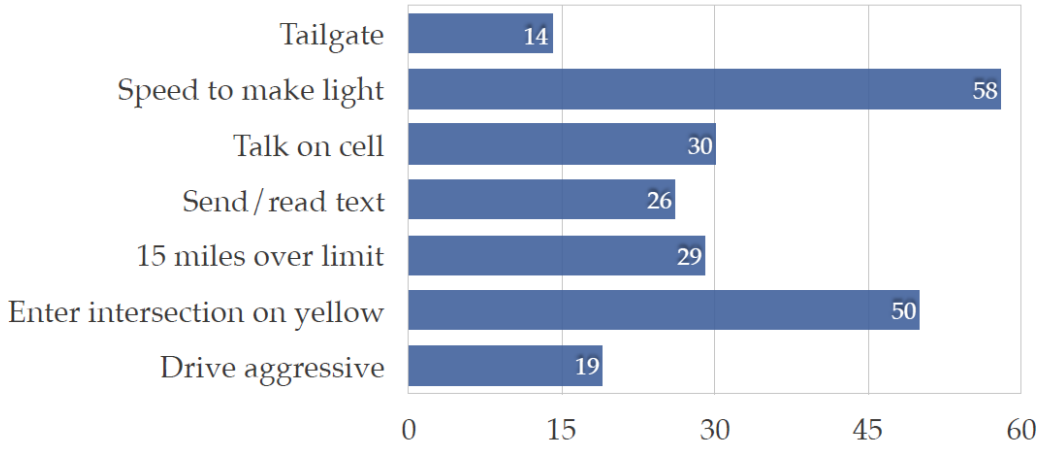
The MHSO evaluates traffic safety programs through output, impact, and outcome measures. Outcome measures include crash data (fatality and serious injury). Impact measures can include driver surveys that are conducted before and after high visibility enforcement (HVE) campaigns to measure changes in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

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

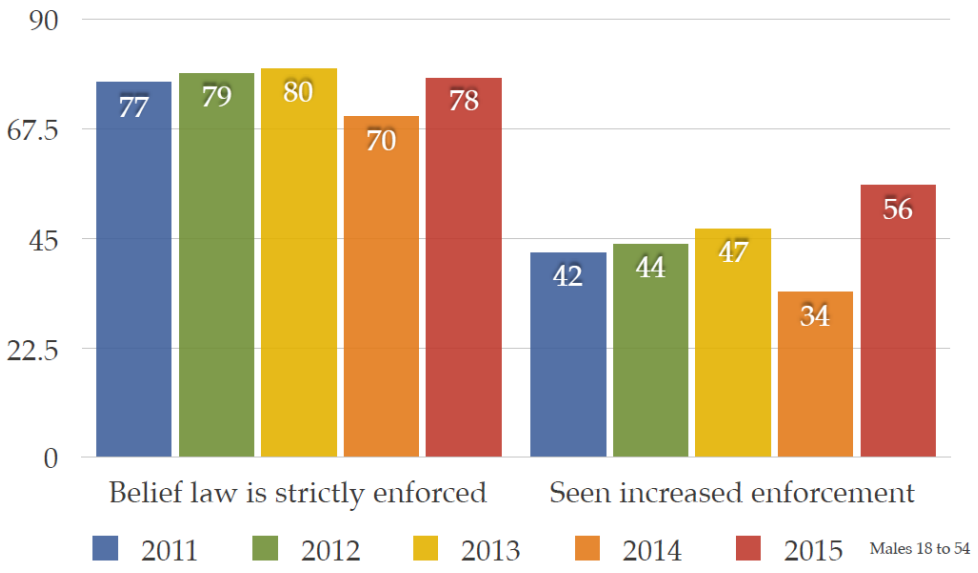
The following statements are a snapshot of the findings of the evaluation:

- Awareness
  - Respondents ranked texting and use of cell phones most dangerous followed by aggressive driving and drunk driving.
  - Campaign awareness remained strong with message recall increasing 14 points from pre to post.
  - Recall of radio, outdoor, television, and digital media matched the percentage of distribution listed in the media plan.

- Behavior
  - The following is self-reported risky behavior as noted by respondents:




- Enforcement
  - The following is information about the awareness of aggressive driving enforcement as noted by respondents:

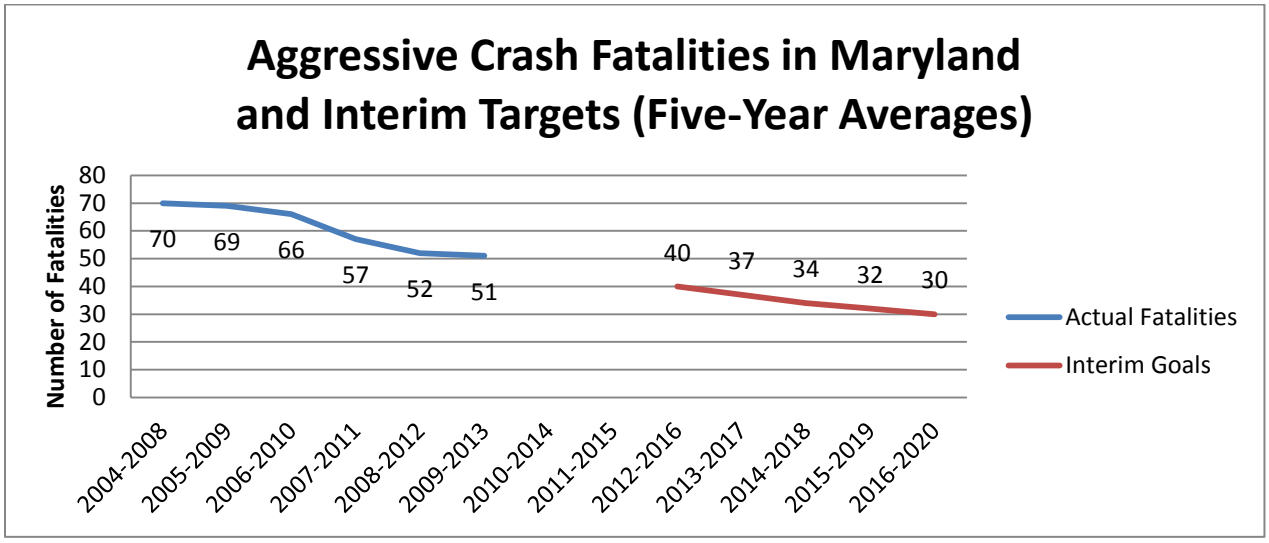


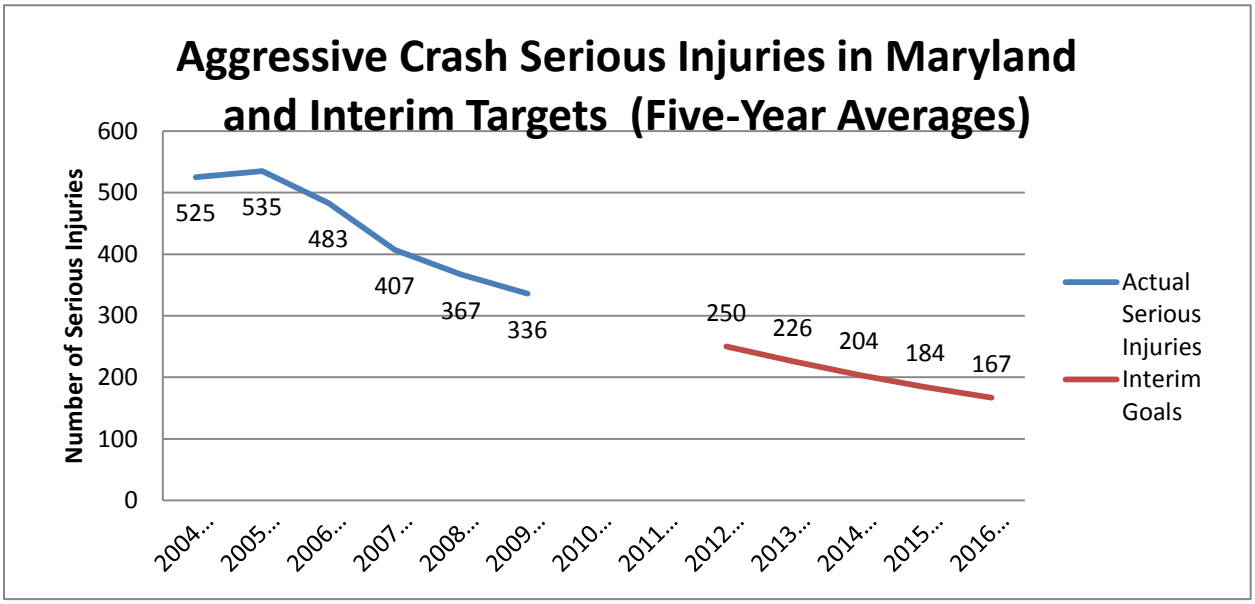
Outcome Measures

*Aggressive Driving*

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

| Aggressive Driving Fatalities and Serious Injuries (Five-Year Average) | | | | | |
|---|---|---|---|---|---|
| Target | 2012-2016 | 2013-2017 | 2014-2018 | 2015-2019 | 2016-2020 |
| Fatality Average | 40 | 37 | 34 | 32 | 30 |
| Serious Injury Average | 250 | 226 | 204 | 184 | 167 |



## Aggressive Driving – Objectives and Measures

**Fatality Objective – Aggressive Driving**: Reduce the five-year average number of aggressive driving-related fatalities on all roads in Maryland from 51 in 2009–2013 to 30 or fewer by December 31, 2020 (2016–2020 average).

**Fatality Objective Progress**: In 2013, there were 53 aggressive driving-related fatalities in Maryland. This figure is lower than the 2012 figure (n=55), so Maryland *is progressing toward the 2016–2020 target.*

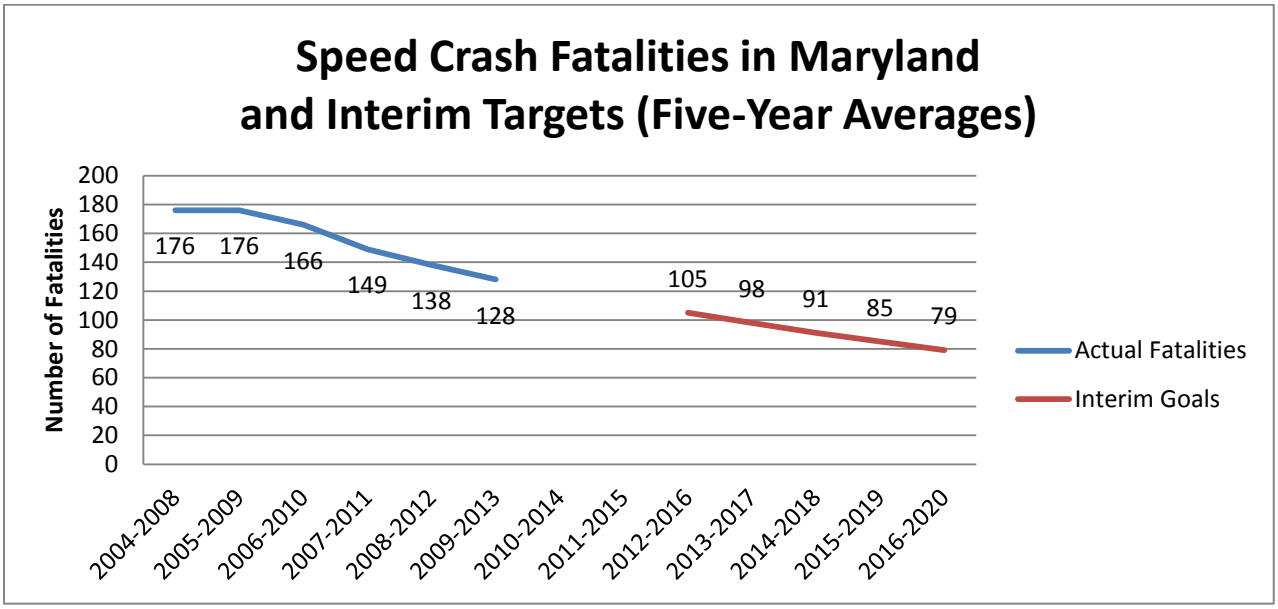
**Serious Injury Objective – Aggressive Driving**: Reduce the five-year average number of aggressive driving-related serious injuries on all roads in Maryland from 336 in 2009–2013 to 167 or fewer by December 31, 2020 (2016–2020 average).

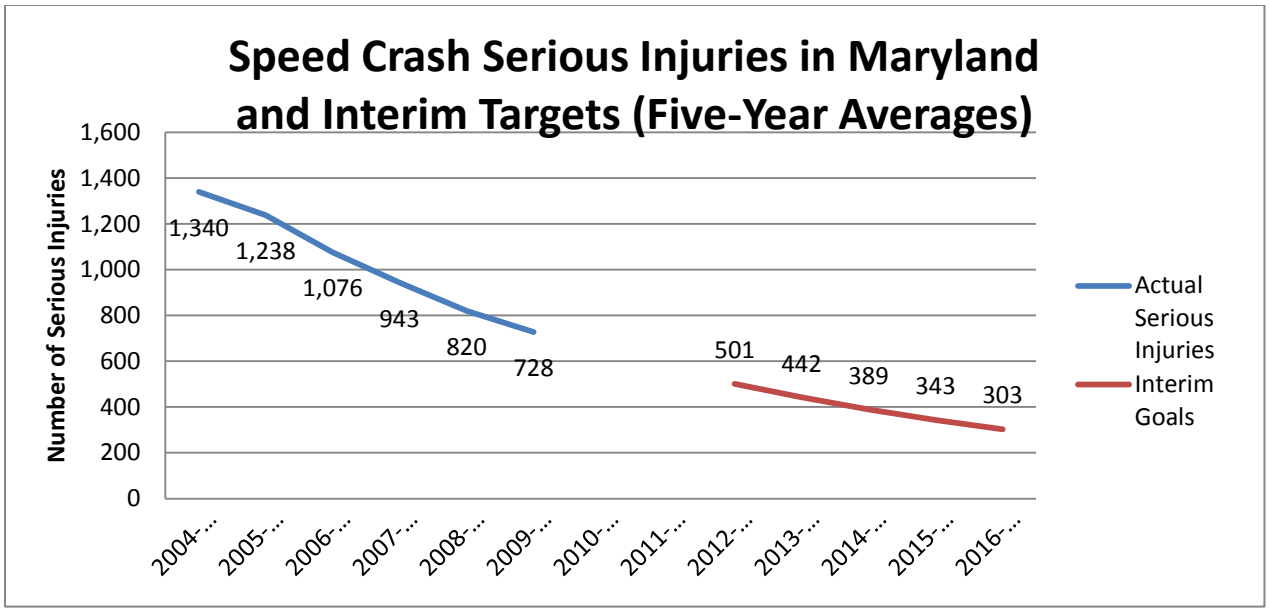
**Serious Injury Objective Progress**: In 2013, there were 295 aggressive driving-related serious injuries in Maryland. This figure is higher than the 2012 figure (n=289), so Maryland *is not progressing toward the 2016–2020 target.*

## *Speed-Related*

| Speed-Related Fatalities and Serious Injuries - Actual (Five-Year Average) | | | | | | |
|---|---|---|---|---|---|---|
| **ACTUAL** | **2004-2008** | **2005-2009** | **2006-2010** | **2007-2011** | **2008-2012** | **2009-2013** |
| Fatality Average | 176 | 176 | 166 | 149 | 138 | 128 |
| Serious Injury Average | 1,340 | 1,238 | 1,076 | 943 | 820 | 728 |

| Speed-Related Fatalities and Serious Injuries (Five-Year Average) | | | | | |
|---|---|---|---|---|---|
| **TARGET** | **2012-2016** | **2013-2017** | **2014-2018** | **2015-2019** | **2016-2020** |
| Fatality Average | 105 | 98 | 91 | 85 | 79 |
| Serious Injury Average | 501 | 442 | 389 | 343 | 303 |






## Speed-Related – Objectives and Measures

**Fatality Objective – Speed-Related:** Reduce the five-year average number of speed-related fatalities on all roads in Maryland from 128 in 2009–2013 to 79 or fewer by December 31, 2020 (2016–2020 average).

**Fatality Objective Progress:** In 2013, there were 110 speed-related fatalities in Maryland. This figure is lower than the 2012 figure (n=130), so Maryland is progressing toward the 2016–2020 target.

**Serious Injury Objective – Speed-Related:** Reduce the five-year average number of speed-related serious injuries on all roads in Maryland from 728 in 2009–2013 to 303 or fewer by December 31, 2020 (2016–2020 average).

**Serious Injury Objective Progress:** In 2013, there were 543 speed-related serious injuries in Maryland. This figure is lower than the 2012 figure (n=637), so Maryland *is progressing toward the 2016–2020 target.*

## Maryland's Motorcycle Safety Program

### Problem Identification

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

During the five-year period from 2009 through 2013, motorcycle-involved crashes in Maryland declined by 18 percent after experiencing several previous years of increases. Currently, about 1,800 motorcycle-involved crashes occur on Maryland roads each year.

From 2009 through 2013 in Maryland, motorcycles were involved in an average of 2 percent of all traffic crashes, 4 percent of injury crashes, and 14.5 percent of fatal crashes. Motorcycle-involved crashes accounted for 3 percent of injuries and 14 percent of fatalities. Thus, motorcycles are significantly over-represented in fatal crashes.

While a relatively low 4 percent of motorcycle crashes result in a fatality, the fact that 14 percent of all statewide fatal crashes involve a motorcycle is cause for concern among traffic safety experts. This significant involvement of motorcycles in fatal crashes and their effects on overall traffic fatalities in Maryland indicate the need for greater motorcycle safety efforts such as awareness, education, training and enforcement as a major focus for traffic safety professionals.

### Frequency of Motorcycle Crashes

Warmer weather is conducive to motorcycle riding, so it is not surprising that higher proportions of motorcycle-involved crashes occur during the warm-weather months of April through September. Crashes are significantly more common during the weekend days, with more than half (55 percent) occurring Friday through Sunday. Motorcycle-involved crashes are most common between 4 and 8 p.m.

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

### Typical Profile of Motorcycle Operators in Crashes

Crash data suggests the typical profile of Maryland motorcycle operators involved in a crash as male (83 percent), age 21 to 34 or 45 to 49, with about two in every three wearing a safety helmet (66 percent). The majority of motorcycle crashes occur in Baltimore City, Baltimore and Prince George's counties, mainly urban areas.

| General Crash Factors – Motorcycles | | |
|---|---|---|
| *Factor* | *Variable* | *Percentage* |
| **Age (Motorcycle drivers only)** | 21–34; 45–49 (total, injury and fatal crashes) | 44.1% of involved; 47.5% of injured; 50.6% of killed |
| **Sex (Motorcycle drivers only)** | Male (two in three wearing helmets) | 82.6% of involved; 90.7% of injured; 96% of killed |
| **Month** | April–September (total, injury and fatal crashes) | Total – 73.6%; injury – 75.6%; fatal – 79.2% |
| **Day of Week** | Friday–Sunday (total, injury and fatal crashes) | Total – 55.3%; injury – 56.9%; fatal – 59.8% |
| **Time of Day** | 4– 8 p.m. (total, injury and fatal crashes) | Total – 37.4%; injury – 38.3%; fatal – 36.5% |
| **Road Type** | State and county roads | Total – 61.4%; injury – 66.3%; fatal – 64.2% |
| **Jurisdiction** | Anne Arundel, Baltimore, Montgomery and Prince George's Counties; Baltimore City | Total – 61%; injury – 56.4%; fatal – 51.4% |

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

### Helmet-Law Violations in Maryland

Maryland has had a comprehensive mandatory helmet law for decades, but the accurate capture of helmet use on the crash report may be in question. Maryland observational studies on helmet usage have shown nearly 100 percent compliance with the law, but data from crash reports fail to corroborate this rate. For example, the crash data show that 13.3% of all motorcyclists in a crash are not wearing a helmet and 11.3% of rider fatalities are unhelmeted.

Further investigation and verification of rates of helmet usage are required before a distinct correlation can be assumed between the lack of helmet use and fatal injuries. Additional evaluation and investigation is a viable first step in determining the accuracy of observational surveys vs. crash reports and remains vital to the development and implementation of effective strategies to improve motorcycle safety.

### Solution

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

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

Numerous rider courses are offered through the Maryland Motorcycle Safety Program, and the state's goals are to improve rider skill and increase awareness levels and road-sharing among motorcyclists and other vehicle drivers.

## V. Other Relevant Program Area Information

Maryland qualifies for two out of six motorcycle safety eligibility criteria under the FAST Act Motorcyclist Safety Grant Program [23 CFR 1200.25]. The state is submitting the following Motorcycle Safety Countermeasures Application for FFY 2017 funding under this program, demonstrating continued compliance with the eligibility criteria for motorcycle rider training courses, and motorcyclist awareness programs. The program implementation plan was developed using proven countermeasures found in the "Countermeasures That Work" (2015 edition) publication and/or found in the Highway Safety Guidelines issued by the National Highway Traffic Safety Administration.

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

#### i. Motorcycle Rider Training Courses

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

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. The COMAR citation was submitted in Attachment 405 (f).

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

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

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

| Training Centers listed by Jurisdiction of Operation | Number of Registered Motorcycle Riders | Training Site Information by Jurisdiction | | Training was offered in the jurisdiction during the month(s) selected: | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Yes, Training Site in Jurisdiction | No, not a Training Site in Jurisdiction | Jul-16 | Aug-16 | Sep-16 | Oct-16 | Nov-16 | Dec-16 | Jan-17 | Feb-17 | Mar-17 | Apr-17 | May-17 | Jun-17 |
| **Allegany ACM** | **2,532** | **Yes** | | Yes | Yes | Yes | | | | | | | Yes | Yes | Yes |
| **Anne Arundel GMVA** | **14,437** | **Yes** | | Yes | Yes | Yes | Yes | | | | | Yes | Yes | Yes | Yes |
| **Anne Arundel AACC** | | | | Yes | Yes | Yes | Yes | Yes | | | | Yes | Yes | Yes | Yes |
| **Anne Arundel RHAD** | | | | Yes | Yes | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes |
| **Baltimore HDB** | **14.904** | **Yes** | | Yes | Yes | Yes | Yes | Yes | | | | | Yes | Yes | Yes |
| **Calvert** | **3,687** | | **No** | | | | | | | | | | | | |
| **Caroline** | **1,140** | | **No** | | | | | | | | | | | | |
| **Carroll CACC** | **7,090** | **Yes** | | Yes | Yes | Yes | Yes | | | | | | Yes | Yes | Yes |
| **Cecil CECC** | **4,066** | **Yes** | | Yes | Yes | Yes | Yes | Yes | | | | Yes | Yes | Yes | Yes |
| **Charles CSM** | **4,825** | **Yes** | | Yes | Yes | Yes | Yes | Yes | | | | Yes | Yes | Yes | Yes |
| **Dorchester** | **791** | | **No** | | | | | | | | | | | | |
| **Frederick FCC** | **8,341** | **Yes** | | Yes | Yes | Yes | Yes | | | | | | Yes | Yes | Yes |
| **Frederick HDF** | | | | Yes | Yes | Yes | Yes | Yes | | | | Yes | Yes | Yes | Yes |
| **Garrett** | **1,292** | | **No** | | | | | | | | | | | | |
| **Harford HACC** | **7,739** | **Yes** | | Yes | Yes | Yes | Yes | | | | | | | Yes | Yes |
| **Howard HOCC** | **5,175** | **Yes** | | Yes | Yes | Yes | Yes | | | | | Yes | Yes | Yes | Yes |
| **Kent** | **593** | | **No** | | | | | | | | | | | | |
| **Montgomery MC** | **12,182** | **Yes** | | Yes | Yes | Yes | Yes | Yes | | | | Yes | Yes | Yes | Yes |
| **Prince George's PGCC** | **11,275** | **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** | **1,658** | **Yes** | | Yes | Yes | Yes | Yes | Yes | | | | Yes | Yes | Yes | Yes |
| **St. Mary's Safety Zone** | **3,945** | **Yes** | | Yes | Yes | Yes | Yes | Yes | | | Yes | | Yes | Yes | Yes |
| **Somerset** | **600** | | **No** | | | | | | | | | | | | |
| **Talbot** | **902** | | **No** | | | | | | | | | | | | |
| **Washington HGCC** | **5,300** | **Yes** | | Yes | Yes | Yes | Yes | | | | | Yes | Yes | Yes | Yes |
| **Wicomico WWCC** | **2,234** | **Yes** | | Yes | Yes | Yes | Yes | | | | | | Yes | Yes | Yes |
| **Worcester** | **1,731** | | **No** | | | | | | | | | | | | |
| **Baltimore City SKHS** | **4,333** | **Yes** | | Yes | Yes | Yes | Yes | Yes | Yes | yes | | Yes | Yes | Yes | Yes |
| **No County Listed** | **405** | | | | | | | | | | | | | | |
| **TOTALS** | **121,177** | **16** | **8** | | | | | | | | | | | | |

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."

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

To 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 the presentation of crash data trends, discussions of best practices and review of changes made to approved courses. The 2016 instructor development conference included presentations on implementing updates to the Motorcycle Safety Foundation Basic Rider Course. A follow-up training was offered to MCSP Instructors who were unable to attend the full conference.

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

b. **Motorcycle Awareness Program: Qualification Criteria II**
In compliance with 23 U.S.C. 405(f)(3(B), Maryland continues to conduct a motorcyclist awareness program in a manner 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 by convening a Maryland Motorcycle Safety Coalition with representatives of these stakeholder groups

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

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

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

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

   1. Supports the state's overall safety policy and countermeasure program and its 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 raise awareness to the problem.

The implementation of a targeted motorcyclist awareness campaign requires careful review of traffic crash report data and other related information. Review of demographics of motorists involved in motorcycle crashes shows no significant differences from the broader population of motorists involved in all crashes. Motorcycle messages will be incorporated in all routine driver outreach. Where targeted messaging is required, emphasis is placed on those geographic areas that are overrepresented in motorist-involved motorcycle crashes. Almost 60 percent of all crashes statewide occur in Baltimore City and Anne Arundel, Baltimore, Montgomery and Prince George's Counties. These areas will again be targeted as high priority areas in the 2017 Strategic Communications Plan.

| County/Jurisdiction | Motorcycle Involved Crashes 2014 |
|---|---|
| Prince George's | 249 |
| Baltimore City | 231 |
| Baltimore | 197 |
| Anne Arundel | 168 |
| Montgomery | 146 |
| **Subtotal** | **991** |
| Frederick | 73 |
| Howard | 68 |
| Harford | 60 |
| Charles | 47 |
| Carroll | 46 |
| Washington | 45 |
| Worcester | 45 |
| Cecil | 41 |
| St. Mary's | 39 |
| Calvert | 37 |
| Wicomico | 37 |
| Allegany | 16 |
| Garrett | 14 |
| Queen Anne's | 13 |
| Dorchester | 13 |
| Talbot | 9 |
| Caroline | 8 |
| Somerset | 7 |
| Kent | 3 |
| **Subtotal** | **621** |
| **Total Crashes** | **1612** |

The vast majority of motorcycle riders are males and this group accounts for more than 95 percent of riders killed in motorcycle crashes. There is a minority of women that participate in the community as riders or passengers. Awareness and outreach campaigns should target men, with more 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. Preliminary analysis using five years of data shows that 40% or more of cruiser riders killed in crashes had alcohol in their system at the time of the crash. The median age of alcohol-involved cruiser riders killed was 48 years and the median BAC was 0.15.

Sportbike Riders

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

Other Riders

There are other categories of rider, including sport-touring riders, vintage bike riders, custom bike riders, 3-wheeled riders and so on. These subgroups are adequately addressed by broad safety campaigns.

### 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 Maryland Motorcycle Safety Coalition (MSC). The MSC is a diverse group of stakeholder organizations, businesses and agencies, all of whom share a commitment to motorcyclist safety. Coalition members represent motorcycle rider organizations and associations, motorcycle dealerships, driver safety associations, rider training centers, transportation and traffic safety organizations and agencies, emergency medical service systems, law enforcement, and research institutions.

   The MSC identified impaired riding as a key focus of their communications plan, in addition to promoting formal motorcycle skills training and motorist awareness of motorcyclist safety.

   Coalition Members

   AAA Mid-Atlantic
   ABATE of Maryland, Inc.
   District, Maryland, Virginia Rider Coalition
   Maryland 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 Motorcycle Training Center
Anne Arundel County Police Department
Baltimore Metropolitan Council
Joint Base Andrews-Air Force Base
Maryland Chiefs of Police Association
Maryland Goldwing Road Riders Association
Maryland Motor Vehicle Administration

- Maryland Highway Safety Office
- Motorcycle Safety Program
- Driver Safety Division

MD DE Motorcycle Riding Association/Harley Owners Group
National Study Center for Trauma and EMS
The Rider School, Frederick Community College Motorcycle Training Center
State Highway Administration
United States Armed Forces

Law Enforcement Collaborative Efforts

The MHSO coordinates communication among the coalition partners to help provide training to new officers regarding the data and behavioral safety issues, including rider impairment.

**v. Motorcycle Safety Strategic Communications Plan**

This 2017 Motorcycle Safety Strategic Communications Plan will focus on two main messages—"Share the Road" targeting motorist awareness and "Drinking and Riding Don't Mix" as an example of our impaired riding messaging. These broad themes allow the campaign to maintain consistency across multiple years while allowing the campaign to target specific issues in these areas that are identified by crash and program data.

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

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

**Support for the Safety Policy and SHSP**

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

While motorcyclist safety is not a specific emphasis area of the SHSP, motorcyclists are considered a vulnerable user group in the conceptual framework of the plan, which includes several emphasis areas including impaired driving and aggressive driving. 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 and is formulated under NHTSA's Uniform Guideline #3 for Motorcycle Safety. Action items developed by the MSC are included in the implementation plan for the appropriate EAT. 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.

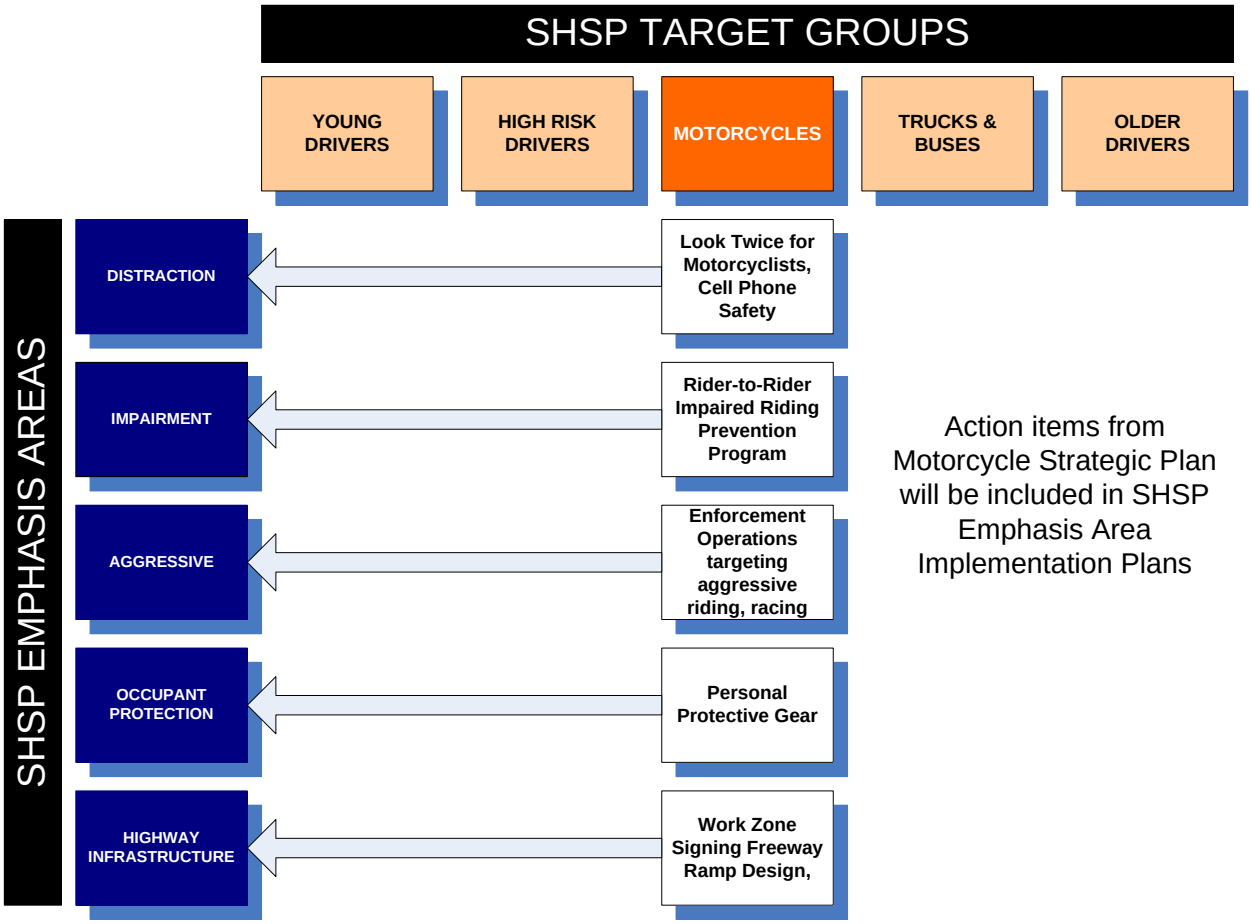



**FIGURE 1: COORDINATION OF MOTORCYCLE SAFETY ACTION ITEMS**

**WITH THE SHSP EMPHASIS AREAS**

v. 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. Nearly 60% percent of all motorcyclist crashes in 2014 occurred in the five most urbanized jurisdictions in the state: Anne Arundel County, Baltimore City, Baltimore County, Montgomery County and Prince George's County. Maryland's motorcycle safety media and outreach investments will focus paid media investments in these high priority target areas.

| Jurisdiction | Motorcyclist Crashes 2014 | Statewide % | Communication Channels Used | % Coverage |
|---|---|---|---|---|
| Prince George's | 249 | 15.4% | High Priority Target Areas: Outdoor Advertising, Radio Advertisements, Internet Advertisements, Social Media, Press Event | High Priority Areas Represent nearly 60 percent of Motorcyclist Crashes in 2014 |
| Baltimore City | 231 | 14.3% | | |
| Baltimore | 197 | 12.2% | | |
| Anne Arundel | 168 | 10.4% | | |
| Montgomery | 146 | 9.1% | | |
| Frederick | 73 | 4.5% | Secondary Target Areas: Radio Advertisements, Internet Advertisements, Social Media, Banners, Yard Signs | Secondary Target Areas Represent 35 percent of Motorcyclist Crashes in 2014 |
| Howard | 68 | 4.2% | | |
| Harford | 60 | 3.7% | | |
| Charles | 47 | 2.9% | | |
| Carroll | 46 | 2.8% | | |
| Washington | 45 | 2.8% | | |
| Worcester | 45 | 2.8% | | |
| Cecil | 41 | 2.5% | | |
| St. Mary's | 39 | 2.4% | | |
| Calvert | 37 | 2.3% | | |
| Wicomico | 37 | 2.3% | | |
| Allegany | 16 | 0.9% | Non-Target Areas: Unpaid electronic media, Social Media | Non-Target Areas Represent nearly 6 percent of Motorcyclist Crashes in 2014 |
| Garrett | 14 | 0.8% | | |
| Queen Anne's | 13 | 0.8% | | |
| Dorchester | 13 | 0.8% | | |
| Talbot | 9 | 0.6% | | |
| Caroline | 8 | 0.5% | | |
| Somerset | 7 | 0.4% | | |
| Kent | 3 | 0.2% | | |
| **TOTAL** | 1,551 | 100.0 % | | |

### vi. Communication Channels

This 2017 Motorcycle Safety Strategic Communications Plan incorporates a variety of communication mechanisms to increase awareness of motorcyclist safety issues. Adjustments to this plan will be made based on the evaluation of the 2016 Strategic Communications Plan implementation.

1. Campaign Kickoff Event

   MVA will host a campaign kickoff event in the spring of 2017. The press event will launch the 2017 Motorcycle Safety Campaign and attract earned media exposure for motorist awareness and impaired riding prevention.

2. Digital advertisements and websites

   Internet and digital materials have been produced based on campaign themes and will be placed on websites appropriate for the target demographic—males between the ages of 21 and 54. The Share the Road, Look Twice for Motorcycles ads directs traffic to www.marylandrider.org, which will redirect viewers to the MVA motorcycle safety program web pages and MHOS's Towards Zero Deaths (TowardZeroDeathsMD.com) webpage, for the 2017 campaign.

   The MVA website (www.mva.maryland.gov) provides current training information throughout the state, as well as an avenue for general rider safety information. This is intended to be the main resource page for additional motorcycle safety information.

3. Vehicle Registration Mailing

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

4. Dynamic/Variable Message Boards

   Along Maryland's major highways, overhead dynamic message signs (DMS) will be used to promote motorcycle safety during the launch of the 2017 motorcycle safety campaign. These signs will also be used around major motorcycling events, such as: Rolling Thunder in May and Delmarva Bike Week in September. Roadside variable message trailers are used for more local promotional efforts and to supplement other media placements.

5. Social Media

   Campaign artwork and messaging will be adapted for use in

social media channels, including Facebook 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.

6. Community Yard Signs

Yard signs will be used in the Motorcycle Safety Kick-Off Event in April/May 2017 and distributed to partners in areas outside the dense urbanized areas of Baltimore and Washington to supplement other advertising and to support local motorcycle safety initiatives and events.

7. Motorist Awareness Banners

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

8. 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.

vi. FUNDING

The motorcycle safety program cost summary represents the multi-faceted program implemented by the MHSO. Approximately $164,000 in Section 402, 405 and 164 funds are being programmed for Maryland-funded motorcycle safety programs during FFY 2017.

Action Plan

The Motorcycle Safety projects funded for FFY 2017 are representative of research-based countermeasures and address motorcycle safety issues using a multifaceted approach.

| | | |
|---|---|---|
| **Program Area:** | Motorcycle | **Project Number:** GN 17-014 |
| **Project Agency:** | MHSO - High Risk MC Safety Motorist Awareness | |
| **Project Funds / Project Type:** | $50,000 / 405f | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving.<br>Conduct public awareness, training, and media programs aimed at reducing aggressive driving. | |
| **Project Description:** This project supports Maryland's statewide media campaign promoting motorist awareness of motorcycles on the highways based on a Share the Road/Look Twice for Motorcycles theme. | | |
| | | |
| **Program Area:** | Impaired Driving | **Project Number:** GN 17-016 |
| **Project Agency:** | MHSO - High Risk - MC/Impaired | |
| **Project Funds / Project Type:** | $150,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving. | |
| **Project Description:** This project supports statewide impaired driving educational, media and public awareness initiatives related to impaired driving of motorcycles. | | |
| | | |
| **Program Area:** | Motorcycle | **Project Number:** GN 17-049 |
| **Project Agency:** | Maryland MVA, Motorcycle | |
| **Project Funds / Project Type:** | $9,032 / 405f<br>$16,821 / 402 MC | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.<br>Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving.<br>Conduct public awareness, training, and media programs aimed at reducing aggressive driving. | |
| **Project Description:** This project supports rider to rider outreach, and formalized motorcycle safety training based on MSF guidelines and curriculum. | | |
| | | |
| **Program Area:** | MC | **Project Number:** LE 17-059 |

| | |
|---|---|
| **Project Agency:** | Worcester County Sheriff |
| **Project Funds / Project Type:** | $1,000 / 402 MC |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) |
| **SHSP Strategy:** | |
| **Project Description:** This project supports law enforcement training; specifically motorcycle crash reconstruction training. | |

**Evaluation**

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

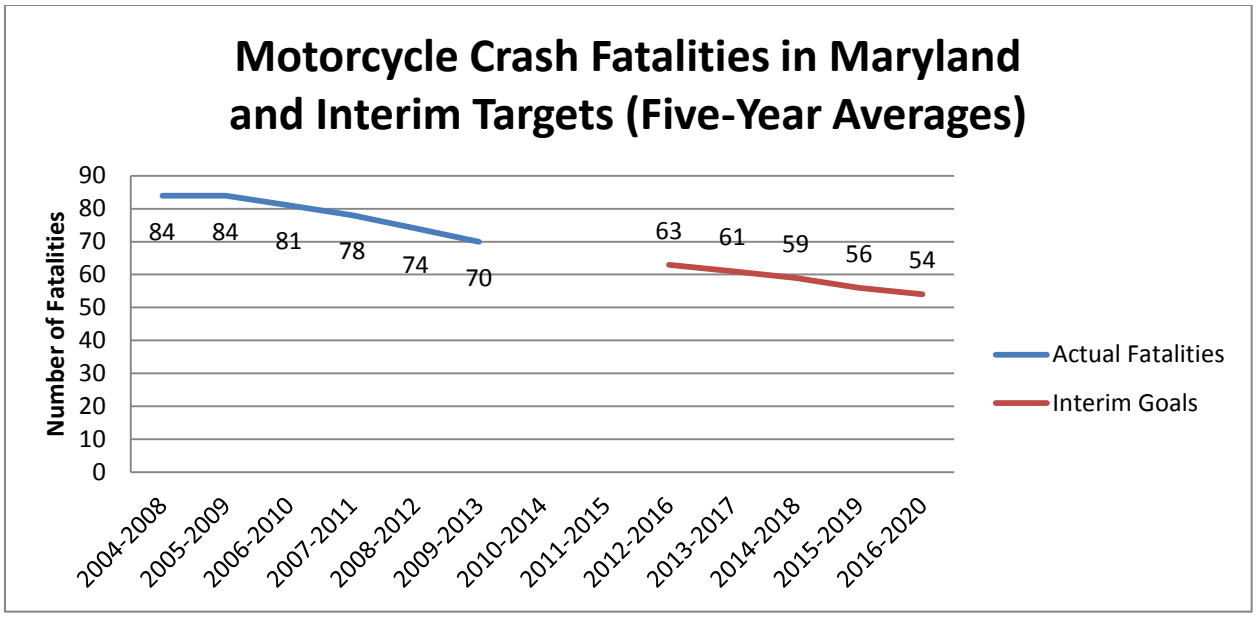
Law enforcement, engineering, and media/communication partners are provided with additional analysis that support a targeted approach within jurisdictions over-represented in this program area. Each year, data and analyses are provided in standard and by-request (ad hoc) formats that support localized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

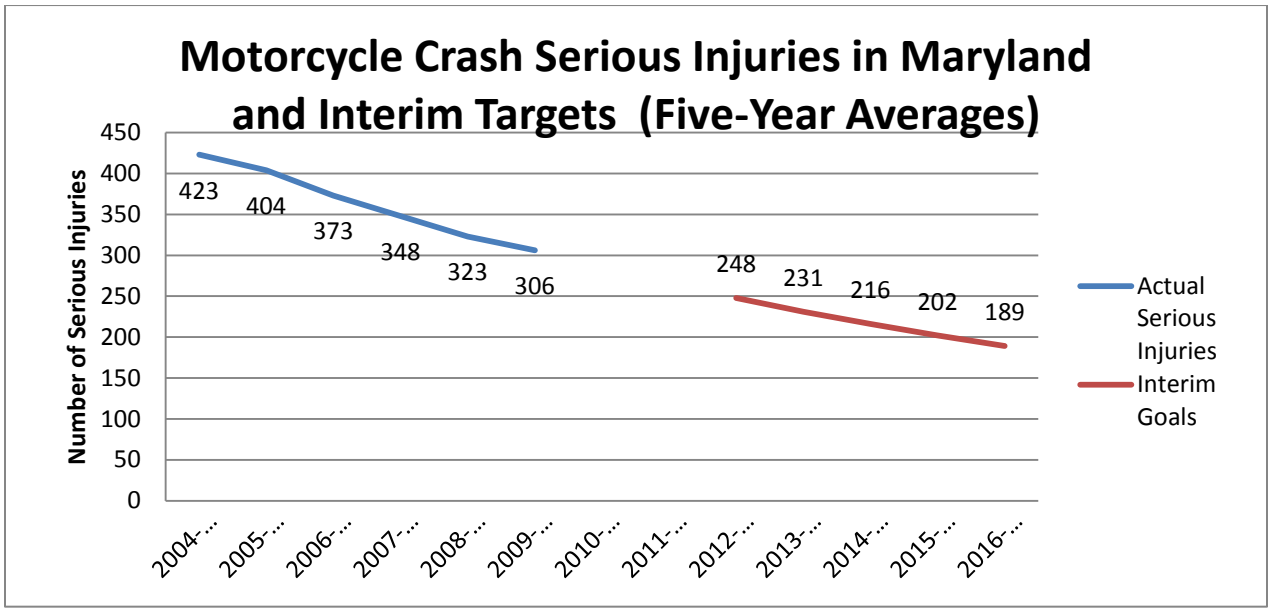
**Outcome Measures**

***Motorcycles***

| Motorcycle Fatalities and Serious Injuries - Actual (Five-Year Average) | | | | | | |
|---|---|---|---|---|---|---|
| **ACTUAL** | **2004-2008** | **2005-2009** | **2006-2010** | **2007-2011** | **2008-2012** | **2009-2013** |
| Fatality Average | 84 | 84 | 81 | 78 | 74 | 70 |
| Serious Injury Average | 423 | 404 | 373 | 348 | 323 | 306 |

| Motorcycle Fatalities and Serious Injuries (Five-Year Average) | | | | | |
|---|---|---|---|---|---|
| **TARGET** | **2012-2016** | **2013-2017** | **2014-2018** | **2015-2019** | **2016-2020** |
| Fatality Average | 63 | 61 | 59 | 56 | 54 |
| Serious Injury Average | 248 | 231 | 216 | 202 | 189 |


Motorcycle Crash Fatalities in Maryland and Interim Targets (Five-Year Averages)
Number of Fatalities
90
80
70
60
50
40
30
20
10
0
84
84
81
78
74
70
63
61
59
56
54
2004-2008
2005-2009
2006-2010
2007-2011
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020
Actual Fatalities
Interim Goals


Motorcycle Crash Serious Injuries in Maryland and Interim Targets (Five-Year Averages)
Number of Serious Injuries
450
400
350
300
250
200
150
100
50
0
423
404
373
348
323
306
248
231
216
202
189
2004-...
2005-...
2006-...
2007-...
2008-...
2009-...
2010-...
2011-...
2012-...
2013-...
2014-...
2015-...
2016-...
Actual Serious Injuries
Interim Goals

## Motorcycle – Objectives and Measures

**Fatality Objective – Motorcycle:** Reduce the five-year average number of motorcycle fatalities on all roads in Maryland from 70 in 2009–2013 to 54 or fewer by December 31, 2020 (2016–2020 average).

**Fatality Objective Progress:** In 2013, there were 62 motorcycle fatalities in Maryland. This figure is lower than the 2012 figure (n=77), so Maryland *is progressing towards the 2016–2020 target*.

**Serious Injury Objective – Motorcycle:** Reduce the five-year average number of motorcycle serious injuries on all roads in Maryland from 306 in 2009–2013 to 189 or fewer by December 31, 2020 (2016–2020 average).

**Serious Injury Objective Progress:** In 2013, there were 256 motorcycle serious injuries in Maryland. This figure is lower than the 2012 figure (n=291), so Maryland *is progressing toward the 2016–2020 target*.

# Maryland's Pedestrian and Bicycle Safety Programs

## Problem Identification

### *Pedestrian-Involved Crashes*

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

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

For the five-year period from 2009 through 2013, the incidence of pedestrian-involved crashes in Maryland has increased by 2 percent, with nearly 3,000 pedestrian-involved crashes occurring on Maryland roads each year.

For the same five-year period in Maryland, pedestrians were involved in an average of 3 percent of all traffic crashes, 7 percent of injury crashes, and more than one in five (22 percent) of fatal crashes. Pedestrians involved in crashes accounted for 6 percent of injuries and 21 percent of all fatalities.

The risk and correlation is evident: While only 4 percent of pedestrian-involved crashes result in a fatality, pedestrians are involved in 22 percent of fatal crashes and account for 21 percent of all statewide fatalities. These facts alone show cause for concern among safety professionals as pedestrians are significantly over-represented in fatal crashes. The significant and apparent risk to pedestrians involved in Maryland crashes calls for improved pedestrian safety as a major focus for traffic safety professionals across the State.

### Frequency of Pedestrian-Involved Crashes

Pedestrian-involved crashes tend to occur consistently through the year, but more than one-third of pedestrian-involved crashes (36.5 percent) occur in the fall and early winter months, September through December, which is also when 37.2 percent of fatal crashes occur. May and June alone account for an additional 17.4 percent of total crashes, including 18.4 percent of fatal crashes.

Three in every four pedestrian-involved crashes (76 percent) occur on weekdays, Monday through Friday. But 41.4 percent of all pedestrian-involved crashes occur Friday through Sunday, and nearly half of all fatal crashes (46.2 percent) occur on Friday through Sunday.

About half (49.3 percent) of pedestrian-involved crashes occur between the hours of 2 and 8 p.m., supporting the idea of work and school commuter traffic (in vehicles and on foot) contributing to the occurrence of pedestrian crashes. About half of all fatal crashes involving pedestrians occur later in the evening from 5 to 11 p.m. (49.6 percent).

### Typical Profile of Pedestrians Involved in Crashes

The profile of Maryland pedestrian involved in a crash includes: between the ages of 10–15 or 20–24, male, and being struck on the road, but not in a crosswalk (52%). By contrast, older age groups tend to be involved in more serious pedestrian crashes, often later at night. The range of 40 to 59 year-olds account for about one in four (26.3 percent) of all pedestrian-involved crashes, but more than one in three (36.3 percent) of all fatal crashes. Pedestrians age 60 and up account for 12.2 percent of all pedestrian-involved crashes, but 21 percent of all fatal crashes.

Data shows that nearly two in three fatally injured pedestrians were struck on the roadway, but not in a crosswalk. More than half of all pedestrians struck were crossing the roadway (24 percent at an intersection and 32 percent not at an intersection). Less than half of all pedestrian-involved crashes (47.1 percent) and injury crashes (47.8 percent) occur on state, federal, or county roads, but 84.5 percent of all fatal pedestrian-involved crashes occur on state, federal, or county roads.

### Typical Locations of Pedestrian-Involved Crashes

Nearly one-third of pedestrian crashes (28.2 percent) occur in Baltimore City, but these crashes account for less than 11 percent of fatalities, mirroring crash results involving traditional school-age pedestrians under 20 (29 percent of total, 9 percent of fatalities). About 56 percent of all pedestrian-involved crashes occur in seven Maryland counties: Anne Arundel, Baltimore, Harford, Howard, Montgomery, Prince George's and Washington (excluding Baltimore City). These same seven counties account for more than two in every three fatal crashes involving pedestrians (68.9 percent).

Four other counties show disproportionate results in comparing total crashes with fatal crashes. The counties of Cecil, Charles, St. Mary's, and Worcester together account for 5.1 percent of all pedestrian-involved crashes, but 12.7 percent of all fatal crashes involving pedestrians, an indicator of more serious crash situations occurring.

### Pedestrian-Involved Crashes, Impairment as a Factor

In 2016 the University of Maryland's Center for Traffic Safety and Analysis conducted an expanded analysis of pedestrian involved crashes that resulted in serious and/or fatal injuries between 2011-2014. This analysis determined that 47% of the pedestrians killed were found to be alcohol and/or drug impaired in the police crash investigation. Conversely, of the drivers who were involved in pedestrian fatality and serious injury crashes, only 5.5% were impaired. Looking at all crashes between 2009–2013 involving a pedestrian, over 8% of pedestrians had an indication of alcohol and/or drug involvement, while only a little more than 2% of drivers had the same condition. In the fatality analysis, a high prevalence of pedestrians were found to be wearing dark clothing, not in a crosswalk, and walking or

standing in the travel lane during night, dusk, or dawn hours. Each of these factors makes a pedestrian less visible and more vulnerable, especially to drivers who are distracted or speeding (or impaired). Adding alcohol and/or drugs to the mix is an even deadlier recipe for pedestrians.

In 2015, 747 pedestrians were cited in Maryland for violating traffic laws, and 1,572 drivers were cited for violating pedestrian traffic laws. This is in comparison to 1,061 pedestrians cited in 2014, and 890 pedestrians cited in 2013; and 1,280 drivers cited in 2014, and 1,630 cited in 2013.

| General Crash Factors – Pedestrian-Involved | | |
|---|---|---|
| *Factor* | *Variable* | *Percentage* |
| **Age (pedestrians)** | 20–59 (total, injury and fatal) | 58.4% of involved; 58.6% of injured; 64.3% of killed |
| **Sex (pedestrians)** | Male | 56.5% of involved; 55.6% of injured; 68.6% of killed |
| **Month** | May–June and September–December (total, injury and fatal crashes) | Total – 53.9%; injury – 53.7%; fatal – 55.6% |
| **Day of Week** | Friday–Sunday (total, injury and fatal crashes) | Total – 41.4%; injury – 41.4%; fatal – 46.2% |
| **Time of Day** | 1–8 p.m. (total and injury crashes); 5–11 p.m. (fatal crashes) | Total –54.7%; injury – 54.8%; fatal – 49.6% |
| **Road Type** | State and County roads | Total – 42.4%; injury – 43.5%; fatal – 65.1% |
| **Jurisdiction** | Baltimore, Montgomery and Prince George's Counties; Baltimore City | Total – 75.4%; injury – 75.1%; fatal – 59.8% |

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

### Drivers Survey Results

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

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

### *Bicycle-Involved Crashes*

Bicycle crashes are a focus point for the traffic safety community because, overall, total and injury crashes (30.5 percent and 30.9 percent, respectively) involve children under 17. But crashes involving children account for somewhat fewer fatal crashes, about 17 percent.

By contrast, bicycle riders aged 20 to 24 accounted for 13.4 percent of all crashes, but 14.3 percent of all fatal crashes. And, riders aged 40 to 54 accounted for 18.2 percent of all crashes, but two in every five fatal crashes (40 percent).

Bicycle riders, like pedestrians, do not have the structural protection afforded by vehicles, are not as visible as other vehicles, and are not motorized. These factors together put bicycles at a great disadvantage on roadways, especially where motorized vehicles are traveling at much higher rates of speed. For instance, a few more than half of all bicycle-involved crashes (56.2 percent) occur on state, county, and federal roadways, but more than 85 percent of all fatal crashes occur on the same roadways.

For the five-year period from 2009 through 2013, the incidence of bicycle-involved crashes increased by 6 percent in Maryland. More than 700 bicycle-involved crashes occur on Maryland roadways each year. From 2009 through 2013, bicycles were involved in an average of fewer than one in 100 (0.8 percent) of all statewide traffic crashes, 2 percent of statewide injury crashes, and 2 percent of statewide fatal crashes. Bicycle-involved crashes accounted for 1 percent of injuries and 1 percent of fatalities.

### Frequency of Bicycle-Involved Crashes

Bicycle crashes are more common from April to October, when nearly 80 percent of all such crashes occur, most likely due to warmer/drier weather encouraging greater use of bicycles for travel or commuting, as well as increased recreational riding.

Most fatal bicycle crashes (77.1 percent) occur between June and November. More than three in four (77.2 percent) of fatal bicycle-involved crashes occur on Thursday through Sunday, although those same four days account for only 56 percent of total and injury crashes.

Nearly three in four bicycle-involved crashes (72.6 percent) occur between 12 noon and 9 p.m., also when nearly two in every three fatal crashes occur (65.8 percent).

### Non-Motorized Fatal Crashes

Based upon the 2014 ARF data in FARS the combination of Pedestrian and Bicycle fatalities in calendar year 2014 was 24.52% of the total number of state's crash related fatalities.

### Typical Profile of Crash-Involved Bicycle Rider

Maryland crash data indicate a typical profile for a bicyclist involved in a crash as male, ages 5 to 17 or 40 to 54, and nearly half of all bicyclists struck were riding in the roadway (20 percent with traffic and 23 percent against traffic). Riders age 5 to 17 were involved in 30 percent of total and injury crashes, and 17 percent of fatal crashes. Riders age 40 to 54 were involved in 18 percent of total and injury crashes, and about 40 percent of fatal crashes.

Nearly one-fourth of bicycle crashes occur in Baltimore City, where 14 percent of fatal crashes occur. More than 53 percent of total bicycle crashes occur in five counties: Anne Arundel, Baltimore, Montgomery, Prince George's, and Worcester Counties (excluding Baltimore City), and these same five counties account for nearly 60 percent of fatal crashes.

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

| General Crash Factors – Bicycle Involved | | |
|---|---|---|
| *Factor* | *Variable* | *Percentage* |
| **Age (riders)** | 20–24; 40–54 (total, injury and fatal crashes) | 31.6% of involved; 32% of injured; 54.2% of killed |
| **Sex (riders)** | Male | 82% of involved; 82.6% of injured; 82.9% of killed |
| **Month** | April–October (total and injury crashes); June–November (fatal crashes) | Total – 79.7%; injury – 80.1%; fatal – 77.1% |
| **Day of Week** | Tuesday–Friday (total, injury and fatal crashes) | Total – 61.2%; injury – 61.8%; fatal – 70.6% |
| **Time of Day** | 12–9 p.m. (total, injury and fatal crashes) | Total – 72.6%; injury – 71.7%; fatal – 65.8% |
| **Road Type** | State and County roads | Total – 52.5%; injury – 55.1; fatal – 77.1% |
| **Jurisdiction** | Anne Arundel, Baltimore, Montgomery, Prince George's, and Worcester Counties; Baltimore City | Total – 78%; injury – 77.5%; fatal – 74.2% |

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

**Solution**

Maryland's principal campaign for pedestrian and bicycle safety is known as *Street Smart* and has been historically focused in the Washington, D.C., and Baltimore metropolitan areas. This campaign continues, and pedestrian safety funds will be coordinated to coincide with media-centered awareness, education and enforcement efforts. Local Safety partners and others distribute educational material throughout the year. The MHSO also supports the statewide *Walk Your Child to School Week* events, designed to improve education and awareness for children and parents. Additionally, the 2016 Pedestrian Crash Analysis will be utilized to develop localized pedestrian safety programs tailored to the needs of various regions and municipalities across the state. Perhaps even more than any other safety area, a combined and integrated approach of engineering-education-enforcement is critical to success in pedestrian safety initiatives.

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

information, and the integration of bicycle safety messaging within statewide pedestrian safety campaigns and motorist safety materials. Maryland also funds regional programs such as bicycle helmet distribution programs and focuses education on several age groups of bicyclists and motorists. Bicycle safety trailers are used to support bicycle rodeos to educate young children and caregivers.

### Action Plan

The Pedestrian and Bicycle Safety projects funded for FFY 2017 are representative of research-based countermeasures and address pedestrian and bicycle safety issues using a multifaceted approach.

| | | |
|---|---|---|
| **Program Area:** | Pedestrian / Bike | **Project Number:** LE 17-019 |
| **Project Agency:** | Annapolis Police Department | |
| **Project Funds / Project Type:** | $4,000 / 402 PS | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. | |
| **Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways. | | |
| | | |
| **Program Area:** | Pedestrian / Bike | **Project Number:** LE 17-018 |
| **Project Agency:** | Anne Arundel County Police Department | |
| **Project Funds / Project Type:** | $5,000 / SHA | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. | |
| **Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways. | | |
| | | |
| **Program Area:** | Pedestrian / Bike | **Project Number:** LE 17-052 |
| **Project Agency:** | Baltimore County Police Department - TMU | |
| **Project Funds / Project Type:** | $45,000 / SHA | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. | |
| **Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways. | | |
| | | |
| **Program Area:** | Pedestrian / Bike | **Project Number:** GN 17-048 |

| | | |
|---|---|---|
| **Project Agency:** | Bike Maryland, Inc. | |
| **Project Funds / Project Type:** | $75,280 / Bikeway | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. | |
| **Project Description:** This project supports the Bike Minded Safety Program, providing education workshops for adults and youth on bicycle safety. | | |
| | | |
| **Program Area:** | Pedestrian / Bike | **Project Number:** GN 17-056 |
| **Project Agency:** | Metropolitan Washington COG | |
| **Project Funds / Project Type:** | $250,000 / SHA | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. | |
| **Project Description:** This project supports the Washington Metropolitan Region's Street Smart Campaign Pedestrian and Bicycle Safety education and media campaign. | | |
| | | |
| **Program Area:** | Pedestrian / Bike | **Project Number:** GN 17-015 |
| **Project Agency:** | MHSO - High Risk Pedestrian | |
| **Project Funds / Project Type:** | $350,000 / SHA | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. | |
| **Project Description:** This project supports the Baltimore Metropolitan Area's pedestrian and bicycle safety educational and media campaign, as well as develop regionalized educational campaigns. | | |
| | | |
| **Program Area:** | Pedestrian / Bike | **Project Number:** LE 17-031 |
| **Project Agency:** | Montgomery County Police Department | |
| **Project Funds / Project Type:** | $25,000 / SHA | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. | |
| **Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways. | | |
| | | |
| **Program Area:** | Pedestrian / Bike | **Project Number:** LE 17-053 |
| **Project Agency:** | Maryland State Police – Statewide Enforcement | |
| **Project Funds / Project Type:** | $8,800 / SHA | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. | |

| | | |
|---|---|---|
| **Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways. | | |
| | | |
| **Program Area:** | Pedestrian / Bike | **Project Number:** LE 17-025 |
| **Project Agency:** | Ocean City Police Department | |
| **Project Funds / Project Type:** | $7,775 / SHA | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. | |
| **Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways. | | |
| | | |
| **Program Area:** | Pedestrian / Bike | **Project Number:** LE 17-040 |
| **Project Agency:** | Prince George's County Police Department | |
| **Project Funds / Project Type:** | $34,225 / SHA | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. | |
| **Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways. | | |
| | | |
| **Program Area:** | Pedestrian / Bike | **Project Number:** GN 17-009 |
| **Project Agency:** | Safe Kids Frederick County | |
| **Project Funds / Project Type:** | $2,750 / Bikeway | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. | |
| **Project Description:** This project supports the distribution of bicycle safety helmets for children during bicycle safety events. | | |
| | | |
| **Program Area:** | Pedestrian / Bike | **Project Number:** LE 17-058 |
| **Project Agency:** | University of Maryland, College Park Police Department | |
| **Project Funds / Project Type:** | $10,000 / SHA | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. | |
| **Project Description:** This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways. | | |

**Evaluation**

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

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

Measurements were taken before and after the 2015 Spring Street Smart campaign to gauge the effectiveness of the effort. Online surveys were conducted to measure awareness and attitudes among drivers and pedestrians. The groups surveyed were a representative sample of respondents who live in the three targeted geographic regions, including suburban Maryland. The pre-campaign benchmark survey was conducted March 4 – March 14, 2015 with 300 respondents, while the follow-up survey (Wave 2) was conducted April 22 – April 30, 2015 with 300 respondents. The following statements are a snapshot of the findings of the evaluation:

- Awareness
    - Unaided awareness increased overall from 22% in Wave 1 to 27% in Wave 2. The increase was not statistically significant. This was also consistent with 2014, when unaided awareness registered at 26%.
    - The respondents who recalled ads reported specific campaign elements such as “treads on a face,” “exercise caution,” “Street Smart,” “stay aware,” and “dangers of jaywalking.”
    - On an aided basis, 55% said they saw at least one of the three advertising executions in Wave 1 and 68% in Wave 2. This is a significant increase from previous years, when aided awareness in Wave 2 was 56% (in 2014) 39% (in 2013) and 19% (in 2012).
    - 32% of participants recalled seeing the newly produced video ad.
    - Aided advertising awareness was slightly higher for pedestrians (73%) than for drivers (63%), though not significantly. This gap is much smaller than it was in 2013, when aided advertising awareness was nearly twice as high for pedestrians (50%) as for drivers (27%).
    - The main source of ad awareness was on buses and other public transportation with television as the next most important source.

- General Awareness

- General awareness for the Street Smart program remained consistent (35% to 41%).
- About one in five respondents said they had heard of police efforts to enforce pedestrian traffic laws. There were no changes on this measure between waves.
- In general, the respondents do not perceive the authorities to be very strict in enforcing laws for pedestrians, drivers, or bicyclists.
- Roughly 6 of 10 respondents believe that the authorities are "not very strict" or "not strict at all" in enforcing safety laws.
- Aided awareness between Wave 1 and Wave 2 increased overall by nearly 24%.

- Behaviors and Attitudes
  - The respondents reviewed a list of behaviors surrounding pedestrian and bicycle safety. Overall, there were no significant changes in any of the self-reported behavior measures between waves. In both waves, the respondents identified "driving while texting," "driving while on cell phone," and "aggressive driving" as the most serious problems in their area.
  - In the Driver segment, the perceived severity of "drivers texting while driving" increased significantly (83% to 91%). The perceived severity of "drivers running red lights and stop signs" also increased significantly (67% to 79%).
  - In the Pedestrian segment, the perceived severity of "pedestrians jaywalking (crossing mid-block)" increased significantly (61% to 73%).
  - The statements garnering the highest agreement were consistent in both waves, namely:
    - The best thing any driver, pedestrian, and bicyclist can do to prevent injury is to pay close attention to his/her surroundings.
    - If everyone just followed the rules, there would be a lot fewer deaths and injuries when it comes to pedestrian and bicycle safety.
    - Pedestrians and bicyclists do not have the same crash protection in an accident as vehicles; therefore, drivers should be extra careful.

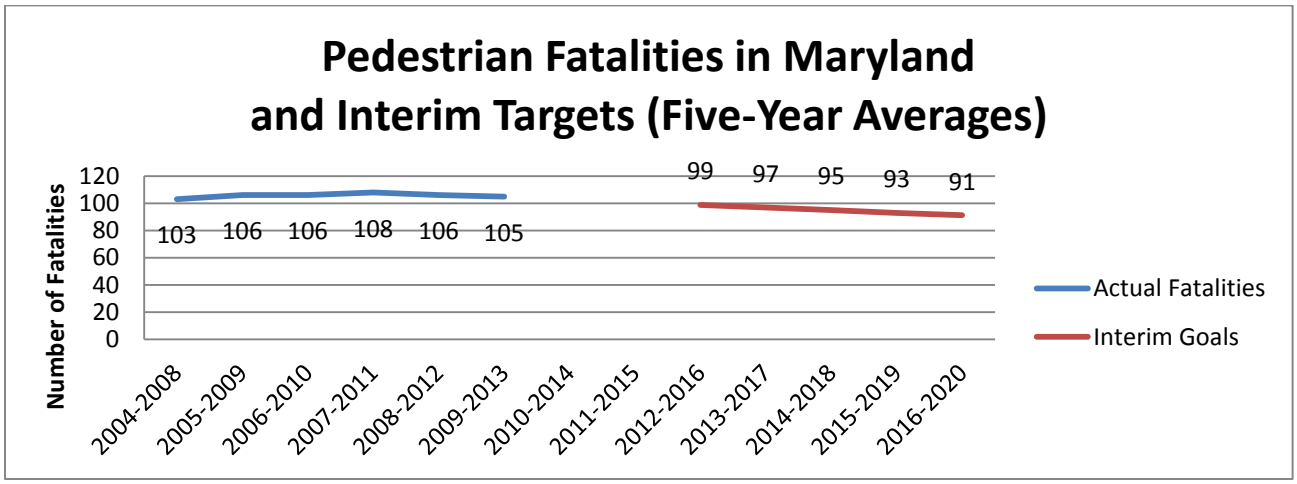
Outcome Measures

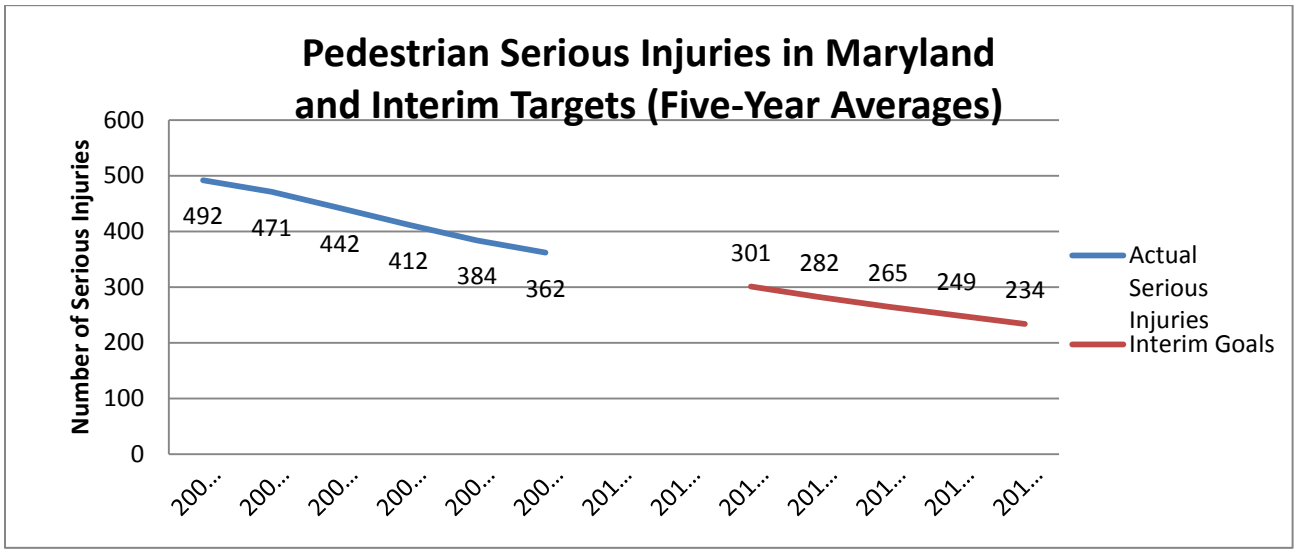
## *Pedestrians*

| Pedestrian Fatalities and Serious Injuries (Five-Year Average) | | | | | | |
|---|---|---|---|---|---|---|
| **Actual** | **2004-2008** | **2005-2009** | **2006-2010** | **2007-2011** | **2008-2012** | **2009-2013** |
| **Fatality Average** | 103 | 106 | 106 | 108 | 106 | 105 |
| **Serious Injury Average** | 492 | 471 | 442 | 412 | 384 | 362 |

| Pedestrian Fatalities and Serious Injuries (Five-Year Average) | | | | | |
|---|---|---|---|---|---|
| **Target*** | **2012-2016** | **2013-2017** | **2014-2018** | **2015-2019** | **2016-2020** |
| **Fatality Average** | 99 | 97 | 95 | 93 | 91 |
| **Serious Injury Average** | 301 | 282 | 265 | 249 | 234 |

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



## Pedestrian-Involved – Objectives and Measures

**Fatality Objective – Pedestrian:** Reduce the five-year average number of pedestrian fatalities on all roads in Maryland from 105 in 2009–2013 to 91 or fewer by December 31, 2020 (2016–2020 average).

**Fatality Objective Progress:** In 2013, there were 110 pedestrian fatalities in Maryland. This figure is higher than the 2012 figure (n=96), so Maryland *is not progressing toward the 2016–2020 target*.

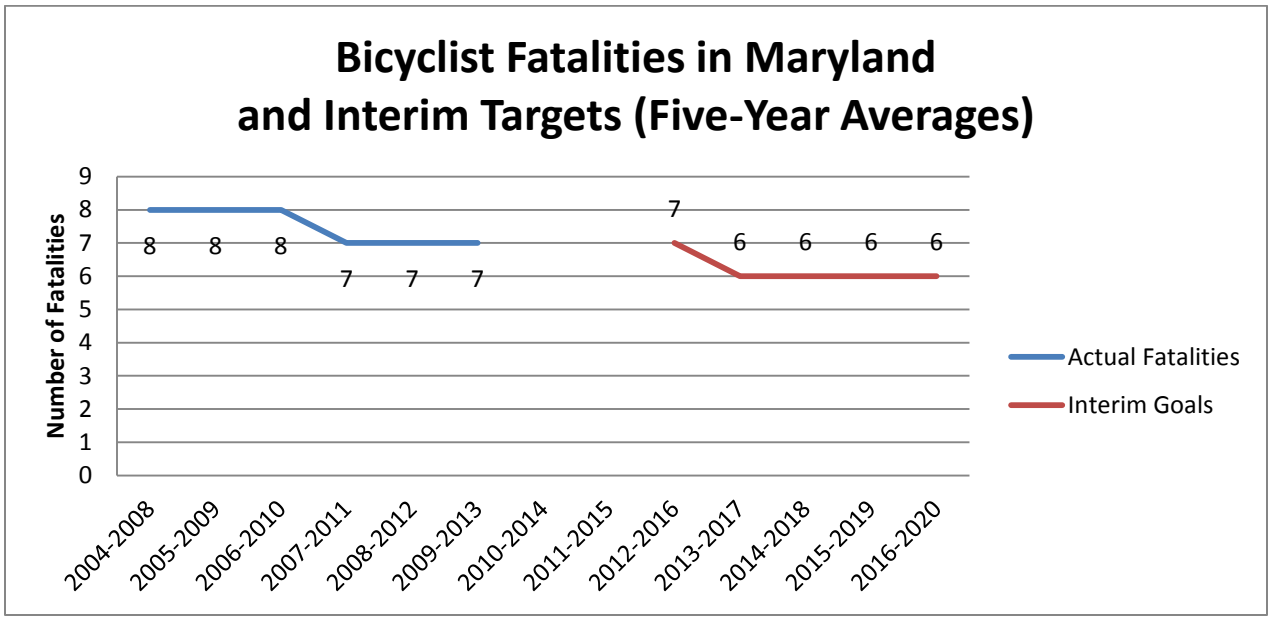
**Serious Injury Objective – Pedestrian:** Reduce the five-year average number of pedestrian serious injuries on all roads in Maryland from 362 in 2009–2013 to 234 or fewer by December 31, 2020 (2016–2020 average).

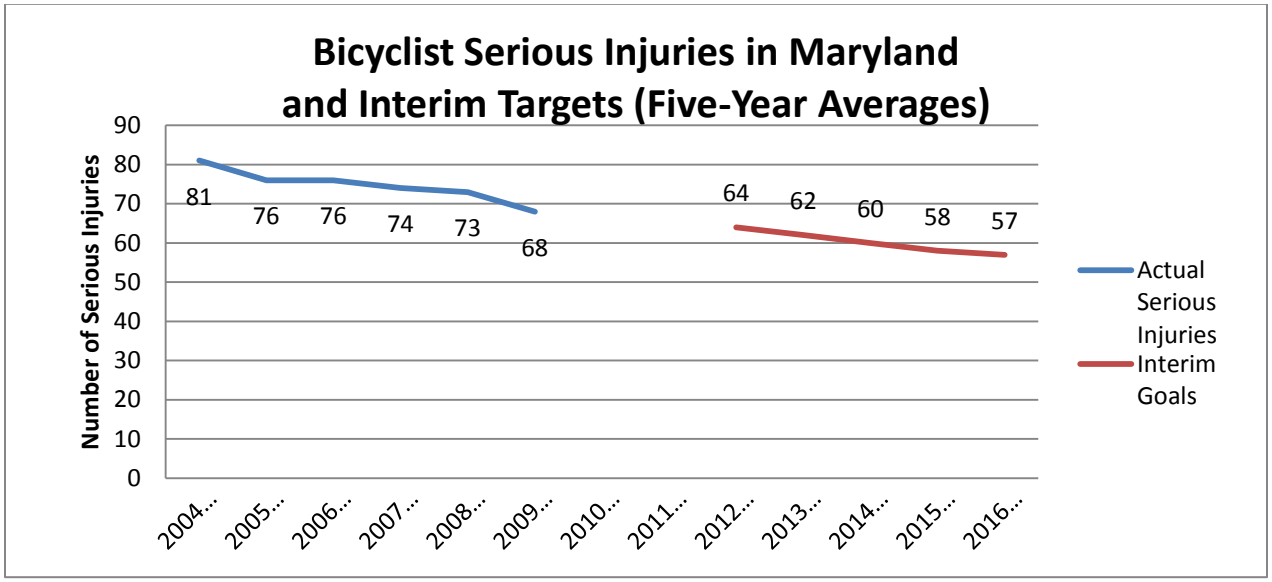
**Serious Injury Objective Progress:** In 2013, there were 344 pedestrian serious injuries in Maryland. This figure is higher than the 2012 figure (n=338), so Maryland *is not progressing toward the 2016–2020 target*.

## *Bicycles*

| Bicycle Fatalities and Serious Injuries - Actual (Five-Year Average) | | | | | | |
|---|---|---|---|---|---|---|
| **Actual** | **2004-2008** | **2005-2009** | **2006-2010** | **2007-2011** | **2008-2012** | **2009-2013** |
| **Fatality Average** | 8 | 8 | 8 | 7 | 7 | 7 |
| **Serious Injury Average** | 81 | 76 | 76 | 74 | 73 | 68 |

| Bicycle Fatalities and Serious Injuries (Five-Year Average) | | | | | |
|---|---|---|---|---|---|
| **Target** | **2012-2016** | **2013-2017** | **2014-2018** | **2015-2019** | **2016-2020** |
| **Fatality Average** | 7 | 6 | 6 | 6 | 6 |
| **Serious Injury Average** | 64 | 62 | 60 | 58 | 57 |



## Bicycle-Involved – Measures and Objectives

**Fatality Objective – Bicycle:** Reduce the five-year average number of bicycle fatalities on all roads in Maryland from 7 in 2009–2013 to 6 or fewer by December 31, 2020 (2016–2020 average).

**Fatality Objective Progress:** In 2013, there were 7 bicycle fatalities in Maryland. This figure is higher than the 2012 figure (n=5), so Maryland *is not progressing toward the 2016–2020 target*.

**Serious Injury Objective – Bicycle:** Reduce the five-year average number of bicycle serious injuries on all roads in Maryland from 68 in 2009–2013 to 57 or fewer by December 31, 2020 (2016–2020 average).

**Serious Injury Objective Progress:** In 2013, there were 52 bicycle serious injuries in Maryland. This figure is lower than the 2012 figure (n=68), and Maryland *has achieved the 2016–2020 target*.

# Maryland's Young and Older Driver Safety Program

## Problem Identification

### *Young-Driver Involved*

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

For the five-year period from 2009 through 2013, the incidence of young driver-involved crashes has decreased significantly, by 30 percent in Maryland, but over 13,000 young-driver-involved crashes occur on Maryland roads each year.

From 2009 through 2013, young drivers were involved in an average of one in seven (14 percent) of all traffic crashes, 16 percent of injury crashes, and 13 percent of fatal crashes. Young driver involved crashes accounted for 18 percent of injuries and 13 percent of fatalities. Drivers age 16 to 20 represent only one in 12 (8 percent) of all drivers involved in crashes, which means the age group is over-represented in crashes that account for higher proportions of injuries and fatalities to people of all ages. Thus, young drivers are involved in a disproportionate number of fatal and injury crashes, and young driver safety has become a major focus for traffic safety professionals.

### Frequency of Young-Driver Involved Crashes

Higher proportions of young driver-involved crashes occur during summer and fall months (May through October) when 53 percent of all such crashes occur, and 59.3 percent of fatal crashes, perhaps reflecting greater exposure on roadways during summer vacations from high school and college.

Crashes involving young drivers are most common during weekdays, but from Friday through Sunday, these drivers account for 44 percent of all crashes, and 52.6 percent of all fatal crashes. About three in four crashes involving young drivers overall involve drivers ages 18–20, including about 80 percent of fatal crashes in the 16–20 demographic.

The most serious crashes involving young drivers are most common from 7 p.m. to 3 a.m., when about 30 percent of total and injury crashes occur, but when 60 percent of all fatal crashes occur involving the age group. The fact that drivers aged 16 and 17 account for just 20 percent of the total and fatal crashes in the age group would indicate the relative effectiveness of nighttime driving restrictions imposed during the Graduated Driver Licensing process in Maryland, prohibiting young drivers from driving after midnight, when more than 20 percent of fatal crashes occur (midnight to 3 a.m.), a time period when less than 9 percent of all crashes occur.

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

### Typical Profile of Crash-Involved Young Drivers

Crash data shows the most typical profile of a young Maryland driver involved in a crash as male, ages 18 to 20 (33 percent are age 20), and using a seat belt restraint. About 80 percent of all fatal crashes in this age group feature male drivers, with the majority occurring late at night.

Most crashes involving young Maryland drivers (71 percent) occur in the counties of Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington. Nearly 70 percent of fatal crashes in the age group occur in these 10 counties. Baltimore City accounts for about 10 percent of overall crashes involving young drivers, but only about 4.7 percent of all fatals in the age group.

| General Crash Factors – Young Driver Involved | | |
|---|---|---|
| *Factor* | *Variable* | *Percentage* |
| **Age (drivers)** | 18–20 | 74.6% of involved; 75.1% of injured; 80.5% of killed |
| **Sex (drivers)** | Male | 56% of involved; 49.2% of injured; 78.3% of killed |
| **Month** | May–October (total, injury, and fatal crashes) | Total – 53%; injury – 55%; fatal – 59.3% |
| **Day of Week** | Friday–Sunday (total, injury, and fatal crashes) | Total – 44.1%; injury – 44%; fatal – 52.6% |
| **Time of Day** | 7 p.m.–3 a.m. (total, injury, and fatal crashes) | Total – 29.4%; injury – 28.9%; fatal – 60% |
| **Road Type** | State and County roads | Total – 66.7%; injury – 69%; fatal – 77.6% |
| **Jurisdiction** | Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington Counties (excluding Baltimore City) | Total – 71.1%; injury – 70.4%; fatal – 69.9% |

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

### *Older-Driver Involved*

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

For the five-year period from 2009 through 2013, the incidence of older driver-involved crashes increased by 9 percent. Over 10,000 crashes involving older drivers occur on Maryland roads each year.

From 2009 through 2013, older drivers were involved in an average of more than one in 10 (11 percent) of all traffic crashes, 14 percent of injury crashes, and 16 percent of fatal crashes. Older drivers were involved in crashes that accounted for nearly one in seven injuries (15 percent) and 16 percent of fatalities.

Drivers 65 and older represent 6.5 percent of all drivers involved in crashes, and are over-represented in crashes that account for significantly higher proportions of injuries and fatalities to people of all ages. Thus, older driver safety has become a focus for traffic safety professionals, but between the younger and older groups, crash data clearly indicates a higher risk factor with young drivers involved in crashes, along with higher severity on average among young drivers involved in crashes.

### Frequency of Crashes Involving Older Drivers

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

About one-third of crashes, including fatal crashes involving older drivers, occur on Thursday and Friday. Crashes involving older drivers are most common from 11 a.m. to 6 p.m., when nearly two-thirds of all crashes in the age group occur, along with 62.8 percent of fatal crashes.

### Typical Profile of Crash-Involved Older Drivers

Crash data outlines the typical profile of an older Maryland driver involved in a crash as male, age 65 to 79 (20 percent are over age 79), and using a seat belt restraint.

The vast majority of crashes (83 percent) involving older drivers occur in the same 10 counties outlined for young driver-involved crashes, including about 73 percent of fatal crashes.

| General Crash Factors – Older Driver (65-plus) Involved | | |
|---|---|---|
| *Factor* | *Variable* | *Percentage* |
| **Age (drivers)** | 65–79 | 79.9% of involved; 78.5% of injured; 65.9% of killed |
| **Sex (drivers)** | Male | 58.7% of involved; 50% of injured; 66.8% of killed |
| **Month** | October–December (total, injury, and fatal crashes) | Total – 28%; injury – 27%; fatal – 25.8% |
| **Day of Week** | Thursday–Friday (total, injury, and fatal crashes) | Total – 33%; injury – 32.2%; fatal – 34.7% |
| **Time of Day** | 11 a.m.– 6 p.m. (total, injury, and fatal crashes) | Total – 63.8%; injury – 65.2%; fatal – 62.8% |
| **Road Type** | State and County roads | Total – 69.5%; injury – 63%; fatal – 68.5% |
| **Jurisdiction** | Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington Counties (excluding Baltimore City) | Total – 83%; injury – 85.3%; fatal – 73% |

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

**Solution**

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

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

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

**Action Plan**

The Younger and Older Driver Safety projects funded for FFY 2017 are representative of research-based countermeasures and address younger and older driver safety issues using a multifaceted approach.

| | | |
|---|---|---|
| **Program Area:** | Younger- Impaired Driving | **Project Number:** GN 17-033 |
| **Project Agency:** | AACCPTA | |
| **Project Funds / Project Type:** | $11,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving. | |
| **Project Description:** This project brings together a host of volunteers to plan and implement after prom events at 12 high schools. These events provide a drug and alcohol free place for students to go after their prom concludes reducing the risk of participation at unsupervised parties. | | |
| | | |
| **Program Area:** | Younger- Impaired Driving | **Project Number:** GN 17-027 |
| **Project Agency:** | Anne Arundel County Department of Health | |
| **Project Funds / Project Type:** | $15,325 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Conduct outreach initiatives including, but not limited to, | |

| | | |
|---|---|---|
| | education, training, and media programs to reduce impaired driving. | |
| **Project Description:** This project supports the "Parents Who Host Lose the Most" Campaign in collaboration with an underage drinking hotline. The project also supports a recognition event for establishments found in compliance of alcohol serving laws. | | |
| | | |
| **Program Area:** | Younger- Impaired Driving | **Project Number:** GN 17-076 |
| **Project Agency:** | Baltimore County Department of Health | |
| **Project Funds / Project Type:** | $12,000 / 402 AL | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving. | |
| **Project Description:** This project brings together a host of volunteers to plan and implement after prom events at 24 high schools. These events provide a drug and alcohol free place for students to go after their prom concludes, reducing the risk of participation at unsupervised parties. | | |
| | | |
| **Program Area:** | Younger- Impaired Driving | **Project Number:** GN 17-085 |
| **Project Agency:** | Calvert Alliance Against Substance | |
| **Project Funds / Project Type:** | $5,720 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving. | |
| **Project Description:** This project brings together a host of volunteers to plan and implement after prom events at area high schools. These events provide a drug and alcohol free place for students to go after their prom concludes, reducing the risk of participation at unsupervised parties. The project supports a local law enforcement recognition event as well. | | |
| | | |
| **Program Area:** | Younger- Impaired Driving | **Project Number:** GN 17-035 |
| **Project Agency:** | Every 15 Minutes/Sykesville Freedom | |
| **Project Funds / Project Type:** | $4,200 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving. | |
| **Project Description:** This project educates students on the effects of driving while impaired by alcohol and how risky decisions impact not only them but their family and community. | | |
| | | |
| **Program Area:** | Younger | **Project Number:** GN 17-086 |
| **Project Agency:** | MVA - Drivers Instruction | |
| **Project Funds / Project Type:** | $28,534 / 402 DE | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |

| | |
|---|---|
| SHSP Strategy: | Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving.<br>Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving.<br>Conduct public awareness, training, and media programs aimed at reducing aggressive driving.<br>Implement adult and child occupant protection public awareness and education, training, and media campaigns. |
| **Project Description:** This project ensures the drivers' education instructors across the state of Maryland are trained in the updated version of the student curriculum recently released by the MVA and based on recommendations from a NHTSA Assessment in 2010. | |

| | | |
|---|---|---|
| **Program Area:** | Younger- Impaired Driving | **Project Number:** GN 17-066 |
| **Project Agency:** | Worcester County Health Department | |
| **Project Funds / Project Type:** | $2,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce impaired driving. | |
| **Project Description:** This project supports a recognition event for liquor license establishments that pass compliance checks by undercover cadets. Over 250 compliance checks are conducted under this program. | | |

## Evaluation

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

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

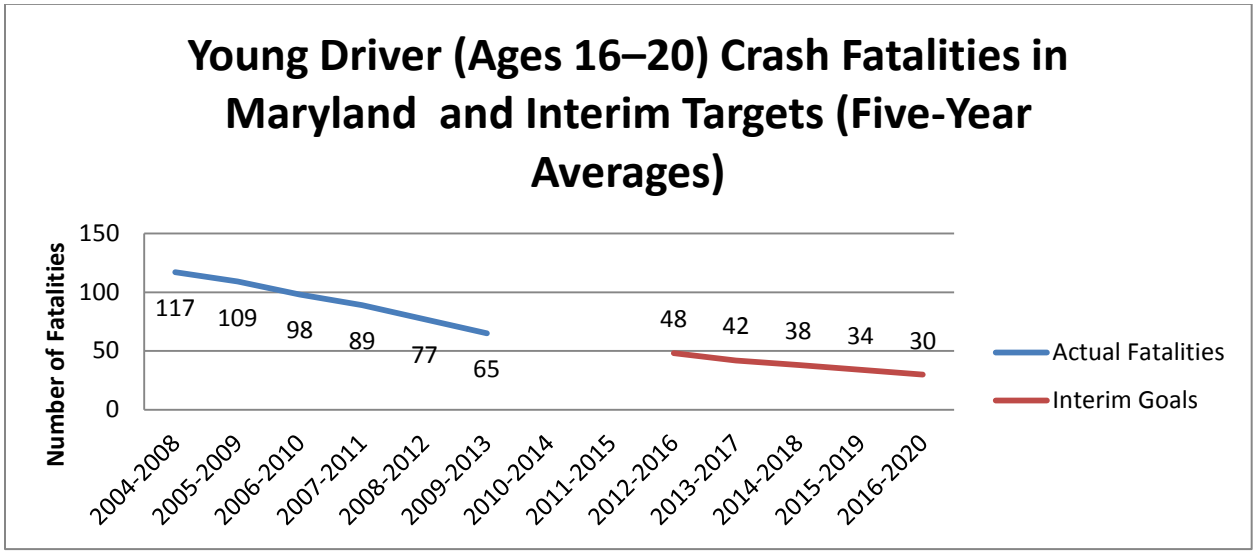
## Outcome Measures

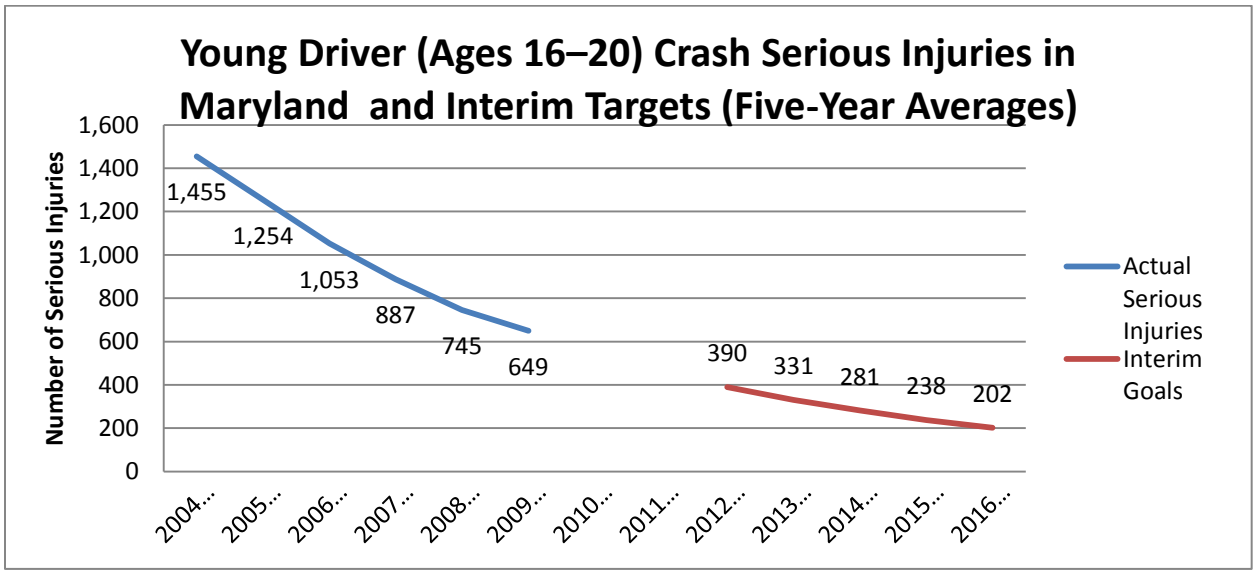
### *Young Drivers*

| Young Driver-Related Fatalities and Serious Injuries - Actual(Five-Year Average) | | | | | | |
|---|---|---|---|---|---|---|
| Actual | 2004-2008 | 2005-2009 | 2006-2010 | 2007-2011 | 2008-2012 | 2009-2013 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Fatality Average** | 117 | 109 | 98 | 89 | 77 | 65 |
| **Serious Injury Average** | 1,455 | 1,254 | 1,053 | 887 | 745 | 649 |

| **Young Driver-Related Fatalities and Serious Injuries (Five-Year Average)** | | | | | |
|---|---|---|---|---|---|
| **Target** | **2012-2016** | **2013-2017** | **2014-2018** | **2015-2019** | **2016-2020** |
| **Fatality Average** | 48 | 42 | 38 | 34 | 30 |
| **Serious Injury Average** | 390 | 331 | 281 | 238 | 202 |



## Young-Driver Involved – Objectives and Measures

**Fatality Objective – Young Drivers:** Reduce the five-year average number of young driver-related fatalities on all roads in Maryland from 65 in 2009–2013 to 30 or fewer by December 31, 2020 (2016–2020 average).

**Fatality Objective Progress:** In 2013, there were 43 young driver-related fatalities in Maryland. This figure is lower than the 2012 figure (n=63), so Maryland *is progressing toward the 2016–2020 target.*

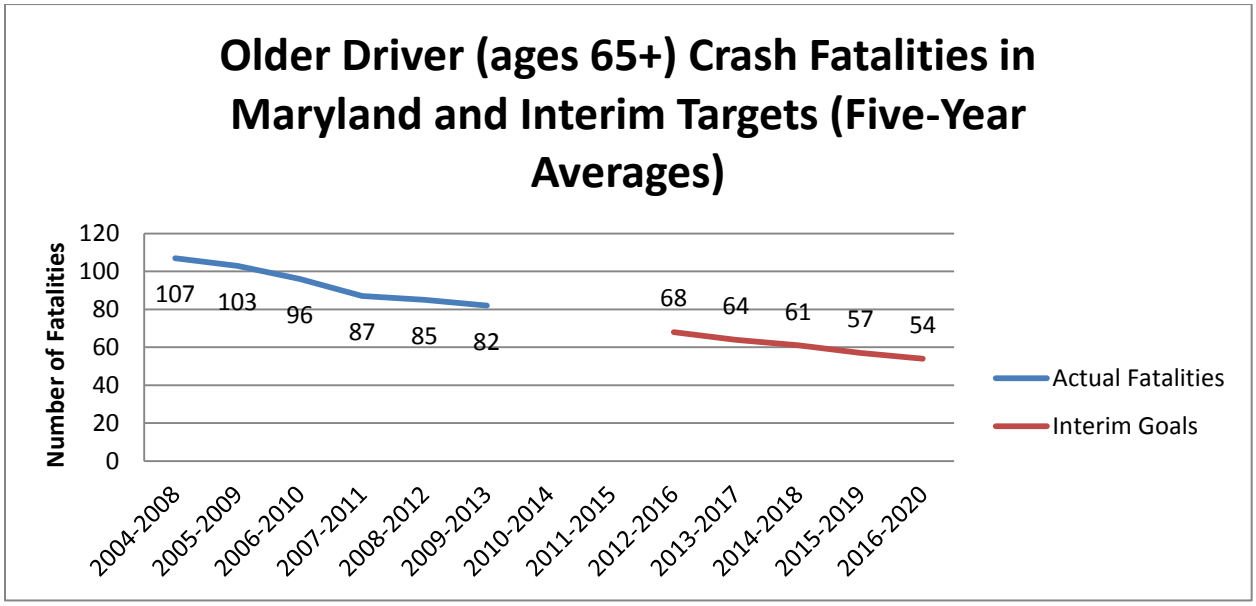
**Serious Injury Objective – Young Drivers:** Reduce the five-year average number of young driver-related serious injuries on all roads in Maryland from 649 in 2009–2013 to 202 or fewer by December 31, 2020 (2016–2020 average).

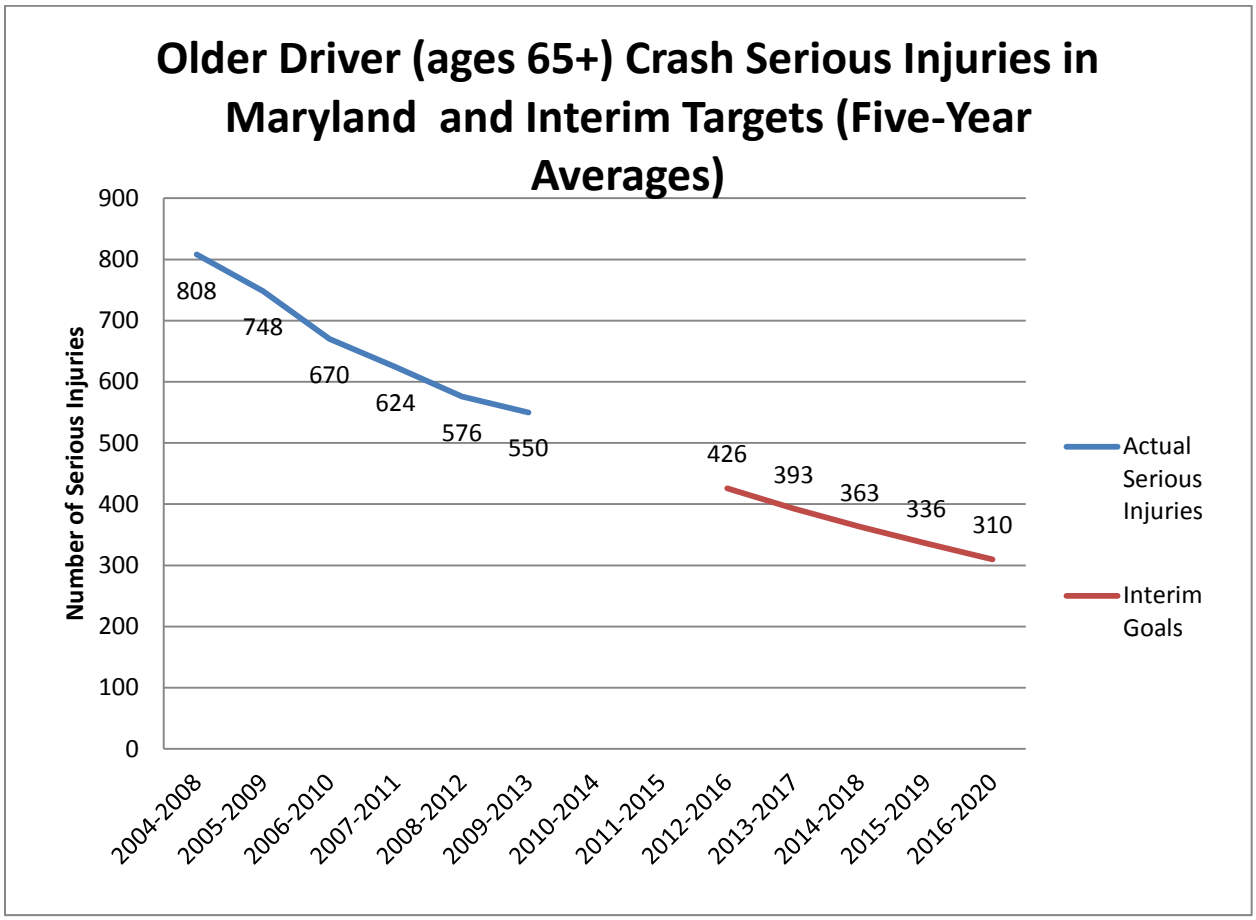
**Serious Injury Objective Progress:** In 2013, there were 446 young driver-related serious injuries in Maryland. This figure is lower than the 2012 figure (n=508), so Maryland *is progressing toward the 2016–2020 target.*

## *Older Drivers*

| Older Driver-Related Fatalities and Serious Injuries – Actual (Five-Year Average) | | | | | | |
|---|---|---|---|---|---|---|
| **Actual** | **2004-2008** | **2005-2009** | **2006-2010** | **2007-2011** | **2008-2012** | **2009-2013** |
| **Fatality Average** | 107 | 103 | 96 | 87 | 85 | 82 |
| **Serious Injury Average** | 808 | 748 | 670 | 624 | 576 | 550 |

| Older Driver-Related Fatalities and Serious Injuries (Five-Year Average) | | | | | |
|---|---|---|---|---|---|
| **Target** | **2012-2016** | **2013-2017** | **2014-2018** | **2015-2019** | **2016-2020** |
| **Fatality Average** | 68 | 64 | 61 | 57 | 54 |
| **Serious Injury Average** | 426 | 393 | 363 | 336 | 310 |






## Older-Driver Involved – Measures and Objectives

**Fatality Objective – Older Drivers:** Reduce the five-year average number of older driver-related fatalities on all roads in Maryland from 82 in 2009–2013 to 54 or fewer by December 31, 2020 (2016–2020 average).

**Fatality Objective Progress:** In 2013, there were 70 older driver-related fatalities in Maryland. This figure is lower than the 2012 figure (n=81), so Maryland *is progressing toward the 2016–2020 target.*

**Serious Injury Objective – Older Drivers:** Reduce the five-year average number of older driver-related serious injuries on all roads in Maryland from 550 in 2009–2013 to 310 or fewer by December 31, 2020 (2016–2020 average).

**Serious Injury Objective Progress:** In 2013, there were 492 older driver-related serious injuries in Maryland. This figure is lower than the 2012 figure (n=518), so Maryland *is progressing toward the 2016–2020 target.*

## Maryland's Traffic Safety Information System Improvement Program

### Problem Identification

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

Maryland had previous participated in a Traffic Records Assessment in 2010, along with the Federal Highway Administration's (FHWA) Crash Data Improvement Program (CDIP). Two years later, in 2012, TRCC members also participated in FHWA's Roadway Safety Data Partnership (RSDP). Information and recommendations from the 2010 and 2014 assessments, along with concurrent findings from the federal data improvement program and the roadway safety data partnership, were all used to help provide guidance in developing the TRSP for 2016–2020. The new plan builds on the progress of the previous five-year plan (2011–2015), along with the various recommendations, to determine the most positive and effective changes needed to support the traffic records system in Maryland and improved records tracking and usage. 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.

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

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

In addition to the assessment recommendations, the TRCC convened the TRSP Steering Committee to identify additional objectives and to guide the TRCC General Membership and Executive Council in defining priorities for the next five-year strategic plan. The outlined plan will determine the direction of Maryland's traffic records community's collective efforts through 2020— what it intends to do, how to do it, and what measures will be used to determine levels of progress. Improvements to the MHSO Traffic Safety Information System are guided mainly by the objectives of the TRSP, along with strategies and action steps in the SHSP, and MHSO Program Area planning and evaluation needs described in the HSP.

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

An updated Charter was approved by the TRCC Executive Council in November 2015, which further defines the roles and responsibilities of the Executive Council, and brings the membership into alignment with current Maryland administrative make-up. The TRCC will have a significant role in the 42nd International Forum on Traffic Records & Highway Information Systems held in Baltimore, Maryland. With the International Forum being held in Maryland, the TRCC decided to forego a year of the Maryland Traffic Records Forum, but plans to resume a local forum in the Spring/Summer of 2017, in conjunction with a SHSP Summit. Aligning the SHSP and TRCC Summit and Forum helps to promote the respective plans for each, recruit new members, and provide critical information and resources to partners who are the actioneers of both plans.

### Solution

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

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

Maryland's Traffic Records Executive Council provides policy leadership to the Traffic Records Coordinating Committee and its efforts to continually review and assess the status of Maryland's traffic safety information system and its components. The TRCC oversees the development and periodic update of the Traffic Records Strategic Plan to better serve public- and private-sector needs for traffic safety information, to identify technologies and

other advancements necessary to improve the system, and to support the coordination and implementation of desired system improvements.

The MHSO participates on all levels of the Traffic Records Coordinating Committee through its own staff and through a grant-funded project at the National Study Center called the Maryland Center for Traffic Safety Analysis (MCTSA), a more comprehensive expert staff-based approach to provide services based on the CODES and other traffic records data and to meet the wide and varied needs of the MHSO and its partners.

The MHSO is a member of the Crash Data Tri-Agency Council—consisting of the Maryland State Police, State Highway Administration, and Motor Vehicle Administration—which oversees policies and projects related to the crash data system. The MHSO is also represented on the Automated Crash Reporting System (ACRS) Task Force, working with technical and policy experts named by the Tri-Agency Council to oversee continuing improvements of Maryland's newest electronic data system. The Tri-Agency Council and the ACRS Task Force act as subcommittees of the TRCC and share goals to meet the priority objectives set forth in the Traffic Records Strategic Plan.

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

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

**Action Plan**

The Traffic Safety Information System Improvements projects funded for FFY 2017 are listed below, each referencing the Traffic Records Strategic Plan (TRSP) strategy and NHTSA Traffic Records Assessment recommendation addressed:

| | | |
|---|---|---|
| **Program Area:** | Traffic Safety Information Systems Improvements | **Project Number:** GN 17-039 |
| **Project Agency:** | Maryland Sheriffs Association | |
| **Project Funds / Project Type:** | $4,950 / 405c | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **TRSP Strategy:** | Provide ongoing access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation with analytical partner support. | |
| **Assessment Recommendation:** | Strengthen the TRCC's abilities for strategic planning that reflect | |

| | |
|---|---|
| | best practices identified in the Traffic Records Program Assessment Advisory. |

**Project Description:** This project supports training and highway safety program development through the MSA/MCPA Professional Development Seminar. Scholarships will be provided for attendance to the annual International Forum on Traffic Records & Highway Information Systems

| | | |
|---|---|---|
| **Program Area:** | Traffic Safety Information Systems Improvements | **Project Number:** GN 17-045 |
| **Project Agency:** | Maryland State Police - IT Division | |
| **Project Funds / Project Type:** | $281,100 / 405c | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **TRSP Strategies:** | Develop and maintain a data dictionary that includes American National Standards Institute (ANSI) D-16 and ANSI D-20 definitions, which include: rules of use, rules exceptions, and identify those data elements that are populated through linkages to other traffic records systems/components.<br><br>Develop and maintain a comprehensive data quality management protocol to monitor collection, submission, processing, posting, and maintenance of crash data.<br><br>Define and provide a list of data elements for property-damage-only crash submission criteria for the statewide crash system.<br><br>Define and provide a list of data elements that are populated in the crash system through linkages to other traffic records system components (e.g., the driver file, the vehicle file, the roadway inventory, or Statewide mapping system). (MMUCC mapping). | |
| **Assessment Recommendations:** | Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.<br><br>Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.<br><br>Improve the procedures/process flows for the crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. | |

**Project Description:** This project supports Maryland's Automated Crash Reporting System (ACRS) through the hiring of a programmer to develop enhancements.

| | | |
|---|---|---|
| **Program Area:** | Traffic Safety Information Systems Improvements | **Project Number:** GN 17-060 |
| **Project Agency:** | UMB, CCODES - Traffic Records | |

| | |
|---|---|
| **Project Funds / Project Type:** | $477,671.72 / 405c |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) |
| **TRSP Strategies:** | Conduct and publish a complete traffic records system inventory to include data definitions and flow diagrams for each component system.<br><br>Prioritize strategic plan responsibilities through the use of annual timelines.<br><br>Catalog and publish data release policies and/or data sharing agreements from all partners with traffic record data, specifically identifying rules that allow intra and interagency access, and public access.<br><br>Review and prioritize federal data element requirements (e.g., Model Minimum Uniform Crash Criteria Guideline (MMUCC), National Emergency Medical Services (EMS) Information System (NEMSIS), and Model Inventory of Roadway Elements (MIRE)) needed to enhance State traffic records data improvement systems.<br><br>Critically appraise the TRCC's direction, strategy, and business approaches as outlined in the approved Charter.<br><br>Institutionalize the evaluation of TRCC responsibilities.<br><br>Provide ongoing access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation with analytical partner support.<br><br>Integrate data from traffic records component systems to satisfy specific analytical inquires.<br><br>Provide timely access to data analyses and interpretation upon request.<br><br>Make outputs from state data linkage systems available to state and local decision-makers to influence data-driven policy and reform.<br><br>Provide a narrative description of the process by which Model Minimum Uniform Crash Criteria Guideline (MMUCC) was used to identify what crash data elements and attributes are included in the crash database and police crash report. |
| **Assessment Recommendations:** | Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.<br><br>Improve the data quality control program for the Crash data |

| | |
|---|---|
| | system that reflects best practices identified in the Traffic Records Program Assessment Advisory. |
| **SHSP Strategies:** | Use data-driven approaches to identify driver behaviors and target audiences to focus on aggressive and speed-related enforcement, education, engineering, and emergency services. (Aggressive Driving Emphasis Area)<br><br>Evaluate and improve data quality for problem identification and program evaluation purposes. (Distracted Driving Emphasis Area)<br><br>Improve the availability, quality, collection, and use of data to support impaired driving enforcement, adjudication, programs and initiatives. (Impaired Driving Emphasis Area)<br><br>Improve the timeliness, accuracy, completeness, uniformity, accessibility, and integration of occupant protection-related data. (Occupant Protection Emphasis Area)<br><br>Identify and target pedestrian and bicycle safety issues, populations, and locations of concern through the collection, analysis and evaluation of data and information. (Pedestrian/Bicycle Emphasis Area) |
| **Project Description:** This project supports data analysis to the MHSO and statewide partners and administrative support for the MHSO's Traffic Records Program. | |

| | | |
|---|---|---|
| **Program Area:** | Traffic Safety Information Systems Improvements | **Project Number:** GN 17-046 |
| **Project Agency:** | Washington College | |
| **Project Funds / Project Type:** | $354,441.35 / 405c | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **TRSP Strategies:** | Provide ongoing access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation with analytical partner support.<br><br>Integrate data from traffic records component systems to satisfy specific analytical inquires.<br><br>Provide timely access to data analyses and interpretation upon request.<br><br>Make outputs from state data linkage systems available to state and local decision-makers to influence data-driven policy and reform.<br><br>Make outputs from state data linkage systems available to the general public. | |
| **Assessment** | Improve the data quality control program for the Crash data | |

| | |
|---|---|
| **Recommendations:** | system that reflects best practices identified in the Traffic Records Program Assessment Advisory.<br><br>Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. |
| **SHSP Strategies:** | Use data-driven approaches to identify driver behaviors and target audiences to focus on aggressive and speed-related enforcement, education, engineering, and emergency services. (Aggressive Driving Emphasis Area)<br><br>Evaluate and improve data quality for problem identification and program evaluation purposes. (Distracted Driving Emphasis Area)<br><br>Improve the availability, quality, collection, and use of data to support impaired driving enforcement, adjudication, programs and initiatives. (Impaired Driving Emphasis Area)<br><br>Improve the timeliness, accuracy, completeness, uniformity, accessibility, and integration of occupant protection-related data. (Occupant Protection Emphasis Area)<br><br>Identify and target pedestrian and bicycle safety issues, populations, and locations of concern through the collection, analysis and evaluation of data and information. (Pedestrian/Bicycle Emphasis Area) |
| **Project Description:** Washington College GIS Program will provide support to Maryland Highway Safety Office (MHSO) to improve accessibility to traffic safety data, improve statewide traffic safety data completeness and accuracy, collecting and understanding the data needed for analysis and support for the MSP DUI Detachment (SPIDRE team), maintaining current web application, and developing new web application Risk Analysis of Vehicle and Environment Network (RAVEN). | |

**Evaluation**

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

**Performance Measures**

1. Crash and Citation Accessibility Measure
   Annually, the Washington College GIS Program conducts a customer satisfaction survey to document how customers feel about the products that are being requested and produced. The final survey report will give a better understanding of the ways

the Washington College GIS Program can continue to improve services provided to different customers. The survey is administered through an online platform called *Qualtrics*. Any customer who worked with Washington College and received traffic safety analysis products in the 6 months prior to the survey implementation received an invitation by email to participate in the survey. Washington College receives funding from the Maryland Highway Safety Office to provide traffic safety analysis to partners engaged in MHSO projects and SHSP strategies. This survey of customer satisfaction, which includes questions regarding customer comprehension and comfortability, also serves to document performance measurement and improvement in accessibility to crash and citation data in Maryland's Traffic Records Strategic Plan.

In a survey conducted in October 2015, 85% of respondents strongly agreed or agreed that traffic safety analysis provided by Washington College was easy to understand. In a subsequent survey conducted in May 2016, 100% strongly agreed or agreed the analysis provided was easy to understand.

2. Crash Timeliness Measure
   With the full implementation of the Maryland State Police's Automated Crash Reporting System (ACRS) in 2015, all law enforcement agencies in the state have transitioned from paper to electronic transfer of crash data, which is helping Maryland steadily increase the timeliness of crash data (mainly by decreasing the number of days to make the data available after the initial incident). This measure is related to the Delta Plus Enhancement (Year Four) project and strategies focused on crash data improvements in the Traffic Records Strategic Plan.

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

**April 2014 – 2015 = 67.45%**
eMAARS = 8,998/45,390
ACRS = 67,397/67,866

**April 2015 – 2016 = 98.82%**
ACRS = 110,205/111,526

*Increase of **31.37 percentage points***

3. Crash Completeness Measure
   With the full implementation of the Maryland State Police's Automated Crash Reporting System (ACRS) in 2015, all law enforcement agencies in the state have transitioned from paper to electronic transfer of crash data, which means Maryland is steadily increasing the completeness of crash data, particularly with improvements in capturing longitude and latitude coordinates. This measure is related to the Delta Plus Enhancement (Year Four) project and strategies focused on crash data improvements in the Traffic Records Strategic Plan.

**% of records in the state database with GPS coordinates**

**April 2014 – 2015 = 86.64%**
eMAARS = 32,601/45,390
ACRS = 65,527/67,866

**April 2015 – 2016 = 100%**
ACRS = 111,526/111,526

*Increase of **13.36 percentage points***

4. Crash Completeness Measure
   With the full implementation of the Maryland State Police's Automated Crash Reporting System (ACRS) in 2015, all law enforcement agencies in the state have transitioned from paper to electronic transfer of crash data, which means Maryland is steadily increasing the completeness of critical data fields in the state crash file such as pedestrian date-of-birth information. This measure is related to the Delta Plus Enhancement (Year Four) project and strategies focused on crash data improvements in the Traffic Records Strategic Plan.

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

**April 2014 – 2015 = 89.32%**
eMAARS = 1,810/2,341
ACRS = 2,631/2,631

**April 2015 – 2016 = 99.98%**
ACRS = 4,913/4,914

*Increase of **10.66 percentage points***

## Maryland's Police Traffic Services Program

### Problem Identification

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

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

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

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

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

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

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

### Results from Drivers Survey

The need for additional resources, training, and ongoing support are highlighted by recent

results of the Maryland Annual Driving Survey of motorist attitudes and behavior.

For instance, one in three drivers (34 percent) indicated they *"strongly agree"* or *"somewhat agree"* with the statement: *"I like to drive more than 10 MPH over the posted speed limit."* Similarly, nearly 30 percent of drivers believed they are not likely to be stopped when driving more than 10 MPH, indicating a large number of drivers both feel compelled to speed and feel there will be little, or no, consequences to doing so.

On distracted driving, approximately 18 percent of survey respondents indicated their friends and family members are not necessarily opposed to talking on a handheld cell phone while driving, despite the fact that this activity has been illegal in Maryland since 2013. Nearly 18 percent of the respondents indicated they are likely to talk on a handheld cell phone the next time they drive.

In terms of impaired driving, more than one-quarter (25 percent) of survey respondents believed they were not likely to be stopped by police if they drove within two hours of drinking alcohol. But nearly two in three respondents (66 percent) strongly agreed that the punishment would be severe if they were stopped after drinking and driving.

Regarding seat belt usage, nearly 30 percent believed they would not be ticketed if they did not wear a seat belt, despite the Maryland law requiring seat belt usage.

As pedestrians, nearly half (46 percent) responded that they would not be likely to be stopped for a crosswalk violation. As drivers, more than 38 percent indicated they would not be likely to be stopped for a crosswalk violation while driving a motor vehicle.

**Solution**

Throughout FFY 2017, the MHSO will support law enforcement training through grants and will partner with the MCPA, MSA and the Maryland Police and Correctional Training Commission on training and officer recognition. The MHSO coordinates a TSS certification for law enforcement officers and the program will continue to be expanded throughout the coming year. In addition, the MHSO will fund LETEP to improve and encourage strategic traffic safety thinking among law enforcement. The MSP, MDTA Police and a host of local law enforcement agencies will receive funds for overtime enforcement to address the most pressing traffic safety challenges, using a data-driven approach.

**Action Plan**

The Police Traffic Services projects funded for FFY 2017 are listed below:

| | | |
|---|---|---|
| **Program Area:** | Police Traffic Services | **Project Number:** GN 17-011 |
| **Project Agency:** | Baltimore Co Police Department, Crash Reconstruction | |
| **Project Funds / Project Type:** | $42,914 / 402 PT | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Traffic safety training satisfies numerous strategies within the SHSP by enhancing the abilities of law enforcement officers to | |

| | | |
|---|---|---|
| | ensure accurate data collection, enforce laws, plan operations and improve investigative techniques. | |
| **Project Description:** This project supports a variety of training offerings for experienced and aspiring Crash Reconstruction personnel throughout the state by the Maryland's Crash Reconstruction Committee. | | |
| | | |
| **Program Area:** | Police Traffic Services | **Project Number:** LE 17-052 |
| **Project Agency:** | Baltimore County Police Department - TMU | |
| **Project Funds / Project Type:** | $1,020 / 402 PT<br>$980 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Traffic safety training satisfies numerous strategies within the SHSP by enhancing the abilities of law enforcement officers to ensure accurate data collection, enforce laws, plan operations and improve investigative techniques. | |
| **Project Description:** This project supports law enforcement training though the MACP. | | |
| | | |
| **Program Area:** | Police Traffic Services | **Project Number:** GN 17-036 |
| **Project Agency:** | Maryland Chiefs of Police Association | |
| **Project Funds / Project Type:** | $17,600 / 402 PT<br>$440 / State | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Traffic safety training satisfies numerous strategies within the SHSP by enhancing the abilities of law enforcement officers to ensure accurate data collection, enforce laws, plan operations and improve investigative techniques. | |
| **Project Description:** This project supports statewide law enforcement executive training and provide recognition through highway safety awards. | | |
| | | |
| **Program Area:** | Police Traffic Services | **Project Number:** GN 17-047 |
| **Project Agency:** | Maryland Municipal League PEA | |
| **Project Funds / Project Type:** | $4,500 / 402 PT | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Traffic safety training satisfies numerous strategies within the SHSP by enhancing the abilities of law enforcement officers to ensure accurate data collection, enforce laws, plan operations and improve investigative techniques. | |
| **Project Description:** This project supports statewide law enforcement executive training. | | |
| | | |
| **Program Area:** | Police Traffic Services | **Project Number:** GN 17-039 |

| | | |
|---|---|---|
| **Project Agency:** | Maryland Sheriff's Association | |
| **Project Funds / Project Type:** | $1,100 / 402 PT | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Traffic safety training satisfies numerous strategies within the SHSP by enhancing the abilities of law enforcement officers to ensure accurate data collection, enforce laws, plan operations and improve investigative techniques. | |
| **Project Description:** This project supports executive law enforcement training, and TRCC registration reimbursements. | | |
| | | |
| **Program Area:** | Police Traffic Services | **Project Number:** LE 17-053 |
| **Project Agency:** | Maryland State Police – Statewide | |
| **Project Funds / Project Type:** | $8,250 / 402 PT | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Traffic safety training satisfies numerous strategies within the SHSP by enhancing the abilities of law enforcement officers to ensure accurate data collection, enforce laws, plan operations and improve investigative techniques. | |
| **Project Description:** This project supports law enforcement training for state troopers including DUI, CPS and IACP. | | |
| | | |
| **Program Area:** | Police Traffic Services | **Project Number:** GN 17-078 |
| **Project Agency:** | Maryland Police and Correctional, TSS | |
| **Project Funds / Project Type:** | $38,414.58 / 402 PT | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Traffic safety training satisfies numerous strategies within the SHSP by enhancing the abilities of law enforcement officers to ensure accurate data collection, enforce laws, plan operations and improve investigative techniques. | |
| **Project Description:** This project supports Maryland's Traffic Safety Specialist Program, the only program in the state that tracks and recognizes advanced training and proficiency of law enforcement officers in the area of traffic safety. | | |
| | | |
| **Program Area:** | Police Traffic Services | **Project Number:** LE 17-031 |
| **Project Agency:** | Montgomery County Police Department | |
| **Project Funds / Project Type:** | $1,530 / 402 PT<br>$1,470 / State Funds | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Traffic safety training satisfies numerous strategies within the SHSP by enhancing the abilities of law enforcement officers to | |

| | | |
|---|---|---|
| | ensure accurate data collection, enforce laws, plan operations and improve investigative techniques. | |
| **Project Description:** This project supports training in the Borkenstein Alcohol Program for local law enforcement resources. | | |
| | | |
| **Program Area:** | Police Traffic Services | **Project Number:** LE 17-025 |
| **Project Agency:** | Ocean City Police Department | |
| **Project Funds / Project Type:** | $1,500 / 402 PT | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Traffic safety training satisfies numerous strategies within the SHSP by enhancing the abilities of law enforcement officers to ensure accurate data collection, enforce laws, plan operations and improve investigative techniques. | |
| **Project Description:** This project supports training in the Maryland Crash Reconstruction Program for local law enforcement resources. | | |
| | | |
| **Program Area:** | Police Traffic Services | **Project Number:** LE 17-076 |
| **Project Agency:** | Maryland Transportation Authority Police Department | |
| **Project Funds / Project Type:** | $20,000 / 402 PT | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | Identify and target safety improvements along corridors where the Crash Severity Index is high and address roadway elements that contribute to crashes. | |
| **Project Description:** This project develops a new pilot project combining a comprehensive public education campaign coupled with a High Visibility Enforcement component for the emerging issue of unsecured loads on non-commercial vehicles. | | |

**Evaluation**

Maryland's traffic safety law enforcement grants track progress on the number of officers trained, and ensure quality training. The evaluation of these grants can be difficult as they rely mainly on an individual officer's ability to process and retain the information presented, as well as the ability to continue to implement training in everyday enforcement situations. Nevertheless the MHSO does however conduct training appraisals to determine the value of the training, identify possible gaps, and determine what changes to the curriculum are required. Finally, it is a well-known fact that training does make a difference and that general training dollars in law enforcement is extremely limited. By developing worthwhile traffic training (and recognition programs) provide excellent return on investment as it relates to changing the traffic enforcement culture.

## Program Support

### Problem Identification

Many projects that do not fall neatly into program focus areas are undertaken simply for their innate ability to help accomplish the goals of Maryland's overall traffic safety program, either alone or in conjunction with specific programs.

For instance, the MHSO's overall Communications Program utilizes the problem identification statements from individual program areas, such as Impaired Driving Prevention and Occupant Protection, as guiding factors for creating and placing support messaging. The factors considered include audience demographics such as age, gender, ethnicity, and even the types of media availability within a target audience's reach. These factors are utilized to shape media messages that are most likely to accurately support specific traffic safety programs.

Maryland places significant emphasis on the use of paid and earned media to positively impact enforcement operations and educational programs coordinated throughout the state. Maryland has two large Designated Market Areas (DMA) in the Baltimore and Washington Metropolitan areas, and two smaller DMAs in the Hagerstown and Salisbury areas. More than 80 percent of Maryland's population is covered by the Baltimore Metropolitan and Washington Metropolitan media markets. Many of the MHSO's campaigns utilize a mix of television (broadcast and cable), radio and electronic media, and the mix depends upon the target demographic and budgets within individual programs.

In addition to paid media, the MHSO capitalizes on earned media messaging as a part of every campaign. The MHSO is committed to using media as a necessary component of high visibility enforcement campaigns occurring in Maryland, as media is enhanced by effective enforcement and enforcement is enhanced by media effectiveness.

### Solution

The MHSO funds projects that help achieve Maryland's traffic safety goals overall and within individual programs. Program support projects funded in FFY 2017 will include grants to support the staffing of the MHSO Program Managers, media and communications projects that augment HVE programs, local task force meeting expenses, technical support for the SHSP, the creation of the MHSO's new electronic grants management system, and funding for the MHSO's planning and administration costs.

### Action Plan

The Program Support projects funded for FFY 2017 are listed below:

| | | |
|---|---|---|
| **Program Area:** | Program Support | Project Number: GN 17-021 |
| **Project Agency:** | Maryland Highway Safety Office - P& A | |
| **Project Funds / Project Type:** | $57,000 / 402 PA | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | This project supports the many functions of the MHSO which | |

| | | |
|---|---|---|
| | coordinates the SHSP. | |
| **Project Description:** This project supports the Maryland Highway Safety Office's Planning and Administration expenses. | | |
| | | |
| **Program Area:** | Program Support | **Project Number:** GN 17-021 |
| **Project Agency:** | Maryland Highway Safety Office - P& A | |
| **Project Funds / Project Type:** | $83,000 / 402 PA | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | This project supports the many functions of the MHSO which coordinates the SHSP. | |
| **Project Description:** This project supports the Maryland Highway Safety Office's Planning and Administration expenses for the ongoing work in the SHARP system. | | |
| | | |
| **Program Area:** | Program Support | **Project Number:** GN 17-089 |
| **Project Agency:** | Maryland Highway Safety Office - P& A | |
| **Project Funds / Project Type:** | $200,000 / 402 CP and $200,000 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | This project supports the many functions of the MHSO which coordinates the SHSP. | |
| **Project Description:** This project supports the development of the Maryland Highway Safety Office's new grants management system. | | |
| | | |
| **Program Area:** | Program Support | **Project Number:** GN 17-022 |
| **Project Agency:** | Maryland Highway Safety Office - Leidos | |
| **Project Funds / Project Type:** | $310,000 / SHA | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | This project supports the overall SHSP and each strategy listed within the document. | |
| **Project Description:** This project supports the Maryland Highway Safety Office's SHSP and ISIP progam development. | | |
| | | |
| **Program Area:** | Program Support | **Project Number:** GN 17-087 |
| **Project Agency:** | Maryland Highway Safety Office - Staffing | |
| **Project Funds / Project Type:** | $219,162 / State | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | This project supports the entire SHSP by providing staff coordination, implementation and evaluation support. | |
| **Project Description:** This project supports the Maryland Highway Safety Office's internal staffing positions. | | |

| | | |
|---|---|---|
| **Program Area:** | Program Support | **Project Number:** GN 17-087 |
| **Project Agency:** | Maryland Highway Safety Office - Staffing | |
| **Project Funds / Project Type:** | $64,264 / 402 PA | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | This project supports the entire SHSP by providing staff coordination, implementation and evaluation support. | |
| **Project Description:** This project supports the Maryland Highway Safety Office's internal staffing positions. | | |

| | | |
|---|---|---|
| **Program Area:** | Program Support | **Project Number:** GN 17-087 |
| **Project Agency:** | Maryland Highway Safety Office - Staffing | |
| **Project Funds / Project Type:** | $126,745 / 405d | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | This project supports the entire SHSP by providing staff coordination, implementation and evaluation support. | |
| **Project Description:** This project supports the Maryland Highway Safety Office's internal staffing positions. | | |

| | | |
|---|---|---|
| **Program Area:** | Program Support | **Project Number:** GN 17-087 |
| **Project Agency:** | Maryland Highway Safety Office - Staffing | |
| **Project Funds / Project Type:** | $91,695 / 405b | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | This project supports the entire SHSP by providing staff coordination, implementation and evaluation support. | |
| **Project Description:** This project supports the Maryland Highway Safety Office's internal staffing positions. | | |

| | | |
|---|---|---|
| **Program Area:** | Program Support | **Project Number:** GN 17-087 |
| **Project Agency:** | Maryland Highway Safety Office - Staffing | |
| **Project Funds / Project Type:** | $103,243 / 405c | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | This project supports the entire SHSP by providing staff coordination, implementation and evaluation support. | |
| **Project Description:** This project supports the Maryland Highway Safety Office's internal staffing positions. | | |

| | | |
|---|---|---|
| **Program Area:** | Program Support | **Project Number:** GN 17-087 |
| **Project Agency:** | Maryland Highway Safety Office - Staffing | |
| **Project Funds / Project Type:** | $1,142,100 / 402 CP | |

| | | |
|---|---|---|
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | This project supports the entire SHSP by providing staff coordination, implementation and evaluation support. | |
| **Project Description:** This project supports the Maryland Highway Safety Office's internal staffing positions. | | |
| | | |
| **Program Area:** | Program Support | **Project Number:** GN 17-017 |
| **Project Agency:** | MHSO - Communications Non-DUI | |
| **Project Funds / Project Type:** | $275,000 / 402 CP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | This project supports numerous strategies within the SHSP. | |
| **Project Description:** This project supports the Maryland Highway Safety Office's projects within their Media and Communication's Unit such as a social media program, development of a law enforcement app, engagement and maintenance of a website and the creation of MHSO's annual report, along with a variety of other projects. | | |
| | | |
| **Program Area:** | Program Support | **Project Number:** GN 17-032 |
| **Project Agency:** | Washington Regional Alcohol Program | |
| **Project Funds / Project Type:** | $29,400 / 402 CP | |
| **Countermeasures:** | NHTSA Countermeasures That Work (2015, 8th Edition) | |
| **SHSP Strategy:** | This project supports numerous educational and enforcement SHSP strategies. | |
| **Project Description:** This project supports task force and training components of projects by providing meeting logistics and other program support as needed. | | |

**Evaluation**

Electronic media, outdoor advertising and other forms of communication involving various traffic safety messages are used in awareness and education campaigns. Through the use of a dedicated media contractor, messaging is designed and created to concisely deliver traffic safety information and messages to the intended demographic audiences. In every instance of media purchases, the MHSO expects and receives a full evaluation of the results of these media purchases and outreach efforts.

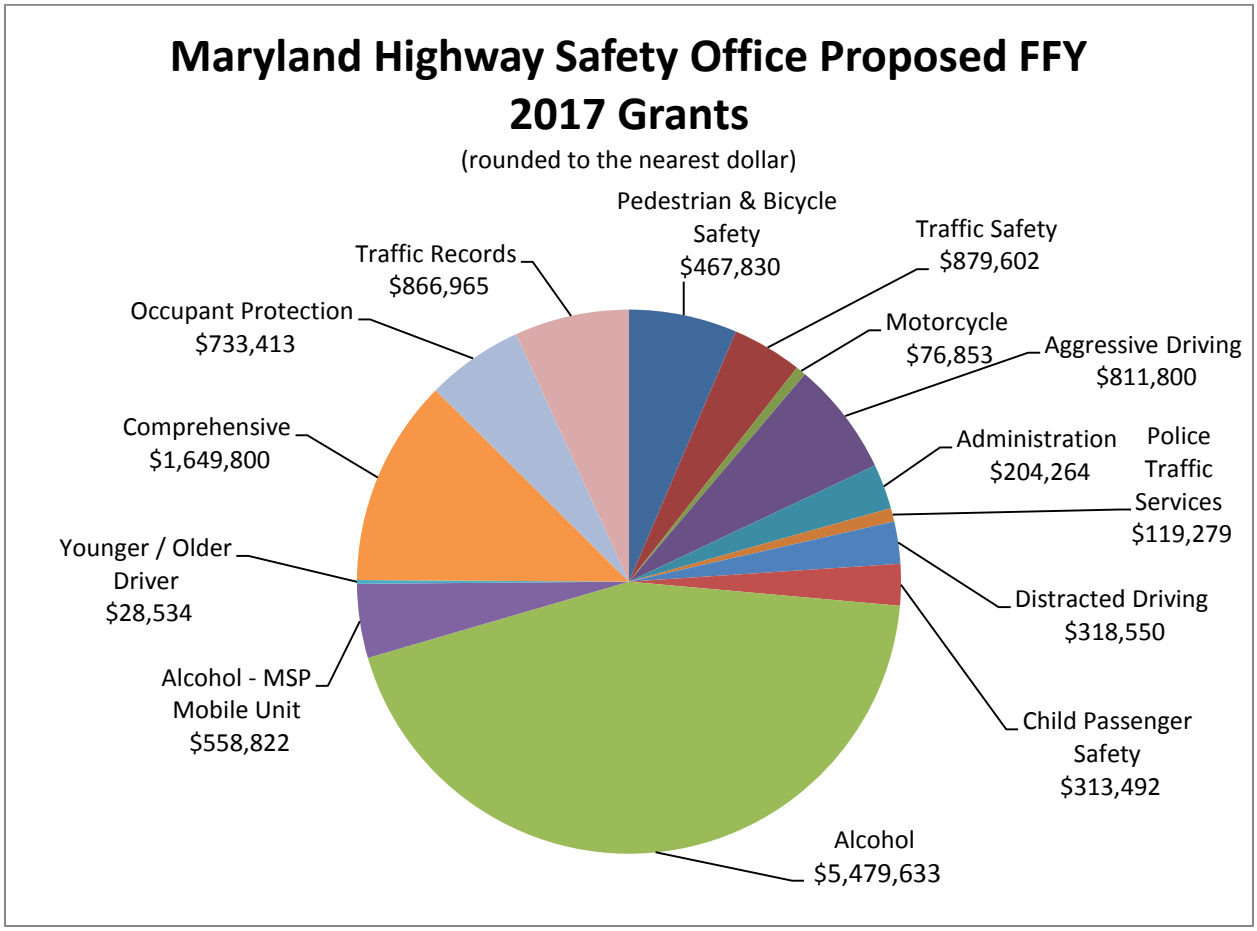
The types of evaluative components include:

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

## Highway Safety Program Cost Summary

The Maryland Highway Safety Office allocated a total of $12,508,837 for the following highway safety program areas:

| | |
|---|---|
| Pedestrian & Bicycle Safety | $467,830 |
| Traffic Safety | $879,602 |
| Motorcycle | $76,853 |
| Aggressive Driving | $811,800 |
| Administration | $204,264 |
| Police Traffic Services | $119,279 |
| Distracted Driving | $318,550 |
| Child Passenger Safety | $313,492 |
| Alcohol | $5,479,633 |
| Alcohol - MSP Mobile Unit | $558,822 |
| Younger / Older Driver | $28,534 |
| Comprehensive | $1,649,800 |
| Occupant Protection | $733,413 |
| Traffic Records | $866,965 |
| **Total** | **$12,508,837** |



# APPENDICES AND ATTACHMENTS

## Appendix A: Sources and Crash Data Definitions

Unless otherwise noted, all crash data are derived from the Maryland State Highway Administration, based on reports submitted and processed by the Maryland State Police Central Records Division (MSP CRD) and through the Automated Crash Reporting System (ACRS).

For each crash definition labeled to include the word 'related,' the total number of persons in a crash with a driver exhibiting a particular behavior are included. For example, the number of older driver-related fatalities includes all those killed in a crash that involved a driver 65 or older. It is not a summary of drivers ages 65 or older killed in motor vehicle crashes.

Fatality: Defined as injury severity 05, based on the KABCO scale, as determined by law enforcement, and also must be a person who dies due to injuries sustained in motor vehicle crash (within 30 days of that incident) on Maryland traffic ways, as defined by the Maryland State Police with guidance from ANSI D16.1 Manual on Classification of Motor Vehicle Traffic Accidents.

Serious Injury: Defined as injury severity 04, based on the KABCO scale, as determined by law enforcement.

Aggressive Driving-Related Crash: A crash in which a driver has one of the following values in both the primary and secondary contributing circumstance fields of the Maryland crash report: failed to yield right of way; failed to obey stop sign; failed to obey traffic signal; failed to obey other traffic control; failed to keep right of center; failed to stop for school bus; wrong way on one way; exceed speed limit; too fast for conditions; followed too closely; improper lane change; or improper passing.

Distracted Driving-Related Crash: At least one driver in the crash was reported to be distracted, defined by having values of either 'failure to give full time and attention' or 'cell phone in use' in any of the four available contributing circumstance fields.

Impaired Driving-Related Crash: The Maryland definition of an impaired driving crash is: At least one driver in the crash is determined to be impaired by the investigating officer as indicated through the driver condition, blood alcohol content, substance use detected and contributing factor fields on the Maryland crash report. **Note:** This number includes drug impairment as well as alcohol impairment, and will not match alcohol-impaired fatality figures provided by NHTSA's Fatal Accident Reporting System (FARS), which measures only drivers with a recorded Blood-Alcohol Content (BAC) greater than 0.08. Objectives for both state- and federally defined impaired driving are included in the 2016 HSP to maintain continuity with previous Maryland SHSP and HSPs, and to maintain a link with other state plans that exclusively use state crash data as the source for problem identification and program evaluation.

Occupant Protection (Unrestrained): An unrestrained occupant crash is defined as an occupant of a passenger vehicle (automobile, station wagon, van, SUV, pickup truck) who is: less than 7 years of age recorded as not using a 'child/youth restraint'; 8 years of age or older recorded as not using a 'lap and shoulder belt' or 'air bag and belt'; or, for all others, where restraint use was recorded as using 'none, or 'air bag only.'

Pedestrian Crash: All persons involved in a crash with a person reported as a pedestrian on foot (using the 'pedestrian' person type and 'pedestrian on foot' pedestrian type).

Bicyclist Crash: All persons involved in a crash with a person reported as a bicyclist or pedalcyclist (using the 'pedestrian' person type and 'bicyclist' or 'other pedalcyclist' pedestrian type).

Speed-Related Crash: All persons in a crash where at least one driver in the crash was reported to be speeding, defined by having values of either 'exceeded speed limit' or 'too fast for conditions' in the first or second contributing circumstance fields.

Motorcycle Crash: All persons in a crash involving at least one motorcycle, defined as a 'motorcycle' body type. Operators and passengers on the motorcycle itself are included.

Older Driver-Related Crash: All persons in a crash where at least one driver in the crash was reported to be age 65 or older.

Young Driver-Related Crash: All persons in a crash where at least one driver in the crash was reported to be between the ages of 16 and 20.

## Appendix B : NHTSA Core Performance Measures (Required)

In order to meet federal requirements as expressed in MAP-21, the required minimum set of core performance measures are included below. The source for all fatality baseline data is NHTSA's FARS's most recently available data. Please note that base year numbers and targets will NOT match the base year number and targets stated above due to differences in data definitions between the NHTSA FARS system and the State crash data system.

All targets below are set using a five-year average and the exponential trend method described earlier. Additional sources include: serious injury crash data derived from the State Highway Administration, based on reports submitted and processed by the Maryland State Police Central Records Division (MSP CRD) and through the Automated Crash Reporting System (ACRS); seat belt use rate obtained from the annual Maryland Observational Surveys of Safety Belt Use; and seat belt citations, DUI arrests, and speeding citations obtained through MHSO's grant management reporting system, SHARP.

| Standardized Performance and Survey Measures |
|---|
| • Reduce the five-year average number of fatalities on all roads in Maryland from 480 in 2010–2014 (*NHTSA FARS ARF*) to 366 or fewer by December 31, 2020 (2016–2020 average). |
| • Reduce the five-year average number of fatalities on rural roads in Maryland from 170 in 2010–2014 to 112 or fewer by December 31, 2020 (2016–2020 average). |
| • Reduce the five-year average number of fatalities on urban roads in Maryland from 307 in 2010–2014 to 255 or fewer by December 31, 2020 (2016–2020 average). |
| • Reduce the five-year average fatality rate per VMT on all roads in Maryland from 0.89 in 2009–2013 to 0.65 or lower by December 31, 2020 (2016–2020 average). |
| • Reduce the five-year average fatality rate per VMT on rural roads in Maryland from 1.34 in 2009–2013 to 0.86 or lower by December 31, 2020 (2016–2020 average). |
| • Reduce the five-year average fatality rate per VMT on urban roads in Maryland from 0.74 in 2009–2013 to 0.60 or lower by December 31, 2020 (2016–2020 average). |
| • Reduce the five-year average number of serious injuries on all roads in Maryland from 3,436 in 2010–2014 to 1,854 or fewer by December 31, 2020 (2016–2020 average). |
| • Reduce the five-year average number of unrestrained passenger vehicle occupant fatalities (all seat positions) on all roads in Maryland from 116 in 2010–2014 to 81 or fewer by December 31, 2020 (2016–2020 average). |
| • Reduce the five-year average number of alcohol-related fatalities (BAC 0.08+) on all roads in Maryland from 150 in 2010–2014 to 130 or fewer by December 31, 2020 (2016–2020 average). |
| • Reduce the five-year average number of speeding-related fatalities on all roads in Maryland from 158 in 2010–2014 to 111 or fewer by December 31, 2020 (2016–2020 average). |
| • Reduce the five-year average number of motorcyclist fatalities on all roads in Maryland from 73 in 2010–2014 to 62 or fewer by December 31, 2020 (2016–2020 average). |
| • Reduce the five-year average number of unhelmeted motorcyclist fatalities on all roads in Maryland from 9 in 2010–2014 to 7 or fewer by December 31, 2020 (2016–2020 average). |
| • Reduce the five-year average number of drivers aged 20 or under involved in fatal crashes on all roads in Maryland from 51 in 2010–2014 to 27 or fewer by December 31, 2020 (2016–2020 average). |

| Standardized Performance and Survey Measures |
|---|
| • Reduce the five-year average number of pedestrian fatalities on all roads in Maryland from 102 in 2010–2014 to 100 or fewer by December 31, 2020 (2016–2020 average). |
| • Reduce the five-year average number of bicyclist and other cyclist fatalities on all roads in Maryland from 6 in 2010–2014 to 5 or fewer by December 31, 2020 (2016–2020 average). |
| • To increase statewide observed belt use rate of front seat outboard occupants in passenger vehicles and light trucks from the 2012 calendar base year of 91.1 percent to 95.1 percent by December 31, 2020. |
| • 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 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 2004-2008 | 2005-2009 | 2006-2010 | 2007-2011 | 2008–2012 | 2009–2013 | 2010–2014 | 2016-2020 target* |
| Traffic Fatalities | Total | 623 | 604 | 580 | 547 | 526 | 501 | 480 | 366 |
| | Rural | 251 | 240 | 227 | 204 | 191 | 180 | 170 | 112 |
| | Urban | 371 | 363 | 351 | 341 | 332 | 317 | 307 | 255 |
| Fatalities Per 100 Million Vehicle Miles Driven | Total | 1.11 | 1.08 | 1.04 | 0.98 | 0.94 | 0.89 | 0.85 | 0.65 |
| | Rural | 1.76 | 1.67 | 1.59 | 1.44 | 1.35 | 1.34 | 1.34 | 0.86 |
| | Urban | 0.89 | 0.87 | 0.84 | 0.82 | 0.80 | 0.74 | 0.70 | 0.60 |
| Unrestrained passenger vehicle fatalities (all seat positions) | | 167 | 155 | 144 | 137 | 130 | 123 | 116 | 81 |
| Alcohol-Impaired Driving Fatalities (BAC=.08+) | | 178 | 168 | 166 | 161 | 158 | 157 | 149 | 130 |
| Speeding-Related Fatalities | | 222 | 210 | 199 | 180 | 177 | 168 | 158 | 111 |
| Motorcyclist Fatalities | | 85 | 85 | 84 | 83 | 79 | 73 | 73 | 62 |
| Unhelmeted Motorcyclist Fatalities | | 11 | 11 | 11 | 11 | 10 | 9 | 9 | 7 |
| Drivers Aged 20 or under Involved in fatal crashes | | 103 | 100 | 90 | 81 | 73 | 62 | 51 | 27 |
| Pedestrian Fatalities* | | 105 | 109 | 109 | 110 | 106 | 105 | 102 | 100 |
| Bicyclist and Other Cyclist Fatalities* | | 8 | 7 | 8 | 7 | 7 | 7 | 6 | 5 |

FARS ARF 2014 (as of May 25, 2016) *Updated targets based on rolling 5-year average.

| Core Outcome Measures – Single Year Targets | | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|---|
| Traffic Fatalities | Total | 419 | 401 | 383 | 366 | 350 | 335 |
| | Rural | 138 | 129 | 120 | 112 | 105 | 98 |
| | Urban | 280 | 271 | 263 | 255 | 247 | 239 |
| Fatalities Per 100 Million Vehicle Miles Driven | Total | .75 | .72 | .69 | .65 | .63 | .60 |
| | Rural | 1.03 | .97 | .91 | .86 | .81 | .76 |
| | Urban | .66 | .64 | .62 | .60 | .58 | .56 |
| Unrestrained passenger vehicle fatalities (all seat positions) | | 97 | 91 | 86 | 81 | 76 | 72 |
| Alcohol-Impaired Driving Fatalities (BAC=.08+) | | 97 | 91 | 86 | 81 | 76 | 72 |
| Speeding-Related Fatalities | | 132 | 125 | 118 | 111 | 105 | 99 |
| Motorcyclist Fatalities | | 67 | 66 | 64 | 62 | 60 | 58 |
| Unhelmeted Motorcyclist Fatalities | | 8 | 8 | 8 | 7 | 7 | 7 |
| Drivers Aged 20 or under Involved in fatal crashes | | 39 | 34 | 31 | 27 | 24 | 21 |
| Pedestrian Fatalities** | | 102 | 101 | 101 | 100 | 99 | 99 |
| Bicyclist and Other Cyclist Fatalities** | | 6 | 6 | 5 | 5 | 5 | 5 |
| Serious Injuries | | N/A | 2,949 | 2,947 | 2,944 | 2,941 | 2,939 |

**Pedestrian and bicyclist fatalities have not exhibited a declining trend over the past 10 years. A 2% annual reduction from the most current 5-year average was applied to calculate the target.

| Core Outcome Measure (State Data) | Year | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 2004-2008 | 2005-2009 | 2006-2010 | 2007-2011 | 2008-2012 | 2009-2013 | 2010-2014 | 2016-2020 target |
| Serious Injuries | 6,171 | 5,571 | 4,923 | 4,436 | 4,020 | 3,702 | 3,436 | 1,854 |

| Core Behavior Measure (State Data) | Year (Actual) | | | | | | |
|---|---|---|---|---|---|---|---|
| | 2014 | 2015 | 2016 (Target) | 2017 (Target) | 2018 (Target) | 2019 (Target) | 2020 (Target) |
| Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey) | 92.1 | 92.9 | 93.4 | 94.1 | 94.8 | 95.5 | 96.2 |

| Activity Measures (State Data: Grant-funded Only)* | Federal Fiscal Year (FFY) | | | |
|---|---|---|---|---|
| | FFY2012 | FFY2013 | FFY2014 | FFY2015 |
| Number of seat belt citations issued during grant-funded enforcement activities | 13,506 | 7,455 | 7,815 | 4,434 |
| Number of impaired driving arrests made during grant-funded enforcement activities | 2,088 | 1,510 | 2,096 | 1,620 |
| Number of speeding citations issued during grant-funded enforcement activities | 40,772 | 21,542 | 26,669 | 20,752 |

*Targets are not created for activity measures.

Cannot compare year-to-year due to how the data are pulled. For Annual Reporting purposes, use only the most recent year.

# Appendix C : Project List and HS 217

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

State: Maryland

## Highway Safety Plan Transaction

*2017-HSP-1*

For Approval

Page: 1

Report Date: 06/28/2016

| Program Area | Line | Action | Project | Description | State | Current Fiscal Year Funds | Carry Forward Funds | Share to Local |
|---|---|---|---|---|---|---|---|---|
| ***NHTSA*** | | | | | | | | |
| ***NHTSA 402*** | | | | | | | | |
| ***Planning and Administration*** | | | | | | | | |
| | 112 Plan | | PA-2017-G0-21-SW | MHSO - P & A | $.00 | $57,000.00 | $.00 | $.00 |
| | 227 Plan | | PA-2017-G0-21-SH | MHSO P & A - SHARP system | $.00 | $83,000.00 | $.00 | $.00 |
| | 230 Plan | | PA-2017-G0-87-SW | MHSO Staffing | $.00 | $64,264.00 | $.00 | $.00 |
| **Planning and Administration Total** | | | | | **$.00** | **$204,264.00** | **$.00** | **$.00** |
| ***Alcohol*** | | | | | | | | |
| | 49 Plan | | AL-2017-G0-76-LC | Baltimore County Dept of Health | $.00 | $12,000.00 | $.00 | $12,000.00 |
| **Alcohol Total** | | | | | **$.00** | **$12,000.00** | **$.00** | **$12,000.00** |
| ***Motorcycle Safety*** | | | | | | | | |
| | 207 Plan | | MC-2017-G0-49-SW | Maryland MVA Motorcycle | $.00 | $16,821.00 | $.00 | $.00 |
| | 208 Plan | | MC-2017-L0-59-LC | Worcester County Sheriff | $.00 | $1,000.00 | $.00 | $1,000.00 |
| **Motorcycle Safety Total** | | | | | **$.00** | **$17,821.00** | **$.00** | **$1,000.00** |
| ***Occupant Protection*** | | | | | | | | |
| | 101 Plan | | OP-2017-L0-44-LC | Hagerstown PD | $.00 | $500.00 | $.00 | $500.00 |
| | 102 Plan | | OP-2017-L0-45-LC | St. Mary's County Sheriff | $.00 | $1,000.00 | $.00 | $1,000.00 |
| | 103 Plan | | OP-2017-L0-50-LC | Town of La Plata Police | $.00 | $1,000.00 | $.00 | $1,000.00 |
| | 104 Plan | | OP-2017-L0-52-LC | Baltimore County PD - TMU | $.00 | $19,890.00 | $.00 | $19,890.00 |
| | 105 Plan | | OP-2017-L0-53-LC | MSP Statewide - Regular | $.00 | $3,300.00 | $.00 | $3,300.00 |
| | 106 Plan | | OP-2017-L0-58-LC | U MD College Park Enforcement | $.00 | $2,500.00 | $.00 | $2,500.00 |
| | 107 Plan | | OP-2017-L0-60-LC | Charles County Sheriff | $.00 | $2,040.00 | $.00 | $2,040.00 |
| | 108 Plan | | OP-2017-L0-63-LC | Harford County Sheriff | $.00 | $4,080.00 | $.00 | $4,080.00 |
| | 109 Plan | | OP-2017-L0-70-LC | Cheverly PD | $.00 | $1,500.00 | $.00 | $1,500.00 |

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

State: Maryland

## Highway Safety Plan Transaction

*2017-HSP-1*

For Approval



Report Date: 06/28/2016

| Program Area | Line | Action | Project | Description | State | Current Fiscal Year Funds | Carry Forward Funds | Share to Local |
|---|---|---|---|---|---|---|---|---|
| | 110 | Plan | OP-2017-L0-71-LC | Gaithersburg PD | $.00 | $3,000.00 | $.00 | $3,000.00 |
| | 111 | Plan | OP-2017-L0-72-LC | Rockville PD | $.00 | $3,000.00 | $.00 | $3,000.00 |
| | 210 | Plan | OP-2017-L0-18-LC | Anne Arundel County PD | $.00 | $4,590.00 | $.00 | $4,590.00 |
| | 211 | Plan | OP-2017-L0-19-LC | Annapolis PD | $.00 | $5,000.00 | $.00 | $5,000.00 |
| | 212 | Plan | OP-2017-L0-20-LC | Greenbelt PD | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 213 | Plan | OP-2017-L0-23-LC | Salisbury PD | $.00 | $2,300.00 | $.00 | $2,300.00 |
| | 214 | Plan | OP-2017-L0-25-LC | Ocean City PD | $.00 | $1,500.00 | $.00 | $1,500.00 |
| | 215 | Plan | OP-2017-L0-26-LC | Maryland Trans Authority PD | $.00 | $5,500.00 | $.00 | $5,500.00 |
| | 216 | Plan | OP-2017-L0-27-LC | Allegany County Sheriff | $.00 | $800.00 | $.00 | $800.00 |
| | 217 | Plan | OP-2017-L0-28-LC | Frostburg State University PD | $.00 | $450.00 | $.00 | $450.00 |
| | 218 | Plan | OP-2017-L0-31-LC | Montgomery County PD | $.00 | $6,334.00 | $.00 | $6,334.00 |
| | 219 | Plan | OP-2017-L0-32-LC | Cumberland PD | $.00 | $300.00 | $.00 | $300.00 |
| | 220 | Plan | OP-2017-L0-36-LC | Calvert County Sheriff | $.00 | $1,500.00 | $.00 | $1,500.00 |
| | 221 | Plan | OP-2017-L0-39-LC | City of Bowie | $.00 | $1,000.00 | $.00 | $1,000.00 |
| | 222 | Plan | OP-2017-L0-40-LC | Prince George's County PD | $.00 | $2,550.00 | $.00 | $2,550.00 |
| | 223 | Plan | OP-2017-L0-43-LC | Washington County Sheriff | $.00 | $500.00 | $.00 | $500.00 |
| **Occupant Protection Total** | | | | | **$.00** | **$76,134.00** | **$.00** | **$76,134.00** |
| ***Pedestrian/Bicycle Safety*** | | | | | | | | |
| | 113 | Plan | PS-2017-L0-19-LC | Annapolis PD | $.00 | $4,000.00 | $.00 | $4,000.00 |
| **Pedestrian/Bicycle Safety Total** | | | | | **$.00** | **$4,000.00** | **$.00** | **$4,000.00** |
| ***Police Traffic Services*** | | | | | | | | |
| | 114 | Plan | PT-2017-G0-11-LC | Baltimore Co PD Crash Recon | $.00 | $42,914.00 | $.00 | $42,914.00 |
| | 115 | Plan | PT-2017-G0-36-SW | Maryland Chiefs of Police Association | $.00 | $17,600.00 | $.00 | $17,600.00 |
| | 116 | Plan | PT-2017-G0-39-SW | Maryland Sheriff's Assoc | $.00 | $1,100.00 | $.00 | $.00 |

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

State: Maryland

## Highway Safety Plan Transaction

*2017-HSP-1*

For Approval



Report Date: 06/28/2016

| Program Area | Line | Action | Project | Description | State | Current Fiscal Year Funds | Carry Forward Funds | Share to Local |
|---|---|---|---|---|---|---|---|---|
| | 117 | Plan | PT-2017-G0-47-SW | Maryland Municipal League PEA | $.00 | $4,500.00 | $.00 | $4,500.00 |
| | 118 | Plan | PT-2017-G0-78-SW | MD Police and Correctional TSS | $.00 | $38,414.58 | $.00 | $.00 |
| | 119 | Plan | PT-2017-L0-25-LC | Ocean City PD | $.00 | $1,500.00 | $.00 | $1,500.00 |
| | 120 | Plan | PT-2017-L0-31-LC | Montgomery County PD | $.00 | $1,530.00 | $.00 | $1,530.00 |
| | 121 | Plan | PT-2017-L0-52-LC | Baltimore County PD - TMU | $.00 | $1,020.00 | $.00 | $1,020.00 |
| | 122 | Plan | PT-2017-L0-53-LC | MSP Statewide - Regular | $.00 | $8,250.00 | $.00 | $8,250.00 |
| **Police Traffic Services Total** | | | | | **$.00** | **$116,828.58** | **$.00** | **$77,314.00** |
| ***Community Traffic Safety Project*** | | | | | | | | |
| | 50 | Plan | CP-2017-G0-09-LC | Safe Kids Frederick County | $.00 | $3,300.00 | $.00 | $3,300.00 |
| | 51 | Plan | CP-2017-G0-17-LC | MHSO - Communications Non-DUI | $.00 | $275,000.00 | $.00 | $275,000.00 |
| | 52 | Plan | CP-2017-G0-32-LC | WRAP - RTSP | $.00 | $29,400.00 | $.00 | $29,400.00 |
| | 54 | Plan | CP-2017-G0-87-SW | MHSO - Staffing | $.00 | $1,142,100.00 | $.00 | $.00 |
| | 228 | Plan | CP-2017-G0-89-SW | MHSO New System - 402 Funds | $.00 | $200,000.00 | $.00 | $.00 |
| **Community Traffic Safety Project Total** | | | | | **$.00** | **$1,649,800.00** | **$.00** | **$307,700.00** |
| ***Debris Hazard Control*** | | | | | | | | |
| | 226 | Plan | DC-2017-L0-76-SW | Maryland Transportation Authority - Debr | $.00 | $20,000.00 | $.00 | $.00 |
| **Debris Hazard Control Total** | | | | | **$.00** | **$20,000.00** | **$.00** | **$.00** |
| ***Driver Education*** | | | | | | | | |
| | 88 | Plan | DE-2017-G0-86-SW | MVA - Drivers Instruction | $.00 | $28,534.00 | $.00 | $.00 |
| **Driver Education Total** | | | | | **$.00** | **$28,534.00** | **$.00** | **$.00** |
| ***Speed Enforcement*** | | | | | | | | |
| | 123 | Plan | SE-2017-L0-03-LC | Westminister PD | $.00 | $1,500.00 | $.00 | $1,500.00 |
| | 124 | Plan | SE-2017-L0-07-LC | Hampstead PD | $.00 | $1,000.00 | $.00 | $1,000.00 |
| | 125 | Plan | SE-2017-L0-08-LC | Howard County Dept of Police | $.00 | $15,000.00 | $.00 | $15,000.00 |

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

State: Maryland

## Highway Safety Plan Transaction

*2017-HSP-1*

For Approval



Report Date: 06/28/2016

| Program Area | Line | Action | Project | Description | State | Current Fiscal Year Funds | Carry Forward Funds | Share to Local |
|---|---|---|---|---|---|---|---|---|
| | 126 | Plan | SE-2017-L0-12-LC | Taneytown PD | $.00 | $1,000.00 | $.00 | $1,000.00 |
| | 127 | Plan | SE-2017-L0-14-LC | Laurel PD | $.00 | $5,000.00 | $.00 | $5,000.00 |
| | 128 | Plan | SE-2017-L0-15-LC | MD Natl Cap Park Police - Mont | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 129 | Plan | SE-2017-L0-17-LC | Sykesville PD | $.00 | $1,000.00 | $.00 | $1,000.00 |
| | 130 | Plan | SE-2017-L0-18-LC | Anne Arundel County PD | $.00 | $7,140.00 | $.00 | $7,140.00 |
| | 131 | Plan | SE-2017-L0-19-LC | Annapolis PD | $.00 | $6,000.00 | $.00 | $6,000.00 |
| | 132 | Plan | SE-2017-L0-20-LC | Greenbelt PD | $.00 | $8,000.00 | $.00 | $8,000.00 |
| | 133 | Plan | SE-2017-L0-21-LC | Carroll County Sheriff | $.00 | $5,000.00 | $.00 | $5,000.00 |
| | 134 | Plan | SE-2017-L0-22-LC | Cambridge PD | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 135 | Plan | SE-2017-L0-23-LC | Salisbury PD | $.00 | $6,700.00 | $.00 | $6,700.00 |
| | 136 | Plan | SE-2017-L0-25-LC | Ocean City PD | $.00 | $3,000.00 | $.00 | $3,000.00 |
| | 137 | Plan | SE-2017-L0-26-LC | Maryland Trans Authority PD | $.00 | $13,200.00 | $.00 | $13,200.00 |
| | 138 | Plan | SE-2017-L0-27-LC | Allegany County Sheriff's Dept | $.00 | $1,000.00 | $.00 | $1,000.00 |
| | 139 | Plan | SE-2017-L0-29-LC | Frederick PD | $.00 | $2,550.00 | $.00 | $2,550.00 |
| | 140 | Plan | SE-2017-L0-31-LC | Montgomery County PD | $.00 | $22,950.00 | $.00 | $22,950.00 |
| | 141 | Plan | SE-2017-L0-32-LC | Cumberland PD | $.00 | $600.00 | $.00 | $600.00 |
| | 142 | Plan | SE-2017-L0-33-LC | Caroline County Sheriff | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 143 | Plan | SE-2017-L0-34-LC | Queen Anne's County Sheriff | $.00 | $4,000.00 | $.00 | $4,000.00 |
| | 144 | Plan | SE-2017-L0-36-LC | Calvert County Sheriff | $.00 | $4,000.00 | $.00 | $4,000.00 |
| | 145 | Plan | SE-2017-L0-39-LC | City of Bowie | $.00 | $1,000.00 | $.00 | $1,000.00 |
| | 146 | Plan | SE-2017-L0-40-LC | Prince George's County PD | $.00 | $25,500.00 | $.00 | $25,500.00 |
| | 147 | Plan | SE-2017-L0-41-LC | Wicomico County Sheriff | $.00 | $3,000.00 | $.00 | $3,000.00 |
| | 148 | Plan | SE-2017-L0-43-LC | Washington County Sheriff | $.00 | $4,000.00 | $.00 | $4,000.00 |
| | 149 | Plan | SE-2017-L0-44-LC | Hagerstown PD | $.00 | $1,500.00 | $.00 | $1,500.00 |

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

State: Maryland

# Highway Safety Plan Transaction

*2017-HSP-1*

For Approval



Report Date: 06/28/2016

| Program Area | Line | Action | Project | Description | State | Current Fiscal Year Funds | Carry Forward Funds | Share to Local |
|---|---|---|---|---|---|---|---|---|
| | 150 | Plan | SE-2017-L0-45-LC | St. Mary's County Sheriff | $.00 | $11,500.00 | $.00 | $11,500.00 |
| | 151 | Plan | SE-2017-L0-46-LC | Hyattsville PD | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 152 | Plan | SE-2017-L0-47-LC | Manchester PD | $.00 | $500.00 | $.00 | $500.00 |
| | 153 | Plan | SE-2017-L0-48-LC | Kent County Sheriff | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 154 | Plan | SE-2017-L0-50-LC | Town of La Plata Police | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 155 | Plan | SE-2017-L0-51-LC | Princess Anne PD | $.00 | $1,000.00 | $.00 | $1,000.00 |
| | 156 | Plan | SE-2017-L0-52-LC | Baltimore County PD - TMU | $.00 | $19,507.00 | $.00 | $19,507.00 |
| | 157 | Plan | SE-2017-L0-53-LC | MSP Statewide - Regular | $.00 | $264,550.00 | $.00 | $264,550.00 |
| | 158 | Plan | SE-2017-L0-56-LC | Easton PD | $.00 | $2,500.00 | $.00 | $2,500.00 |
| | 159 | Plan | SE-2017-L0-58-LC | U MD College Park Enforcement | $.00 | $3,000.00 | $.00 | $3,000.00 |
| | 160 | Plan | SE-2017-L0-59-LC | Worcester County Sheriff | $.00 | $1,500.00 | $.00 | $1,500.00 |
| | 161 | Plan | SE-2017-L0-60-LC | Charles County Sheriff | $.00 | $11,985.00 | $.00 | $11,985.00 |
| | 162 | Plan | SE-2017-L0-61-LC | Berlin PD | $.00 | $1,000.00 | $.00 | $1,000.00 |
| | 163 | Plan | SE-2017-L0-62-LC | Harford County Sheriff | $.00 | $5,610.00 | $.00 | $5,610.00 |
| | 164 | Plan | SE-2017-L0-63-LC | Havre de Grace PD | $.00 | $1,000.00 | $.00 | $1,000.00 |
| | 165 | Plan | SE-2017-L0-64-LC | Elkton PD | $.00 | $4,000.00 | $.00 | $4,000.00 |
| | 166 | Plan | SE-2017-L0-65-LC | Baltimore City PD | $.00 | $5,100.00 | $.00 | $5,100.00 |
| | 167 | Plan | SE-2017-L0-66-LC | Bel Air PD | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 168 | Plan | SE-2017-L0-67-LC | Aberdeen PD | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 169 | Plan | SE-2017-L0-68-LC | Cecil County Sheriff | $.00 | $4,000.00 | $.00 | $4,000.00 |
| | 170 | Plan | SE-2017-L0-69-LC | Talbot County Sheriff | $.00 | $1,000.00 | $.00 | $1,000.00 |
| | 171 | Plan | SE-2017-L0-70-LC | Cheverly PD | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 172 | Plan | SE-2017-L0-71-LC | Gaithersburg PD | $.00 | $9,000.00 | $.00 | $9,000.00 |
| | 173 | Plan | SE-2017-L0-72-LC | Rockville PD | $.00 | $7,000.00 | $.00 | $7,000.00 |

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

State: Maryland

## Highway Safety Plan Transaction

*2017-HSP-1*

For Approval



Report Date: 06/28/2016

| Program Area | Line | Action | Project | Description | State | Current Fiscal Year Funds | Carry Forward Funds | Share to Local |
|---|---|---|---|---|---|---|---|---|
| **Speed Enforcement Total** | | | | | **$.00** | **$515,392.00** | **$.00** | **$515,392.00** |
| ***Distracted Driving*** | | | | | | | | |
| | 55 Plan | | DD-2017-G0-13-LC | MHSO - Distracted Driving | $.00 | $100,000.00 | $.00 | $100,000.00 |
| | 56 Plan | | DD-2017-L0-03-LC | Westminister PD | $.00 | $1,000.00 | $.00 | $1,000.00 |
| | 57 Plan | | DD-2017-L0-08-LC | Howard County Dept of Police | $.00 | $15,000.00 | $.00 | $15,000.00 |
| | 58 Plan | | DD-2017-L0-14-LC | Laurel PD | $.00 | $2,500.00 | $.00 | $2,500.00 |
| | 59 Plan | | DD-2017-L0-18-LC | Anne Arundel County PD | $.00 | $7,140.00 | $.00 | $7,140.00 |
| | 60 Plan | | DD-2017-L0-19-LC | Annapolis PD | $.00 | $7,000.00 | $.00 | $7,000.00 |
| | 61 Plan | | DD-2017-L0-20-LC | Greenbelt PD | $.00 | $5,000.00 | $.00 | $5,000.00 |
| | 62 Plan | | DD-2017-L0-21-LC | Carroll County Sheriff | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 63 Plan | | DD-2017-L0-25-LC | Ocean City PD | $.00 | $1,500.00 | $.00 | $1,500.00 |
| | 64 Plan | | DD-2017-L0-26-LC | Maryland Trans Authority PD | $.00 | $13,200.00 | $.00 | $13,200.00 |
| | 65 Plan | | DD-2017-L0-27-LC | Allegany County Sheriff's Dept | $.00 | $1,000.00 | $.00 | $1,000.00 |
| | 66 Plan | | DD-2017-L0-28-LC | Frostburg State University PD | $.00 | $300.00 | $.00 | $300.00 |
| | 68 Plan | | DD-2017-L0-29-LC | Frederick PD | $.00 | $2,550.00 | $.00 | $2,550.00 |
| | 69 Plan | | DD-2017-L0-31-LC | Montgomery County PD | $.00 | $7,650.00 | $.00 | $7,650.00 |
| | 70 Plan | | DD-2017-L0-32-LC | Cumberland PD | $.00 | $550.00 | $.00 | $550.00 |
| | 71 Plan | | DD-2017-L0-36-LC | Calvert County Sheriff | $.00 | $2,500.00 | $.00 | $2,500.00 |
| | 72 Plan | | DD-2017-L0-39-LC | City of Bowie | $.00 | $1,000.00 | $.00 | $1,000.00 |
| | 73 Plan | | DD-2017-L0-40-LC | Prince George's County PD | $.00 | $10,200.00 | $.00 | $10,200.00 |
| | 74 Plan | | DD-2017-L0-43-LC | Washington County Sheriff | $.00 | $3,000.00 | $.00 | $3,000.00 |
| | 75 Plan | | DD-2017-L0-44-LC | Hagerstown PD | $.00 | $1,500.00 | $.00 | $1,500.00 |
| | 76 Plan | | DD-2017-L0-45-LC | St. Mary's County Sheriff | $.00 | $1,500.00 | $.00 | $1,500.00 |
| | 77 Plan | | DD-2017-L0-50-LC | Town of La Plata Police | $.00 | $1,500.00 | $.00 | $1,500.00 |

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

State: Maryland

# Highway Safety Plan Transaction

***2017-HSP-1***

For Approval



Report Date: 06/28/2016

| Program Area | Line | Action | Project | Description | State | Current Fiscal Year Funds | Carry Forward Funds | Share to Local |
|---|---|---|---|---|---|---|---|---|
| | 78 | Plan | DD-2017-L0-52-LC | Baltimore County PD - TMU | $.00 | $7,140.00 | $.00 | $7,140.00 |
| | 79 | Plan | DD-2017-L0-53-LC | MSP Statewide - Regular | $.00 | $66,000.00 | $.00 | $66,000.00 |
| | 80 | Plan | DD-2017-L0-56-LC | Easton PD | $.00 | $1,500.00 | $.00 | $1,500.00 |
| | 81 | Plan | DD-2017-L0-58-LC | U MD College Park Enforcement | $.00 | $2,500.00 | $.00 | $2,500.00 |
| | 82 | Plan | DD-2017-L0-60-LC | Charles County Sheriff | $.00 | $2,040.00 | $.00 | $2,040.00 |
| | 83 | Plan | DD-2017-L0-62-LC | Harford County Sheriff | $.00 | $4,080.00 | $.00 | $4,080.00 |
| | 84 | Plan | DD-2017-L0-70-LC | Cheverly PD | $.00 | $1,500.00 | $.00 | $1,500.00 |
| | 85 | Plan | DD-2017-L0-71-LC | Gaithersburg PD | $.00 | $3,000.00 | $.00 | $3,000.00 |
| | 86 | Plan | DD-2017-L0-72-LC | Rockville PD | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 87 | Plan | DD-2017-L0-73-LC | Chevy Chase Village PD | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 225 | Plan | DD-2017-L0-65-LC | Baltimore City PD | $.00 | $10,200.00 | $.00 | $10,200.00 |
| **Distracted Driving Total** | | | | | **$.00** | **$289,550.00** | **$.00** | **$289,550.00** |
| ***NHTSA 402 Total*** | | | | | ***$.00*** | ***$2,934,323.58*** | ***$.00*** | ***$1,283,090.00*** |
| ***164 Transfer Funds*** | | | | | | | | |
| ***164 Alcohol*** | | | | | | | | |
| | 48 | Plan | 164AL-2017-L0-54-LC | MSP Statewide - SPIDRE | $.00 | $1,402,831.00 | $.00 | $1,402,831.00 |
| | 224 | Plan | 164AL-2017-G0-41-LC | MSP Mobile Unit | $.00 | $558,822.00 | $.00 | $558,822.00 |
| **164 Alcohol Total** | | | | | **$.00** | **$1,961,653.00** | **$.00** | **$1,961,653.00** |
| ***164 Transfer Funds Total*** | | | | | ***$.00*** | ***$1,961,653.00*** | ***$.00*** | ***$1,961,653.00*** |
| ***MAP 21 405b OP High*** | | | | | | | | |
| ***405b High Community CPS Services*** | | | | | | | | |
| | 67 | Plan | M1CPS-2017-G0-01-SW | MIEMSS CPS | $.00 | $62,545.50 | $.00 | $.00 |
| | 90 | Plan | M1CPS-2017-G0-37-SW | Maryland DHMH | $.00 | $220,841.60 | $.00 | $.00 |
| **405b High Community CPS Services Total** | | | | | **$.00** | **$283,387.10** | **$.00** | **$.00** |

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

State: Maryland

## Highway Safety Plan Transaction

*2017-HSP-1*

For Approval



Report Date: 06/28/2016

| Program Area | Line | Action | Project | Description | State | Current Fiscal Year Funds | Carry Forward Funds | Share to Local |
|---|---|---|---|---|---|---|---|---|
| ***405b High CSS Purchase/Distribution*** | | | | | | | | |
| | 91 | Plan | M1CSS-2017-G0-09-LC | Safe Kids Frederick County | $.00 | $15,235.00 | $.00 | $15,235.00 |
| | 92 | Plan | M1CSS-2017-G0-37-LC | Maryland DHMH | $.00 | $11,570.00 | $.00 | $11,570.00 |
| **405b High CSS Purchase/Distribution Total** | | | | | **$.00** | **$26,805.00** | **$.00** | **$26,805.00** |
| ***405b OP High*** | | | | | | | | |
| | 93 | Plan | M1X-2017-G0-08-SW | UMB CCODES - Seat Belt | $.00 | $127,307.85 | $.00 | $127,307.85 |
| | 94 | Plan | M1X-2017-G0-12-LC | MHSO - Occupant Protection | $.00 | $325,000.00 | $.00 | $325,000.00 |
| | 95 | Plan | M1X-2017-G0-80-SW | MHSO - OP - Seatbelt Surveys | $.00 | $23,640.00 | $.00 | $.00 |
| | 209 | Plan | M1X-2017-G0-87-SW | MHSO - Staffing | $.00 | $91,695.00 | $.00 | $.00 |
| **405b OP High Total** | | | | | **$.00** | **$567,642.85** | **$.00** | **$452,307.85** |
| ***MAP 21 405b OP High Total*** | | | | | ***$.00*** | ***$877,834.95*** | ***$.00*** | ***$479,112.85*** |
| ***MAP 21 405c Data Program*** | | | | | | | | |
| ***405c Data Program*** | | | | | | | | |
| | 96 | Plan | M3DA-2017-G0-39-SW | Maryland Sheriff's Assoc | $.00 | $4,950.00 | $.00 | $.00 |
| | 97 | Plan | M3DA-2017-G0-45-SW | MSP - IT Division | $.00 | $281,100.00 | $.00 | $.00 |
| | 98 | Plan | M3DA-2017-G0-46-SW | Washington College | $.00 | $354,441.35 | $.00 | $.00 |
| | 99 | Plan | M3DA-2017-G0-60-SW | UMB CCODES - Traffic Records | $.00 | $477,671.72 | $.00 | $.00 |
| | 100 | Plan | M3DA-2017-G0-87-SW | MHSO Staffing | $.00 | $103,243.00 | $.00 | $.00 |
| **405c Data Program Total** | | | | | **$.00** | **$1,221,406.07** | **$.00** | **$.00** |
| ***MAP 21 405c Data Program Total*** | | | | | ***$.00*** | ***$1,221,406.07*** | ***$.00*** | ***$.00*** |
| ***MAP 21 405d Impaired Driving Low*** | | | | | | | | |
| ***405d Low Other Based on Problem ID*** | | | | | | | | |
| | 53 | Plan | M6OT-2017-G0-34-SW | MSAA | $.00 | $35,450.74 | $.00 | $.00 |
| | 174 | Plan | M6OT-2017-G0-19-LC | MHSO - Aggressive Driving | $.00 | $200,000.00 | $.00 | $200,000.00 |

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

State: Maryland

## Highway Safety Plan Transaction

*2017-HSP-1*

For Approval



Report Date: 06/28/2016

| Program Area | Line | Action | Project | Description | State | Current Fiscal Year Funds | Carry Forward Funds | Share to Local |
|---|---|---|---|---|---|---|---|---|
| **405d Low Other Based on Problem ID Total** | | | | | **$.00** | **$235,450.74** | **$.00** | **$200,000.00** |
| ***405d Impaired Driving Low*** | | | | | | | | |
| | 1 | Plan | M6X-2017-G0-16-LC | MHSO - High RIsk - MC/Impaired | $.00 | $150,000.00 | $.00 | $150,000.00 |
| | 2 | Plan | M6X-2017-G0-18-LC | MHSO - Impaired Driving | $.00 | $60,500.00 | $.00 | $60,500.00 |
| | 3 | Plan | M6X-2017-G0-20-LC | MHSO - SPIDRE Media | $.00 | $50,000.00 | $.00 | $50,000.00 |
| | 5 | Plan | M6X-2017-G0-23-LC | MHSO - Communications DUI | $.00 | $90,000.00 | $.00 | $90,000.00 |
| | 6 | Plan | M6X-2017-G0-27-LC | Anne Arundel County Dept of Health | $.00 | $15,325.00 | $.00 | $15,325.00 |
| | 7 | Plan | M6X-2017-G0-28-LC | Maryland Judiciary - Anne Arundel | $.00 | $70,875.00 | $.00 | $70,875.00 |
| | 8 | Plan | M6X-2017-G0-31-LC | WRAP - Media | $.00 | $745,413.20 | $.00 | $745,413.20 |
| | 9 | Plan | M6X-2017-G0-33-LC | AACCPTA | $.00 | $11,000.00 | $.00 | $11,000.00 |
| | 10 | Plan | M6X-2017-G0-34-SW | MSAA | $.00 | $313,618.46 | $.00 | $.00 |
| | 11 | Plan | M6X-2017-G0-35-LC | Every 15 Minutes/Sykesville Freedom | $.00 | $4,200.00 | $.00 | $4,200.00 |
| | 12 | Plan | M6X-2017-G0-36-SW | Maryland Chiefs of Police Association | $.00 | $124,190.00 | $.00 | $.00 |
| | 13 | Plan | M6X-2017-G0-39-LC | Maryland Sheriffs Association | $.00 | $34,210.00 | $.00 | $34,210.00 |
| | 14 | Plan | M6X-2017-G0-40-SW | MSP - DRE | $.00 | $155,778.48 | $.00 | $.00 |
| | 15 | Plan | M6X-2017-G0-42-LC | Harford County DUI Court | $.00 | $57,150.00 | $.00 | $57,150.00 |
| | 16 | Plan | M6X-2017-G0-66-LC | Worcester County Health Dept | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 17 | Plan | M6X-2017-G0-72-LC | St. Mary's Co. Circuit Court | $.00 | $43,505.00 | $.00 | $43,505.00 |
| | 18 | Plan | M6X-2017-G0-74-LC | Mothers Against Drunk Driving | $.00 | $37,645.11 | $.00 | $37,645.11 |
| | 19 | Plan | M6X-2017-G0-85-LC | Calvert Alliance Against Substance | $.00 | $5,720.00 | $.00 | $5,720.00 |
| | 20 | Plan | M6X-2017-G0-87-SW | MHSO - Staffing | $.00 | $126,745.00 | $.00 | $.00 |
| | 21 | Plan | M6X-2017-L0-03-LC | Westminister PD | $.00 | $5,250.00 | $.00 | $5,250.00 |
| | 22 | Plan | M6X-2017-L0-07-LC | Hampstead PD | $.00 | $2,500.00 | $.00 | $2,500.00 |
| | 23 | Plan | M6X-2017-G0-03-LC | Maryland Judiciary - Howard | $.00 | $56,070.00 | $.00 | $56,070.00 |

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

State: Maryland

## Highway Safety Plan Transaction

*2017-HSP-1*

For Approval



Report Date: 06/28/2016

| Program Area | Line | Action | Project | Description | State | Current Fiscal Year Funds | Carry Forward Funds | Share to Local |
|---|---|---|---|---|---|---|---|---|
| | 24 | Plan | M6X-2017-L0-08-LC | Howard County Dept of Police | $.00 | $44,500.00 | $.00 | $44,500.00 |
| | 25 | Plan | M6X-2017-L0-12-LC | Taneytown PD | $.00 | $2,500.00 | $.00 | $2,500.00 |
| | 26 | Plan | M6X-2017-L0-13-LC | Montgomery County Sheriff | $.00 | $9,000.00 | $.00 | $9,000.00 |
| | 27 | Plan | M6X-2017-L0-14-LC | Laurel PD | $.00 | $13,500.00 | $.00 | $13,500.00 |
| | 28 | Plan | M6X-2017-L0-15-LC | MD Natl Cap Park Police - Mont | $.00 | $3,500.00 | $.00 | $3,500.00 |
| | 29 | Plan | M6X-2017-L0-17-LC | Sykesville PD | $.00 | $2,500.00 | $.00 | $2,500.00 |
| | 30 | Plan | M6X-2017-L0-18-LC | Anne Arundel County PD | $.00 | $52,000.00 | $.00 | $52,000.00 |
| | 31 | Plan | M6X-2017-L0-19-LC | Annapolis PD | $.00 | $20,000.00 | $.00 | $20,000.00 |
| | 32 | Plan | M6X-2017-L0-20-LC | Greenbelt PD | $.00 | $22,500.00 | $.00 | $22,500.00 |
| | 33 | Plan | M6X-2017-L0-21-LC | Carroll County Sheriff | $.00 | $8,000.00 | $.00 | $8,000.00 |
| | 34 | Plan | M6X-2017-L0-22-LC | Cambridge PD | $.00 | $5,500.00 | $.00 | $5,500.00 |
| | 35 | Plan | M6X-2017-L0-23-LC | Salisbury PD | $.00 | $14,715.00 | $.00 | $14,715.00 |
| | 36 | Plan | M6X-2017-L0-24-LC | Riverdale Park PD | $.00 | $2,800.00 | $.00 | $2,800.00 |
| | 37 | Plan | M6X-2017-L0-25-LC | Ocean City PD | $.00 | $23,250.00 | $.00 | $23,250.00 |
| | 38 | Plan | M6X-2017-L0-26-LC | Maryland Trans Authority PD | $.00 | $50,050.00 | $.00 | $50,050.00 |
| | 39 | Plan | M6X-2017-L0-27-LC | Allegany County Sheriff's Dept | $.00 | $6,500.00 | $.00 | $6,500.00 |
| | 40 | Plan | M6X-2017-L0-28-LC | Frostburg State University Police | $.00 | $1,500.00 | $.00 | $1,500.00 |
| | 41 | Plan | M6X-2017-L0-29-LC | Frederick PD | $.00 | $23,750.00 | $.00 | $23,750.00 |
| | 42 | Plan | M6X-2017-L0-31-LC | Montgomery County PD | $.00 | $134,580.00 | $.00 | $134,580.00 |
| | 43 | Plan | M6X-2017-L0-32-LC | Cumberland PD | $.00 | $2,500.00 | $.00 | $2,500.00 |
| | 44 | Plan | M6X-2017-L0-33-LC | Caroline County Sheriff | $.00 | $18,000.00 | $.00 | $18,000.00 |
| | 45 | Plan | M6X-2017-L0-34-LC | Queen Anne's County Sheriff | $.00 | $9,000.00 | $.00 | $9,000.00 |
| | 46 | Plan | M6X-2017-L0-35-LC | Somerset County Sheriff | $.00 | $1,250.00 | $.00 | $1,250.00 |
| | 47 | Plan | M6X-2017-L0-36-LC | Calvert County Sheriff | $.00 | $26,750.00 | $.00 | $26,750.00 |

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

State: Maryland

## Highway Safety Plan Transaction

*2017-HSP-1*

For Approval

Page: 11

Report Date: 06/28/2016

| Program Area | Line | Action | Project | Description | State | Current Fiscal Year Funds | Carry Forward Funds | Share to Local |
|---|---|---|---|---|---|---|---|---|
| | 175 | Plan | M6X-2017-L0-39-LC | City of Bowie | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 176 | Plan | M6X-2017-L0-40-LC | Prince George's County PD | $.00 | $121,500.00 | $.00 | $121,500.00 |
| | 177 | Plan | M6X-2017-L0-41-LC | Wicomico County Sheriff | $.00 | $4,910.00 | $.00 | $4,910.00 |
| | 178 | Plan | M6X-2017-L0-42-LC | New Carrollton PD | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 179 | Plan | M6X-2017-L0-43-LC | Washington County Sheriff | $.00 | $12,500.00 | $.00 | $12,500.00 |
| | 180 | Plan | M6X-2017-L0-44-LC | Hagerstown PD | $.00 | $9,000.00 | $.00 | $9,000.00 |
| | 181 | Plan | M6X-2017-L0-45-LC | St. Mary's County Sheriff | $.00 | $23,475.00 | $.00 | $23,475.00 |
| | 182 | Plan | M6X-2017-L0-46-LC | Hyattsville PD | $.00 | $1,800.00 | $.00 | $1,800.00 |
| | 183 | Plan | M6X-2017-L0-47-LC | Manchester PD | $.00 | $500.00 | $.00 | $500.00 |
| | 184 | Plan | M6X-2017-L0-48-LC | Kent County Sheriff | $.00 | $4,000.00 | $.00 | $4,000.00 |
| | 185 | Plan | M6X-2017-L0-50-LC | Town of La Plata Police | $.00 | $6,500.00 | $.00 | $6,500.00 |
| | 186 | Plan | M6X-2017-L0-51-LC | Princess Anne PD | $.00 | $3,750.00 | $.00 | $3,750.00 |
| | 187 | Plan | M6X-2017-L0-52-LC | Baltimore County PD - TMU | $.00 | $138,750.00 | $.00 | $138,750.00 |
| | 188 | Plan | M6X-2017-L0-53-LC | MSP Statewide - Regular | $.00 | $391,875.00 | $.00 | $391,875.00 |
| | 189 | Plan | M6X-2017-L0-56-LC | Easton PD | $.00 | $14,000.00 | $.00 | $14,000.00 |
| | 190 | Plan | M6X-2017-L0-57-LC | University Park PD | $.00 | $1,800.00 | $.00 | $1,800.00 |
| | 191 | Plan | M6X-2017-L0-58-LC | U MD College Park Enforcement | $.00 | $7,200.00 | $.00 | $7,200.00 |
| | 192 | Plan | M6X-2017-L0-59-LC | Worcester County Sheriff | $.00 | $5,890.00 | $.00 | $5,890.00 |
| | 193 | Plan | M6X-2017-L0-60-LC | Charles County Sheriff | $.00 | $33,250.00 | $.00 | $33,250.00 |
| | 194 | Plan | M6X-2017-L0-61-LC | Berlin PD | $.00 | $1,860.00 | $.00 | $1,860.00 |
| | 195 | Plan | M6X-2017-L0-62-LC | Harford County Sheriff | $.00 | $91,250.00 | $.00 | $91,250.00 |
| | 196 | Plan | M6X-2017-L0-63-LC | Havre de Grace PD | $.00 | $2,000.00 | $.00 | $2,000.00 |
| | 197 | Plan | M6X-2017-L0-64-LC | Elkton PD | $.00 | $10,000.00 | $.00 | $10,000.00 |
| | 198 | Plan | M6X-2017-L0-65-LC | Baltimore City PD | $.00 | $40,000.00 | $.00 | $40,000.00 |

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

State: Maryland

## Highway Safety Plan Transaction

*2017-HSP-1*

For Approval



Report Date: 06/28/2016

| Program Area | Line | Action | Project | Description | State | Current Fiscal Year Funds | Carry Forward Funds | Share to Local |
|---|---|---|---|---|---|---|---|---|
| | 199 | Plan | M6X-2017-L0-66-LC | Bel Air PD | $.00 | $5,000.00 | $.00 | $5,000.00 |
| | 200 | Plan | M6X-2017-L0-67-LC | Aberdeen PD | $.00 | $5,000.00 | $.00 | $5,000.00 |
| | 201 | Plan | M6X-2017-L0-68-LC | Cecil County Sheriff | $.00 | $10,000.00 | $.00 | $10,000.00 |
| | 202 | Plan | M6X-2017-L0-69-LC | Talbot County Sheriff | $.00 | $3,500.00 | $.00 | $3,500.00 |
| | 203 | Plan | M6X-2017-L0-70-LC | Cheverly PD | $.00 | $2,400.00 | $.00 | $2,400.00 |
| | 204 | Plan | M6X-2017-L0-71-LC | Gaithersburg PD | $.00 | $10,000.00 | $.00 | $10,000.00 |
| | 205 | Plan | M6X-2017-L0-72-LC | Rockville PD | $.00 | $9,000.00 | $.00 | $9,000.00 |
| | 229 | Plan | M6X-2017-G0-89-SW | MHSO New System - 405d Funds | $.00 | $200,000.00 | $.00 | $.00 |
| **405d Impaired Driving Low Total** | | | | | **$.00** | **$3,834,550.25** | **$.00** | **$2,914,218.31** |
| ***MAP 21 405d Impaired Driving Low Total*** | | | | | ***$.00*** | ***$4,070,000.99*** | ***$.00*** | ***$3,114,218.31*** |
| ***MAP 21 405f Motorcycle Programs*** | | | | | | | | |
| ***405f Motorcyclist Training*** | | | | | | | | |
| | 206 | Plan | M9MT-2017-G0-49-SW | Maryland MVA - Motorcycle | $.00 | $9,032.00 | $.00 | $.00 |
| **405f Motorcyclist Training Total** | | | | | **$.00** | **$9,032.00** | **$.00** | **$.00** |
| ***405f Motorcyclist Awareness*** | | | | | | | | |
| | 89 | Plan | M9MA-2017-G0-14-LC | MHSO - High Risk MC Safety Motorist Awar | $.00 | $50,000.00 | $.00 | $50,000.00 |
| **405f Motorcyclist Awareness Total** | | | | | **$.00** | **$50,000.00** | **$.00** | **$50,000.00** |
| ***MAP 21 405f Motorcycle Programs Total*** | | | | | ***$.00*** | ***$59,032.00*** | ***$.00*** | ***$50,000.00*** |
| ***NHTSA Total*** | | | | | ***$.00*** | ***$11,124,250.59*** | ***$.00*** | ***$6,888,074.16*** |
| ***Total*** | | | | | ***$.00*** | ***$11,124,250.59*** | ***$.00*** | ***$6,888,074.16*** |

## Appendix D : MVA Match Documentation

Motor Vehicle Administration

Maryland Motor
Vehicle Administration
6601 Ritchie Highway, N.E.
Glen Burnie, Maryland 21062

410-768-7000
1-800-950-1MVA
CUSTOMER SERVICE CENTER

1-800-492-4675
TTY

www.MVA.Maryland.gov
MAIN SITE

June 24, 2016

Dr. Elizabeth A. Baker
Regional Administrator
National Highway Traffic Safety Administration – Mid-Atlantic Region
Suite 6700
10 South Howard Street
Baltimore MD 21201

Re: Highway Safety Programs Match for NHTSA Federal Funds

Dear Dr. Baker:

The Maryland Motor Vehicle Administration (MVA) is committed to one long-term goal – zero fatalities on Maryland's roadways. As the primary organization responsible for managing Maryland's traffic safety grants program, the MVA provides funding to assist our partners in developing and implementing highway safety programs designed to reduce traffic crashes, deaths, injuries and property damage.

In FFY 2017, the MVA will obligate roughly $15 million in federal funding toward highway safety programs and will be responsible for providing roughly $13.9 million of in-kind services as matching funds. The MVA's Central Operations and Safety Programs (COSP) will designate the match solely for federal highway safety grants and will not be used to match other federal grant programs. Please refer to Attachment 1 for the breakdown of matching funds.

As always, the Maryland MVA maintains the highest commitment to safety, driver services, and the effective management of our highway safety grants. Should you have any questions, please do not hesitate to contact me at 410-768-7830 or via email at cnizer@mva.maryland.gov.

Sincerely,

Christine Nizer, Administrator
Maryland Motor Vehicle Administration
Governor's Highway Safety Representative

cc: Mr. Thomas J. Gianni, Chief, MHSO

Larry Hogan - Governor  Boyd K. Rutherford - Lt. Governor
Pete K. Rahn - Secretary  Christine Nizer - Administrator

DA-092 (08-15)

**MHSO**
**COSP Matching Actuals YTD 06-23-16**
**FY 2016**

| PCA | INDEX_COD | INDEX_TITLE | FUND | AOBJ | AOBJ_TITLE | Budget | FY16 Expenditures as of of 06/23/2016 |
|---|---|---|---|---|---|---|---|
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 101 | SALARIES-REGULAR EARNINGS | 249,453 | 225,185 |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 151 | FICA REGULAR | 21,809 | 19,993 |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 152 | HOSPITAL INSURANCE | 17,998 | 23,533 |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 154 | HEALTH INSURANCE RETIRED | 9,252 | 12,826 |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 161 | RETIREMENT | - | |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 162 | PENSION | 42,183 | 38,390 |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 174 | UNEMPLOYMENT | 1,020 | 913 |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 189 | TURN OVER EXPECTANCY | (9,171) | |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 401 | TRVL-IN-ST-ROUT OPERATION | 98 | |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 403 | TRAVEL OUT ST-ROUT OPERAT | 1,454 | 1,454 |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 846 | COPIER LEASE | 1,797 | 1,797 |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 818 | REGISTRATION FEES - CONF | 535 | 975 |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 902 | OFFICE SUPPLIES | 54 | 22 |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 926 | PERSONAL COMPUTER SUPPLIE | 541 | 263 |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 993 | PRINTSHOP SUPPLIES | 207 | 231 |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 102 | SALARIES-STUDENTS | 114,735 | 106,950 |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 874 | MEETING EXPENSES | 845 | 586 |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 104 | SALARIES-OVERTIME | | 0 |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 213 | FICA-CONTRACTUAL | | - |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 214 | UNEMPLOYMENT-CONTRACTUAL | | - |
| 10030 | 21000 | PC: DRIVER SAFETY RESEARC | 300 | 220 | CONTRACTUAL EMPLOYEES SAL | | - |
| | 21000 Total | | | | | | **433,118** |
| 10030 | 22000 | DRIVER SAFETY DIVISION | 300 | 101 | SALARIES-REGULAR EARNINGS | 253,071 | 208,858 |
| 10030 | 22000 | DRIVER SAFETY DIVISION | 300 | 151 | FICA REGULAR | 18,627 | 15,109 |
| 10030 | 22000 | DRIVER SAFETY DIVISION | 300 | 152 | HOSPITAL INSURANCE | 26,997 | 31,168 |
| 10030 | 22000 | DRIVER SAFETY DIVISION | 300 | 154 | HEALTH INSURANCE RETIRED | 13,878 | 17,033 |
| 10030 | 22000 | DRIVER SAFETY DIVISION | 300 | 161 | RETIREMENT | - | |
| 10030 | 22000 | DRIVER SAFETY DIVISION | 300 | 162 | PENSION | 42,794 | 35,460 |
| 10030 | 22000 | DRIVER SAFETY DIVISION | 300 | 174 | UNEMPLOYMENT | 708 | 553 |
| 10030 | 22000 | DRIVER SAFETY DIVISION | 300 | 189 | TURN OVER EXPECTANCY | (9,456) | |
| 10030 | 22000 | DRIVER SAFETY DIVISION | 300 | 401 | TRVL-IN-ST-ROUT OPERATION | 128 | |
| 10030 | 22000 | DRIVER SAFETY DIVISION | 300 | 818 | REGISTRATION FEES - CONF | 100 | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 10030 | 22000 | DRIVER SAFETY DIVISION | 300 | 902 | OFFICE SUPPLIES | 45 | |
| 10030 | 22000 | DRIVER SAFETY DIVISION | 300 | 874 | MEETING EXPENSES | 55,000 | 648 |
| 10030 | 22000 | DRIVER SAFETY DIVISION | 300 | 801 | ADVERTISING | 2,460 | |
| 10030 | 22000 | DRIVER SAFETY DIVISION | 300 | 804 | PRINTING/REPRODUCTION | 981 | |
| 10030 | 22000 | DRIVER SAFETY DIVISION | 300 | 821 | CONSULTANTS | 24,000 | |
| | **22000 Total** | | | | | | **308,828** |
| 10030 | 26000 | DRIVER PROGRAM | 300 | 101 | SALARIES-REGULAR EARNINGS | 209,142 | 85,141 |
| 10030 | 26000 | DRIVER PROGRAM | 300 | 151 | FICA REGULAR | 15,393 | 6,247 |
| 10030 | 26000 | DRIVER PROGRAM | 300 | 152 | HOSPITAL INSURANCE | 26,997 | 14,602 |
| 10030 | 26000 | DRIVER PROGRAM | 300 | 154 | HEALTH INSURANCE RETIRED | 13,878 | 7,565 |
| 10030 | 26000 | DRIVER PROGRAM | 300 | 161 | RETIREMENT | - | |
| 10030 | 26000 | DRIVER PROGRAM | 300 | 162 | PENSION | 35,365 | 13,984 |
| 10030 | 26000 | DRIVER PROGRAM | 300 | 174 | UNEMPLOYMENT | 586 | 229 |
| 10030 | 26000 | DRIVER PROGRAM | 300 | 189 | TURN OVER EXPECTANCY | (7,815) | |
| 10030 | 26000 | DRIVER PROGRAM | 300 | 804 | PRINTING/REPRODUCTION | 1,157 | |
| | **26000 Total** | | | | | | **127,768** |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 101 | SALARIES-REGULAR EARNINGS | 2,914,693 | 2,434,516 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 151 | FICA REGULAR | 218,025 | 184,536 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 152 | HOSPITAL INSURANCE | 611,932 | 564,132 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 154 | HEALTH INSURANCE RETIRED | 314,568 | 307,577 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 161 | RETIREMENT | 78,263 | 3,368 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 162 | PENSION | 414,616 | 405,103 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 174 | UNEMPLOYMENT | 8,296 | 6,754 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 189 | TURN OVER EXPECTANCY | (108,907) | |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 846 | COPIER LEASE | 7,887 | 7,717 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 817 | LEGAL SERVICES/TRANSCRIPT | 1,900 | 5,236 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 818 | REGISTRATION FEES - CONF | | 100 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 902 | OFFICE SUPPLIES | 4,405 | 2,919 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 926 | PERSONAL COMPUTER SUPPLIE | 22,475 | 18,982 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 993 | PRINTSHOP SUPPLIES | 10,115 | 7,319 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 1046 | REPLACEMENT OFFICE FURNIT | 4,520 | 4,520 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 102 | SALARIES-STUDENTS | 38,812 | 80,967 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 804 | PRINTING/REPRODUCTION | 35,552 | 221,775 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 104 | SALARIES-OVERTIME | 386 | 15,473 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 203 | TEMPORARY EMPLOYEES | 33,320 | 27,383 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 806 | SCANNING / MICROFILMING | 133,102 | 128,589 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 831 | OFFICE OF ADMINISTRATIVE | 2,790,786 | 2,790,786 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 815 | LAUNDRY | | 52 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 914 | INSTRUCTIONAL SUPPLIES | | 219 |
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 935 | JANITORIAL SUPPLIES | | 93 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 10030 | 26100 | PC:DEL:ADMIN ADJUDICATION | 300 | 105 | SALARIES-SHIFT | | 1 |
| | **26100 Total** | | | | | | **7,218,117** |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 101 | SALARIES-REGULAR EARNINGS | 2,588,556 | 2,182,114 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 151 | FICA REGULAR | 197,418 | 165,373 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 152 | HOSPITAL INSURANCE | 494,945 | 387,272 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 154 | HEALTH INSURANCE RETIRED | 254,430 | 211,104 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 161 | RETIREMENT | - | |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 162 | PENSION | 437,725 | 371,062 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 174 | UNEMPLOYMENT | 7,508 | 6,053 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 189 | TURN OVER EXPECTANCY | (96,719) | |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 401 | TRVL-IN-ST-ROUT OPERATION | | 24 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 403 | TRAVEL OUT ST-ROUT OPERAT | 84 | 84 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 846 | COPIER LEASE | 8,551 | 5,694 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 818 | REGISTRATION FEES - CONF | 150 | |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 902 | OFFICE SUPPLIES | 2,238 | 1,310 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 926 | PERSONAL COMPUTER SUPPLIE | 25,863 | 20,233 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 993 | PRINTSHOP SUPPLIES | 8,516 | 6,589 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 1305 | ASSOCIATION DUES | 425 | |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 102 | SALARIES-STUDENTS | - | 68,762 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 804 | PRINTING/REPRODUCTION | 2,225 | 1,899 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 821 | CONSULTANTS | | 6,405 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 104 | SALARIES-OVERTIME | | 14,082 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 203 | TEMPORARY EMPLOYEES | 82,769 | 48,166 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 806 | SCANNING / MICROFILMING | 30,967 | 31,623 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 1146 | ADDITIONAL OFFICE FURNITU | 187 | 187 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 815 | LAUNDRY | | 52 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 935 | JANITORIAL SUPPLIES | | 12 |
| 10030 | 26200 | PC:DEL:DRIVER WELLNESS AN | 300 | 826 | FREIGHT & DELIVERY | | - |
| | **26200 Total** | | | | | | **3,528,099** |
| 10030 | 26500 | PC:DEL:DRIVER INSTRUTIONA | 300 | 101 | SALARIES-REGULAR EARNINGS | 636,998 | 146,136 |
| 10030 | 26500 | PC:DEL:DRIVER INSTRUTIONA | 300 | 151 | FICA REGULAR | 46,881 | 10,663 |
| 10030 | 26500 | PC:DEL:DRIVER INSTRUTIONA | 300 | 152 | HOSPITAL INSURANCE | 116,987 | 18,005 |
| 10030 | 26500 | PC:DEL:DRIVER INSTRUTIONA | 300 | 154 | HEALTH INSURANCE RETIRED | 60,138 | 9,807 |
| 10030 | 26500 | PC:DEL:DRIVER INSTRUTIONA | 300 | 161 | RETIREMENT | - | |
| 10030 | 26500 | PC:DEL:DRIVER INSTRUTIONA | 300 | 162 | PENSION | 107,714 | 24,828 |
| 10030 | 26500 | PC:DEL:DRIVER INSTRUTIONA | 300 | 174 | UNEMPLOYMENT | 1,783 | 390 |
| 10030 | 26500 | PC:DEL:DRIVER INSTRUTIONA | 300 | 189 | TURN OVER EXPECTANCY | (23,799) | |
| 10030 | 26500 | PC:DEL:DRIVER INSTRUTIONA | 300 | 403 | TRAVEL OUT ST-ROUT OPERAT | 440 | 440 |
| 10030 | 26500 | PC:DEL:DRIVER INSTRUTIONA | 300 | 818 | REGISTRATION FEES - CONF | | 350 |
| 10030 | 26500 | PC:DEL:DRIVER INSTRUTIONA | 300 | 902 | OFFICE SUPPLIES | 212 | 512 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 10030 | 26500 | PC:DEL:DRIVER INSTRUTIONA | 300 | 926 | PERSONAL COMPUTER SUPPLIE | | 66 |
| 10030 | 26500 | PC:DEL:DRIVER INSTRUTIONA | 300 | 874 | MEETING EXPENSES | 1,264 | 984 |
| 10030 | 26500 | PC:DEL:DRIVER INSTRUTIONA | 300 | 804 | PRINTING/REPRODUCTION | 2,155 | |
| 10030 | 26500 | PC:DEL:DRIVER INSTRUTIONA | 300 | 909 | MEDICAL SUPPLIES | | 69 |
| | **26500 Total** | | | | | | **212,250** |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 101 | SALARIES-REGULAR EARNINGS | | 391,238 |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 151 | FICA REGULAR | 3,965 | 30,290 |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 152 | HOSPITAL INSURANCE | | 44,386 |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 154 | HEALTH INSURANCE RETIRED | | 24,252 |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 162 | PENSION | | 66,438 |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 174 | UNEMPLOYMENT | 150 | 1,109 |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 401 | TRVL-IN-ST-ROUT OPERATION | | 310 |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 403 | TRAVEL OUT ST-ROUT OPERAT | 417 | 417 |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 818 | REGISTRATION FEES - CONF | 600 | |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 902 | OFFICE SUPPLIES | 3,247 | 1,134 |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 926 | PERSONAL COMPUTER SUPPLIE | 4,088 | 2,380 |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 993 | PRINTSHOP SUPPLIES | 685 | 1,311 |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 102 | SALARIES-STUDENTS | 44,995 | 14,455 |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 874 | MEETING EXPENSES | - | |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 804 | PRINTING/REPRODUCTION | 13,103 | |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 821 | CONSULTANTS | | - |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 104 | SALARIES-OVERTIME | 455 | |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 203 | TEMPORARY EMPLOYEES | 5,249 | |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 304 | MISCELLANEOUS COMMUNICATI | 1,475 | 2,936 |
| 10030 | 26520 | PC:DEL:DRIVER EDUCATION P | 300 | 935 | JANITORIAL SUPPLIES | | 132 |
| | **26520 Total** | | | | | | **580,788** |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 101 | SALARIES-REGULAR EARNINGS | 157,432 | 157,559 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 151 | FICA REGULAR | 16,337 | 12,851 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 152 | HOSPITAL INSURANCE | 26,997 | 38,546 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 154 | HEALTH INSURANCE RETIRED | 13,878 | 21,294 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 161 | RETIREMENT | - | |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 162 | PENSION | 26,644 | 26,446 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 174 | UNEMPLOYMENT | 612 | 470 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 175 | WORKERS COMPENSATION | 1,355 | 1,355 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 189 | TURN OVER EXPECTANCY | (5,884) | |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 401 | TRVL-IN-ST-ROUT OPERATION | 5,955 | 1,910 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 846 | COPIER LEASE | 2,972 | 2,402 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 902 | OFFICE SUPPLIES | 1,812 | 310 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 926 | PERSONAL COMPUTER SUPPLIE | 1,739 | 451 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 993 | PRINTSHOP SUPPLIES | 473 | 138 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 1305 | ASSOCIATION DUES | 1,200 | 1,200 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 102 | SALARIES-STUDENTS | 20,192 | 20,192 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 874 | MEETING EXPENSES | 4,035 | 2,503 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 801 | ADVERTISING | 9,898 | 6,000 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 804 | PRINTING/REPRODUCTION | 4,843 | 4,899 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 821 | CONSULTANTS | 5,600 | 2,107 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 104 | SALARIES-OVERTIME | 40 | |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 203 | TEMPORARY EMPLOYEES | 28,115 | 50,377 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 912 | WEARING APPAREL UNIFORMS | 688 | |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 703 | MTR VEH-MAINT & REPAIR | 4,551 | 1,380 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 819 | TRAINING | 10,501 | |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 903 | AUDIO VISUAL | 150 | |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 914 | INSTRUCTIONAL SUPPLIES | 33,922 | 32,587 |
| 10050 | 26510 | PC:DEL:MOTORCYCLE SAFETY | 300 | 904 | MAINT BLDG SUPPLIES | | 211 |
| | **26510 Total** | | | | | | **385,190** |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 101 | SALARIES-REGULAR EARNINGS | - | (23,301) |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 151 | FICA REGULAR | - | (1,715) |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 152 | HOSPITAL INSURANCE | - | (4,874) |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 154 | HEALTH INSURANCE RETIRED | - | (2,506) |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 161 | RETIREMENT | - | - |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 162 | PENSION | | (4,152) |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 174 | UNEMPLOYMENT | - | (65) |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 189 | TURN OVER EXPECTANCY | (266) | |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 401 | TRVL-IN-ST-ROUT OPERATION | 3,878 | 1,020 |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 403 | TRAVEL OUT ST-ROUT OPERAT | 2,992 | 3,761 |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 817 | LEGAL SERVICES/TRANSCRIPT | | - |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 902 | OFFICE SUPPLIES | 1,573 | 11 |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 874 | MEETING EXPENSES | | 300 |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 801 | ADVERTISING | 348 | 12,227 |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 804 | PRINTING/REPRODUCTION | - | 912 |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 821 | CONSULTANTS | | 42,621 |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 914 | INSTRUCTIONAL SUPPLIES | | 3,169 |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 1202 | PAYMENT TO POLITICAL SUBD | 506,802 | 464,127 |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 301 | POSTAGE | | 23 |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 808 | OFFICE EQUIPMENT RENTAL | | 12,095 |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 372 | TELECOMM CELLULAR PHONES | | - |
| 40010 | 28000 | MARYLAND HIGHWAY SAFETY | 300 | 868 | ISC TRAINING | | 2,200 |
| | **28000 Total** | | | | | | **505,853** |
| 40010 | 28009 | MARYLAND HIGHWAY SAFETY ( | 300 | 101 | SALARIES-REGULAR EARNINGS | 467,739 | 428,117 |
| 40010 | 28009 | MARYLAND HIGHWAY SAFETY ( | 300 | 151 | FICA REGULAR | 34,426 | 31,190 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 40010 | 28009 | MARYLAND HIGHWAY SAFETY ( | 300 | 152 | HOSPITAL INSURANCE | 53,994 | 67,641 |
| 40010 | 28009 | MARYLAND HIGHWAY SAFETY ( | 300 | 154 | HEALTH INSURANCE RETIRED | 27,756 | 37,360 |
| 40010 | 28009 | MARYLAND HIGHWAY SAFETY ( | 300 | 161 | RETIREMENT | - | |
| 40010 | 28009 | MARYLAND HIGHWAY SAFETY ( | 300 | 162 | PENSION | 79,155 | 70,144 |
| 40010 | 28009 | MARYLAND HIGHWAY SAFETY ( | 300 | 174 | UNEMPLOYMENT | 1,333 | 1,142 |
| 40010 | 28009 | MARYLAND HIGHWAY SAFETY ( | 300 | 189 | TURN OVER EXPECTANCY | (17,339) | |
| | **28009 Total** | | | | | **647,064** | **635,595** |
| | **Grand Total** | | | | | **15,323,080** | **13,935,605** |