FFY13 MARYLAND HIGHWAY SAFETY PERFORMANCE PLAN

MARYLAND STRATEGIC HIGHWAY SAFETY PLAN 2011-2015

August 2011

| 08/31/2012 | Moving Toward Zero Deaths |

The FFY13 Maryland HSPP outlines the funding program initiatives of the Maryland Highway Safety Office (MHSO), a division of the Maryland Motor Vehicle Administration (MVA) and serves as funding application to the U. S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA).

FFY13 Maryland Highway Safety Performance Plan

MOVING TOWARD ZERO DEATHS

Contents

SECTION I: EXECUTIVE SUMMARY

Introduction

The Maryland Department of Transportation (MDOT) and the MVA are pleased to present this Federal Fiscal Year (FFY) 2013 Highway Safety Plan (HSP) to the National Highway Traffic Safety Administration (NHTSA). This HSP outlines the strategic approach Maryland is taking to address its critical traffic safety challenges in the next year.

Leadership for Highway Safety

MVA Administrator John Kuo serves as Governor Martin O'Malley's designated Highway Safety Representative. Administrator Kuo is responsible for the delivery of a wide range of services and programs that support Maryland's highway safety goals, including driver licensing and license sanctions, driver education and improvement, driver health and safety, and vehicle safety. The MVA also administers the State's ignition interlock program, the largest such program in the eastern United States.

The MHSO, a division of the Central Operations and Safety Programs Section of the MVA, is the designated highway safety office for the State, as required by the Highway Safety Act of 1966. The MHSO is responsible for administering highway safety grant funds from NHTSA and for coordinating a comprehensive network of highway safety programs on behalf of the State. The Chief of the MHSO serves as Maryland's Highway Safety Coordinator.

Maryland's highway safety program is facilitated by the staff of the MHSO in coordination with state, regional and local stakeholders and is supported by federal highway safety grant funds as well as state and local funds. The major functions of the MHSO are:

- Problem Identification
- Planning and Coordination
- Grants Administration
- Public Information and Education
- Program Monitoring and Evaluation

Key Partnerships

The MHSO works with law enforcement, judicial personnel, engineers, private sector organizations and community advocates to coordinate activities and initiatives relating to behavioral issues in highway safety. Working together to achieve Maryland's vision of Toward Zero Deaths is critical to MHSO's success. A full listing of these critical partners can be found in the appendix. Building and continuing partnerships is vital to the long-term reduction in crashes and the MHSO remains committed in FFY 2013 to finding proactive partners in traffic safety.

The Maryland Strategic Highway Safety Plan – Developing the State's Top Long-Range Priorities

In the past twenty years, Maryland has developed four Strategic Highway Safety Plans (SHSP), all with the goal of developing and maintaining focus on the state's top highway safety priorities. The 2003 Maryland SHSP, modeled after the American Association of State Transportation Officials (AASHTO) national plan, focused on the State's problems in 23 program areas and included multiple strategies to reduce fatalities and serious injuries on Maryland's roadways.

In 2006, Maryland updated the SHSP based on the process recommended by the 2005 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The update followed a data-driven, multi-disciplinary approach involving the 4Es of safety – engineering, education, enforcement, and emergency medical services. The result was a statewide, comprehensive safety plan that provided a coordinated framework for reducing fatalities and serious injuries on all public roads. The 2006 SHSP established statewide goals, objectives, and 14 key emphasis areas developed in consultation with federal, state, local, and private sector safety stakeholders.

In 2011, Maryland adopted a new five-year SHSP to focus attention on the State's greatest highway safety problems and to set specific and measurable goals for reducing traffic-related injuries and fatalities. In so doing,
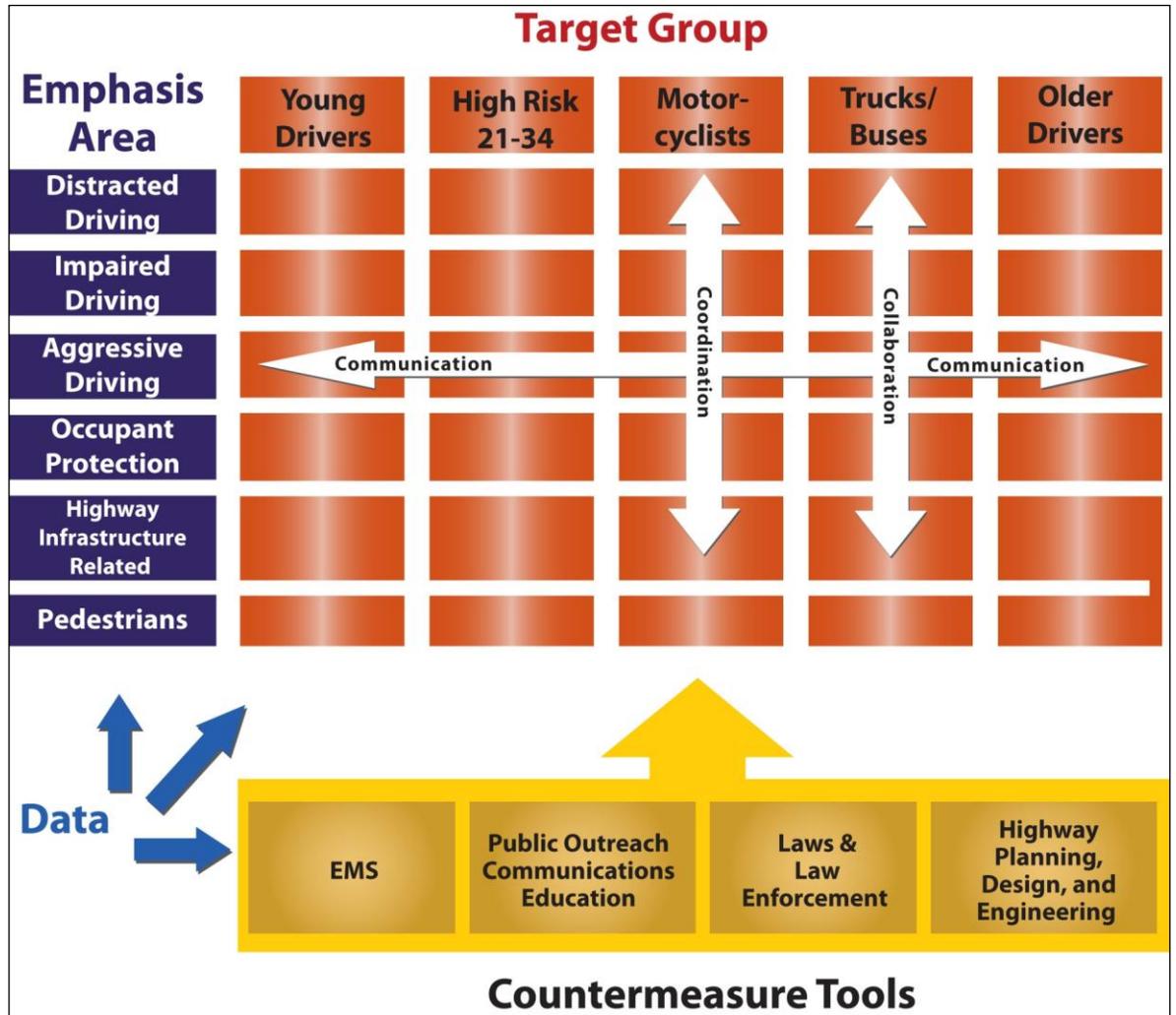
2011-2015 Maryland Strategic Highway Safety Plan Priorities and Process

the 2011-2015 Maryland SHSP contains six Emphasis Areas, 23 Strategies, and 88 Action Steps (the 2006 SHSP had 14 Emphasis Areas, 87 Strategies, and 281 Action Steps). As a part of the plan, Maryland joined other states and organizations in adopting the goal of the national initiative Toward Zero Deaths: A National Strategy on Highway Safety, to reduce traffic fatalities by half by 2030.

Maryland supports the long-term goal of zero deaths and is committed to adopting strategies to achieve that purpose. To establish a benchmark for progress for the SHSP, Maryland approved annual and interim goals to reduce motor vehicle-related fatalities and injuries by half by 2030. This translates into an average annual decrease of 3.1 percent and 2.6 percent, respectively. Each Emphasis Area Team also adopted measurable fatality and injury

objectives to reflect the interim goal. Implementation of the 2011-2015 SHSP takes a new approach by focusing not only on the issues that cause the greatest number of traffic safety problems, but on geographic areas where traffic crashes are most prevalent. Each Emphasis Area Team will focus on areas where their challenges are most concentrated; in addition, the Teams will work together to focus on high priority corridors to combat the combination of issues present in those locations. To ensure that MHSO is fully represented within the SHSP, at least one MHSO staff member is on each Emphasis Area Team and/or Target Group. This FFY13 HSPP supports the SHSP by adopting its goals for injury and fatality reduction and by incorporating the key strategies and countermeasures into the HSPP development process.

MHSO Major Strategies

The MHSO's core mission is to improve highway safety within the State of Maryland through the use of education, enforcement, engineering, and emergency medical services strategies. Encompassing those 4 E's of highway safety, the MHSO utilizes the following framework:

1. Grant Administration
2. Law Enforcement Coordination
3. Marketing and Media
4. Support of NHTSA National Mobilizations

Throughout this HSP, each Program Area will touch on each piece of this framework and elaborate on how it will contribute to the goals developed within the SHSP.

The FFY13 Highway Safety Plan: Overview

Despite recent declines in traffic crashes, injuries and fatalities overall, Maryland faces many persistent and difficult highway safety problems. This HSPP describes the State's approach to administering federal highway safety grant funds to address these critical issues. The HSPP is divided into five sections:

I. **The Performance Plan** details the process used to develop specific projects and programs, including the problem identification process, the collection and analysis of data, the emphasis areas of the SHSP and how they relate to the HSP, as well as a summary of highway safety goals.

II.   **The Highway Safety Plan** describes specific problems in key program areas and key strategies and countermeasures to combat these issues and achieve the specific goals of the HSP and the SHSP.

III.   **Certifications and Assurances** contain required statements regarding the proper administration of the State's highway safety program and related grant funds.

IV.   **The Program Cost Summary** details the allocation of the various federal highway safety grant program funds to specific program areas and projects.

V.   **Appendices** provide supplemental information about the State's highway safety program and the MHSO.

SECTION II: PERFORMANCE PLAN

The HSP Planning Process

The development of the annual Maryland Highway Safety Performance Plan is typically a nine month process, starting with the Problem Identification process in October of each year.
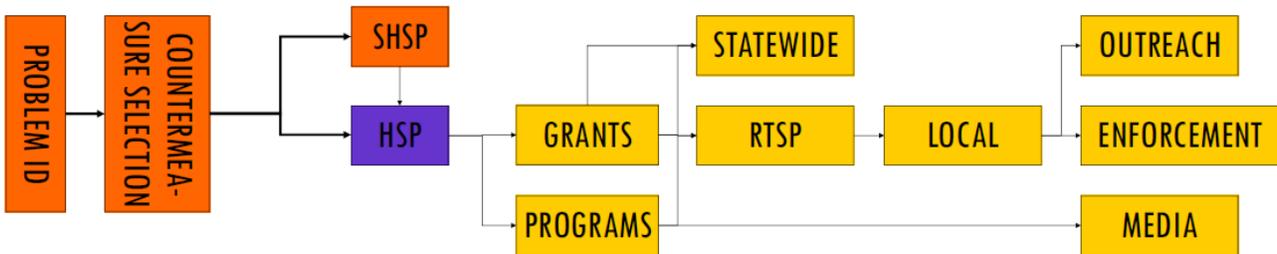
Quarter	Highway Safety Performance Plan Development Activity
Quarter 1 (Oct.- Dec.)	• Implement HSP, grants and contracts • Begin preparation of annual evaluation report for previous fiscal year • Submit annual evaluation report to NHTSA Region 3 Office
Quarter 2 (Jan. – Mar.)	• Debrief the previous year's program results with staff and review the NHTSA Regional Office Priority Letter to help set State goals • Conduct problem identification process including review of State highway crash data and other related data sources • Host an annual internal planning session to guide funding distribution and overall direction of the highway safety program • Post potential MHSO grantee announcement on MHSO web site • Convene program area sessions to assist with creating specific goals, strategies and performance measures within each program area • Request input from partner agencies and stakeholders on program area direction and potential strategies
Quarter 3 (Apr. – Jun.)	• Determine revenue estimates and draft an initial HSP budget • Draft the HSP components- Performance Plan and Highway Safety Plan for internal review • Review draft HSP with Department officials and other appropriate local, State and Federal officials • Develop MHSO in-house grants • Invite MHSO Grant Advisory Review Team to review selected project proposals
Quarter 4 (Jul. – Sept.)	• Conduct MHSO final internal review of HSP for compliance with Federal requirements, completeness and accuracy • Submit HSP for approval by Governors Highway Safety Representative • Review project proposals and make selections • Finalize HSP budget • Submit the final HSP to NHTSA Regional 3 Office for review • Notify successful applicants and develop final grant agreements • Obtain approval for grants and contracts from the appropriate Department officials • Submit MHSO in-house grants for Department approval • Issue Notice To Proceed to selected grantees

Problem Identification

Maryland utilizes numerous available tools to help identify the most pressing highway safety problems within the state. These include, but are not limited to, statewide demographic information from the multiple state agencies, geo–spatial analysis, survey tools, and crash and citation data.

Statewide Demographics

With more than 5.8 million people, Maryland is the 19th most populous state in the nation and has a population per square mile of 596. The State's 12,407 square miles, 42nd in size, are divided into 23 counties and Baltimore City. Maryland's population is largely clustered around the suburbs of Washington, DC, and in or near Maryland's largest city, Baltimore. Seventeen percent of the State's 30,765 miles of roadways are state-owned and the remaining 25,524 miles are local roads.

Approximately 58.2 percent of the population is Caucasian, 29.4 percent is African-American, 5.5 percent is Asian, and Hispanics and Latinos of any race make up 8.2 percent of the population. Maryland's population has increased 10.0 percent from 2000 to 2011. The Maryland Department of Planning predicts that Maryland's population will grow to exceed 6.3 million by 2020.

MOTOR VEHICLE DATA – MARYLAND			
	LICENSED DRIVERS	REGISTERED VEHICLES	VMT
	(MILLIONS)	(MILLIONS)	(MILLIONS)
2002	3,662	4,333	53,702
2003	3,745	4,421	54,701
2004	3,789	4,538	55,284
2005	3,846	4,604	56,319
2006	3,895	4,690	56,302
2007	3,937	4,752	56,503
2008	3,995	4,774	55,023
2009	4,049	4,736	55,293
2010	4,070	4,740	56,126
2011	4,084	4,783	56,000*
Source: MVA, FHWA			

The demographics of Maryland show females slightly outnumber males, 51.6 percent to 48.4 percent. People age 65 and older comprise 12.5 percent of the 2011 population. In addition, people of legal driving age encompass 80.7 percent of the total population. MHSO utilizes these types of demographics to tailor outreach and communications programs to specific segments of the population.

Strategic Planning/Maps

For several years, the MHSO has utilized geo-spatial mapping technologies to help provide a visual perspective to the highway safety problems affecting the state. As more MHSO staff and MHSO partners become familiar with the capabilities of the mapping analysis software,

the maps are becoming more complex and useful for marketing, media, educational outreach, and law enforcement deployment strategies. A few samples of these county-level maps are provided below:
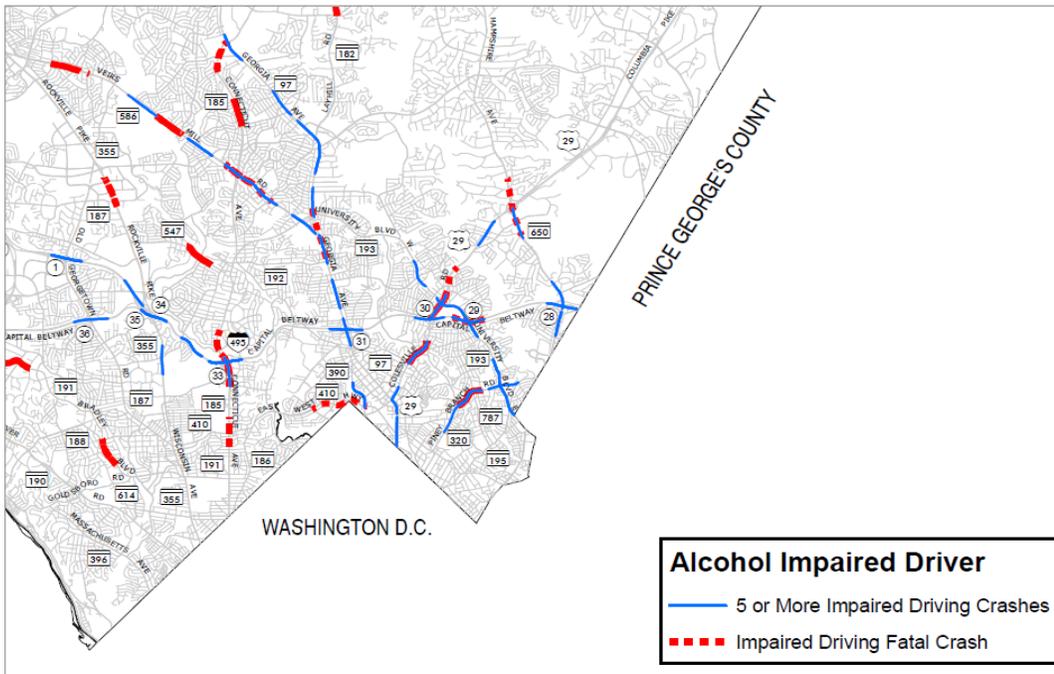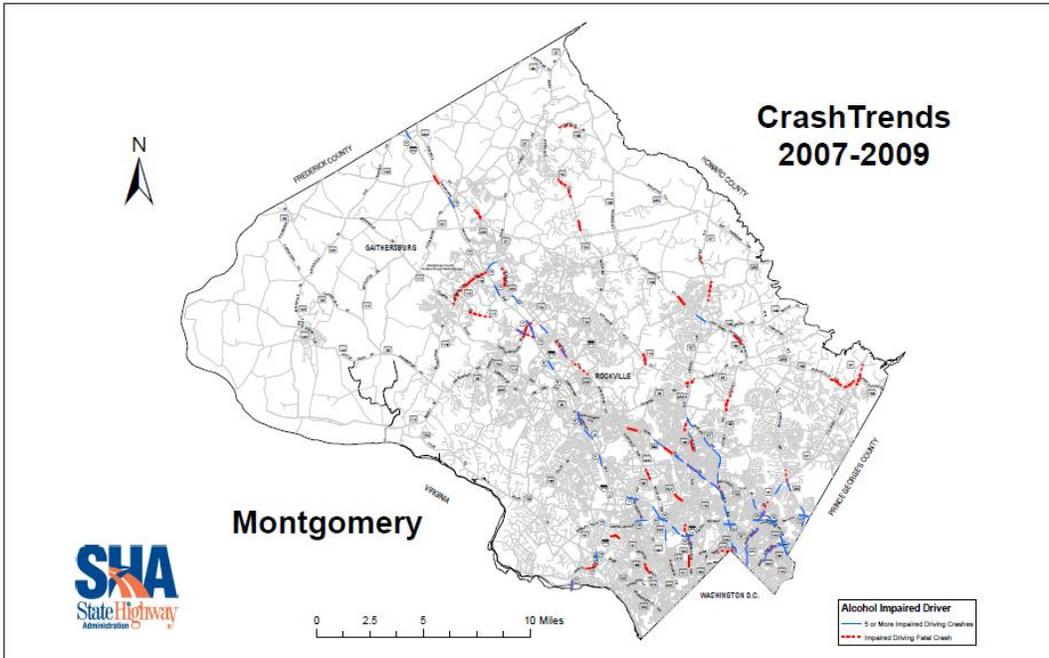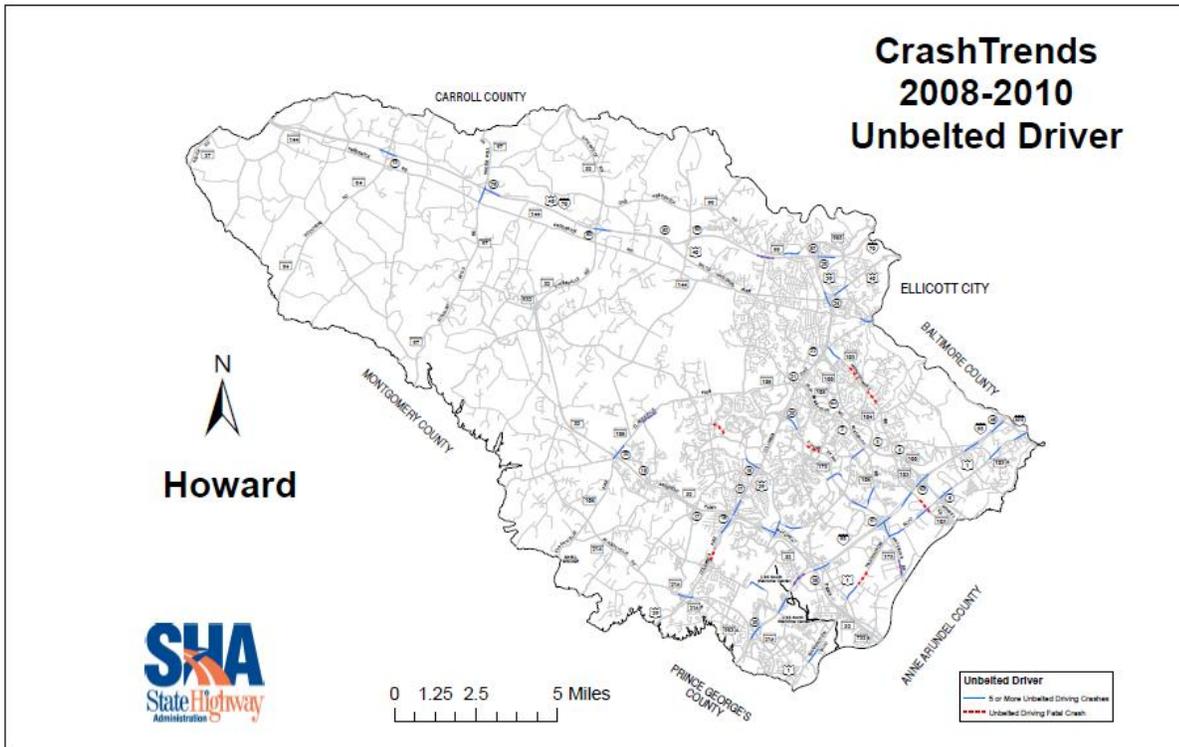
Action Measure Tools (AMT) and the Maryland Annual Driving Survey (MADS)

In 2009, the MHSO implemented a statewide behavioral survey program. Receiving public feedback and understanding general knowledge, attitudes, and behaviors of drivers is a critical piece of information that can help to explain changes (or lack thereof) in crashes and injuries. Action Measure Tools (AMT) were designed to learn more about what motivates survey respondents, what is important to them, and if they understand some of Maryland's traffic safety laws. The AMT cycle consists of year–round paper–and–pencil and internet–based AMT methodology in addition to a once–annual survey administered in July known as the Maryland Annual Driving Survey (MADS). The majority of these surveys are distributed by the Regional Traffic Safety Program (RTSP) Managers that conduct programs in each of the 24 jurisdictions in the State. Data is maintained and analyzed by research staff at the National Study Center for Trauma & EMS (NSC) at the University of Maryland, Baltimore.

A total of 6,432 AMT surveys were collected in FFY 2011 across all 24 jurisdictions during all months of the year except July, when MADS was distributed. Those surveys were distributed across nine program areas: Aggressive Driving, Bicycles, Distracted Driving, Impaired Driving, Mature Drivers, Motorcycles, Occupant Protection, Pedestrians and Younger Drivers.

The majority of AMT surveys were collected for Younger Drivers and Occupant Protection, allowing numerous jurisdiction–level analyses. Unfortunately, smaller numbers of Motorcycle AMTs were submitted, restricting analyses to the State level. Each jurisdiction contributed surveys for all nine program areas, with higher frequencies coming from the more populous areas of the state such as Montgomery and Prince George's Counties.

During the month of July, a total of 2,900 MADS surveys were collected and analyzed to fulfill national requirements from NHTSA. Initial findings were presented at an annual training and strategic planning workshop in the fall of 2011. The 87–page AMT and MADS Annual Report can be provided upon request.

Profile Data Reports and Crash Data Trend Analysis

In 2011, 487 people were killed in the 89,947 police–reported traffic crashes in Maryland, while 44,491 people were injured and 59,091 crashes involved property damage only. In total, 307 drivers (240 vehicle drivers and 67 motorcycle operators), 110 pedestrians and bicyclists, and 70 passengers were killed on Maryland highways. On average, one person was killed every 18 hours, 122 people were injured each day (5 injuries every hour), and 246 police–reported traffic crashes occurred every day.

Table 5 – VMT, Fatality and Injury Information, 2007-2011

Year	VMT (billion miles)	Fatalities*	Fatality Rate*	Number Injured*	Alcohol-related Fatalities**	Safety Belt Use Rate
2007	56.8	615	1.083	51,729	178	93.1%
2008	56.1	592	1.055	48,148	145	93.4%
2009	55.6	550	0.989	47,370	162	94.3%
2010	56.2	496	0.882	44,474	154	94.7%
2011	56.0	487	0.870	44,491		94.17%

*   Source: Maryland State Highway Administration, MHSO/F&ISS ** Source: NHTSA, Fatality Analysis Reporting (FARS) (BAC 0.08+)

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

Statewide Crashes							
	2007	2008	2009	2010	2011	% Change	2013 Goal
Fatal Crashes	558	539	516	463	*457*	-18.1	460
Injury Crashes	34,867	32,775	32,377	30,505	30,399	-12.8	28,730
Property Damage Only	65,518	62,040	63,543	59,606	59,091	-9.8	53,002
Total Crashes	100,943	95,354	96,436	90,574	89,947	-10.9	81,884
Total of All Fatalities	615	592	550	496	*487*	-20.8	506
Total Number Injured	51,729	48,148	47,370	44,474	44,491	-14.0	42,206

Source: Maryland State Highway Administration, FISS

Bold italics indicate goals met by 2011

There were decreases in every sub–category of crashes. Over the past year, total crashes decreased by 627 and injury crashes decreased by 106 while total injuries increased by 17. The largest decrease was seen in total fatalities, which decreased by 1.8 percent. Additionally, the five–year fatality rate trend for Maryland decreased from a high of over 1.08 in 2007 to a low of 0.87 in 2011. Maryland's overall fatality rate has also consistently been lower than the national fatality rate for every year since 1992, and 2011 was no exception. Total VMT decreased by slightly more than 1 percent to 56 billion in 2011. The overall marked improvement in crash trends is clear, as noted in the graph on the following page, which illustrates the downward trend in the fatality rate and the upward trend of VMT.

It should be noted that while our current year (CY2011) fatalities are lower than our 2013 projected goal, MHSO will continue to utilize incremental decreases set forth in the SHSP toward our 2015 goals. Due to fluctuations in vehicular fatalities, this methodology avoids moving targets.

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

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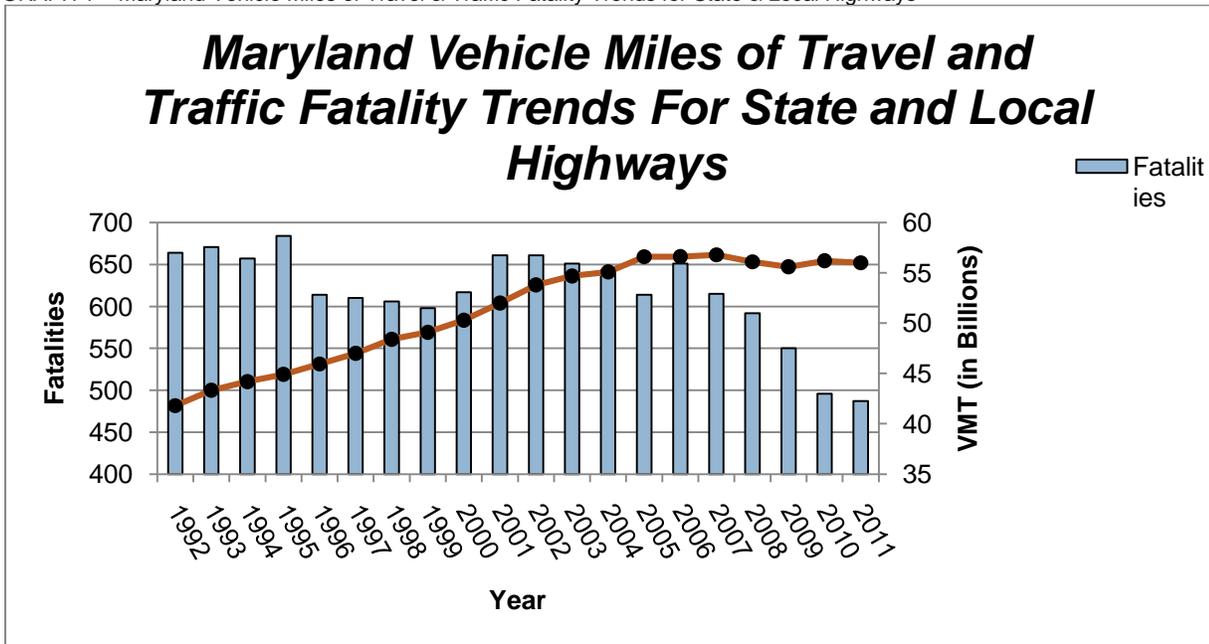
GRAPH 2 – Maryland Vehicle Miles of Travel & Traffic Fatality Rate Trends for State & Local Highways

Maryland Vehicle Miles of Travel and Traffic Fatality Trends For State and Local Highways
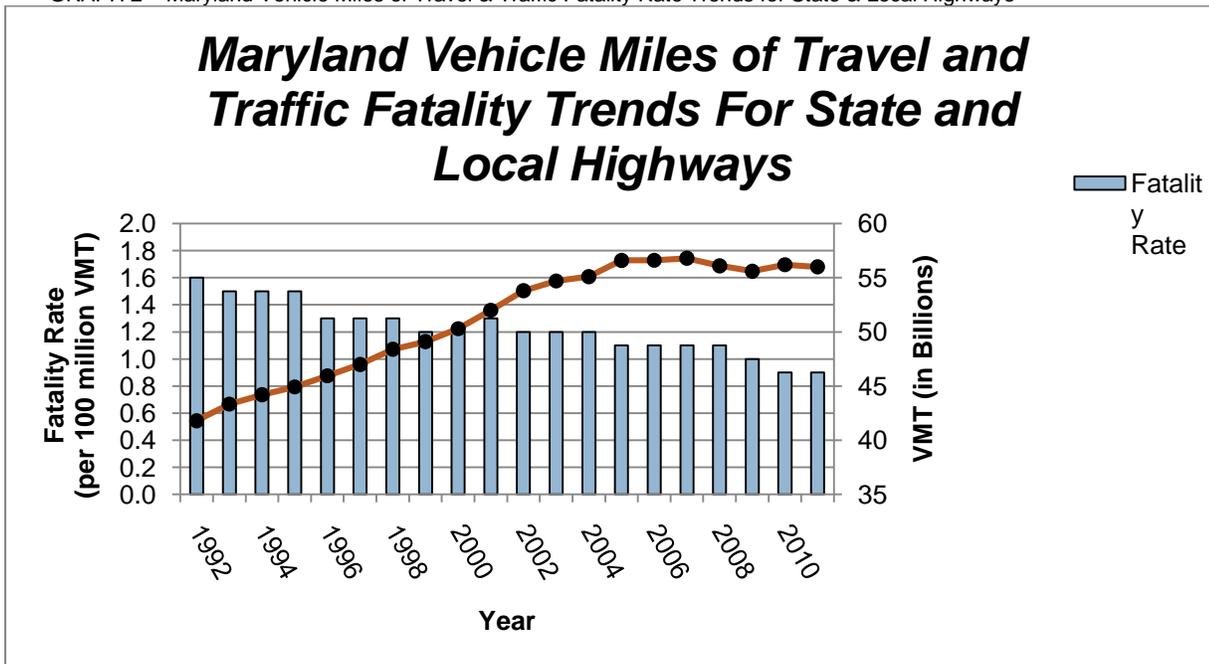
Table 7, below, illustrates Maryland's highway safety crash trends over the past 5 years, as well as Maryland's 2013 goals.   Individual program areas are ranked by the five-year average

of crashes, injuries and fatalities. The rankings are computed using 5-year averages – 2007 through 2011. The chart reveals that on average, the highest number of total crashes and injuries involve inattentive, young, older and alcohol/drug impaired drivers; however, a different pattern emerges among fatalities. The majority of fatalities resulted from inattentive, alcohol/drug impaired and pedestrian crashes.

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

	2007	2008	2009	2010	2011	5 Yr Avg	2013 Goal
TOTAL CRASHES*							
Inattentive Driving	61,002	56,937	55,172	52,285	52,769	55,633	48,894
Young Driver (age 16-20)	18,993	17,345	16,389	13,777	*12,502*	15,801	14,895
Older Driver (65 & above)	10,166	9,885	10,125	10,052	10,207	10,087	8,489
Alcohol/Drug Impaired Driving	8,610	8,145	8,805	7,885	7,625	8,214	6,994
Aggressive Driving	6,205	6,112	6,149	5,708	5,770	5,989	5,249
Pedestrian	2,928	2,822	2,715	2,724	2,541	2,746	2,423
Motorcycle Involved	1,841	1,803	1,886	1,927	1,880	1,867	1,548
Pedalcycle	809	799	686	734	700	746	686
INJURIES*							
Inattentive Driving	34,224	31,325	30,182	28,871	29,050	30,730	27,459
Young Driver (age 16-20)	11,666	10,311	9,800	8,309	*7,644*	9,546	9,038
Older Driver (65 & above)	6,822	6,546	6,645	6,464	6,480	6,591	5,738
Alcohol/Drug Impaired Driving	4,820	4,291	4,531	4,088	4,028	4,352	3,761
Aggressive Driving	4,242	4,184	4,053	3,791	3,888	4,032	3,668
Pedestrian	2,667	2,618	2,505	2,488	*2,293*	2,514	2,295
Motorcycle Involved	1,661	1,568	1,596	1,558	1,512	1,579	1,374
Pedalcycle	662	652	578	610	588	618	572
FATALITIES*							
Inattentive Driving	284	270	252	249	*231*	257	231
Alcohol/Drug Impaired	221	171	173	177	181	185	146

Driving							
Pedestrian	112	118	112	103	103	110	101
Young Driver (age 16-20)	112	106	88	64	*66*	87	91
Older Driver (65 & above)	79	85	101	80	79	85	73
Motorcycle Involved	96	83	67	73	*70*	78	71
Aggressive Driving	76	62	54	47	*44*	57	53
Pedalcycle	7	7	10	8	*5*	7	6

Source: Maryland State Highway Administration, FISS ; Bold italics indicate goals met by 2011
Note: Figures do not take into account exposure data such as VMT, population, registered vehicles and licensed drivers.
Categories may also overlap (i.e. 16 year old alcohol/drug impaired driver). For this table, alcohol/drug impaired refers to crashes in
which the operator of the motor vehicle was reported to be under the influence of alcohol or drugs.

The breakdown below summarizes where over-representation occurs in the various categories listed on crash reports for all of Maryland's traffic crashes. In FFY 2013, the MHSO will use this data to target educational and media efforts by age and gender, while focusing enforcement efforts by month, day of week, time of day, road type, and county.

Over-Represented Crash Factors – General

Factor	*Variable*	*Percentage*
Age (drivers)	16-29	29.8% of involved; 35.6% of injured; 33.0% of killed
Gender (drivers)	Men	50.5% of involved; 50.0% of injured; 79.3% of killed
Month	October -December – total crashes; May-June – injury crashes; May-July – fatal crashes	Total – 26.9%; injury – 18.0%; fatal – 27.9%
Day Of Week	Friday– total and injury crashes; Saturday– fatal crashes	Total – 16.5%; injury – 16.3%; fatal – 19.2%
Time Of Day	2pm-6pm – total and injury crashes; 6pm-10pm – fatal crashes	Total – 26.8%; injury – 29.2%; fatal – 21.9%
Road Type	State and county roads	Total – 53.8%; injury – 59.9%; fatal – 67.5%
County	Baltimore City and Baltimore and Prince George's Counties	Total – 49.5%; injury – 43.7%; fatal – 40.7%

Programmatic and fiscal proposals for FFY 2013 were developed utilizing the aforementioned information. The MHSO used all available data to determine levels of funding for the various program areas and jurisdiction allocations at the local level, a process which remains especially vital in times of limited financial resources.

Citations/Court

Table 11 contains data on the most commonly issued, though not all of the, citations in Maryland in 2011. Each citation identifies a violation of the state transportation article. More than 1.1 million citations had been issued throughout the state. Close to one-quarter were issued to motorists as a speeding violation, and another 7% were issued for improper seatbelt use.

TABLE 11 **–** Top Types of Traffic Citations, 2011

Rank	Type	Number
1	Speeding	248,880
2	Improper belt use	83,668
3	Suspended registration	58,350
4	Suspended license	55,176
5	Failure to carry registration card	46,352
6	Driving without a license	39,802
7	Failure to display license on demand	39,443
8	Failure to obey traffic control device	31,973
9	Failure to stop at stop sign	24,130
10	Expired license tags	23,544
11	Driving while license suspended	22,753
12	Driving under the influence of alcohol	22,645
13	Driving while impaired	22,629
14	Negligent driving	21,302
Total		740,647

Source: NSC

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

TABLE 12 **–** Citation Type by Court Disposition, 2011

Type	Guilty	Not Guilty	Probation Before Judgment	Dismissed	Nol Pross	Jury Trial	Merge with Other Citation	Fail to Appear	Inactive Docket
Speeding	167,408	10,319	43,065	4,337	8,854	547	438	3,156	2,344
Belt Use	79,027	749	566	273	2,510	147	88	761	321
DWI/DUI	4,355	255	7,841	35	2,882	1,080	29	628	363

Source: NSC

Highway Safety Goals

SHSP Goals

To establish a goal for the SHSP in-line with the long-range goal to reduce fatalities by 50 percent (592 in 2008 to 296 in 2030), the NSC at the University of Maryland School of Medicine applied a reduction of 3.1 percent to each calendar year for subsequent estimates. The NSC calculated this percentage as the geometric mean reduction over the entire 22-year period. This methodology set fatality goals for each emphasis area and assist Maryland with milestone benchmarks or interim goals.

To set goals for reducing total injuries, the NSC used the most recent eight years of Maryland traffic crash data to calculate the annual ratio of fatalities to total injuries (0.011), and applied the ratio to the 2030 fatality goal to determine the expected number of injuries. The resulting injury total indicated a 44 percent decrease from the 2008 number, which corresponds to an annual reduction of 2.6 percent. The NSC used the same methodology used for fatality calculations to determine a 2015 goal.

STATEWIDE FATALITY GOAL

Reduce the annual number of traffic-related fatalities on all roads in Maryland from 592 in 2008 to fewer than 475 by December 31, 2015 (19.8 percent reduction).

STATEWIDE INJURY GOAL

Reduce the annual number of traffic-related injuries on all roads in Maryland from 48,149 in 2008 to fewer than 40,032 (16.8 percent reduction) by December 31, 2015.

HSPP Performance Measures

AGGRESSIVE DRIVING

Reduce the annual number of aggressive driving-related fatalities on all roads in Maryland from 63 in 2008 to fewer than 51 (19.8 percent reduction) by December 31, 2015.

Reduce the annual number of serious aggressive driving-related injuries on all roads in Maryland from 454 in 2008 to fewer than 394 (13.2 percent reduction) by December 31, 2015.

Reduce the annual number of aggressive driving-related injuries on all roads in Maryland from 4,203 in 2008 to fewer than 3,495 (16.8 percent reduction) by December 31, 2015.

	2011	2012	2013	2014	2015
Fatalities	57	56	54	52	51
Total Injuries	3,884	3,783	3,684	3,589	3,495

DISTRACTED DRIVING

Reduce the annual number of distracted driving-related fatalities on all roads in Maryland from 290 in 2008 to fewer than 233 by December 31, 2015, (19.8 percent reduction)

Reduce the annual number of serious distracted driving-related injuries on all roads in Maryland from 2,941 in 2008 to fewer than 2,553 (13.2 percent reduction) by December 31, 2015.

Reduce the annual number of distracted driving-related injuries on all roads in Maryland from 31,778 in 2008 to fewer than 26,426 (16.8 percent reduction) by December 31, 2015.

TARGETS:

	2011	**2012**	**2013**	**2014**	**2015**
Fatalities	264	256	248	240	233
Serious Injuries	2,768	2,713	2,658	2,605	2,553
Total Injuries	29,363	28,600	27,856	27,132	26,426

IMPAIRED DRIVING

Reduce the annual number of alcohol-related fatalities (BAC 0.01+) on all roads in Maryland from 182 in 2008 to fewer than 146 by December 31, 2015, (19.8 percent reduction) (Source: FARS)

Reduce the annual number of alcohol-related fatalities (BAC 0.08+) on all roads in Maryland from 145 in 2008 to fewer than 116 by December 31, 2015, (19.8 percent reduction) (Source: FARS)

Reduce the annual number of serious impaired driving-related injuries on all roads in Maryland from 629 in 2008 to fewer than 546 (13.2 percent reduction) by December 31, 2015.

Reduce the annual number of impaired driving-related injuries on all roads in Maryland from 4,291 in 2008 to fewer than 3,568 (16.8 percent reduction) by December 31, 2015.

TARGETS:

	2011	**2012**	**2013**	**2014**	**2015**
Fatalities (BAC 0.01+)	166	160	155	151	146
Fatalities (BAC 0.08+)	132	128	124	120	116
Serious Injuries	592	580	569	557	546
Total Injuries	3,965	3,862	3,761	3,664	3,568

OCCUPANT PROTECTION

Reduce the annual number of unbelted occupant fatalities on all roads in Maryland from 165 in 2008 to fewer than 132 (19.8 percent reduction) by December 31, 2015.

Reduce the annual number of serious unbelted occupant injuries on all roads in Maryland from 552 in 2008 to fewer than 479 (13.2 percent reduction) by December 31, 2015.

Reduce the annual number of unbelted occupant injuries on all roads in Maryland from 3,155 in 2008 to fewer than 2,624 (13.2 percent reduction) by December 31, 2015.

TARGETS:

	2011	2012	2013	2014	2015
Fatalities	150	145	141	137	132
Serious Injuries	520	509	499	489	479
Total Injuries	2,915	2,839	2,766	2,694	2,624

PEDESTRIANS

Reduce the annual number of pedestrian fatalities on all roads in Maryland from 115 in 2008 to fewer than 92 (19.8 percent reduction) by December 31, 2015.

Reduce the annual number of serious pedestrian injuries on all roads in Maryland from 445 in 2008 to fewer than 386 (13.2 percent reduction) by December 31, 2015.

Reduce the annual number of pedestrian injuries on all roads in Maryland from 2,469 in 2008 to fewer than 2,053 (16.8 percent reduction) by December 31, 2015.

TARGETS:

	2011	2012	2013	2014	2015
Fatalities	105	101	98	95	92
Serious Injuries	419	410	402	394	386
Total Injuries	2,281	2,222	2,164	2,108	2,053

SPEED

Reduce the annual number of fatalities in speed-related crashes on all roads in Maryland from 163 in 2008 to fewer than 131 (19.8 percent reduction) by December 31, 2015.

Reduce the annual number of serious injuries in speed-related crashes on all roads in Maryland from 1,002 in 2008 to fewer than 870 (13.2 percent reduction) by December 31, 2015.

Reduce the annual number injuries in speed-related crashes on all roads in Maryland from 10,031 in 2008 to fewer than 8,342 (16.8 percent reduction) by December 31, 2015.

TARGETS:

	2011	2012	2013	2014	2015
Fatalities	148	144	139	135	131
Serious Injuries	943	924	906	888	870
Total Injuries	9,269	9,028	8,793	8,564	8,342
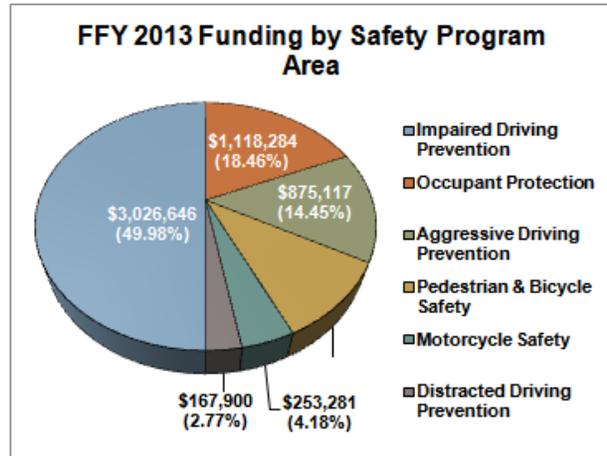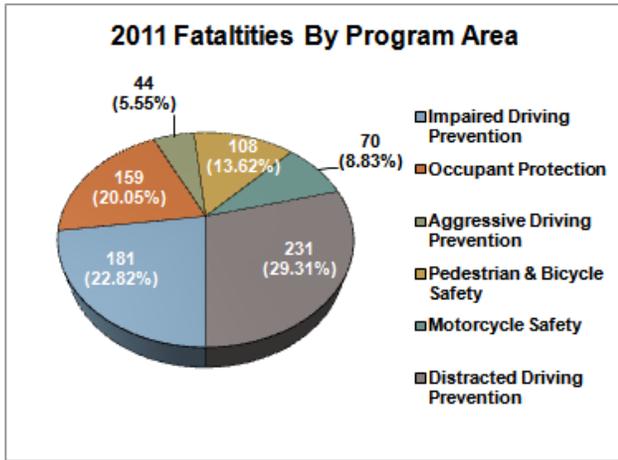
A full listing of Maryland's Highway Safety Performance Measures can be found in the Appendix

SECTION III: HIGHWAY SAFETY PLAN

Highway Safety Grant Management and Coordination

Grant Solicitation Process

Each year, the MHSO awards grants to state and local governmental units, non-profit organizations and institutions of higher education to help solve Maryland's most critical behavioral traffic safety problems. Applications for highway safety project funding are solicited during the second quarter of each calendar year through a combination of email communication, electronic publishing and a statewide press release. Current highway safety grantees are automatically notified for each subsequent federal fiscal year. The MHSO also solicits applications from eligible agencies in areas of the state that have been deemed high priority through the problem identification process. Projects that are considered for funding

must address the emphasis areas identified in Maryland's Strategic Highway Safety Plan or other identified traffic safety issue. Projects are funded on a federal fiscal year basis (October 1 – September 30). The grants can provide start up or "seed" money for new programs, provide new direction to existing safety programs, or support state planning to identify and evaluate highway safety problems.

23 CFR Part 1250 requires that at least 40 percent of all federal funds apportioned to Maryland under Section 402 be expended by political subdivisions within the state. To meet this requirement, and to focus attention to the State's critical highway safety issues, funding to localities is guided by the problem identification process and by the program goals of the Maryland SHSP. To determine funding amounts for the RTSP Program, the State's jurisdictions are grouped into three categories based on mean population figures (most populated, midsize, least populated) for the most recent three year period. Jurisdictions within each population category are ranked by mean jurisdiction specific data (injury crashes, fatality crashes, DUI citations, seat belt citations and speed citations) per 100,000 VMT using three years of the most recent information available. Higher numbers of crashes and/or citations are objective indicators to support proportionality higher funding allocations. The MHSO's RTSP Program Managers are responsible for developing county-level strategic plans and work with their task force partners in applying for local funds through MHSO's electronic grants system (SHARP) to develop grant applications that address critical issues identified in those plans.

A statewide Grant Applicant Seminar is held typically in March to review the grant application requirements, the MHSO's priority areas, and the formal application process with current and prospective grantees.
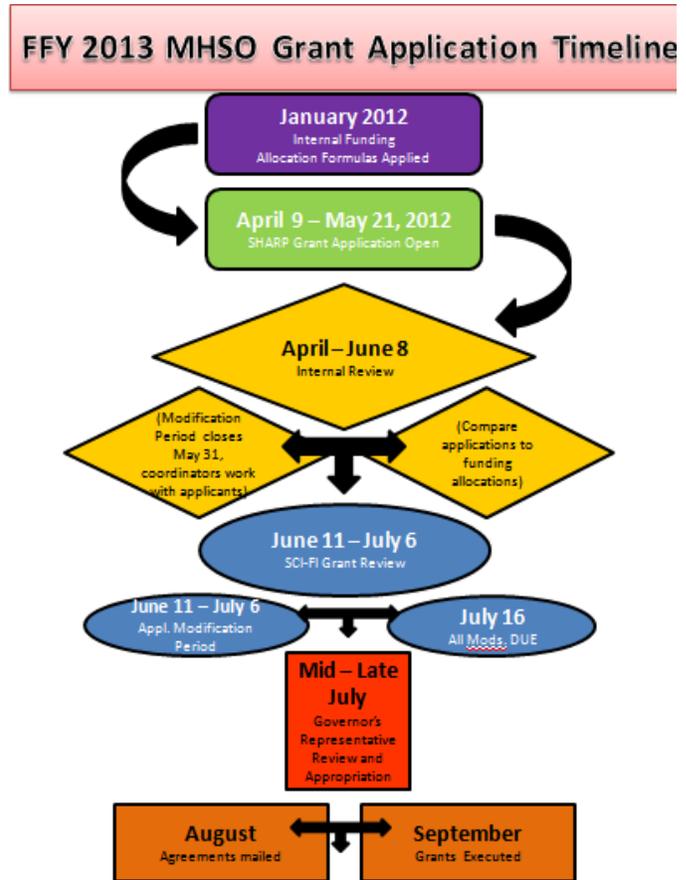
As applications are created by potential grantees in the online grants management system, Safe Highways Application and Reporting Program (SHARP), the MHSO Program Managers are assigned to the applications by program area.   The MHSO's Program Managers review the applications for eligibility, determine how the project will impact highway safety, and determine if the application meets the required criteria as they are being developed. Program Managers work with potential grantees to develop worthwhile applications and ensure that all requirements have been met prior to submission for review by providing technical assistance to submitting agencies and organizations

The applications have a firm due date, typically in May. After that date applicants are no longer able to submit an application.   (NOTE: Mid-Year grants proposals are accepted by the MHSO. These require special permission for entry into the SHARP system and follow a similar path for review as described below. Typically these projects do not run for an entire year depending on the date of their submission.) Submitted applications are assigned to specific Program Managers based on expertise (Safety Program Managers) or geographic area (RTSP Managers). Each Program Manager individually evaluates their assigned applications by filling out a review form with their comments and recommendations, which will later be shared with the rest of the review committee.

A Grant Review Team meets traditionally in June and July to collectively review all proposals to determine which projects will be funded and at what level. This team is comprised of the MHSO's Chief, Deputy Chief, FISS Chief, financial team, a member of the MHSO's admin staff (record keeping purposes only), the MHSO Program Manager assigned to the application, and an invited NHTSA Region III representative. Each grant is reviewed by this team using a variety of criteria:

- Eligibility of applicant (political subdivisions and non-profit organizations)
- Eligibility of the program area and conformity to program strategy
- Extent of need for the project/program
- Measurable goals and objectives
- Suitable strategies and activities
- Past performance (if applicable)
- Participation/attendance in state highway safety campaigns/events/meetings

- Allowability in accordance with federal funding guidelines and Maryland's statutes and regulations
- Budget and cost effectiveness
- Size of community served

Following the meeting of the Grant Review Team, suggested amendments to the applications (if any), including the budget, are communicated to the applicant by the MHSO Program Manager. If a grantee still remains interested in the project, in lieu of the proposed changes, an amended application is filed. Upon final review of the submitted applications, the MHSO shall recommend one of the following actions:

- Approval of the application
- Approval of the application with special conditions or modifications
- Denial of the application

A planning document is created by the finance team to summarize all of the projects recommended for funding, including the name of the agency, project title, and dollar amounts. This document is reviewed with the MHSO Chief, FISS Chief and Governor's Highway Safety Representative (GHSR).

After the approval of the GHSR, project agreements are created, along with an extensive list of conditions, and sent to the approved applicants. The agreements are first signed by the applicant agency and then signed by the MHSO Chief. Denial letters are mailed to the agencies whose applications were not selected for funding along with general reasons as to the nature of the denial.

Once all signatures have been acquired, the project is then executed, and the agency may incur reimbursable costs beginning October 1, the start of the federal fiscal year.

Planning and Administration

Office Structure

The MHSO is divided into four areas of responsibility: Safety Programs; Regional Traffic Safety Programs, Finance, and Administration.

The Safety Programs section currently consists of five program managers and one Safety Programs supervisor. These program managers focus on one or more highway safety program areas. The primary functions of safety program managers are to manage grants within their program areas and coordinate the development and implementation of statewide programs such as *Click It or Ticket*, *Smooth Operator*, and *Checkpoint Strikeforce*. Additionally, these managers develop and implement data collection and analysis, marketing, media, public relations activities.

The Regional Traffic Safety Program (RTSP) consists of eleven Program Managers in Maryland's nine highway safety regions and a statewide RTSP Supervisor. These local program managers assist in grant administration, local outreach, and provide support to statewide programs and other MHSO projects.

The Finance section consists of two finance managers and one finance supervisor. This section supports the budgeting, payment, reimbursement processing, and accounting functions of the MHSO.
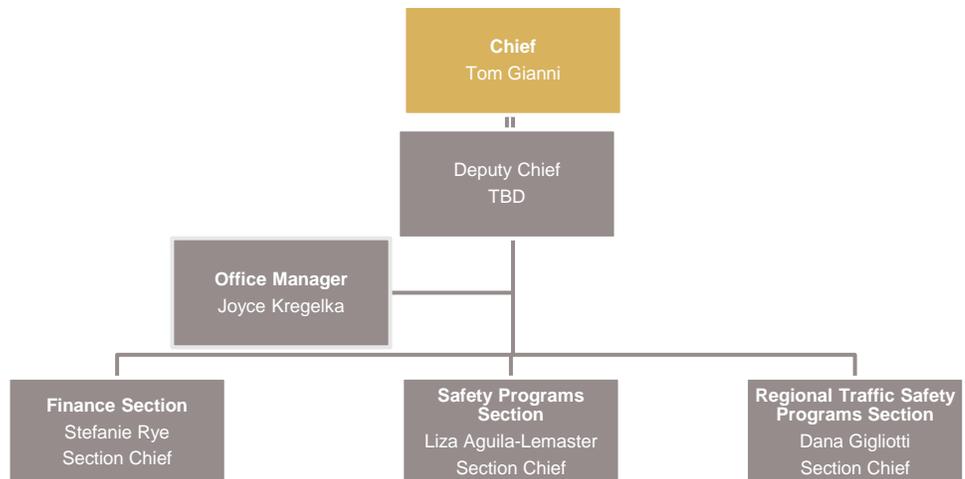
The Administrative Support section consists of one office manager and one business service specialist and both provide programmatic and administrative support for all the sections within the office.

Statewide Programs

The MHSO is committed to the SHSP goal of reducing fatalities in half by the year 2030. To accomplish that, the MHSO continues to develop and coordinate statewide programs that address the most prevalent causes of motor vehicle fatalities in Maryland: speed, unbelted occupants, and impaired drivers using data-driven problem identification and model countermeasure and program development and implementation.

STATEWIDE

There were 2,162 motor vehicle occupant deaths for the period 2006-2010 (non-pedestrian and non-motorcycle).

Sixty-two percent (n=1,345) involved speeding, impairment, or lack of belt use.

Unbelted = 786
(36% of all fatalities)

Speed = 614
(28% of all)

Impaired = 684
(32% of all)

322 / 120 / 193 / 151 / 219 / 124 / 216

Maryland Motor Vehicle Occupant Fatality Causes

MARYLAND

5 yr Totals
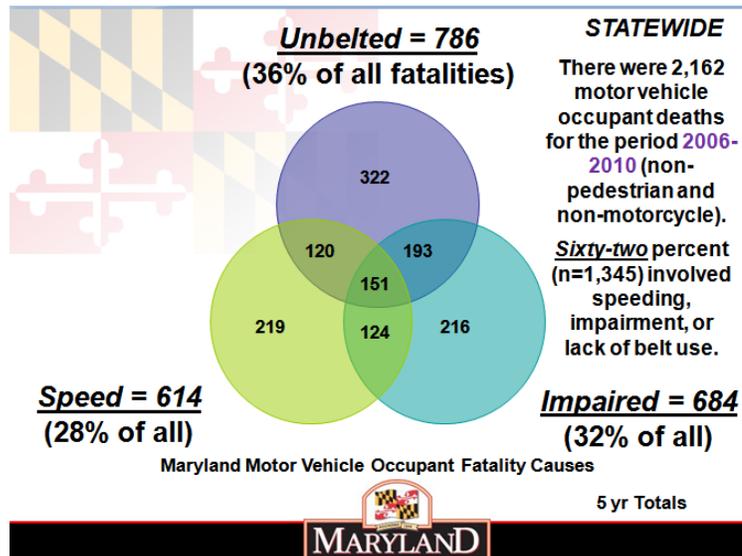
Checkpoint Strikeforce, *Click It Or Ticket*, and *Smooth Operator* are the three signature programs that address impaired drivers, unbelted occupants, and aggressive drivers, respectively. To aid in maximizing exposure of enforcement-based messages through the use of paid media and to maximize the effectiveness of overtime enforcement grant funding, the development and implementation of these marquis programs are closely aligned with the NHTSA 2013 Communications Calendar, and the NHTSA proposed enforcement crackdown timeframes.

Regional Traffic Safety Programs

Federal Fiscal Year 2013 represents the first full year of the RTSP program. The RTSP Program Managers serve as the MHSO's field operations staff that is committed to ensuring coordination, collaboration and cooperation with both traditional and nontraditional highway safety partners. The RTSP Program Managers are traffic safety coordinators in the nine regions that represent Maryland's 23 counties and Baltimore City. They are responsible for educating the public and promoting safe driving behaviors using a data driven approach. The team works with a variety of partners to help solve local traffic safety problems related to the driver, pedestrian, the vehicle and the roadway. The Regional Traffic Safety Team is responsible for developing and maintaining a multi-disciplinary task force that serves as the

driving force in identifying, studying and bringing into focus traffic safety challenges and opportunities at the local level.

Targeting grant funding toward traffic safety problems identified by data, developing local grantee partners and monitoring those grants are major tasks of the coordinators. The Program Managers act as a catalyst to market programs, messages and media campaigns within communities, businesses, law enforcement and government entities.

Specific grant-related teams

Grant Management and Program Coordination

Grant Management Team

The Grants Management Team is responsible for guiding the grants management process for the MHSO.   Some of the main tasks include determining the timeline for the annual application process, identifying changes to pre-award and/or post-award grantee documents, scheduling trainings for applicants, providing input on timelines for quarterly reports, and helping streamline any procedures that need to be created or modified.

This team is composed of various statewide program managers, FISS Chief, both Finance & Grants Managers, Section Chiefs for both Safety Programs and for the Regional Traffic Safety Program (RTSP), and several RTSP program managers. Monthly meetings are held at MVA for this group.

SHARP Team

The Safe Highways Application & Reporting Program (SHARP) Team is a sub committee of the Grants Management Team. This group is responsible for the creation of new forms in SHARP, changes to existing forms, testing new forms/changes on the demo site, conducting training for applicants, grantees, and internal staff on new forms and changes to the workflow/process of how documents move along the approval path.

This team is composed of various statewide program managers, FISS Chief, both Finance & Grants Managers, Section Chiefs for both Safety Programs and for the Regional Traffic Safety Program (RTSP), several RTSP program managers, and two project managers from the Central

Operations and Safety Programs section of MVA. Monthly meetings are held at MVA for this group.

Management and Section Meetings

The MHSO has adopted a management team model that embraces collaborative decision making methods. This team is comprised of all section managers: the Chief, Deputy Chief, Finance, Safety Programs, Regional Traffic Safety Programs and Administration Chief's. Their role is to establish a process management system, setting standards and guidelines for certain actions, tasks and processes within the office. The management team meets bi-weekly to discuss, design, implement and oversee office processes, policies, directives, and deliverables, as well as to monitor possible ways to make processes better. The management team works to ensure internal and external customer needs are met.

The MHSO business model ensures that everyone within the organization is operating on the same page, which prevents variations that can slow or alter the goals and objectives set by the MHSO management team.

The same prototype is used among all program sections, where all section chiefs meet regularly with employees to discuss the outcomes of the SCI-FI meetings. This is also an opportunity to share policy, process and other programmatic expectations relative to daily operations. These team meetings allow for a collaborative problem-solving team process where the professional opinions, ideas and planning elements are shared and designed during these meetings.

Task Force and Campaign Coordination Meetings

The MHSO Program Managers coordinate a variety of highway safety task forces throughout the year. These meetings provide opportunities to share ideas, network, and provide best practice information. A brief sample of the statewide task forces coordinated includes:

Impaired Driving Coalition

- The Coalition addresses impaired driving – making sure that Maryland's highway safety programs address the problem through education, enforcement and engineering countermeasures.

- It has 6 sub-committees that address Data; Law Enforcement; Legislation; Public Information & Education; Restaurant & Hospitality Industry; Treatment & Rehabilitation;
- The Task Force has nearly 225 members, consisting of representatives from federal, state and county agencies; non-profits, not-for profits and associations; law enforcement agencies; hospitals and institutions for higher education; advocate agencies; employers; and related agencies with an involvement in highway safety.

Motorcycle Safety Task Force

- The Task Force addresses motorcycle safety – making sure that Maryland's highway safety programs address the problem through education, enforcement and engineering measures.
- The Task Force has nearly 25 members, consisting of representatives from federal, state and county agencies; non-profits and not-for profits; law enforcement agencies; hospitals and institutions for higher education; advocate agencies; and related agencies with an involvement in highway safety.

Occupant Protection Task Force

- The Task Force addresses occupant protection in terms of seat belts, child safety seats and motorcycles – making sure that Maryland's highway safety programs address the problem through education, enforcement and engineering measures.
- It has 4 sub-committees that address Child Passenger Safety; Older Driver Occupant Protection; Pick-Up Trucks; Young Driver Occupant Protection;
- The Task Force has nearly 150 members, consisting of representatives from federal, state and county agencies; non-profits, not-for profits and associations; law enforcement agencies; hospitals and institutions for higher education; advocate agencies; employers; and related agencies with an involvement in highway safety.

Traffic Records Coordinating Committee (TRCC)

- The Committee addresses traffic records and is currently piloting a new, multi-faceted data/technology system in the State of Maryland. It is anticipated that this system will provide real-time data collection and analysis, encompass crash reports

from all enforcement agencies, and have mobile reporting capabilities, completely automating the process.

- The Task Force has nearly 175 members, consisting of representatives from federal, state and county agencies; non-profits, not-for profits and associations; law enforcement agencies; hospitals and institutions for higher education; advocate agencies; and related agencies with an involvement in highway safety.

Young Driver Task Force

- The Task Force addresses young driver safety in terms of seat belt use, as well as impaired driving and inattentive driving prevention – making sure that Maryland's highway safety programs address the problem through education, enforcement and engineering measures.
- It has 1 sub-committee that addresses driver's education.
- The Task Force has nearly 175 members, consisting of representatives from federal, state and county agencies; non-profits, not-for profits and associations; law enforcement agencies; hospitals and institutions for higher education; advocate agencies; employers; and related agencies with an involvement in highway safety.

In addition, the MHSO's Program Managers coordinate planning meetings for all statewide campaigns and Maryland RTSP Program Managers lead local task force meetings that are vitally important to achieving buy-in at a local level and meeting Maryland's traffic safety goals.

Strategic Emphasis Areas

Impaired Driving

Goals/Objectives

	2007	2008	2009	2010	2011	5-year % Change	2013 Goal
Fatal Crashes	192	155	161	163	164	-14.6	132
Injury Crashes	3,151	2,834	3,019	2,729	2,675	-15.1	2,484
Property Damage Only	5,267	5,156	5,625	4,993	4,786	-9.1	4,405
Total Crashes	8,610	8,145	8,805	7,885	7,625	-11.4	6,994
Total of All Fatalities	221	171	173	177	181	-18.1	146
Total Number Injured	4,820	4,291	4,531	4,088	4,028	-16.4	3,761

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

Problem Identification

Over the past five years, an average of 8,214 impaired driving crashes has occurred annually on Maryland's roadways. Maryland's 2015 goal is 6,581 impaired driving crashes, as noted in the above table. On average, 185 people have lost their lives each year. This loss of life represents one-third of all of Maryland's traffic fatalities. In addition, an average of 4,352 people has been injured annually, accounting for 9% of all of Maryland's traffic injuries.

The following information represents the most common demographics and crash characteristics among all impaired driving crashes in MD for the past five years (2007–2011):
- Younger drivers ages 21–29 (approximately 30 percent of all drivers involved, injured and killed)
- Male drivers (over 70 percent of all drivers involved and injured, over 85 percent of all drivers killed)
- Summer months (May–August)
- Weekends (Saturday–Sunday)
- Nighttime (12am–4am)

- State and County roadways over-represented
- Baltimore and Prince George's Counties over-represented

The 2011 MADS results found that more respondents in Maryland reported driving within 2 hours of drinking an alcoholic beverage as compared to the 2008 national (NHTSA, 2010) survey (23 percent vs. 13 percent). Also, fewer males reported 'Never' and close to one-quarter reported driving after drinking 1-2 times in the past month.

The majority (80 percent) of all respondents felt they were 'Very Likely' or 'Somewhat Likely' to be arrested if they drove after drinking. However, when analyzing this question among those respondents who also reported drinking and driving three or more times in the past 30 days, the figures shift slightly. While 67 percent still believe they are 'Very Likely' or 'Somewhat Likely' to be arrested, only 27 percent felt it was a 'Very Likely' occurrence as compared to 36 percent of the total respondents. This information illustrates a lower perceived risk of penalty potentially influencing the decision to drive after drinking.

Maryland Impaired Driving Casualties

	2006	2007	2008	2009	2010
Impaired Driving Injuries	5068	4820	4291	4529	4083
Impaired Driving Fatalities (.08+ BAC)	189	178	145	165	154
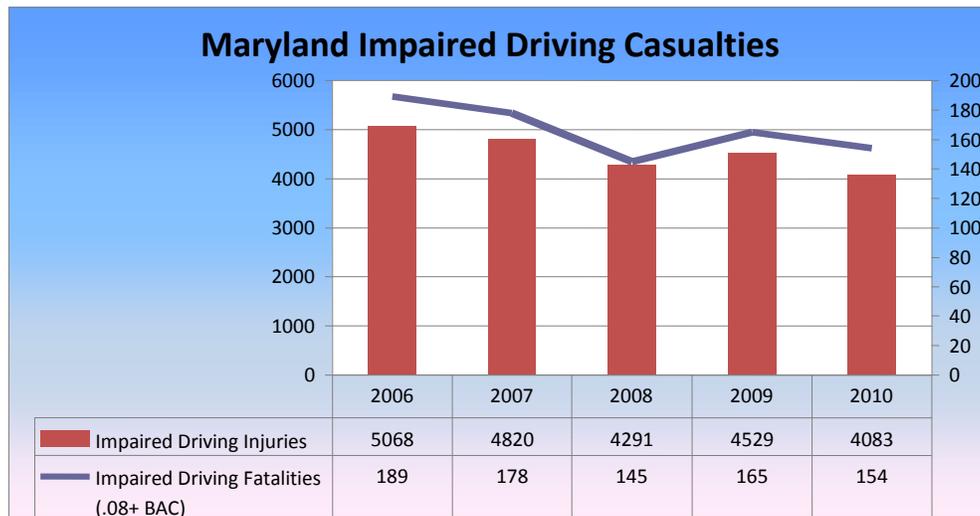
- Impaired driving is one of Maryland's highest priority traffic safety issues:

- Nearly one of every three people killed in traffic crashes in Maryland in 2010 were involved in a crash with a drunk driver.

- Fourteen people are killed each month in Maryland in a crash involving a drunk driver.

- More than 4,000 people are injured each year in Maryland in crashes involving an impaired driver.

- Drivers aged 21 to 29 years are a high-risk group, making up more than 30 percent of all impaired drivers statewide.

- Men make up more than 70 percent of impaired drivers involved in traffic crashes, and more than 86 percent of impaired drivers involved in fatal traffic crashes.

County	5 YR AVG.	Statewide %
Prince George's	452	16.1
Baltimore	408	13.8
Montgomery	334	11.4
Anne Arundel	296	11.4
Baltimore City	255	10.2
Harford	135	4.2
Howard	126	3.9
Frederick	122	3.5
Washington	109	3.1
Carroll	101	2.9
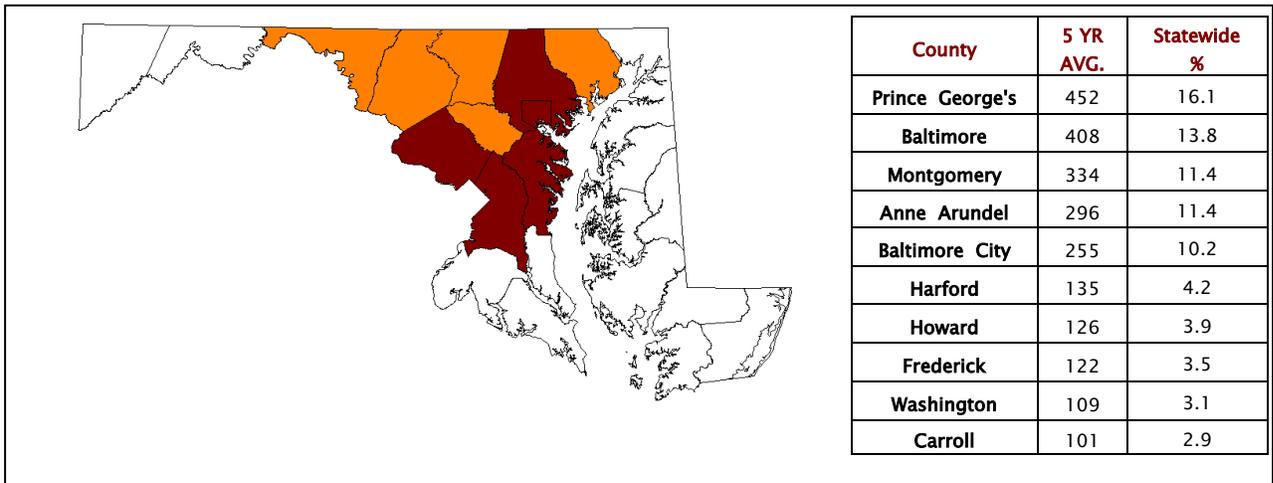
The highest concentration of impaired driving crashes occurs in the metropolitan areas of Baltimore, central Maryland, and Washington, D.C.. Five jurisdictions (Prince George's, Baltimore, Montgomery and Anne Arundel Counties and Baltimore City) account for more than 60 percent of all impaired driving crashes statewide.

Key Strategies

As in years past, the MHSO's Impaired Driving Program will continue to prioritize and dedicate resources toward enforcement, education and public relation efforts. The goals and objectives are driven by the Maryland's Strategic Highway Safety Plan, Impaired Driving Emphasis Area, the findings and recommendations adopted by the Governor via the Task Force to Combat Driving Under the Influence of Drugs and Alcohol and finally the recommendations of the 2007 Impaired Driving Assessment orchestrated by NHTSA, which are all closely paralleled. These findings and recommendations include strengths and weaknesses of the Maryland system, statistical trends, and prescribed and tested

countermeasures to enhance Maryland's Impaired Driving System and ultimately, reduce impaired driving crashes and their associated injuries and fatalities.

MHSO Initiatives and Coordination

Maryland is taking action to combat impaired driving through collaborative partnerships between State government agencies, legislative and judicial leaders, regional authorities, local government agencies and nongovernmental organizations to strengthen and enforce impaired driving laws and educate the public about the dangers of impaired driving. Together these agencies have joined forces to form Maryland's Impaired Driving Coalition. This coalition, made up of nearly 200 private and public members, addresses the complex issue of impaired driving via public information, education, enforcement, and judicial issues. Lt. Governor Anthony G. Brown serves as the honorary chair of this committed group of leaders and advocates.

"We are steadfastly working towards reductions in drunk driving related crashes here in Maryland, however, it will be the marriage of public will and desire to bring the cultural shift required for continued and significant reductions in drunk driving fatalities."

Maryland Lieutenant Governor
Anthony G. Brown

Ignition Interlock, What is it? How is it significant to the fight against drunk driving?

Ignition Interlock is a device that is installed in the vehicles of people who have been convicted of driving while impaired. The driver must blow into the device and if his or her breath alcohol level exceeds the accepted level set on the device, the vehicle will not start. When installed, interlocks are associated with about a 70 percent reduction in arrest rates for impaired driving.

"Our commitment to impaired driving prevention and our efforts to increase awareness of the consequences of impaired driving are stronger than ever. If you drink and drive, you will get caught and the odds have increased dramatically that you will be required to install an ignition interlock device on your vehicle."

John Kuo, Administrator, Maryland MVA

Depending on the type of DUI conviction for impaired driving, offenders are subject to participation in Maryland's Ignition Interlock Program. Participants in this program are required to have an Alcohol Breath-Analyzed Ignition Interlock Device installed in their vehicle's ignition system.

The 2011 Drunk Driving Reduction Act, implemented on October 1, 2011 expanded Maryland's ignition interlock program by requiring more drivers to participate. Currently, Maryland has the highest per-capita

Project SOLO
Wave Dates FFY 2013
(5 waves & 15 operations possible)

Fall 2012 (3 waves, 9 possible operations)
1. October : Fri., Oct. 26, Sat., Oct. 27
2. November: Wed., Nov. 21, Fri., Nov. 23, Sat., Nov. 24
3. December: Fri., Dec. 7, Sat., Dec. 8, Friday, Dec. 14, Sat., Dec. 15

Spring 2013 (2 waves, 6 possible operations)
1. March: Fri., Mar. 15, Sat., Mar. 16, Sun., Mar. 17
2. May: Fri., May 3, Sat., May 4, Sun., May 5

participation in ignition interlock on the East Coast with numbers that have nearly doubled in the past few years. Over the last 3 years, Maryland's ignition interlock program has increased 66 percent. In November 2008, there were 5,500 participants in the program. One year later, there were 7,971 participants. Currently, Maryland estimates that there are almost 9,600 participants in the MVA's ignition interlock program, and it is expected to grow even larger. According to a recent statewide survey, 78 percent of Maryland respondents think there should be extra penalties for drivers who are arrested with very high blood alcohol concentration, those with a BAC .15 or higher (Maryland Highway Safety Office, Maryland Annual Driving Survey).

Checkpoint Strikeforce

Sobriety checkpoints have been shown to be an important component of a comprehensive program to reduce drunk driving. Research has shown that sobriety checkpoints can reduce alcohol-related crashes anywhere from 18 to 26 percent. Maryland coordinates High Visibility Enforcement (HVE) through a program called Checkpoint Strikeforce.

CPSF is a research-based, multi-state enforcement and public outreach initiative designed to get impaired drivers off our roads using sobriety checkpoints and saturation patrols when and where drunk driving is most likely to occur. The campaign is a six-month, sustained and highly visible enforcement and public information campaign coordinated by NHTSA Region III

Office and the Washington Regional Alcohol Program (WRAP). Maryland, in close coordination with Virginia and the District of Columbia (DC) lead this effort as a means to curb impaired driving through the use of education, enforcement and accompanying outreach efforts in highly targeted jurisdictions throughout the State. The targeted Maryland areas are based on impaired driving crash, fatality, injury, arrest and judicial outcome data and include the Central Maryland/Baltimore area, the Washington DC metropolitan area, the Southern market and Maryland's Eastern Shore.   Continued coordination of the Campaign message and materials will carry on throughout FFY 2013 in order to maintain a decrease in impaired driving crashes and their associated injuries and fatalities. *CPSF* is part of the national *Drive Sober or Get Pulled Over* impaired driving mobilizations promoted by the National Highway Traffic Safety Administration (NHTSA).

In 2013, two-week waves of enforcement and media outreach are planned each month from August through December around specific holidays:

- August 16 – September 2 (Labor Day)
- October 31 (Halloween)
- November 25 – December 13 (Thanksgiving)
- December 13 – January 1 (Holiday Period)

To learn more about the CPSF campaign, visit: www.checkpointstrikeforce.net

As a subsidiary of Checkpoint Strikeforce, MHSO is coordinating a project called Save Our Loved Ones (SOLO). Project SOLO is a focused enforcement effort in particularly high-crash counties that are over-represented in alcohol-related crash fatalities. While CPSF focuses on several waves over a longer period of time, Project SOLO focuses on High Visibility Enforcement (HVE) on particular corridors and particular dates. Enforcement dates and corridors are determined by a core group of frontline enforcement representatives and MHSO staff. Commitments from law enforcement agencies are secured well in advance to allow for custom geographically tailored media procurements to support the HVE waves.

DUI Is For Losers

DUI Is For Losers is a social marketing, education and media campaign targeting young males (age 21-34) and uses dynamic and engaging messages and message delivery mechanisms to highlight the social scorn of acquiring a DUI conviction. In addition, the program focuses on

alternatives to driving after drinking as a way to avoid making a bad choice. Recognizing that not all high risk drivers respond exclusively to enforcement-based messaging, this campaign relies on messaging that addresses social scorn, financial loss, loss of freedoms, and the numerous alternatives available in Maryland to driving drunk, including public transportation.

In 2013, two waves of media and direct outreach are planned for May and July. In addition to these waves, as a part of the CPSF campaign, MDOT issues press releases and promotes increased awareness during major holidays and events, including Super Bowl in February, St. Patrick's Day in March, Cinco de Mayo in May, the July 4th holiday. To learn more about the DUI is for Losers campaign, visit: www.duiisforlosers.com

Proposed Grants

Mother's Against Drunk Driving (MADD), Chesapeake Region – The Power of Parents Program

Developing impaired driving prevention messaging to underage youth is difficult due to particular resistance to authoritarian messengers. MADD is experienced in finding unique partners in delivering these types of messages to resistant target groups. In response to scientific evidence that parental influence can reduce underage drinking, MADD began a parent initiative called Power of Parents, It's Your Influence®. The parent initiative includes two components: an interactive Parent Website (madd.org/Power of Parents), which contains information on underage drinking prevention that is based on peer-reviewed research. Parents can also find tips to help keep their teens and community safe and have the opportunity to submit questions to research experts in the alcohol prevention field. The second component, the parent handbook that MADD co-authored with Dr. Turrisi is also designed to reach parents of high school students. The parent handbook will be available free to communities through the website and through 30-minute Parent Workshops facilitated by trained MADD staff and volunteers.

The goals of MADD Maryland's parent initiative are to influence parenting behavior to prevent underage drinking, and engage new supporters to carry on MADD's life-saving work, and implement this program statewide. Through joint efforts with community partners, such as school officials, law enforcement, PTA, and coalitions, this community-based program provides ongoing opportunity to fulfill MADD's mission and prevent underage drinking by

educating and equipping parents to talk with their teens about alcohol with the research-based parent handbook.

Washington Regional Alcohol Program (WRAP)

In FFY 2013 the MHSO will utilize WRAP to coordinate and plan the purchase $400,000 of paid media for the statewide CPSF Campaign. Additional funds will be used to implement impaired driving prevention and awareness advertising using web-based programs, television and high profile events. These campaigns will be designed to support the objectives of NHTSA's Regional impaired driving prevention campaign and will target Maryland-specific issues such as Court monitoring, DUI Courts, server training and alternative transportation services for impaired drivers. Media spots will be placed during the high visibility enforcement periods, as identified by the NHTSA Region III Office. The types of media used in conjunction with enforcements periods include TV, radio, outdoor advertising and sporting events. WRAP will also coordinate and plan for the DUI Law Enforcement awards, Maryland Remembers, high school outreach, impaired driving business outreach.

Calvert Alliance Against Substance Abuse (CAASA)

On average, Calvert County has over 150 alcohol-related motor vehicle crashes, and 87 injuries. Thirty percent of those crashes involve drivers under the age of 25. To help combat this problem, the Calvert Alliance Against Substance Abuse, Inc. will conduct education programs directed at these at-risk populations. CAASA will be coordinating the Project Graduation events as described under the activity and DUI simulator for 16 to 25 year olds and a DUI recognition event for local law enforcement officers.

Multiple Agencies – Overtime Enforcement Grant Funding

Using federal traffic safety funds from the National Highway Traffic Safety Administration (NHTSA), Maryland provides grants to state and local law enforcement agencies to help combat impaired driving. The main goal of this program is to increase traffic patrols and sobriety checkpoints in specific corridors and zones identified using impaired driving crash and citation data. Specific roadways, times, and days are targeted where impaired driving has been documented as a problem and increased enforcement is conducted during heavily publicized enforcement waves, building the public perception of coordinated enforcement across the State. Seventy-six law enforcement agencies across the State of Maryland have

applied for overtime enforcement funding in FFY13 to support the NHTSA's *Drive Sober or Get Pulled Over* national Impaired Driving Enforcement Crackdown. These agencies will utilize funding to support sobriety checkpoints and saturation patrols.

County-level Health Department and Liquor Control Board Grants

Local Health Departments are uniquely positioned to conduct impaired driving prevention outreach to high schools and youth organizations, as they are routinely conducting outreach to those target groups for other health related issues. County-level Liquor Control Boards are also a critical partner for the MHSO, in that they have comprehensive resources to limit youth access to alcohol, and subsequent ability to drive while impaired. County health departments in five counties (Baltimore County, Carroll, Garrett, Worcester, and Calvert) and four county liquor control boards (Montgomery, St. Mary's, Harford, and Cecil) have requested grant funding to support numerous activities, including but not limited to liquor server training, after prom and graduation activities (as a sober environment for typically heavy drinking events), underage drinking enforcement projects, Cops In Shops initiatives, and liquor store compliance checks. All strategies are geared towards reducing youth access to alcohol, and underage impaired driving crash fatalities. Additional after-prom and after-graduation grant funded activities will be administered by the Montgomery County Project Prom, and the Howard County PTA. Underage impaired driving related crashes, on average, account for 9 percent of all impaired driving crashes in Maryland, and these programs aim to reduce their prevalence.

County-level DUI Court Grant Funding

The *DUI/Drug Court* is designed to address individuals over the age of 18 who have been charged with a DUI/DWI or a violation of probation on those charges, offering them a highly intensive monitoring and rehabilitative treatment program. The program will divert offenders from long periods of incarceration. However, they must serve any minimum mandatory sentence prior to entering the treatment program. This program is intended as a post-conviction, voluntary program that utilizes a multi-faceted approach to rehabilitation. The program proposes to reduce recidivism for the repeat offenders participating in each county court program, and increase abstinence from alcohol by 50 percent. Offenders will be monitored by frequent alcohol and drug tests, and will meet frequently with their team, consisting of a judge, probation monitor, treatment personnel, and their supervising officer.

Participants will be tracked for one year following discharge to assess recidivism, drug use, and social functioning.

For FFY13, 4 counties will be administering the DUI/Drug Court (Harford, Anne Arundel, Howard, and St. Mary's). The DUI Courts in Maryland have shown tremendous success, averaging 25 active participants each year, graduating on average 12 participants and through monitoring, have demonstrated over the years a low range of recidivism between 9 – 13 percent among graduates tracked for 12 – 18 months after graduation. A recent independent study of the Anne Arundel County Court indicated a cost benefit to the County, saving the County Judicial System thousands per offender as a result of the comprehensive approach administered by the DUI Court.

The St. Mary's County Circuit Court is a new MHSO grantee in FFY13, having attended the NHTSA DUI Court Training in FFY12. St. Mary's is unique in that their Circuit Court will be administering the DUI Court, as opposed to the District Court. In most counties in Maryland, impaired driving court cases are normally handled in the District Court, but as the cases have become more complex, more Circuit Courts are also trying drunk driving cases. This pilot project is intended to spur interest in other county Circuit Courts.

Aggressive Driving

Goals/Objectives

TABLE 14 – Crash Summary: Aggressive Driver Involved *

	2007	2008	2009	2010	2011	5-year % Change	2013 Goal
Fatal Crashes	65	56	48	42	*39*	-40.0	48
Injury Crashes	2,582	2,580	2,546	2,376	2,389	-7.5	2,262
Property Damage Only	3,558	3,476	3,555	3,290	3,342	-6.1	2,970
Total Crashes	6,205	6,112	6,149	5,708	5,770	-7.0	5,249
Total of All Fatalities	76	62	54	47	*44*	-42.1	53
Total Number Injured	4,242	4,184	4,053	3,791	3,888	-8.3	3,668

Problem Identification

- Over the past five years, on average, 6,083 aggressive driving crashes have occurred each year on Maryland's roadways.

- On average, 65 people have lost their lives each year due to aggressive driving, representing slightly more than 11 percent of all of Maryland's traffic fatalities.

Aggressive Driving Crashes, Injuries and Fatalities in Maryland 2006-2010
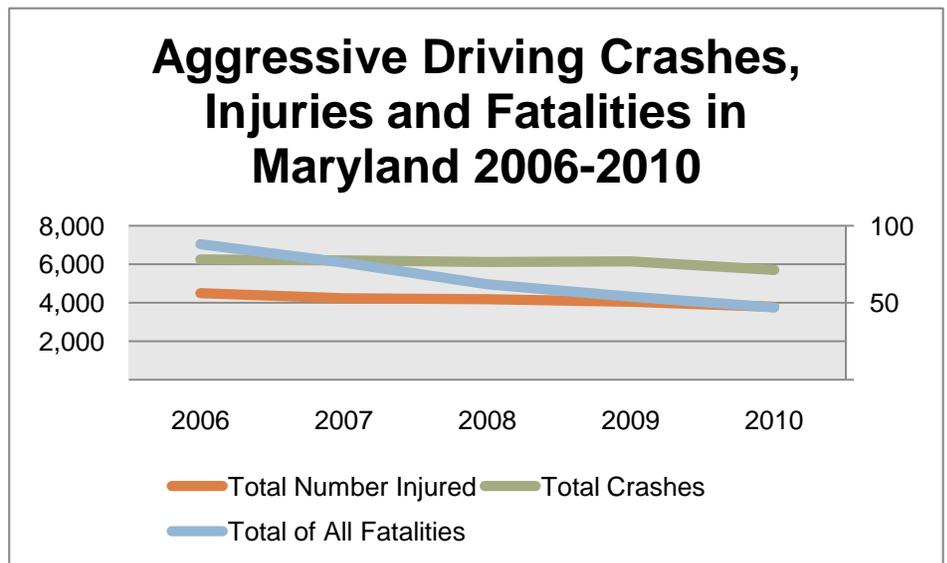
- In addition, 4,153 people, on average, have been injured annually, representing more than seven percent of all of Maryland's traffic injuries.

- Drivers aged 16 to 20 years are the most likely to be involved in aggressive driving crashes, making up more than 20 percent of drivers injured in these crashes.

- Men are slightly more likely to be involved in an aggressive driving crash; however men are much more likely to be killed in an aggressive driving crash—making up nearly 80 percent of drivers killed.

- Aggressive driving crashes are concentrated in Maryland's dense urban areas. Anne Arundel County, Baltimore City, Baltimore County, Montgomery County and Prince George's County combined account for more than 63 percent of all aggressive driving crashes in the State.

Jurisdiction	Total Crashes (5 year avg.)	% of crashes statewide
Baltimore	1040	17.4
Montgomery	768	12.8
Prince George's	740	12.4
Anne Arundel	721	12.1
Baltimore City	538	9.0
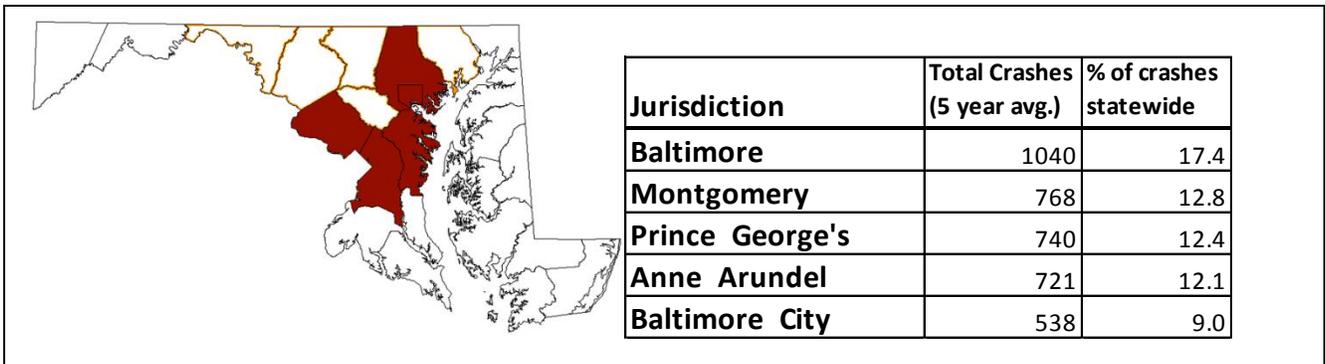
Over-Represented Crash Factors – Aggressive Driving

Factor	Variable	Percentage
Age (drivers)	16-24	30.5 percent of involved; 34.6 percent of Injured;
Gender (drivers)	Men	60.0 percent of involved; 56.4 percent of Injured;
Month	October- December	Total –27.7 percent; injury – 26.4 percent; fatal –30.4 percent
Day Of Week	Thursday-Friday – total and injury crashes; Sunday – fatal crashes	Total – 30.7 percent; injury – 29.8 percent; fatal – 20.8 percent
Time Of Day	2pm-6pm	Total – 31.6 percent; injury – 31.7 percent; fatal – 24.0 percent
Road Type	State and county roads	Total – 58.1 percent; injury – 59.8 percent; fatal – 63.2 percent
County	Baltimore County – total and injury crashes; Prince George's County – fatal crashes	Total – 17.4 percent; injury – 16.1 percent; fatal – 15.6 percent

MHSO Initiatives and Coordination

The MHSO's Aggressive Driving Program is a major component in the State's SHSP and one of only six Emphasis Areas. Maryland continues to utilize an Aggressive Driving program as its primary vehicle for addressing speeding motorists. As opposed to a high profile campaign that exclusively targets speed, public opinion polls continue to favor campaigns that address the multiple additional risky driving behaviors that often accompany speeding. This strategic approach allows Maryland law enforcement agencies the best opportunity to combine limited financial resources and maximize the political feasibility of addressing high-risk driving behaviors.

Smooth Operator

The focus of this program is to conduct a massive education and awareness campaign through a collaborated effort between Maryland, and the District of Columbia highway safety offices and law enforcement, as well as Maryland's Motor Carrier Safety Division. Aimed at combating aggressive driving behaviors with the concentration on excessive speed violators, this public education campaign focuses on four enforcement waves during the summer months intended to raise awareness not only of the aggressive driving problem, but also of the stepped-up enforcement activity targeting these unsafe behaviors. Professionally conducted focus groups of the targeted demographic indicate that young male drivers between the ages of 18-34 believe Aggressive Driving is a problem although they generally consider themselves 'assertive' and not 'aggressive.' They also believe that speeding is not generally a problem. New media has been developed that addresses those beliefs describing speed as a major component of the overall problem of aggressive driving. Included in the media portion of the program are Cable TV and radio spots, as well as web-based media including pod-casts, and radio streaming. Additional media includes distributed brochures and outdoor advertising such as Maryland Transit Authority bus backs and billboard placement. Electronic media outlets for the program include the heavily populated Baltimore and DC-metro markets, and provide air coverage for the vast majority of the State's driving population, especially those statistically over-represented counties. The public awareness campaign for which these funds will be used begins in May 2013 and continues through the summer months culminating with a Law Enforcement recognition program in September. Likewise, this program attempts to keep law enforcement heavily engaged in the campaigns by having semi-annual meetings, on-air police interviews as part of added value media, and the publishing of quarterly news letters in blast e-mail fashion exclusively to law enforcement. These methods of outreach to law enforcement are intended to maintain the momentum of the enforcement waves. As in 2012, the MHSO hopes to partner again with the Grand Prix of Baltimore to help deliver the aggressive driving enforcement message.

Data and other information provided through this grant will include:

- o   Number of media impressions achieved through paid media
- o   Number of media impressions achieved through earned media
- o   Number of educational items distributed
- o   Number of training sessions conducted
- o   Number of officers attending training sessions
- o   Number of agencies participating in Smooth Operator enforcement waves
- o   Number of citations issued during Smooth Operator enforcement waves

Proposed Grants

Multiple Agencies – Overtime Enforcement Grant Funding

Maryland's law enforcement community is a critical partner for MHSO's Aggressive Driving Program. Unlike other MHSO programs, the issue of speeding is ubiquitous and firmly rooted in the culture of driving, which makes non-enforcement based messaging and countermeasures ineffective. NHTSA-funded research also indicates that the High Visibility Enforcement model is effective at reducing speeding-related crashes and associated injuries and fatalities. Seventy-six (76) law enforcement agencies across the state of Maryland have applied for overtime enforcement funding in FFY13 to support MHSO's Smooth Operator Aggressive Driving Enforcement Campaign. These agencies will utilize funding to support targeted speed and aggressive enforcement along high-crash corridors during specific identified time frames.

Occupant Protection

Goals/Objectives

Maryland's Occupant Protection Program has been a highlight of traffic safety efforts throughout the State for many years. Boasting an overall safety belt use rate of 94.2 percent in 2011, Maryland continues its climb toward the ultimate goal of a 100 percent safety belt use. Emphasis is placed through media on drivers in the 18 to 34 year old demographic, and pick-up truck drivers. Maryland's statewide partners from throughout all facets of the "Four E's" (Engineering, Enforcement, Education, and EMS) are committed to educating the public on

the benefits of properly using a safety belt and aggressively enforcing Maryland's primary safety belt law when necessary.

Statewide Seat Belt Use Rate

The chart shows the statewide seat belt use rate from 2002 to 2011:
- 2002: 85.8
- 2003: 87.9
- 2004: 89.0
- 2005: 91.1
- 2006: 91.1
- 2007: 93.1
- 2008: 93.3
- 2009: 94.0
- 2010: 94.7
- 2011: 94.2

Problem Identification

Over the past five years, 548 fatalities have occurred annually on average on Maryland's roadways. Despite the significant increase in seat belt use since the inception of the State's primary seat belt use law, Maryland has a relatively high percentage of traffic fatalities that were not properly restrained.
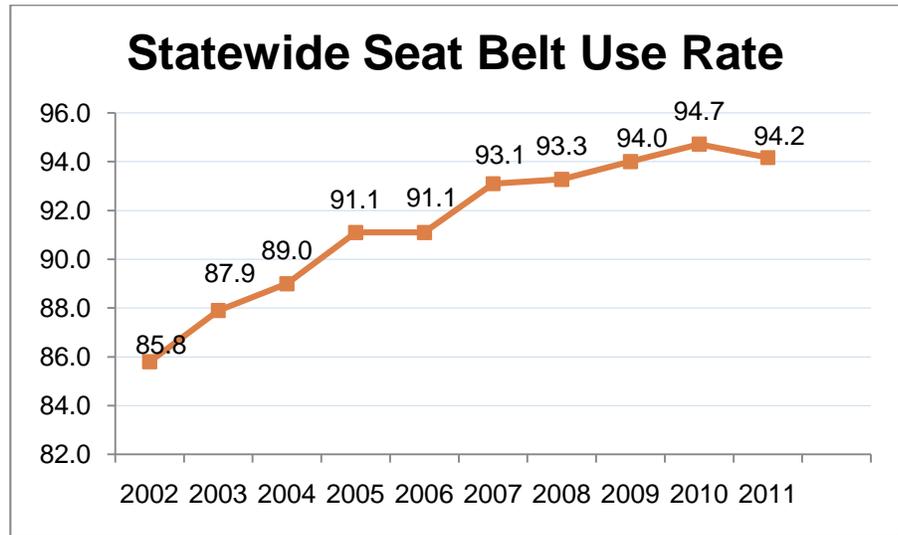
In 2011, the observed statewide seat belt use in Maryland was 94.17%, a slight decrease from 94.72% as observed in 2010, yet roughly 40 percent of driver and passenger fatalities were known to be unrestrained at the time of the crash. It is estimated that on average, proper use of a seat belt with airbags increases the chances of surviving a serious motor vehicle crash by as much as 50 percent in automobiles, and as much as 80 percent in crashes that result in the rollover of pickup trucks or SUVs.

Preliminary data for 2011 indicates a slight improvement in the percentage of restraints used in fatal crashes but the percentage of non-use is disproportionately high in relation to the increase in seat belt use observed in that same year. It is noteworthy that the MHSO is working jointly with the National Study Center For Trauma and EMS to develop and implement the components of NHTSA's Rulemaking on Uniform Criteria for State Observational Surveys of Seat Belt Use. This process will be completed in FFY 2012.

Over-Represented Crash Factors: Unrestrained Motor Vehicle Occupants (drivers and passengers)		
Factor	**Variable**	**Percentage**
Age	9-15 involved; 16-20 injured; 21-24 killed	23.5% of involved; 8.6% of injured; 14.1% of killed
Gender	Men	59.0% of involved; 60.6% of Injured; 81.6% of killed
Time Of Day	2pm – 6pm total and injury crashes; 12am – 4am fatal crashes	27.5% total; 26.2% injury; 24.0% fatal
County	Baltimore City and Prince George's and Baltimore Counties	55.5% total; 47.2% injury; 45.5% fatal

Based upon this data, it is clear that men are the primary demographic for seat belt enforcement, particularly as more than 81% of those killed while unrestrained are men. Additionally, the time between 12 am – 4 am is a key target to seeing reductions in unrestrained fatalities. Finally, data shows that Baltimore City, Baltimore County, and Prince George's County are severely over-represented in terms of crashes, injuries and fatalities.

Observational Seat Belt Use Data

In terms of county-specific data, only observed belt use among Maryland's NHTSA sites is officially taken into consideration. The following chart represents the change in use rate among those 10 counties and Baltimore City:
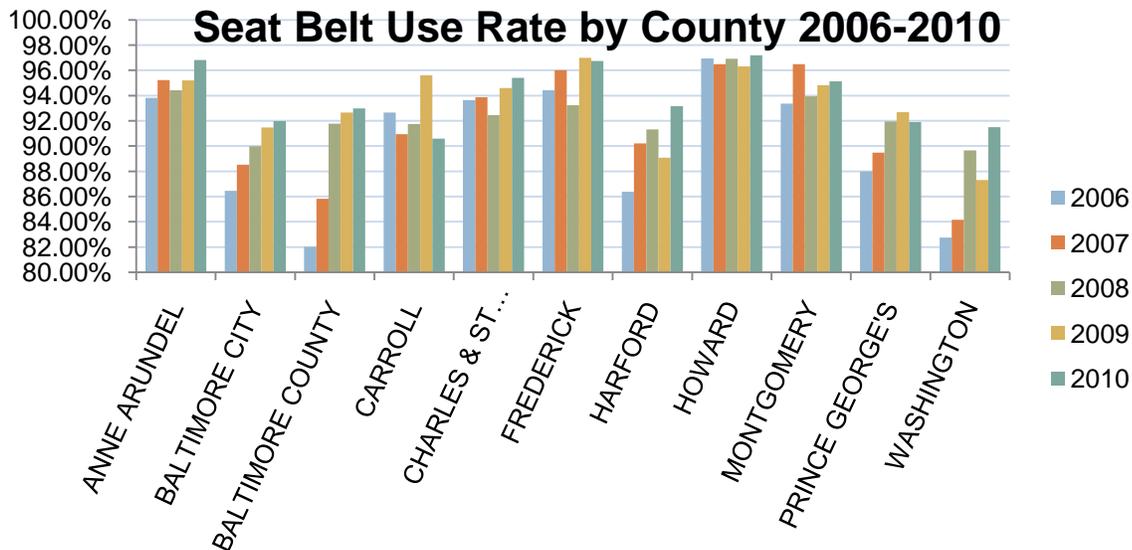
New NHSTA Observational Survey

In 2011, NHTSA issued new Uniform Criteria for State Observational Surveys of Seat Belt Use to aid states in estimating passenger vehicle occupant restraint use. Maryland responded and in FFY 2012 implemented new protocols and utilized a much more comprehensive list of survey sites across the state.

Maryland is composed of 23 counties and Baltimore City; 14 of these jurisdictions account for about 86% of the passenger vehicle crash-related fatalities according to FARS data averages for the period 2007 to 2009 (Table 1). Therefore, the MHSO will survey 140 sites within those 14 counties. In addition, the MHSO will survey 30 sites in the remaining 9 counties. Previously, the MHSO surveyed 78 sites statewide, with an average sampling size of 70,000 vehicles.

Citation Data

Maryland has three main seat belt and child passenger safety laws; 1) TR 22.412.2D, which deals with child passenger safety, 2) TR 22.412.3B, which covers the mandatory use of seat belts by drivers and all passengers under the age of 16, and 3) TR 22.412.3C, which mandates that every passenger over the age of 16 must wear a seat belt while riding in a front, outboard seating position. A vast majority of $25 offenses are prepaid, meaning that violators do not contest the citations in court:

In 2011, more than 92,000 citations were written for OP and CPS-related offenses and the MHSO continues to vigorously promote the issuance of citations rather than warnings for all seat belt-related offenses. Citations only are requested during periods of *Click it or Ticket* enforcement and although Maryland does not allocate funds to police agencies for seat belt enforcement, the MHSO has taken steps to address under-performing agencies, including limiting other funding types to those agencies when appropriate.

Many law enforcement agencies have reported that officers and deputies are finding that fewer violations are observed, and this is consistent with Maryland's increase in the observed seat belt use rate. Regardless, throughout FFY 2013, agencies will be encouraged to continue being vigilant with regard to seat belt enforcement and emphasis will be placed on night time enforcement between the hours of 9:00 pm and 3:00 am. Training presentations with the

Command Staff and supervisors of several major law enforcement agencies has focused on the highway safety benefit of aggressive seat belt enforcement efforts. Utilizing NHTSA Crash models, it has been estimated by the University of Maryland's National Study Center that approximately 80 lives a year could be saved if Maryland achieved a 100% belt use rate. Additionally through data driven philosophies the benefits of extensive night time belt enforcement, coupled with impaired driving and speed enforcement, could have a major impact on reducing fatalities through out the state.

In FFY 2011, the MHSO received more responses to the Occupant Protection AMT survey than any other program area. MHSO received responses from people of diverse ages, and specifically, the Occupant Protection AMT measures:

- how often a respondent claims to wear a seat belt;
- knowledge of Maryland's primary seat belt law;
- attitudes regarding seat belt enforcement;
- whether a person has been ticketed;
- behaviors related to the safe transportation of child passengers;
- seat belt use among back seat passengers; and
- questions intended to help track where a person saw or heard seat belt-related media messaging.

For FFY 2012, the Occupant Protection AMT was altered to allow for behavioral data to be collected regarding seat belt misuse. Additionally, data was collected and will be evaluated to gauge the public's support for increased fines for seat belt use violations and the possible implementation of a graduated penalty system for repeat offenders. The data gathered will continue to be cross-tabulated to allow for effective use of the data and to segment media, educational, and enforcement efforts where necessary. Data analysis from the FFY 2012 Occupant Protection AMT survey was not ready at the time of this report.

MHSO Initiatives and Coordination

Click It Or Ticket

Maryland participates in or sponsors numerous campaigns related to seat belt safety throughout the year. The national NHTSA-sponsored *Click it or Ticket* campaign is the primary program in which the State participates and there are numerous activities throughout the year to augment participation in these programs, including *Buckle Up Tough Guy* (focus on truck drivers and rural counties)*, National Child Passenger Safety Week, and Buckle Up for a Buck* (partnerships with financial institutions to incentivize the use of seatbelts).

In early FFY 2012, the MHSO was also awarded a special night time demonstration grant project through NHTSA. In combination with usual *CIOT* media, in FFY 2013, the MHSO will allocate roughly $600,000 in media, and will coordinate that expenditure with aggressive night time enforcement of Maryland's OP laws. This dollar amount allows for significant airtime to be purchased in the DC and Baltimore television and radio markets, with additional expenditures through internet sites and unconventional sources such as gas pump tops.

In FFY 2013, the MHSO will seek to achieve 30 million impressions through media advertising. The following is a brief timeline as to the activities to be conducted, the data necessary to fulfill these activities, and the partners which will be called upon to help the MHSO achieve this goal:

Objective	To generate more than 30 million statewide impressions regarding adult seat belt use (*Click it or Ticket*) by September 30, 2013.	
Interim Progress	• More than 20 million impressions were generated during the 2012 Click it or Ticket campaign. • Nighttime Enforcement Radio programming will begin in November 2012.	
Target Population	Statewide	Statewide radio and television markets with concentration on Baltimore and Washington DC metro regions; outdoor advertising locations as data

		directs

Actions	1. Identify target counties
	
	  a. Radio
	    i. High crash locations, over-represented for unrestrained fatalities/injuries
	
	  b. Television
	    i. Using violator information, use television to broadcast messaging where offenders are more likely to live
	
	  c. Outdoor
	    i. Unbelted crash locations
		Data from crash reports, provided by NSC
		
		Data from citation information (zip codes of offenders)
		
		Data from SHA GIS Team; crash reports

Data Needed	1. Crash Data
	
	  a. Segment by time of day and county
	
	  b. Segment unrestrained fatality crashes from all crash data
	
	2. Citation Data
	
	  a. Offender zip code to help target television programming	

Output	1. Change in seat belt use percentage
	
	2. Change in the overall number of unrestrained fatalities / injuries
	
	  a. Change in number of unrestrained fatalities / injuries by county
	
	  b. Change in number of unrestrained fatalities / injuries by vehicle type
	
	  c. Change in number of unrestrained driver fatalities / injuries
	
	  d. Change in number of unrestrained occupant fatalities / injuries
		SHA and NSC own data

Timeframe	1. Implement supplemental FFY 2013 *Click it or Ticket* campaign 2. Include seat belt-related messaging in other	November 15-30, 2013 Year-round, as available

	safety campaigns, i.e. *CPSF*	
	3. Develop media messaging regarding night time seat belt use and enforcement efforts	March 31, 2013
	4. Implement main FFY 2013 *Click it or Ticket* media buys (television and radio)	May 1, 2013
	5. Evaluate effectiveness of FFY 2013 CIOT campaign	July 31, 2012

Consistent with national trends, the MHSO targets its main bulk of media buying to the 18–44 year old male demographic, but also adapts its messaging for outlets that predominantly serve black and Hispanic audiences. Messaging in all aspects of *Click it or Ticket* is consistent with common elements being "Seat belts save lives," "Buckle up every trip, every time," and a consistent emphasis on both the main "Click it or Ticket" enforcement-based campaign theme as well as messaging to buckle up at night.

Proposed Grants

Multiple Agencies – Nighttime Enforcement Grant Funding

Maryland's law enforcement community is active in the MHSO's Occupant Protection Program. The NHTSA-sponsored *Click It Or Ticket* Program is focused during the month of May, to capitalize on the national crackdown and media investments. While most Maryland law enforcement agencies do not request overtime enforcement funding for seatbelts, as it is usually an activity that is conducted without grant assistance from the MHSO, eight specific agencies have been identified to participate in the Nighttime Enforcement Pilot Project, to conduct and report on enforcement activities in 5 counties.

Maryland Department of Health and Mental Hygiene – *Kids in Safety Seats*

Awarded to the Maryland Department of Health and Mental Hygiene's *Kids in Safety Seats* program, this grant project is primarily intended to allow for the successful execution of Maryland network of CPS technicians, as well as a child safety seat loaner program. For Federal Fiscal Year 2012 (October 1, 2011–September 30, 2012), Kids In Safety Seats (KISS) will:

- promote child passenger safety (best practice and Maryland law) to care providers of children Birth-8 years old
- utilize media campaigns, an 800 Helpline, a web site and dedicated e-mail address to provide direct public education as well as provide technical assistance
- conduct child passenger safety technician certifications, technical trainings, presentations
- provide resources to any Maryland resident charged with the responsibility of transporting infants and children.

The target audience for this grant includes parents/care givers, childcare providers, fire, emergency medical and health professionals, law enforcement officials, safety advocates/coalitions and others involved with young children. *KISS* will also oversee a network of traditional and special needs car seat loaner programs which are located throughout Maryland.

CPS technician trainings will be conducted throughout the State in FY 2012 in order to maintain or increase the number of technicians available for car seat checks. In addition, KISS operates an 800-number and an email response system to answer CPS questions from the general public and has a targeted goal of 2,500 public contacts through these resources. The organization will also be tasked with making more than 35 public presentations and/or appearing at child safety-related events.

Data and other information provided through this grant will include:
- the number of loaner seats provided to low-income families
- the number and percentage of seats checked which were being used improperly
- the available number of CPS technicians, as well as statistics regarding new technicians trained throughout the year
- public contacts made at presentations and events
- number of educational items distributed

As a statewide resource, the grant with *KISS* is an extremely effective use of Maryland's available CPS funds. The organization maintains a high level of expertise which is then

imparted on Maryland's CPS technicians and the general public, thereby increasing the awareness of CPS laws and best practices. The grant also allows for opportunities to provide adult seat belt education to people of all ages, races, and backgrounds at a time when those people are already in a safety-conscious mindset and willing to set a good example for their child passengers.

Additionally, 10 county-level health departments have applied for supplemental grants to fund the distribution of child passenger seats to low income families through their individual *SafeKids* programs.

Maryland Institute for Emergency Medical Services Systems (MIEMSS) – *Child Passenger Safety & Occupant Protection Healthcare Project*

This project focuses on occupant protection across the lifespan in Maryland by improving car seat use among children, seatbelt use among youth and adults, and OP measures taken by healthcare and EMS personnel. The primary strategy is dissemination of up-to-date OP & CPS information through: 1) interactive educational displays at state & local EMS and emergency dept conferences, 2) education of primary & acute care providers via conference calls, outreach & workshops, 3) providing special needs restraint car seats to hospitals to loan to parents in exchange for staff getting trained in CPS and following best practice guidelines, 4) updating/creating public & patient education materials that reflect best practice and MD law, 5) creating, implementing & evaluating OP educational programs for nurses to teach to youth (pre-drivers) to be safer in vehicles.

Pedestrian Safety

Pedestrian safety is an issue that affects the entire community; young and old, drivers and walkers, in the day and at night. Many unnecessary injuries and fatalities occur as a result of intoxication or inattentiveness of either the driver or the pedestrian. The roadways should be safe places for everyone regardless of their transportation mode. To reach this goal, laws related to pedestrian safety must be enforced without reservation, and citizens must be educated on the perils facing pedestrians and how they can help make the road a safer environment for those traveling by foot.

Goals/Objectives

	2007	2008	2009	2010	2011	5-year % Change	2013 Goal
Fatal Crashes	108	106	110	97	101	-6.5	91
Injury Crashes	2,436	2,385	2,251	2,256	2,100	-13.8	2,091
Property Damage Only	384	331	354	371	340	-11.4	283
Total Crashes	2,928	2,822	2,715	2,724	2,541	-13.2	2,423
Total of All Fatalities	112	118	112	103	103	-8.0	101
Total Number Injured	2,667	2,618	2,505	2,488	*2,293*	-14.0	2,295

Problem Identification

- Total pedestrian crashes and pedestrian injuries have trended slightly downward over the last ten years. However pedestrian fatalities have remained on a flat trend line
- Pedestrian fatalities represent 19% of all traffic fatalities statewide, on average.
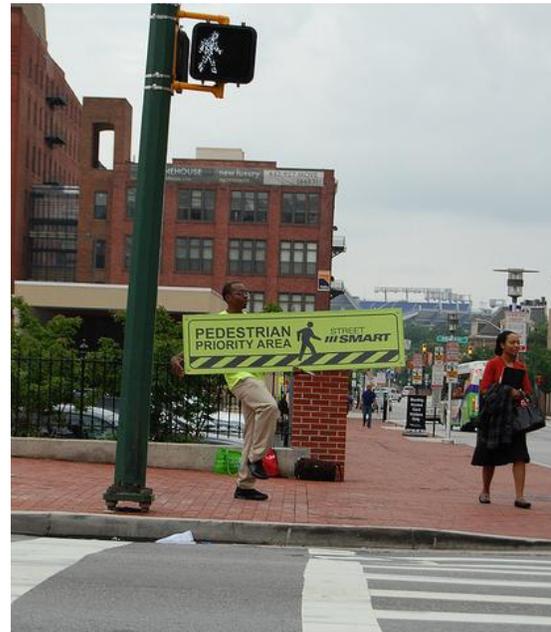
- A crash involving a pedestrian is nearly six times as likely to produce a fatality as all traffic crashes statewide. On average, there are 2,800 pedestrian involved crashes in Maryland, resulting in 2,600 injuries and 100 fatalities each year.
- Pedestrian crashes, injuries and fatalities are clustered in the urban areas of the State in the Washington metropolitan and Baltimore metropolitan areas.
- Nearly 84 percent of all pedestrian crashes and 74 percent of all pedestrian fatalities occur in these areas.
- Pedestrian crashes are similar in distribution across the months of the year, compared to all crashes statewide. Slight increases in pedestrian crashes occur in the Spring and late Fall months. However, there is an increase in pedestrian fatalities in the months of October through December, compared to all crashes statewide. This is a time when there is less daylight, but weather is still moderate enough to accommodate most pedestrians.
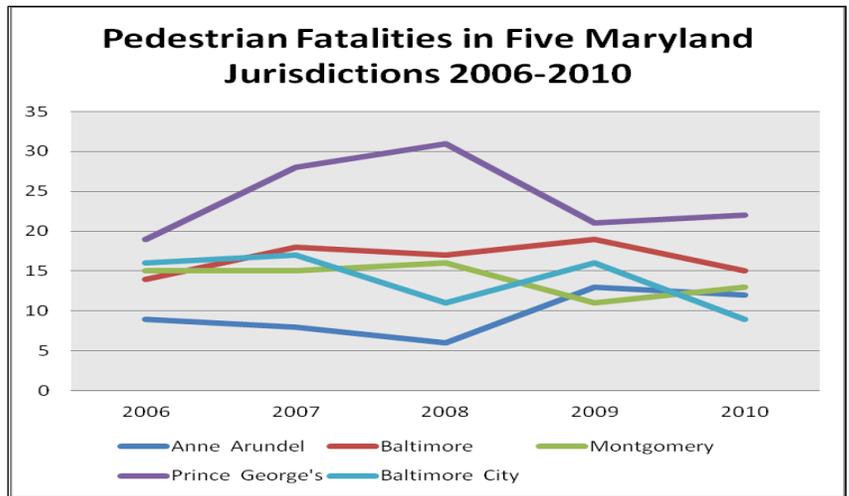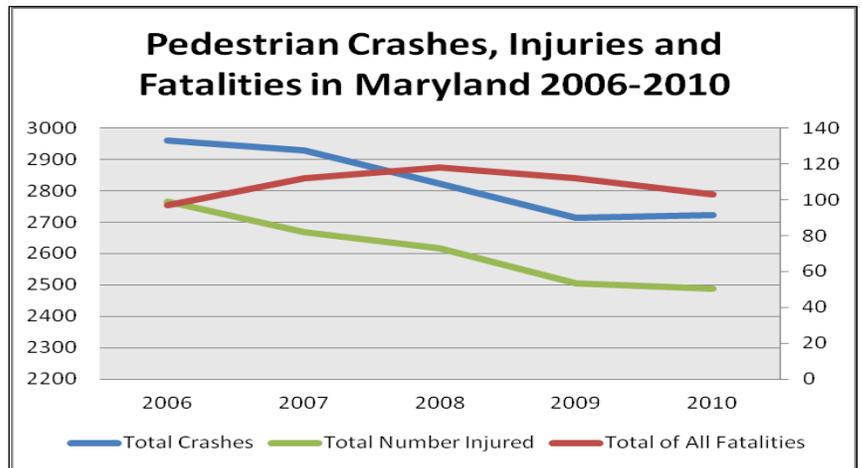
Pedestrian Fatalities in Five Maryland Jurisdictions 2006-2010

Pedestrian Crashes, Injuries and Fatalities in Maryland 2006-2010

- Friday is the peak day for total pedestrian crashes, and Saturday is the peak day for crashes that result in a pedestrian fatality. Early evening hours of 3pm to 8pm are the peak hours for total pedestrian crashes, and early morning hours are overrepresented in fatal pedestrian crashes.
- Pedestrians aged 10 to 15 are overrepresented in total pedestrian crashes and pedestrian injury crashes; older pedestrians aged 45–54 years are overrepresented in fatal pedestrian crashes.

- Male pedestrians are much more likely to be killed as a pedestrian. More than 70% of all pedestrians killed are male.

MHSO Initiatives and Coordination

Statewide Bicycle and Pedestrian Safety Education Program

The Washington Area Bicyclists Association (WABA) continues to promote the Maryland Pedestrian and Bicycle Safety Education Program in collaboration with the Maryland Safe Routes to School program. Bicycle and pedestrian safety training trailers are used to educate children on basic pedestrian safety issues and bicycle operation skills.

Maryland Highway Safety Office and its Regional Traffic Safety Programs (RTSP)

RTSP partners plan to distribute more than 200,000 pieces of educational material in 2013, including Street Smart branded materials, school system electronic pedestrian safety alerts, pedestrian safety law cards, and

booklets for school aged children.

Proposed Grants

Street Smart Pedestrian & Bicycle Safety Campaign

Established in 2002 in the Washington DC metropolitan area, the Street Smart Campaign continues to address pedestrian safety issues through coordinated education and enforcement activities. The StreetSmart DC campaign is managed by the Metropolitan Washington Council of Governments and its Transportation Planning Board.

In 2009 the Street Smart program was expanded to include the Baltimore metropolitan region. Managed through a grant with the Baltimore Metropolitan Council, the Baltimore

Street Smart campaign has successfully administered media and public outreach efforts and coordinated regional enforcement efforts targeting specific corridors.

Components of the Street Smart campaigns include:

- Media campaign with television and radio public service announcements, outdoor advertising and outreach materials;
- Editorials in numerous newspapers describing the pedestrian and bicycle crash problems;
- Street Teams and door-to-door outreach in High Crash Corridors;
- Literature distribution utilizing geographic-specific information; and
- Law Enforcement operations targeting priority corridors and neighborhoods

Multiple Agencies – Pedestrian Enforcement Grant Funding

Maryland's law enforcement community is active in MHSO's Pedestrian Safety Program, especially those agencies that are located in urban areas. While most of Maryland's law enforcement conducts some forms of pedestrian safety enforcement initiatives throughout the year, 18 agencies have applied for specific targeted pedestrian and motorist enforcement along high crash corridors. Many of these agencies are in urban areas and efforts will be targeted towards Maryland's 8 identified Pedestrian Priority Areas, as identified by the State Highway Administration (SHA). The MVA and the SHA, as well as numerous local stakeholders, including law enforcement, are dedicating resources to assess, analyze, and improve certain high-crash pedestrian corridors throughout the state. Engineering, signalization, signage, outreach, and enforcement are all components of this statewide initiative, and follow the State's SHSP guidelines.

Distracted Driving

Goals/Objectives

	2007	2008	2009	2010	2011	5-year % Change	2013 Goal
Fatal Crashes	257	246	238	230	215	-16.3	210
Injury Crashes	22,580	20,879	20,140	19,236	19,483	-13.7	18,302
Property Damage Only	38,165	35,812	34,794	32,819	33,071	-13.3	30,595
Total Crashes	61,002	56,937	55,172	52,285	52,769	-13.5	48,894
Total of All Fatalities	284	270	252	249	*231*	-18.7	231
Total Number Injured	34,224	31,325	30,182	28,871	29,050	-15.1	27,459

Problem Identification

Over the past five years, an average of 55,633 inattentive or distracted driving crashes has occurred on Maryland roadways. On average, 257 people lost their lives each year, representing 47% of all of Maryland's traffic fatalities. In addition, an average of 30,730 people has been injured annually, representing 65% of all of Maryland's traffic injuries. During the most recent year, the definition of distracted driving was revised to include report of 'failure to pay full time and attention' or 'use of cell phone' in any of the four available contributing factor fields on the crash report.

Over-Represented Crash Factors – Distracted Driving

Factor	Variable	Percentage
Age (drivers)	16-24	26.7 percent of involved; 30.6 percent of Injured; 23.4 percent of killed
Gender (drivers)	Men	57.0 percent of involved; 52.6 percent of Injured; 77.9 percent of killed
Month	May-July	Total – 25.7 percent; injury – 27.0 percent; fatal – 28.7 percent
Day Of Week	Friday and Saturday	Total – 31.4 percent; injury – 31.0 percent; fatal – 36.0 percent
Time Of Day	2pm-6pm – total and injury crashes; midnight-4am – fatal crashes	Total – 28.3 percent; injury – 29.7 percent; fatal – 20.4 percent
Road Type	State and county roads	Total – 58.9 percent; injury – 62.6 percent; fatal – 64.8 percent
County	Baltimore and Prince George's Counties	Total – 33.7 percent; injury – 31.1 percent; fatal – 32.0 percent

Top Five Statewide Jurisdictions:

The chart below will shows the top five jurisdictions by fatality and serious injury involving distracted drivers over the past five years:

RANK	County	# of Fatalities	County	# of Serious Injuries
1	Prince Georges	132	Montgomery	1,520
2	Baltimore	126	Prince Georges	1,296
3	Anne Arundel	66	Baltimore County	978
4	Frederick	46	Anne Arundel	702
5	Harford	45	Harford	570

Over the past couple of years, the NSC has been compiling data pertaining to distracted driving behaviors. In 2010, responses collected from the Action Measure Tool survey indicated that drivers aged 19-44 reported using their cell phones, texting/emailing, eating & reading with a far great frequency than any other age group. Nearly 80 percent of those ages 19-44 reported having used their cell phone while driving in the past month.

MHSO Initiatives and Coordination

The utilization of police crash data is vital in determining the extent of distraction in crashes. Although cell phone usage is a major distraction while driving, it is difficult to measure driver distraction because of the self-reporting nature of the data collection. It is also difficult for police to identify the numerous types of distractions that contribute to crashes and determining crash causation on crash reports. In Maryland, the definition for a distracted driver-involved crash, as reported on the statewide crash report, is at least one driver in the crash was reported to be distracted, determined by the officer's investigation that a driver either failed to pay full time and attention or was using a cell phone.

For FFY13, the MHSO will enlist the assistance of the NSC to develop two surveys to be administered to a targeted sample of law enforcement agencies to improve existing data regarding distracted driving infractions and crashes. While there are numerous traffic stops and crash scenes where distraction is a certain contributing cause, there are even more where distraction is merely suspected. The MHSO will also seek to classify and gauge volume of suspected distracted driving. This data collection effort will aid in the assessment and programmatic strategy for the Distracted Driving program in future years.

Comprehensive Program Areas

Traffic Records Improvements

Goals/Objectives

The goal of the Traffic Records Improvement Program is to develop a comprehensive statewide traffic records system that provides traffic safety professionals with reliable, accurate, and timely data to inform decisions about traffic safety problems, implement proven countermeasures, and manage and evaluate safety programs. The traffic records system

encompasses the hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic safety data. The data that are managed by this system include the crash, driver licensing and history, vehicle registration and titling, commercial motor vehicle, roadway, injury control, citation/adjudication, and EMS/trauma registry data.

The MHSO relies on many partner agencies to make data accessible for highway safety planning and employs a number of systems and programs with the help of State agencies and grantees, to collect, maintain, and analyze its internal datasets, including the Safe Highways Application and Reporting System (SHARP) performance measures, and driver knowledge, attitude, and behavior data collected on the AMTs and MADS.

Coordination and cooperation among agencies is facilitated through the TRCC, through Memoranda of Understandings between state agencies, through formal and informal working groups, and through project agreements for grant-funded programs and activities.

Data sharing and integration is a statewide initiative, but at the county and agency level, challenges of time, money, and resources need to be overcome in order for a true statewide traffic records system to be operational. Legacy systems that vary by county and agency do not all speak the same language (consistent hardware and software usage across the state is a distinct challenge) and upgrades and new systems are not consistently adopted with statewide goals in mind. As statewide and national standards are developed, demanded, funded, and implemented, these challenges are slowly eroding, but there are still many miles to travel.

The general goal of any Traffic Records Improvement Program is to ensure that all state data collectors, owners, and users are working out of the same toolbox. This is accomplished through establishing data standards, regulating the use of uniform software and hardware products, enacting legislation to both require and fund standardization, and a general cultural acceptance of data-driven practices across all state agencies. Each project in a Traffic Records Improvement Program (TRIPRS), though it may have specific objectives and performance measures (in this case, outlined by the Traffic Records Strategic Plan (TRSP)), has the overarching goal of improving the State's ability to share and analyze traffic safety data.

Each of the projects in Federal Fiscal Year 2013 is directed at making improvements to one or more of the components of a traffic records system (crash, EMS, driver, vehicle, court/citation, roadway), and making improvements, in a measurable way, to one or more of the quality measures for these systems (timeliness, accuracy, completeness, uniformity, accessibility, and integration). The grantees and their projects were chosen based on their experience and ability to meet these goals and to support the State in the continued development of supporting tools to aid decision-makers in highway safety improvement plans. The Traffic Records Improvement Program is reliant on the expertise of many different agencies and this program would only be successful with their continued support.

Problem Identification

On April 19, 2010, Maryland participated in a Traffic Records Assessment and a draft report was completed on April 23, 2010. On November, 17, 2010, the TRCC Executive Council voted to implement the TRSP, which went into effect immediately thereafter. All recommendations from the Traffic Records Assessment and the Federal Highway Administration Crash Data Improvement Program (CDIP) Report were implemented into the TRSP and entered into NHTSA's TRIPRS. TRIPRS is updated monthly or quarterly, and progress on objectives/assessment recommendations and performance measures are tracked in TRIPRS and reported to the TRCC.

The MHSO Traffic Records Improvement Program is chiefly guided by the TRSP, built on objectives that are based on the Assessment, CDIP, and other needs determined by members who comprise the TRCC Executive and Technical Councils. The prioritization and selection process for projects in need of funding includes an evaluation of the project's ability to meet the priority objectives listed below. Priority objectives are reviewed and approved annually by the TRCC Executive Council.

MHSO Initiatives and Coordination

Updates to the TRSP are included in the annual application for Traffic Records Improvement funding—also known as 408—which is submitted to the National Highway Traffic Safety Administration no later than June 15. For more detail, please refer to the Maryland FFY2013

Traffic Records Strategic Plan, which is available upon request. Grants awarded by the Maryland Highway Safety Office are required to meet, or work toward meeting, one or more of the priority objectives contained within the TSRP. Performance measures are developed in conjunction with the grant project manager and are entered into TRIPRS. Projects that show progress in performance measures are submitted to NHTSA in the annual Section 408 Interim Progress Report, included as an addendum to the 408 application.

Proposed Grants

Maryland Center For Traffic Safety Analysis (University of Maryland – Baltimore, National Study Center For Trauma and EMS)

Maryland's Crash Outcome Data Evaluation System (CODES) was established in 1996 with funding from the National Highway Traffic Safety Administration (NHTSA) in an effort to improve highway safety through the use of linked motor vehicle crash data collected from police, EMS, hospitals, and other sources. Through the CODES project, the NSC staff has used data integration to conduct analyses and discover insights that would be impossible to reach based on the contents of any single data system. Establishing these connections has greatly expanded the information available to decision-makers while avoiding the expense, delay, and redundancy associated with collecting the same information separately. The CODES project has provided the NSC with close to two decades of experience in the use of the specific datasets that will be used for this project. This experience has allowed NSC staff to become extremely familiar with the strengths, limitations, and capabilities of each data system. The NSC has used the available datasets extensively to support efforts of the Maryland Highway Safety Office in problem identification and the evaluation of new and ongoing safety programs since the early 1990's.

As a grantee for the MHSO, the NSC functions as a data warehouse that makes use of datasets related to highway safety that are provided by several different state agencies. The NSC provides the State with a data sharing network and integrated system that avoids unnecessary duplication of costs and personnel administration. The Federal Highway Administration's (FHWA) preliminary guidelines published in October 2005, Strategic Highway Safety Plans: A Champions' Guide to Saving Lives (Interim Guidance to Supplement SAFETEA-LU Requirements), clearly states that data are critical in the development of an effective Strategic

Highway Safety Plan (SHSP). The strength of the SHSP is in the State's ability to identify, analyze, prioritize, and evaluate reliable data. The CODES data warehouse is positioned as the premiere program able to support this function for Maryland.

Nationally the CODES program generated over 100 years of integrated data using the CODES2000 software to link data collected during the period 1995–2010. Some topics of interest identified as priority areas at both the state and federal levels that have been generated because of CODES include: description of and total pre-hospital, emergency department, inpatient, rehabilitation and other health care charges by payer source (private, workers' compensation, Medicare, Medicaid, etc.); crash injury patterns by type and severity; and hospital charges by such variables as safety equipment use, vehicle type, geographical location, and others. In fact, CODES findings help agencies appropriately implement a public health approach to address both state and national traffic safety concerns and in the development of comprehensive evaluation measures. CODES data are able to provide outputs on all levels of the public health problem solving paradigm:

- identify, define and measure the traffic safety problem;
- identify risk, protective and other key factors that can help define the "community" profile;
- develop and implement appropriate traffic safety countermeasures; and
- evaluate population-based changes/interventions meant to improve the health of the population at-large.

In an effort to institutionalize the CODES program within the State of Maryland, this proposal outlines the role of the NSC as the Maryland Center for Traffic Safety Analysis. Through the development of such a Center, the NSC would capitalize on using the data available through the CODES project and the strengths, experiences, and capabilities of the staff in developing a premier, one-of-a kind Center for providing analysis of Maryland highway safety data and evaluation of the state's safety programs for the benefit of local, state and federal partners.

CAD-RMS Phase III (Maryland Institute for Emergency Medical Services Systems)

MIEMSS recognizes the importance of data completeness, reliability and accuracy. A key component of the eMEDS application is its ability to link emergency medical dispatch information collected in the EMSOP's Computer Aided Dispatch (CAD) system during call-taking and dispatch to the corresponding ePCR(s). This capability has been identified as a crucial feature by all stakeholders to: eliminate data entry redundancy; increase accountability of all EMS dispatches, permit viewing data spatiality; and to assure accuracy of EMS pre-arrival information. This linkage is also important to the MHSO for the ability to query any EMS associated information with the location of motor vehicle crashes. Both the 2010 Traffic Records Assessment major recommendations under SWISS (continue efforts to become NEMSIS compliant and ensure that the new eMAIS allows CAD connectivity) and the 5 of 8 current Traffic Records Strategic Plan objectives under EMS (capture X-Y coordinates, maximize uniform data entry, decrease the record submission time, seek at least 1 funding opportunity, increase the number of NEMSIS compliant data elements) center around information gathered during the call-taking and dispatch of an EMS event.

MIEMSS will seek 100% CAD linkage of CAD records to associated ePCR records for all eMEDS users. This objective will be accomplished through the same sub-grant process established through FFY2011 and 2012 MHSO funding. The end result will be a more accurate assessment of EMS utilization, response, and outcome for crash related injuries; provide better information for preventive and safety planning; afford a greater accountability of all crash incidents; and ultimately increase the linkage rates of EMS record information to other associated data as coordinated through the NSC CODES and Maryland State Police FARS projects.

Identifying Alcohol Risk Factors to Reduce Traffic Fatalities in Maryland (Washington College)

The use of a data driven approach is key to allocating scarce resources to combat alcohol and drug related traffic crashes and deaths. Unfortunately, most of the data needed to do this in Maryland is not currently compiled in a manner that can be used for advanced spatial analysis. This project will collect the data that is needed for this critical and important data analysis.

In addition to establishing never before available critical databases on relevant data to the problem, the project will also establish procedures for continual data collection so that these data may be constantly updated and when the initial project period is over the process will be in place to maintain these data at reasonable costs so that the data will always be available to make Maryland highways a safer place.

This project will focus on nine objectives related to improving the ability to use data driven analysis to reduce crashes and deaths caused by impaired drivers on Maryland highways as follows:

1. Identify liquor license locations & populate statewide database
2. Gross Sales by County & Individual Store Location
3. DPP/DJS Addresses of Violators Under Current Supervision
4. ETIX data for all agencies in MD under ETIX system
5. Saturation Patrols & DUI Checkpoints
6. SHA Traffic Crashes
7. Criminal Incident (non-traffic) alcohol arrests
8. Boating While Intoxicated and Highway Access Points
9. DHMH Intakes for Alcohol Poisoning
10. Place all data on ArcGIS web service.

These data will be fed into a risk terrain model to determine optimal locations for placement of DUI checkpoints and saturation patrols. Risk terrain modeling is an approach to spatial analysis that uses GIS to attribute qualities of the real world environment to places on digitized maps. When combined with routing analysis it will be an effective data driven tool for law enforcement.

The data collected can also be used by the MHSO to determine where to concentrate resources in areas of high offender counts and at liquor establishments with high volume of sales. This will make sure that Federal dollars are spent where they will have the greatest impact.

Police Traffic Services

Goals/Objectives

The MHSO administers a variety of federally funded highway safety programs and projects. A major portion of almost every program includes a law enforcement component. Law enforcement combined with Public Information and Education campaigns remains the single most effective way to reduce highway crashes, fatalities and injuries. Given the number of enforcement agencies across Maryland on the state, county and local levels, a need for coordination of the law enforcement response in highway safety initiatives has been identified. Training, program overviews, and needs assessments are required for the most efficient deployment of enforcement resources. Site visits, statewide meetings, and training symposiums offered to the MSP and allied agencies afford the MHSO an opportunity to implement effective techniques for maximum impact in the various project areas. The MHSO will continue to promote its highway safety programs to law enforcement under the program slogan, 'Traffic Safety IS Public Safety.'

Problem Identification

Needs assessments conducted across Maryland have identified gaps in both general training and in the coordination and intensity of targeted enforcement on the state level. To resolve these issues in FFY 2013, continued interaction with the MSP Command Staff will be made and regional meetings for law enforcement across the State will be conducted to provide project guidance and coordination of enforcement efforts as well as identify and assess the various needs at the street enforcement level.

Proposed Grants

Baltimore County Police – *Police Crash Reconstruction Training*

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

Maryland Crash Reconstruction Committee (MCRC), the Baltimore County PD will facilitate training for troopers and allied police officers in advanced collision investigation and various levels of crash reconstruction.

Maryland Chiefs of Police Association (MCPA) – *Law Enforcement Executive Training*

This project provides the opportunity for highway safety initiatives to be elevated to a high priority status in law enforcement agencies across the state. Liaison with the MHSO and MCPA Executives will provide further opportunities to identify projects to further each organizations mission as it relates to traffic safety. It is ever important for MCPA to work in concert with the MHSO as LE Executives continue to be pressured to make decisions based on economics. MHSO can assist LE Executives in continuing to support statewide campaigns which include enforcement and educational initiatives. MCPA will continue to develop enforcement and training initiatives for LE executives, work in conjunction with MHSO to develop and promote highway safety messages and to provide recognition to other groups that strive to make highway safety a top priority in their organizations.

Johns Hopkins University – *Law Enforcement Liaison*

The Law Enforcement Liaison (LEL) provides support to the MHSO Law Enforcement Program Coordinator in enhancing critical law enforcement and highway safety priorities. These include but are not limited to, assessing traffic-related training needs, developing and providing training programs, and developing and sustaining relationships with community organizations and profession associations. The LEL motivates and supports participation in initiatives such as *Click It Or Ticket, Checkpoint Strikeforce,* and *Smooth Operator*. The LEL serves as a primary liaison with the Maryland Chiefs of Police and Sheriffs' Associations. The LEL supports significant training initiatives and the development of law enforcement highway safety leaders within the State.

Johns Hopkins University – *Public Safety Leadership Project*

A review of existing literature, training programs, and marketing messages that focus on reducing officer injury and death in traffic-related incidents will be conducted. Several work group sessions will be conducted to gain input to the messages to be sent, appropriateness to various types of agencies, methods for delivering them, and approaches to determining success. Input to this effort will be sought from the MCPA and Maryland Sheriffs Association (MSA) and both professional associations will be asked to play a major role in this project. All

information collected in the prior tasks will be used to craft messages to police officers on ways to minimize risk in traffic-related situations. In conjunction with a professional marketing firm, messages to be sent to police officers, and methods for delivering these messages, will be refined. A professional marketing firm will be ultimately selected and will guide the project team in branding and distributing the message. The initial objectives are to keep law enforcement officers safe by addressing known problems of lack of seat belt use, excessive speed and multiple distractions within their police car. The overall goal of the project will be to elevate law enforcement's awareness of highway safety issues in general.

Maryland Police & Correctional Training Commission (MPCTC) – *POLEX Training*

The main goal of this program is to provide mid-level law enforcement supervisors exposure to a nationally recognized training curriculum that will help them to systematically address many of the state's traffic issues in addition to, and in conjunction with, other public safety issues facing their communities. In order to develop successful and effective solutions that address local traffic issues, local law enforcement agencies need to have personnel on staff who are adept at identifying and analyzing problems that affect their locale and who have developed contacts within their community who can generate public support for their response to the problem. There is a need to address the management perspective of an effective response to highway safety. This two week, high-intensity, university level course of instruction will expose individuals to some of the most current philosophy and thinking in the law enforcement profession. Penn State University has adapted its curriculum to include extensive training in managing a traffic enforcement unit. A mandatory research project must be traffic related and the curriculum will also expose them to the need for developing and implementing programs that will address the significant number of traffic safety problems that should be a priority for law enforcement command and supervisory personnel. The MPCTC'S role in this project is to provide the training facility and host the event. With the implementation of this program it is anticipated that officers will be motivated to attend traffic safety training and apply their skills in highway safety matters.

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

The main goal of this program is to provide a statewide designation of Traffic Safety Specialist to police officers who have attained certain levels of training, proficiency and expertise in various disciplines of traffic enforcement. Officers who attain the varied levels of this designation will be awarded a certificate and uniform ribbon at a special awards

ceremony. A committee of police executives and highway safety officials will consider applications and make final determinations as to the eligibility of officers that have applied for recognition. The MPCTC will conduct all administration of this program designed to motivate officers to attend traffic safety trainings and apply their skills in more frequent traffic enforcement.

Maryland Sheriff's Association – *Crash Reconstruction Conference*

The MSA along with the MCRC will hold a 3 day regional conference in the Baltimore/Washington Metropolitan area to teach Law Enforcement officers from the State of Maryland. This conference will increase the investigation techniques of 150 Crash Reconstructionists, enabling them to collect, analyze and disseminate accurate crash data that can be used to help identify the causation factors of crashes. Having the top experts present in this type of format allows MSA to reach the most investigators for the funds expended rather than just a small group in the usual classroom setting.

Maryland Sheriff's Association – *Executive Training*

The MSA will provide technical expertise, training materials and personnel to support the DUI College, Polex, and the Annual Training Seminar with the MCPA.

Maryland States Attorney's Association – Traffic Safety Resource Prosecutor

The MSAA will hire and support a Traffic Safety Resource Prosecutor (TSRP) for the state of Maryland. The TSRP will provide support, training and technical assistance to prosecutors and law enforcement serving Maryland in an effort to enhance their capability to effectively prosecute traffic safety violations.

Young Drivers

Goals/Objectives

	2007	2008	2009	2010	2011	5-year % Change	2013 Goal
Fatal Crashes	98	90	83	59	*61*	-37.8	77
Injury Crashes	7,357	6,581	6,266	5,346	*4,917*	-33.2	5,769
Property Damage Only	11,538	10,674	10,040	8,372	*7,524*	-34.8	9,119
Total Crashes	18,993	17,345	16,389	13,777	*12,502*	-34.2	14,895
Total of All Fatalities	112	106	88	64	*66*	-41.1	91
Total Number Injured	11,666	10,311	9,800	8,309	*7,644*	-34.5	9,038

Problem Identification

Sixteen and 17-year-old drivers represent only 1.6 percent of all licensed Maryland drivers, and 1.3 percent of all miles driven, but these drivers represent 11 percent of all driver fatalities, on average.

Over the past five years, an average of 15,801 crashes involving young drivers has occurred on Maryland's roadways. On average, 87 people have lost their lives each year. This loss of life represents close to 16 percent of all of Maryland's traffic fatalities. In addition, an average of 9,546 people has been injured annually, accounting for 20 percent of all of Maryland's traffic injuries.

Over-Represented Crash Factors – Young Drivers

Factor	Variable	Percentage
Gender (drivers)	Men	56.3 percent of involved; 49.4 percent of Injured; 78.1 percent of killed
Month	May -July	Total – 26.9 percent; injury – 28.8 percent; fatal – 30.2 percent
Day Of Week	Friday - Saturday	Total – 32.3 percent; injury – 32.1 percent; fatal – 35.8 percent
Time Of Day	2pm-6pm – total and injury crashes; 8pm-midnight – fatal crashes	Total – 30.9 percent; injury – 31.9 percent; fatal – 26.6 percent
Road Type	State and county roads	Total – 66.7 percent; injury – 68.6 percent; fatal – 78.0 percent
County	Baltimore and Prince George's Counties	Total – 27.9 percent; injury – 26.2 percent; fatal – 26.3 percent

- The leading cause of death for teens age 15–20 is motor vehicle collisions. (Source: NHTSA)

- Sixteen–year old drivers have crash rates that are about three times greater than 17–year–old drivers, five times greater than 18–year–old drivers, and approximately twice the rate of 85–year–old drivers. (Source: NHTSA)

- The number of young driver-involved crashes in Maryland has decreased each year since 2003. (Source: SHA)

- On average, thirty people are injured every day in Maryland as a result of crash involving a young driver, and every three days in Maryland, someone dies as a result of a young driver– involved crash, on average. (Source: MAARS)

- In 2011, there were 61 fatal crashes, 4,906 injury crashes, and nearly 12,473 other reported total crashes where the driver was a young driver age 16-20 in Maryland. (Source: MAARS)

- 16- and 17-year-old drivers represent only 1.6 percent of all licensed Maryland drivers, and 1.3 percent of all miles driven, but these drivers represent 11 percent of all driver fatalities, on average. (Source: MVA, SHA)

- Over the last ten years, 90 percent of the young drivers killed in fatal crashes were deemed to be at fault in those crashes. (Source: SHA)

- Leading contributing factors cited in police reports in young driver crashes include: not paying attention, driving too fast for conditions, failure to yield right of way and following too closely.

In FFY 2011, a total of 1,618 Younger Driver AMTs were collected from persons aged less than 21 and 141 from those aged 21 and older to determine public knowledge, attitudes and behaviors specific to this age group. One question of particular note addressed influencers on safe driving. When asked among parents, law enforcement, and peers, as to which group had the most influence on the way this age group drives, as the respondent age increased, the 'Law Enforcement' response became more common, from 23 percent for those 15 and under to 58 percent for those ages 21-24.

MHSO Initiatives and Coordination

Parent involvement during the learner's permit and provisional licensing periods is a critical component of a comprehensive approach to young driver safety. MHSO continues to explore innovative approaches to increasing parental involvement and peer engagement. In FFY2013, the MHSO will continue working through grantees to help achieve this vision.

Proposed Grants

Maryland Motor Vehicle Administration – Driver Instructional Services Division (DISD)

The DISD will approach increasing parental involvement in four ways. The first will be to create a video for use in the Driver Education Curriculum and to be placed in various social networking outlets. The MVA has a Facebook page and a web page, both of which will be

used to display the video. There are also numerous driving school web pages, school web pages visited by parents, and parenting blogs, any and all of which could be a potential site for the video. The second will be to create in service training for the driving schools so they can stress to parents the need to be involved in drivers' education. This in-service training will be conducted by the DISD curriculum specialist throughout the state and will be done in coordination with the launch of the new Unit One curriculum. The third will be to create opportunities for outreach to stress the need for parents to be more involved with their child's driver's education. These outreaches may be conducted at high school PTA meetings, at local places of worship, and at team meetings, anywhere that parents of teens are likely to go. The video DISD will create will be an integral part of this outreach opportunity. Finally, the DISD will also work to develop partnerships with other stakeholders to continue delivering community outreach and the message regarding parental involvement.

Sykesville Fire Department – Every 15 Minutes Program

The *Every 15 Minutes* program will educate parents and high school juniors and seniors on the effects of driving while impaired by alcohol. Every 15 Minutes gives the unique chance to experience the effects driving under the influence has from a motor vehicle collision. The program accomplishes this using a mock car crash, hospital, and courtroom setting. The program will be held at North Carroll High School, for the first time, this fall. Every 15 minutes is requesting funding for two programs to be conducted in Carroll County. The funding will be used for two conference rooms (one for parent, one for student), video, bus service to the courthouse, hotel and school, and t-shirts for the participants and polo shirts for the managers of the program.

Camp Fire USA

Camp Fire USA is proposing to implement a student led project utilizing a service learning model which includes: Investigation; Preparation and Planning; Action; Reflection; Demonstration/Celebration. Service-Learning is a teaching and learning strategy that integrates meaningful community service with instruction and reflection to enrich the learning experience, teach civic responsibility, and strengthen communities. The goal is to recruit students to create a teen driving safety summit of teens and adults to discuss issues, seek solutions, and learn methods that they can replicate after the summit. The summit will include workshops, demonstrations, and informational session. Student leaders will engage national, regional, and local partners in their process. These individuals will be invited to lead

hands on workshops, interactive presentations, and skills building activities alongside the youth leaders that engage youth and adults. The anticipated outcomes include giving students the tools necessary to launch a project, learn how to gather data to report outcomes, and identification of local resources, and identification of behaviors related to distracted and unsafe driving.   Camp Fire USA will create and coordinate a regional/state Youth advisory Committee, including workshops that will include parents and teachers. Materials will be provided for youth and advisors to use as guides as they create their own local programs including handbooks, driving safety best practices, and video tools.

Older Drivers

Goals/Objectives

	2007	2008	2009	2010	2011	5-year % Change	2013 Goal
Fatal Crashes	71	78	94	78	72	+1.4	67
Injury Crashes	4,448	4,279	4,294	4,196	4,254	-4.4	3,751
Property Damage Only	5,647	5,528	5,737	5,778	5,881	+4.1	4,723
Total Crashes	10,166	9,885	10,125	10,052	10,207	+0.4	8,489
Total of All Fatalities	79	85	101	80	79	0.0	73
Total Number Injured	6,822	6,546	6,645	6,464	6,480	-5.0	5,738

Problem Identification

Older drivers are defined as being 65 years of age or older. Over the past five years, an average of 10,087 older driver crashes has occurred on Maryland's roadways. On average, 85 people have lost their lives each year in older driver crashes, representing 16% of all Maryland traffic fatalities. In addition, an average of 6,591 persons has been injured annually, representing 14 percent of all of Maryland's traffic injuries.

Over-Represented Crash Factors – Older Drivers

Factor	Variable	Percentage
Gender (drivers)	Men	59.1 percent of involved; 50.4 percent of Injured; 68.4 percent of killed
Month	October-December	Total – 27.9 percent; injury – 27.1 percent; fatal – 25.4 percent
Day Of Week	Thursday-Friday	Total – 33.1 percent; injury – 32.4 percent; fatal – 34.3 percent
Time Of Day	Noon-4pm	Total – 35.5 percent; injury – 36.4 percent; fatal – 34.9 percent
Road Type	State and county roads	Total – 59.2 percent; injury – 62.7 percent; fatal – 68.4 percent
County	Baltimore and Prince Georges Counties	Total – 29.4 percent; injury – 28.7 percent; fatal – 26.2 percent

MHSO Initiatives and Coordination

The MHSO's Older Driver Safety efforts have focused largely on education and coordination with MVA's DISD. The MHSO strives to balance mobility, safety, and personal responsibility for this particular age group, and the activities undertaken by the MHSO exemplify those priorities.

Proposed Grants

Maryland Motor Vehicle Administration – Older Driver Symposium

With the number of older Maryland licensed drivers, it is imperative to educate Maryland leaders involved in policies and programs for aging people that will provide for safe mobility for life. The MVA plans to hold a two-day educational and interactive symposium on older driver safety with the purpose of engaging and educating policy makers, highway safety professionals and organizations as well as service providers. This symposium will serve as a follow-up to an extremely successful event held in FFY 2012 in which over 100 stakeholders cam to hear more about the complexity of issues facing older drivers. The goal of the symposium is to provide a stage to hear the latest research and best practices, facilitate knowledgeable discussion on older driver safety issues and their relevance to Maryland, networking opportunities and produce practical approaches to help benefit policies and programs. The attendees will be provided with the tools and information necessary to promote older driver safety in their arenas. Professional development credit will be offered to specific professions, including law enforcement, clinicians, engineers & attorneys.

This will build on the long-established and highly regarded Maryland Research Consortium which has offered a venue for worldwide research on older driver safety, and build on the 2012 symposium. The outcome of the symposium will be practical objectives of necessary policies and programs for Maryland's older driver safety program that can be embraced and built upon by the organizations represented in the development and execution of this symposium.

Carroll County Bureau of Aging & Disabilities – Older Driver Safety Program

The Carroll County Bureau of Aging would like to offer the Older Driver Safety Program taught by trained AARP instructors. The course is 6 hours long, with a 1 hour working lunch. The course will be offered throughout Carroll County at the 5 senior and community centers. The targeted goal of attendance is 75 total older adults. The FFY2012 class had 58 participants at four of the five senior centers.

Bicyclist Safety

Goals/Objectives

	2007	2008	2009	2010	2011	5-year % Change	2013 Goal
Fatal Crashes	7	7	10	8	*5*	-28.6	6
Injury Crashes	640	629	555	592	564	-11.9	551
Property Damage Only	162	163	121	134	*131*	-19.1	139
Total Crashes	809	799	686	734	700	-13.5	686
Total of All Fatalities	7	7	10	8	*5*	-28.6	6
Total Number Injured	662	652	578	610	588	-11.2	572

Problem Identification

Over the past five years, an average of 746 police-reported bicycle crashes has occurred on Maryland's roadways. On average, seven people in bicycle-related crashes have lost their lives each year. In addition, those crashes involved an average of 618 (bicyclist crashes) injured persons annually.

Bicyclist crashes occur most frequently during warm weather months; more than 63% of all bicyclist crashes occur between the months of May to September. Bicyclist crashes overall are distributed fairly equally across the days of the week; however, Tuesday is the peak day for bicyclist fatalities, accounting for 30 percent of all riders killed.

Young bicyclists are the most likely to be involved in a bicycle crash; more than 40 percent of bicycle crashes involve a person under the age of 18. Approximately 84 percent of all bicyclists involved in a crash, injured or killed while riding are male.

Over-Represented Crash Factors - Pedalcycles

Factor	Variable	Percentage
Age (pedalcyclists)	<16	28.7 percent of involved; 28.8 percent of Injured; 13.5 percent of killed
Gender (pedalcyclists)	Men	83.0 percent of involved; 83.5 percent of Injured; 81.1 percent of killed
Month	June-August	Total – 40.5 percent; injury – 41.1 percent' fatal – 40.5 percent
Day Of Week	Tuesday	Total – 15.8 percent; injury – 15.8 percent; fatal – 27.0 percent
Time Of Day	4pm-8pm	Total – 39.2 percent; injury – 38.4 percent; fatal – 32.4 percent
Road Type	State and County roads	Total – 53.6 percent; injury – 56.0 percent; fatal – 78.4 percent
County	Baltimore City – total and injury crashes	Total – 23.3 percent; injury – 21.2 percent

In FFY 2011, a total of 223 Bicycle AMT Surveys were collected to determine public knowledge, attitudes and behaviors specific to interactions with bicyclists or riding a bicycle. The vast majority of all submissions were by citizens of ages 18 and under (92 percent); slightly more females than males completed the surveys (56 percent vs. 44 percent). While this is not ideal, it does provide some useful insight into the knowledge, attitudes and behaviors of this age group related to bicycle safety. When asked how often they wear a helmet while riding a bicycle, more than half responded that they never or rarely wore a helmet and more than half responded that they were not very likely or not very likely at all to be cited for not wearing a helmet. Thirty percent of respondents were not aware that Maryland has a law requiring riders under the age of 16 to wear a helmet.

MHSO Initiatives and Coordination

Past bicycle safety efforts have focused largely on the youngest riders, under the age of 14 and mature riders. However, crash data shows that older youth riders comprise a significant proportion of riders involved in crashes. This warrants increased attention toward this age group, and underscores the importance of using crash data to guide local safety program development.

Proposed Grants

Bike Maryland – Bicycle MINDED Safety Program

The goal of the Bicycle MINDED Safety Program (BMSP) is to reduce bicycle crashes, injuries and fatalities in the Baltimore Metropolitan region by conducting direct outreach to at-risk youth and adult bicycle riders and by training bicycle safety ambassadors to conduct outreach activities and safety training. Three part-time program coordinators will organize and conduct bicycle skills workshops, based on curriculum developed for Maryland by the WABA and using a bicycle safety program trailer equipped with bicycles and related teaching supplies. The coordinators will be certified using the curriculum of the League of American Bicyclists. The coordinators will also conduct adult bicycle safety workshops focusing on high risk bicyclist behaviors, as indicated by crash data.

Motorcyclist Safety

Goals/Objectives

	2007	**2008**	**2009**	**2010**	**2011**	**5-year % Change**	**2013 Goal**
Fatal Crashes	91	78	67	72	68	-25.3	67
Injury Crashes	1,428	1,367	1,332	1,322	1,307	-8.5	1,198
Property Damage Only	322	358	487	533	505	+56.8	306
Total Crashes	1,841	1,803	1,886	1,927	1,880	+2.1	1,548
Total of All Fatalities	96	83	67	73	*70*	-27.1	71
Total Number Injured	1,661	1,568	1,596	1,558	1,512	-9.0	1,374

Problem Identification

Over the past five years, an average of 1,867 motorcycle crashes has occurred on Maryland's roadways. On average, 78 people have lost their lives each year, representing 14 percent of all of Maryland's traffic fatalities. In addition, an average of 1,579 people has been injured annually, representing 3 percent of all of Maryland's traffic injuries.

Over-Represented Crash Factors - Motorcycles

Factor	Variable	Percentage
Age (operators)	21-29 and 40-49 – total and injured; 25-39 fatals	23.1, 21.8 percent of involved; 24.5, 24.1 percent of Injured; 37.7 percent of killed
Gender (operators)	Men	84.2 percent of involved; 90.9 percent of Injured; 97.5 percent of killed
Month	May-August	Total – 53.2 percent; injury – 54.8 percent; fatal – 55.1 percent
Day Of Week	Saturday-Sunday	Total – 40.0 percent; injury – 41.5 percent; fatal – 47.6 percent
Time Of Day	4pm-8pm	Total – 32.5 percent; injury – 32.8 percent; fatal – 35.4 percent
Road Type	State and county roads	Total – 62.0 percent; injury – 66.0 percent; fatal – 64.4 percent
County	Baltimore and Prince Georges Counties	Total – 26.9 percent; injury – 27.0 percent; fatal – 29.8 percent

MHSO Initiatives and Coordination

High risk motorcycle riding by a few riders continues to be a visible and persistent issue across the State, and is involved in many of the fatal motorcycle crashes in Maryland. In FFY13, a continued emphasis will be placed on rider–to–rider communication and mentoring of new riders to encourage high risk riders to consider the impact of their behavior on the motorcycle community and their own families.

The MHSO's media purchases will continue to expand on outreach efforts in the Washington metropolitan region, focusing on motorist awareness and rider outreach. Additional funding will be used to support local motorcycle safety initiatives and significant events, including the *Bikes and Badges* motorist awareness program conducted jointly by the Washington County Sheriff's Office and ABATE of Washington County/ABATE of Maryland and the expanded DelMarVa Bike Week, which involves locations throughout Wicomico and Worcester Counties on the lower Eastern shore.

This will again be combined with a law enforcement emphasis on proper vehicle equipment, particularly the proper display of registration tags, and on proper licensure. Motorist awareness media activities need to be promoted through and in conjunction with local motorcycle safety efforts and with the increased involvement of the motorcycling community.

Proposed Grants

Maryland Motor Vehicle Administration –*Motorcycle Safety Program*

The Program will continue its comprehensive outreach program that includes: rider training, crash prevention strategies, new rider mentoring, initiatives to increase motorcycle safety, impaired riding prevention as well as motorist awareness. The rider training component will include an update of the state-approved motorcycle training curriculum, in line with changes forthcoming from the Motorcycle Safety Foundation.

The new BRC information will be incorporated into MVAs rider outreach. MVA will continue its outreach program using SMART trainers and outreach trailer, providing a diverse curriculum catalog covering a wide range of topic areas related to motorcycle safety tailored to the target audience. This training is intended to be mobile and would include simulations, demonstrations and exercises presented to riders and citizens throughout the State of Maryland. For Federal Fiscal Year 2013, MVA will:

- o Partner with motorcycle dealers, motorcycle clubs, government agencies, other related groups, schedule outreach activities geared toward reducing crashes in areas with the highest crash rates;

- o Create interactive, and innovated mobile display at events including dealer open houses, motorcycle shows, club & org meetings "safety days";
- o Beginning in April, in conjunction with motorcycle safety & awareness month, issue two press releases on motorcycle safety aimed at the two jurisdictions with the highest crash rates and conduct at least one public relations activity every six weeks across the state;
- o Conduct as many as 10 update and core-retraining sessions across the state, taught by Instructor Trainers and Quality Assurance Specialist.

The target audience for this grant includes both motorcyclists and motorists in high crash jurisdictions. Activities and materials will also be used statewide in cooperation with motorcycling organizations, law enforcement agencies, RTSPs and other stakeholders. Data and other information provided through this grant will include:

- o the number of events attended, number of participants reached and number of surveys collected at events;
- o number of people trained on the new curriculum;
- o number of press releases issued and impressions garnered;
- o number of public relations activities conducted, number of contacts made and number of impressions garnered; and
- o the number of educational items distributed.

The grant funds supplied to the MVA will be matched with nearly $60,000 in matching resources netting a combined value of more than $146,000. The MVA Motorcycle Safety Program is uniquely positioned to deliver programs to the riding community using direct outreach and the outreach of their licensed training centers and individual trainers.

Red Knights Motorcycle Club – Motorcycle Safety Program

As partners with other advocates, riders, educators, organizations, and RTSPs, the Red Knights Motorcycle Club will conduct a motorcycle safety rally, raise motorcycle and motorist awareness, and provide public outreach and education to riders and other motorists in an effort to reduce motorcycle crashes, increase licensed riders, and encourage motorists to watch for motorcycles, as well as increasing personal responsibility of riders.

SECTION IV: CERTIFICATIONS AND ASSURANCES

<u>STATE CERTIFICATIONS AND ASSURANCES</u>

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

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

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

<u>Certifications and Assurances</u>

<u>Section 402 Requirements (as amended by Pub. L. 112-141)</u>

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

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

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

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

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations and high-visibility law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources,
- Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).

(23 USC 402 (b)(1)(F));

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(j)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

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

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

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, <u>OMB Guidance on FFATA Subward and Executive Compensation Reporting,</u> August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);

- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

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

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) $25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

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

The Drug-free Workplace Act of 1988(41 U.S.C. 702;):

The State will provide a drug-free workplace by:

a.   Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

b.   Establishing a drug-free awareness program to inform employees about:

   1. The dangers of drug abuse in the workplace.

   2. The grantee's policy of maintaining a drug-free workplace.

   3. Any available drug counseling, rehabilitation, and employee assistance programs.

   4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.

c.   Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

d.   Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --

   1. Abide by the terms of the statement.

   2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

e.   Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

f.   Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted –

1. Taking appropriate personnel action against such an employee, up to and including termination.

2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

g.   Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

RESTRICTION ON STATE LOBBYING

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

State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier

covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

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

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

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

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

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

transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

(**1**)   Adopt and enforce workplace safety policies to decrease crashed caused by distracted driving including policies to ban text messaging while driving—
a.   Company-owned or -rented vehicles, or Government-owned, leased or rented vehicles; or
b.   Privately-owned when on official Government business or when performing any work on or behalf of the Government.
(**2**)   Conduct workplace safety iniatives in a manner commensurate with the size of the business, such as –
a.   Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
b.   Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental

impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500–1517).

Governor's Representative for Highway Safety

State or Commonwealth

_____2013_____

For Fiscal Year

8-28-2012

Date

SECTION V: APPENDIX

Program Cost Summaries

MHSO Partners

Maryland Highway Safety Performance Measures

State: Maryland

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

Page: 1

Highway Safety Plan Cost Summary

2013-HSP-1

For Approval

Report Date: 08/23/2012

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2013-15-01-00		$.00	$187,837.00	$.00	$187,837.00	$187,837.00	$.00
Planning and Administration Total			**$.00**	**$187,837.00**	**$.00**	**$187,837.00**	**$187,837.00**	**$.00**
Motorcycle Safety								
	MC-2013-04-02-10		$.00	$59,118.00	$.00	$26,500.00	$26,500.00	$.00
	MC-2013-04-03-00		$.00	$.00	$.00	$31,240.00	$31,240.00	$.00
Motorcycle Safety Total			**$.00**	**$59,118.00**	**$.00**	**$57,740.00**	**$57,740.00**	**$26,500.00**
Occupant Protection								
	OP-2013-05-03-00		$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
Occupant Protection Total			**$.00**	**$.00**	**$.00**	**$50,000.00**	**$50,000.00**	**$.00**
Pedestrian/Bicycle Safety								
	PS-2013-06-01-00		$.00	$43,500.00	$.00	$56,830.00	$56,830.00	$.00
	PS-2013-06-02-00		$.00	$190,000.00	$.00	$260,000.00	$260,000.00	$.00
	PS-2013-06-02-10		$.00	$542,923.00	$.00	$140,000.00	$140,000.00	$.00
	PS-2013-06-03-00		$.00	$.00	$.00	$33,200.00	$33,200.00	$.00
Pedestrian/Bicycle Safety Total			**$.00**	**$776,423.00**	**$.00**	**$490,030.00**	**$490,030.00**	**$400,000.00**
Police Traffic Services								
	PT-2013-12-01-00		$.00	$2,763,602.00	$.00	$375,501.00	$375,501.00	$.00
	PT-2013-12-03-00		$.00	$24,523.00	$.00	$103,500.00	$103,500.00	$.00
Police Traffic Services Total			**$.00**	**$2,788,125.00**	**$.00**	**$479,001.00**	**$479,001.00**	**$.00**
Traffic Records								
	TR-2013-09-01-00		$.00	$39,861.00	$.00	$33,312.00	$33,312.00	$.00

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	TR-2013-09-03-00		$.00	$24,523.00	$.00	$103,500.00	$103,500.00	$.00
Traffic Records Total			**$.00**	**$64,384.00**	**$.00**	**$136,812.00**	**$136,812.00**	**$.00**
Community Traffic Safety Project								
	CP-2013-07-03-00		$.00	$49,046.00	$.00	$342,000.00	$342,000.00	$.00
	CP-2013-10-02-00		$.00	$491,860.00	$.00	$1,022,425.00	$1,022,425.00	$.00
	CP-2013-10-03-00		$.00	$338,958.00	$.00	$805,145.00	$805,145.00	$.00
Community Traffic Safety Project Total			**$.00**	**$879,864.00**	**$.00**	**$2,169,570.00**	**$2,169,570.00**	**$1,022,425.00**
Codes and Laws								
	CL-2013-07-01-00		$.00	$.00	$.00	$50,174.00	$50,174.00	$.00
Codes and Laws Total			**$.00**	**$.00**	**$.00**	**$50,174.00**	**$50,174.00**	**$.00**
Driver Education								
	DE-2013-02-03-00		$.00	$24,523.00	$.00	$167,900.00	$167,900.00	$.00
	DE-2013-07-01-00		$.00	$61,905.00	$.00	$56,650.00	$56,650.00	$.00
	DE-2013-07-02-00		$.00	$21,806.00	$.00	$23,575.00	$23,575.00	$.00
	DE-2013-07-03-00		$.00	$24,523.00	$.00	$133,500.00	$133,500.00	$.00
Driver Education Total			**$.00**	**$132,757.00**	**$.00**	**$381,625.00**	**$381,625.00**	**$23,575.00**
Speed Enforcement								
	SE-2013-01-01-00		$.00	$145,130.00	$.00	$32,057.00	$32,057.00	$.00
	SE-2013-01-02-10		$.00	$252,307.00	$.00	$179,570.00	$179,570.00	$.00
Speed Enforcement Total			**$.00**	**$397,437.00**	**$.00**	**$211,627.00**	**$211,627.00**	**$179,570.00**
NHTSA 402 Total			**$.00**	**$5,285,945.00**	**$.00**	**$4,214,416.00**	**$4,214,416.00**	**$1,652,070.00**
405 OP SAFETEA-LU								
	K2-2013-05-03-00		$.00	$75,732.00	$.00	$573,500.00	$573,500.00	$.00
405 Occupant Protection Total			**$.00**	**$75,732.00**	**$.00**	**$573,500.00**	**$573,500.00**	**$.00**

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405 OP SAFETEA-LU Total			$.00	$75,732.00	$.00	$573,500.00	$573,500.00	$.00
NHTSA 406								
	K4-2013-07-01-00		$.00	$.00	$.00	$83,000.00	$83,000.00	$.00
406 Safety Belts Incentive Total			$.00	$.00	$.00	$83,000.00	$83,000.00	$.00
NHTSA 406 Total			$.00	$.00	$.00	$83,000.00	$83,000.00	$.00
408 Data Program SAFETEA-LU								
	K9-2013-09-01-00		$.00	$142,304.00	$.00	$492,857.00	$492,857.00	$.00
408 Data Program Incentive Total			$.00	$142,304.00	$.00	$492,857.00	$492,857.00	$.00
408 Data Program SAFETEA-LU Total			$.00	$142,304.00	$.00	$492,857.00	$492,857.00	$.00
410 Alcohol SAFETEA-LU								
	K8-2013-03-01-00		$.00	$181,226.00	$.00	$80,739.00	$80,739.00	$.00
	K8-2013-03-02-00		$.00	$353,883.00	$.00	$516,934.00	$516,934.00	$.00
	K8-2013-03-02-10		$.00	$741,715.00	$.00	$642,600.00	$642,600.00	$642,600.00
	K8-2013-03-03-00		$.00	$24,523.00	$.00	$888,500.00	$888,500.00	$.00
410 Alcohol SAFETEA-LU Total			$.00	$1,301,347.00	$.00	$2,128,773.00	$2,128,773.00	$1,159,534.00
410 Alcohol SAFETEA-LU Total			$.00	$1,301,347.00	$.00	$2,128,773.00	$2,128,773.00	$1,159,534.00
2010 Motorcycle Safety								
	K6-2013-04-01-00		$.00	$.00	$.00	$68,141.00	$68,141.00	$.00
	K6-2013-04-03-00		$.00	$.00	$.00	$119,400.00	$119,400.00	$.00
2010 Motorcycle Safety Incentive Total			$.00	$.00	$.00	$187,541.00	$187,541.00	$.00
2010 Motorcycle Safety Total			$.00	$.00	$.00	$187,541.00	$187,541.00	$.00
2011 Child Seats								
	K3-2013-05-01-00		$.00	$271,324.00	$.00	$261,394.00	$261,394.00	$.00
	K3-2013-05-03-00		$.00	$.00	$.00	$20,000.00	$20,000.00	$.00

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2011 Child Seat Incentive Total			$.00	$271,324.00	$.00	$281,394.00	$281,394.00	$.00
2011 Child Seats Total			*$.00*	*$271,324.00*	*$.00*	*$281,394.00*	*$281,394.00*	*$.00*
164 Transfer Funds								
	164AL-2013-00-00-00		$.00	$.00	$.00	$1,069,362.00	$1,069,362.00	$.00
	164 Alcohol Total		*$.00*	*$.00*	*$.00*	*$1,069,362.00*	*$1,069,362.00*	*$.00*
164 Transfer Funds Total			*$.00*	*$.00*	*$.00*	*$1,069,362.00*	*$1,069,362.00*	*$.00*
NHTSA Total			*$.00*	*$7,076,652.00*	*$.00*	*$9,030,843.00*	*$9,030,843.00*	*$2,811,604.00*
Total			*$.00*	*$7,076,652.00*	*$.00*	*$9,030,843.00*	*$9,030,843.00*	*$2,811,604.00*

Prog Area	Proj #	Agency	Program Area/Projects	Project Description	Federal Account Code	402 Federal HS211B21	403 Federal HS230B21	405 Federal HS212B21	406 Federal HS213B21	408 Federal HS214B21	410 Federal HS215B21	2010 Federal HS216B21	2011 Federal HS217B21	Total NHTSA Federal	FHWA HPR HS207B22	164 Funds	State Funds HS333313	Totals	State/Local Match	Grand Totals
Admin	13-155	UMB	Office Management	Salary & Benefits	PA-2013-15-01	103,500	-	-	-	-	-	-	-	103,500	-	-	-	103,500	24,523	128,023
Admin	13-155	UMB	Administrative Support	Assist. - Salary &	PA-2013-15-01	57,200	-	-	-	-	-	-	-	57,200	-	-	-	57,200	24,523	81,723
Admin	13-155	UMB	Part Time Staff	Salary & Benefits	PA-2013-15-01	27,137	-	-	-	-	-	-	-	27,137	-	-	-	27,137	24,523	51,660
			Category Subtotals			187,837	-	-	-	-	-	-	-	187,837	-	-	-	187,837	73,569	261,406
Agg	13-135	AA Co PD	RTSP Enforcement-Sm	Local LE - Overtim	SE-2013-01-02-10	9,000	-	-	-	-	-	-	-	9,000	-	-	-	9,000	15,560	24,560
Agg	13-046	Aberdeen PD	RTSP Enforcement-Sm		SE-2013-01-02-10	2,000	-	-	-	-	-	-	-	2,000	-	-	-	2,000	2,500	4,500
Agg	13-071	Allegany Co Sher	RTSP Enforcement-Sm	Local LE - Overtim	SE-2013-01-02-10	700	-	-	-	-	-	-	-	700	-	-	-	700	1,667	2,367
Agg	13-050	Annapolis PD	RTSP Smooth Operator		SE-2013-01-02-10	2,470	-	-	-	-	-	-	-	2,470	-	-	-	2,470	28,323	30,793
Agg	13-035	Balt City PD	RTSP Enforcement-Imp	Overtime Enforce &	SE-2013-01-02-10	12,350	-	-	-	-	-	-	-	12,350	-	-	-	12,350	21,896	34,246
Agg	13-039	Baltimore Co PD	RSTP Enforcement-Sm		SE-2013-01-02-10	17,100	-	-	-	-	-	-	-	17,100	-	-	-	17,100	29,992	47,092
Agg	13-037	Bel Air PD	RTSP Enforcement-Sm	Local LE - Overtim	SE-2013-01-02-10	2,000	-	-	-	-	-	-	-	2,000	-	-	-	2,000	2,625	4,625
Agg	13-051	Calvert Co Sher	RTSP Enforcement-Smooth Operator		SE-2013-01-02-10	4,650	-	-	-	-	-	-	-	4,650	-	-	-	4,650	7,940	12,590
Agg	13-064	Cambridge PD	RTSP Enforcement-Sm		SE-2013-01-02-10	1,400	-	-	-	-	-	-	-	1,400	-	-	-	1,400	3,420	4,820
Agg	13-009	Caroline Co Sher	RTSP Enforcement-Enforcement Funds		SE-2013-01-02-10	950	-	-	-	-	-	-	-	950	-	-	-	950	2,001	2,951
Agg	13-022	Carroll Co Sher.	RTSP Enforcement-Sm	Local LE - Overtim	SE-2013-01-02-10	3,450	-	-	-	-	-	-	-	3,450	-	-	-	3,450	3,640	7,090
Agg	13-147	Cecil County Sheriff			SE-2013-01-02-10	3,500	-	-	-	-	-	-	-	3,500	-	-	-	3,500	750	4,250
Agg	13-012	Ch Chase Vil PD	RTSP Smooth Opera Enforcement Funds		SE-2013-01-02-10	2,250	-	-	-	-	-	-	-	2,250	-	-	-	2,250	1,525	3,775
Agg	13-023	Charles Co Sher	RTSP Enforcement-Smooth Operator		SE-2013-01-02-10	6,050	-	-	-	-	-	-	-	6,050	-	-	-	6,050	7,143	13,193
Agg	13-070	Cumberland PD	RTSP Enforcement-Sm	Local LE - Overtim	SE-2013-01-02-10	700	-	-	-	-	-	-	-	700	-	-	-	700	1,300	2,000
Agg	13-060	Easton PD	RTSP Enforcement-Enforcement Funds		SE-2013-01-02-10	1,150	-	-	-	-	-	-	-	1,150	-	-	-	1,150	2,540	3,690
Agg	13-067	Elkton PD	RTSP Enforcement-Enforcement Funds		SE-2013-01-02-10	1,000	-	-	-	-	-	-	-	1,000	-	-	-	1,000	1,767	2,767
Agg	13-083	Frederick Co Sher	Enforcement Funds		SE-2013-01-02-10	5,700	-	-	-	-	-	-	-	5,700	-	-	-	5,700	5,665	11,365
Agg	13-076	Frostburg PD	Enforcement Funds		SE-2013-01-02-10	200	-	-	-	-	-	-	-	200	-	-	-	200	368	568
Agg	13-105	Fruitland PD	Overtime Enforce &		SE-2013-01-02-10	1,150	-	-	-	-	-	-	-	1,150	-	-	-	1,150	850	2,000
Agg	13-026	Gaithersburg PD	RTSP Enforcement-Imp	Local LE - Overtim	SE-2013-01-02-10	7,000	-	-	-	-	-	-	-	7,000	-	-	-	7,000	2,334	9,334
Agg	13-117	Garrett Co Sher	RSTP Enforcement-Sm Enforcement Funds		SE-2013-01-02-10	600	-	-	-	-	-	-	-	600	-	-	-	600	1,238	1,838
Agg	13-078	Hagerstown PD	RTSP Enforcement-Sm	Local LE - Overtim	SE-2013-01-02-10	950	-	-	-	-	-	-	-	950	-	-	-	950	2,558	3,508
Agg	13-079	Hancock PD	RTSP Enforcement-Sm	Local LE - Overtim	SE-2013-01-02-10	200	-	-	-	-	-	-	-	200	-	-	-	200	550	750
Agg	13-036	Harford Co Sher	RTSP Enforcement-Sm	Local LE - Overtim	SE-2013-01-02-10	2,500	-	-	-	-	-	-	-	2,500	-	-	-	2,500	11,875	14,375
Agg	13-034	Havre de Grace PD	RTSP Enforcement-Sm		SE-2013-01-02-10	2,000	-	-	-	-	-	-	-	2,000	-	-	-	2,000	1,400	3,400
Agg	13-048	Howard Co PD			SE-2013-01-02-10	5,700	-	-	-	-	-	-	-	5,700	-	-	-	5,700	27,716	33,416
Agg	13-149	Kent County Sheriff			SE-2013-01-02-10	2,500	-	-	-	-	-	-	-	2,500	-	-	-	2,500	1,237	3,737
Agg	13-090	MDTA	MDTA Police Highway Enforcement &		SE-2013-01-01	21,600	-	-	-	-	-	-	-	21,600	-	-	-	21,600	145,130	166,730
Agg	13-122	MHSO - Program Area	Smooth Operator Aggre Enforcement		HS207B22	-	-	-	-	-	-	-	-	-	-	300,000	-	300,000	-	300,000
Agg	13-025	Montgomery Co PD	Comprehensive Statewi Enforcement &		SE-2013-01-02-10	40,000	-	-	-	-	-	-	-	40,000	-	-	-	40,000	22,067	62,067
Agg	13-104	MSP	Comprehensive Statewi Enforcement &		HS207B22	-	-	-	-	-	-	-	-	-	363,490	-	-	363,490	71,239	434,729
Agg	13-104	MSP	Comprehensive Statewi Enforcement &		SE-2013-01-01	10,457	-	-	-	-	-	-	-	10,457	-	-	-	10,457	-	10,457
Agg	13-073	Oakland PD	RTSP Enforcement-Smooth Operator		SE-2013-01-02-10	200	-	-	-	-	-	-	-	200	-	-	-	200	200	400
Agg	13-142	Ocean City PD	RTSP Smooth Opera Enforcement Funds		SE-2013-01-02-10	2,850	-	-	-	-	-	-	-	2,850	-	-	-	2,850	2,197	5,047
Agg	13-016	PG Co PD	RTSP Enforcement-Sm	Local LE - Overtim	SE-2013-01-02-10	19,950	-	-	-	-	-	-	-	19,950	-	-	-	19,950	19,050	39,000
Agg	13-021	Princess Anne PD	RTSP Smooth Opera Enforcement Funds		SE-2013-01-02-10	800	-	-	-	-	-	-	-	800	-	-	-	800	1,386	2,186
Agg	13-113	Queen Anne's Co Sheriff	Smooth Operator Enforcement		SE-2013-01-02-10	3,500	-	-	-	-	-	-	-	3,500	-	-	-	3,500	2,400	5,900
Agg	13-091	Rockville PD	Smooth Operator Enforcement		SE-2013-01-02-10	5,000	-	-	-	-	-	-	-	5,000	-	-	-	5,000	1,778	6,778
Agg	13-100	Salisbury PD	RTSP Enforcement-I Overtime Enforce &		SE-2013-01-02-10	1,150	-	-	-	-	-	-	-	1,150	-	-	-	1,150	2,101	3,251
Agg	13-080	Smithsburg PD	RTSP Enforcement-Smooth Operator		SE-2013-01-02-10	200	-	-	-	-	-	-	-	200	-	-	-	200	475	675
Agg	13-008	St. Mary's Sheriff	Smooth Operator Enforc OT		SE-2013-01-02-10	4,600	-	-	-	-	-	-	-	4,600	-	-	-	4,600	4,996	9,596
Agg	13-069	Washington Co Sher	RTSP Enforcement-Sm	Local LE - Overtim	SE-2013-01-02-10	950	-	-	-	-	-	-	-	950	-	-	-	950	2,558	3,508
Agg	13-057	Wicomico Co Sher	RTSP Enforcement-Sm	Local LE - Overtim	SE-2013-01-02-10	1,150	-	-	-	-	-	-	-	1,150	-	-	-	1,150	2,719	3,869
			Category Subtotals			211,627	-	-	-	-	-	-	-	211,627	663,490	-	-	875,117	468,676	1,343,793
Data	13-065	MIEMSS - NEMSIS			K9-2013-09-01	-	-	-	-	72,000	-	-	-	72,000	-	-	-	72,000	62,582	134,582
Data	13-107	NSC	CCODES - 402	Projects - SHSP,	TR-2013-09-01	33,312	-	-	-	-	-	-	-	33,312	-	-	-	33,312	39,861	73,173
Data	13-107	NSC	CCODES - 403	Projects - SHSP,	HS230B21	-	43,004	-	-	-	-	-	-	43,004	-	-	-	43,004	39,861	82,865
Data	13-107	NSC	CCODES - 164	Projects - SHSP,	164AL-2013-00-00	-	-	-	-	-	-	-	-	-	-	7,893	-	7,893	-	7,893
Data	13-107	NSC	CCODES - 408	Projects - SHSP,	K9-2013-09-01	-	-	-	-	420,857	-	-	-	420,857	-	-	-	420,857	79,722	500,579
Data	13-155	UMB	Data Coordination	Benefits & Travel	TR-2013-09-03	103,500	-	-	-	-	-	-	-	103,500	-	-	-	103,500	24,523	128,023
Data	13-165	Washington College			164AL-2013-00-00	-	-	-	-	-	-	-	-	-	-	199,396	-	199,396	59,727	259,123
			Category Subtotals			136,812	43,004	-	-	492,857	-	-	-	672,673	-	207,289	-	879,962	306,276	1,186,238
Dist		MHSO - Program Area	Distracted/TSAFE/DWS Coordinator Internal		DE-2013-02-03	64,400	-	-	-	-	-	-	-	64,400	-	-	-	64,400	-	64,400
Dist	13-155	UMB	Inattentive/Diversity/TSA Benefits & Travel		DE-2013-02-03	103,500	-	-	-	-	-	-	-	103,500	-	-	-	103,500	24,523	128,023
			Category Subtotals			167,900	-	-	-	-	-	-	-	167,900	-	-	-	167,900	24,523	192,423
Imp	13-135	AA Co PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	68,500	-	-	68,500	-	-	-	68,500	62,240	130,740
Imp	13-046	Aberdeen PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	4,000	-	-	4,000	-	-	-	4,000	5,000	9,000
Imp	13-071	Allegany Co Sher	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	2,500	-	-	2,500	-	-	-	2,500	3,333	5,833
Imp	13-035	Balt City PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	30,000	-	-	30,000	-	-	-	30,000	65,687	95,687
Imp	13-039	Baltimore Co PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	40,000	-	-	40,000	-	-	-	40,000	89,974	129,974
Imp	13-039	Baltimore Co PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	-	-	-	-	-	55,800	-	55,800	-	55,800
Imp	13-037	Bel Air PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	4,000	-	-	4,000	-	-	-	4,000	5,250	9,250
Imp	13-062	Berlin PD	Enforcement Funds		K8-2013-03-02-10	-	-	-	-	-	2,000	-	-	2,000	-	-	-	2,000	2,001	4,001
Imp	13-027	Bowie PD			K8-2013-03-02-10	-	-	-	-	-	3,000	-	-	3,000	-	-	-	3,000	2,000	5,000
Imp	13-061	Brunswick PD	RTSP Enforcement-Impaired		K8-2013-03-02-10	-	-	-	-	-	500	-	-	500	-	-	-	500	1,500	2,000
Imp	13-051	Calvert Co Sher	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	15,000	-	-	15,000	-	-	-	15,000	15,880	30,880
Imp	13-017	Capitol Hts PD	Comprehensive En		K8-2013-03-02-10	-	-	-	-	-	2,000	-	-	2,000	-	-	-	2,000	2,000	4,000
Imp	13-009	Caroline Co Sher	RTSP Enforcement-Imp Enforcement Funds		K8-2013-03-02-10	-	-	-	-	-	6,500	-	-	6,500	-	-	-	6,500	4,004	10,504
Imp	13-022	Carroll Co Sher.	RTSP Enforcement-Imp		K8-2013-03-02-10	-	-	-	-	-	9,500	-	-	9,500	-	-	-	9,500	7,280	16,780
Imp	13-147	Cecil County Sheriff	Local LE - Overtim		K8-2013-03-02-10	-	-	-	-	-	4,000	-	-	4,000	-	-	-	4,000	1,500	5,500
Imp	13-023	Charles Co Sher	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	18,900	-	-	18,900	-	-	-	18,900	21,430	40,330
Imp	13-010	Cheverly PD	RTSP Enforcement-Imp		K8-2013-03-02-10	-	-	-	-	-	3,000	-	-	3,000	-	-	-	3,000	3,334	6,334
Imp	13-070	Cumberland PD	RTSP Enforcement-Imp		K8-2013-03-02-10	-	-	-	-	-	2,500	-	-	2,500	-	-	-	2,500	2,600	5,100
Imp	13-045	DNR - Salisbury	RTSP Enforcement-I Overtime Enforce &		K8-2013-03-02-10	-	-	-	-	-	2,600	-	-	2,600	-	-	-	2,600	1,201	3,801
Imp	13-106	Dorchester Co Sheriff	RTSP Enforcement-Imp Enforcement Funds		K8-2013-03-02-10	-	-	-	-	-	5,000	-	-	5,000	-	-	-	5,000	3,518	8,518
Imp	13-060	Easton PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	4,250	-	-	4,250	-	-	-	4,250	5,080	9,330
Imp	13-047	Edmonston PD	Comprehensive En		K8-2013-03-02-10	-	-	-	-	-	2,000	-	-	2,000	-	-	-	2,000	1,667	3,667
Imp	13-067	Elkton PD			K8-2013-03-02-10	-	-	-	-	-	4,000	-	-	4,000	-	-	-	4,000	3,533	7,533
Imp	13-083	Frederick Co Sher	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	7,200	-	-	7,200	-	-	-	7,200	5,665	12,865
Imp	13-063	Frederick PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	35,400	-	-	35,400	-	-	-	35,400	15,765	51,165
Imp	13-076	Frostburg PD	Enforcement Funds		K8-2013-03-02-10	-	-	-	-	-	500	-	-	500	-	-	-	500	735	1,235
Imp	13-072	Frostburg St Univ	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	500	-	-	500	-	-	-	500	667	1,167
Imp	13-105	Fruitland PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	1,500	-	-	1,500	-	-	-	1,500	1,700	3,200
Imp	13-026	Gaithersburg PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	5,000	-	-	5,000	-	-	-	5,000	7,000	12,000
Imp	13-117	Garrett Co Sher	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	3,300	-	-	3,300	-	-	-	3,300	2,475	5,775
Imp	13-054	Greenbelt PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	5,000	-	-	5,000	-	-	-	5,000	7,334	12,334
Imp	13-078	Hagerstown PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	8,700	-	-	8,700	-	-	-	8,700	5,117	13,817
Imp	13-032	Hampstead PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	5,000	-	-	5,000	-	-	-	5,000	4,050	9,050
Imp	13-079	Hancock PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	1,500	-	-	1,500	-	-	-	1,500	1,100	2,600
Imp	13-036	Harford Co Sher	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	10,000	-	-	10,000	-	-	-	10,000	23,750	33,750
Imp	13-109	Harford Co	Harford Co. DUI Offends Sub Abuse testing		K8-2013-03-02-10	-	-	-	-	-	63,500	-	-	63,500	-	-	-	63,500	43,955	107,455
Imp	13-034	Havre de Grace PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	2,000	-	-	2,000	-	-	-	2,000	2,800	4,800
Imp	13-048	Howard Co PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10	-	-	-	-	-	30,000	-	-	30,000	-	-	-	30,000	55,433	85,433
Imp	13-048	Howard Co PD	RTSP Enforcement-Imp	Local LE - Overtim	164AL-2013-00-00	-	-	-	-	-	-	-	-	-	-	17,000	-	17,000	-	17,000
Imp	13-139	Hurlock Police Dept	RTSP Enforcement-I Overtime Enforce &		K8-2013-03-02-10	-	-	-	-	-	1,500	-	-	1,500	-	-	-	1,500	1,095	2,595
Imp	13-018	Hyattsville PD	Enforcement Funds		K8-2013-03-02-10	-	-	-	-	-	2,000	-	-	2,000	-	-	-	2,000	2,100	4,100
Imp	13-149	Kent County Sheriff	Local LE - Overtim		K8-2013-03-02-10	-	-	-	-	-	2,500	-	-	2,500	-	-	-	2,500	2,475	4,975
Imp	13-013	Landover Hills PD			K8-2013-03-02-10	-	-	-	-	-	2,000	-	-	2,000	-	-	-	2,000	1,600	3,600
Imp	13-011	Laurel PD	Comprehensive En		K8-2013-03-02-10	-	-	-	-	-	8,000	-	-	8,000	-	-	-	8,000	6,600	14,600
Imp	13-120	MADD	Power of Parents, It's Y Parent Training for		K8-2013-03-03	-	-	-	-	-	52,389	-	-	52,389	-	-	-	52,389	36,095	88,484
Imp	13-088	MD Judiciary	Howard Co. DUI Court	Sub Abuse treatme	K8-2013-03-02	-	-	-	-	-	97,728	-	-	97,728	-	-	-	97,728	65,627	163,355
Imp	13-089	MD Judiciary	Anne Arundel Co. DUI DUI Court - Blood		K8-2013-03-01	-	-	-	-	-	83,150	-	-	83,150	-	-	-	83,150	56,246	139,396
Imp	13-090	MDTA	Impaired & Aggressive	Overtime Enforcem	K8-2013-03-01	-	-	-	-	-	28,350	-	-	28,350	-	-	-	28,350	145,131	173,481
Imp	13-124	MHSO - Program Area	Impaired Driving Preven Coordinator Internal		K8-2013-03-03	-	-	-	-	-	765,000	-	-	765,000	-	-	-	765,000	-	765,000
Imp	13-124	MHSO - Program Area	Impaired Driving Preven Coordinator Internal		164AL-2013-00-00	-	-	-	-	-	-	-	-	-	-	550,000	-	550,000	-	550,000
Imp	13-025	Montgomery Co PD	Comprehensive Statewi Enforcement &		K8-2013-03-02-10	-	-	-	-	-	50,000	-	-	50,000	-	-	-	50,000	66,201	116,201
Imp	13-159	MSAA			164AL-2013-00-00	-	-	-	-	-	-	-	-	-	-	117,073	-	117,073	-	117,073

Cat	ID	Agency	Description	Detail	Code	Amt1	Amt2	Amt3	Amt4	Amt5	Total	Prior	Grand
Imp	13-104	MSP	Comprehensive Statewi	Overtime Enforcem	164AL-2013-00-00					178,000	178,000	284,957	462,957
Imp	13-029	New Carrollton PD		Comprehensive En	K8-2013-03-02-10				2,000		2,000	2,100	4,100
Imp	13-073	Oakland PD	RTSP Enforcement-Impaired		K8-2013-03-02-10				200		200	402	602
Imp	13-142	Ocean City PD	RTSP Enforcement-Imp	Comprehensive En	K8-2013-03-02-10				9,000		9,000	8,787	17,787
Imp	13-086	Ocean Pines PD		Comprehensive En	K8-2013-03-02-10				500		500	500	1,000
Imp	13-016	PG Co PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				60,000		60,000	76,200	136,200
Imp	13-152	Pocomoke PD		Enforcement Funds	K8-2013-03-02-10				1,000		1,000	1,175	2,175
Imp	13-021	Princess Anne PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				1,000		1,000	2,772	3,772
Imp	13-113	Queen Anne's Co Sheriff	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				6,500		6,500	4,800	11,300
Imp	13-015	Riverdale Pk PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				4,000		4,000	2,000	6,000
Imp	13-091	Rockville PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				5,000		5,000	5,335	10,335
Imp	13-100	Salisbury PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				4,000		4,000	6,303	10,303
Imp	13-080	Smithsburg PD	RTSP Enforcement-Impaired		K8-2013-03-02-10				1,100		1,100	950	2,050
Imp	13-103	Snow Hill PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				500		500	418	918
Imp	13-154	Somerset Co Sher	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				1,800		1,800	1,101	2,901
Imp	13-102	St. Mary's Court	St. Mary's Adult Drug Co	Sub Abuse treatme	K8-2013-03-02				43,558		43,558	31,010	74,568
Imp	13-008	St. Mary's Sheriff	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				10,000		10,000	14,989	24,989
Imp	13-068	Sykesville PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				5,000		5,000	3,395	8,395
Imp	13-081	Talbot Co Sher	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				4,250		4,250	3,345	7,595
Imp	13-101	Taneytown PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				2,500		2,500	1,348	3,848
Imp	13-033	Town of LaPlata	Potomac Region Highway Safety Program		K8-2013-03-02-10				6,100		6,100	4,706	10,806
Imp	13-155	UMB	Impaired Coordinator	Benefits & Travel	K8-2013-03-03				103,500		103,500	24,523	128,023
Imp	13-042	UMCP Police Dept	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				5,000		5,000	7,416	12,416
Imp	13-116	UMES Police Dept	RTSP Enforcement-Impaird		K8-2013-03-02-10				600		600	1,420	2,020
Imp	13-041	University Pk PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				2,000		2,000	1,332	3,332
Imp	13-069	Washington Co Sher	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				8,700		8,700	5,117	13,817
Imp	13-065	Westminster PD	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				8,000		8,000	5,915	13,915
Imp	13-057	Wicomico Co Sher	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				9,000		9,000	8,157	17,157
Imp	13-133	Worcester Co Sheriff	RTSP Enforcement-Imp	Local LE - Overtim	K8-2013-03-02-10				6,000		6,000	4,103	10,103
Imp	13-094	WRAP	2012 Impaired Driving C	Paid Media & Supp	K8-2013-03-02				292,498		292,498	201,000	493,498
			Category Subtotals						2,108,773	917,873	3,026,646	1,586,304	4,612,950
MC	13-135	AA Co PD	RTSP Enforcement-Mot	Local LE - Overtim	MC-2013-04-02-10	4,500					4,500	15,560	20,060
MC	13-023	Charles Co Sher	RTSP Enforcement-Motorcycle		MC-2013-04-02-10	3,000					3,000	7,143	10,143
MC	13-011	Laurel PD		Comprehensive En	MC-2013-04-02-10	1,000					1,000	3,300	4,300
MC	13-125	MHSO - Program Area	Motorcycle Safety Progr	Training	K6-2013-04-03				119,400		119,400		119,400
MC	13-125	MHSO - Program Area	Motorcycle Safety Progr	Coordinator Internal	MC-2013-04-03	31,240					31,240		31,240
MC	13-104	MSP	Overtime Enforcement &	Enforcement	HS207B22					8,000	8,000	71,239	79,239
MC	13-134	MVA	Motorcycle Safety		K6-2013-04-01				68,141		68,141	51,209	119,350
MC	13-142	Ocean City PD	RTSP Enforcement-Mot	Local LE - Overtim	MC-2013-04-02-10	3,500					3,500	2,197	5,697
MC	13-016	PG Co PD	RTSP Enforcement-Imp	Local LE - Overtim	MC-2013-04-02-10	8,000					8,000	19,050	27,050
MC	13-100	Salisbury PD	RTSP Enforcement-Imp	Local LE - Overtim	MC-2013-04-02-10	500					500	2,101	2,601
MC	13-008	St. Mary's Sheriff	Motorcycle Safety		MC-2013-04-02-10	3,000					3,000	4,996	7,996
MC	13-057	Wicomico Co Sher	RTSP Enforcement-Mot	Local LE - Overtim	MC-2013-04-02-10	2,500					2,500	2,719	5,219
MC	13-133	Worcester Co Sheriff		Enforcement Funds	MC-2013-04-02-10	500					500	2,052	2,552
			Category Subtotals			57,740			187,541	8,000	245,281	181,566	434,847
OP	13-135	AA Co PD	RTSP Nighttime SB Enforcement		HS230B21		14,400				14,400		14,400
OP	13-050	Annapolis PD	Nighttime SB Enforcement		HS230B21		4,000				4,000		4,000
OP	13-035	Balt City PD			HS230B21		26,400				26,400		26,400
OP	13-039	Baltimore Co PD	Nighttime SB Enforcement		HS230B21		24,960				24,960		24,960
OP	13-052	DHMH	Maryland Kids in Safety	CPS Supplies	K3-2013-05-01				190,201		190,201	124,699	314,900
OP	13-048	Howard Co PD	Nighttime SB Enforcement		HS230B21		22,000				22,000		22,000
OP	13-090	MDTA		Overtime Enforcem	HS230B21		9,720				9,720		9,720
OP	13-126	MHSO - Program Area	Occupant Protection Pro	Media Campaign	HS211B21	50,000					50,000		50,000
OP	13-126	MHSO - Program Area	Occupant Protection Pro	Media Campaign	HS230B21		55,000				55,000		55,000
OP	13-126	MHSO - Program Area	Occupant Protection Pro	Media Campaign	K2-2013-05-03			470,000			470,000		470,000
OP	13-126	MHSO - Program Area	Occupant Protection Pro	Coordinator Internal	K3-2013-05-03					20,000	20,000		20,000
OP	13-055	MIEMSS	MD CPS & OP Healthcs	Support to Med &	K3-2013-05-01				71,193		71,193	146,625	217,818
OP	13-025	Montgomery Co PD	Occupant Protection Pro	CPS Supplies	HS230B21		27,000				27,000		27,000
OP	13-104	MSP	Occupant Protection Pro	CPS Supplies	HS207B22					3,510	3,510	71,239	74,749
OP	13-016	PG Co PD	RTSP Enforcement-Nighttime Seat Belt		HS230B21		26,400				26,400		26,400
OP	13-155	UMB	Occupant Protection Co	Benefits & Travel	K2-2013-05-03			103,500			103,500	24,523	128,023
			Category Subtotals			50,000	209,880	573,500	281,394	1,114,774	3,510	1,118,284	367,086	1,485,370
Ped/B	13-135	AA Co PD	RTSP Enforcement-Ped	Local LE - Overtim	PS-2013-06-02-10	13,000					13,000	15,560	28,560
Ped/B	13-035	Balt City PD	RTSP Enforcement-Ped	Local LE - Overtim	PS-2013-06-02-10	30,000					30,000	21,896	51,896
Ped/B	13-039	Baltimore Co PD	RTSP Enforcement-Ped	Local LE - Overtim	PS-2013-06-02-10	30,000					30,000	29,992	59,992
Ped/B	13-049	Bike Maryland			PS-2013-06-01	56,830					56,830	43,500	100,330
Ped/B	13-140	BMC	Street Smart Baltimore	Outreach & Media	PS-2013-06-02	260,000					260,000	190,000	450,000
Ped/B	13-010	Cheverly PD	RTSP Enforcement-Ped	Local LE - Overtim	PS-2013-06-02-10	3,000					3,000	1,667	4,667
Ped/B	13-028	District Hts PD	RTSP Enforcement-Ped	Local LE - Overtim	PS-2013-06-02-10	2,000					2,000	1,666	3,666
Ped/B	13-026	Gaithersburg PD	RTSP Enforcement-Ped	Local LE - Overtim	PS-2013-06-02-10	5,000					5,000	2,333	7,333
Ped/B	13-054	Greenbelt PD	RTSP Enforcement-Ped	Local LE - Overtim	PS-2013-06-02-10	3,000					3,000	3,667	6,667
Ped/B	13-018	Hyattsville PD	RTSP Enforcement-Ped	Local LE - Overtim	PS-2013-06-02-10	2,000					2,000	1,050	3,050
Ped/B	13-127	MHSO - Program Area	Pedestrian/Bicycle Safe	Coordinator Internal	PS-2013-06-03	33,200					33,200		33,200
Ped/B	13-025	Montgomery Co PD	Overtime Enforcement &	Enforcement	PS-2013-06-02-10	21,000					21,000	22,067	43,067
Ped/B	13-104	MSP	Overtime Enforcement &	Enforcement	HS207B22					5,000	5,000	71,240	76,240
Ped/B	13-142	Ocean City PD	RTSP Enforcement-Ped	Local LE - Overtim	PS-2013-06-02-10	7,000					7,000	2,197	9,197
Ped/B	13-016	PG Co PD	RTSP Enforcement-Ped	Local LE - Overtim	PS-2013-06-02-10	20,000					20,000	19,050	39,050
Ped/B	13-111	Rockville PD	RTSP Enforcement-Ped	Local LE - Overtim	PS-2013-06-02-10	4,000					4,000	1,778	5,778
Ped/B	13-111	WASHCOG	Street Smart Pedestrian	Ped Media	HS207B22		120,000				120,000	80,000	200,000
			Category Subtotals			490,030				490,030	125,000	615,030	507,663	1,122,693
Pol Tr	13-138	Balto Co PD	Crash Reconstruction T	Materials for LE	PT-2013-12-01	40,024					40,024	1,116,180	1,156,204
Pol Tr	13-162	JHU - LEL	Law Enforcement Liaiso	Salaries	PT-2013-12-01	122,621					122,621	88,537	211,158
Pol Tr	13-161	MCPA	Training & Highway Saf	Trng Seminar; LE	PT-2013-12-01	112,750					112,750	212,000	324,750
Pol Tr	13-093	MD Pol.Trng Comm	Traffic Safety Specialist		PT-2013-12-01	21,889					21,889	17,638	39,527
Pol Tr	13-096	MD Pol.Trng Comm	POLEX	command training	PT-2013-12-01	23,052					23,052	70,344	93,396
Pol Tr	13-110	MD Sher Assn	Crash Recon Conferenc	training	PT-2013-12-01	24,365					24,365	108,900	133,265
Pol Tr	13-160	MD Sher Assn	Executive Training/DUI	Scholarships	PT-2013-12-01	30,800					30,800	23,500	54,300
Pol Tr	13-155	UMB	Law Enforcement Coord	Benefits & Travel	PT-2013-12-03	103,500					103,500	24,523	128,023
			Category Subtotals			479,001				479,001		479,001	1,661,622	2,140,623
RTSP	13-135	AA Co PD		Enforcement Funds	CP-2013-10-02	27,962				21,038	49,000	15,560	64,560
RTSP	13-046	Aberdeen PD		Enforcement Funds	CP-2013-10-02	9,000					9,000	2,500	11,500
RTSP	13-071	Allegany Co Sher		Enforcement Funds	CP-2013-10-02	6,800					6,800	1,667	8,467
RTSP	13-050	Annapolis PD	RTSP Base	Enforcement Funds	CP-2013-10-02	19,729				14,751	34,480	28,322	62,802
RTSP	13-035	Balt City PD		Enforcement Funds	CP-2013-10-02	54,127				41,023	95,150	21,896	117,046
RTSP	13-038	Balt Co Sub Ab		Enforcement Funds	CP-2013-10-02	14,354				10,646	25,000	17,000	42,000
RTSP	13-039	Baltimore Co PD		Enforcement Funds	CP-2013-10-02	56,615				35,285	91,900	29,991	121,891
RTSP	13-037	Bel Air PD		Enforcement Funds	CP-2013-10-02	9,000					9,000	2,625	11,625
RTSP	13-062	Berlin PD		Enforcement Funds	CP-2013-10-02	4,000					4,000	2,001	6,001
RTSP	13-019	Berwyn Heights PD			CP-2013-10-02	4,000					4,000	3,000	7,000
RTSP	13-027	Bowie PD		Enforcement Funds	CP-2013-10-02	3,000					3,000	2,000	5,000
RTSP	13-061	Brunswick PD			CP-2013-10-02	3,500					3,500	1,500	5,000
RTSP	13-053	Calvert Co HD	Calvert County Health Department		CP-2013-10-02	1,000					1,000	1,664	2,664
RTSP	13-119	Calvert Co	Calvert County Allian	Program at risk	CP-2013-10-02	9,000					9,000	7,000	16,000
RTSP	13-051	Calvert Co Sher		Enforcement Funds	CP-2013-10-02	15,772				11,728	27,500	7,940	35,440
RTSP	13-064	Cambridge PD		Enforcement Funds	CP-2013-10-02	7,600					7,600	3,420	11,020
RTSP	13-017	Capitol Hts PD		Enforcement Funds	CP-2013-10-02	2,000					2,000	2,000	4,000
RTSP	13-009	Caroline Co Sher		Enforcement Funds	CP-2013-10-02	4,550					4,550	2,002	6,552
RTSP	13-074	Carroll Co HD		Enforcement Funds	CP-2013-10-02	8,500					8,500	8,171	16,671
RTSP	13-024	Carroll Co Aging		Enforcement Funds	CP-2013-10-02	1,100					1,100	2,500	3,600
RTSP	13-022	Carroll Co Sher.		Enforcement Funds	CP-2013-10-02	7,000					7,000	3,640	10,640
RTSP	13-146	Cecil County Liquor Board			CP-2013-10-02	4,500					4,500	3,000	7,500
RTSP	13-147	Cecil County Sheriff			CP-2013-10-02	4,900					4,900	750	5,650
RTSP	13-023	Charles Co Sher	Charles Co Sheriff'sOffice Hwy Safety Pro		CP-2013-10-02	19,650				16,600	36,250	7,143	43,393

Program	Project #	Agency	Description	Sub	Code	Amount	Add'l	Fed Total	Local	Grand Total
RTSP	13-150	Chestertown PD	RTSP Enforcement-Sm	Local LE - Overtim	CP-2013-10-02	1,000		1,000	685	1,685
RTSP	13-010	Cheverly PD		Enforcement Funds	CP-2013-10-02	4,000		4,000	1,667	5,667
RTSP	13-097	Courtesy on the Rd		Enforcement Funds	CP-2013-10-02	1,050		1,050	1,440	2,490
RTSP	13-099	Crisfield PD		Enforcement Funds	CP-2013-10-02	700		700	467	1,167
RTSP	13-070	Cumberland PD		Enforcement Funds	CP-2013-10-02	4,600		4,600	1,300	5,900
RTSP	13-028	District Hts PD		Enforcement Funds	CP-2013-10-02	3,000		3,000	1,667	4,667
RTSP	13-045	DNR - Salisbury	RTSP Enforcement	Local LE - Overtim	CP-2013-10-02	1,000		1,000	1,201	2,201
RTSP	13-106	Dorchester Co Sheriff	RSTP Base [1]	Enforcement Funds	CP-2013-10-02	2,000		2,000	3,517	5,517
RTSP	13-060	Easton PD		Enforcement Funds	CP-2013-10-02	8,500		8,500	2,540	11,040
RTSP	13-047	Edmonston PD		Enforcement Funds	CP-2013-10-02	3,000		3,000	1,667	4,667
RTSP	13-067	Elkton PD		Enforcement Funds	CP-2013-10-02	5,500		5,500	1,767	7,267
RTSP	13-153	Federalsburg PD		Comprehensive/Enforcement Funds	CP-2013-10-02	3,600		3,600	3,184	6,784
RTSP	13-085	Fred. Mem Hosp		Enforcement Funds	CP-2013-10-02	3,000		3,000	1,200	4,200
RTSP	13-148	Frederick Co Pub Sch		Comprehensive	CP-2013-10-02	7,000		7,000	4,678	11,678
RTSP	13-063	Frederick PD		Enforcement Funds	CP-2013-10-02	11,900		11,900	15,765	27,665
RTSP	13-076	Frostburg PD		Enforcement Funds	CP-2013-10-02	1,500		1,500	367	1,867
RTSP	13-072	Frostburg St Univ		Enforcement Funds	CP-2013-10-02	1,500		1,500	667	2,167
RTSP	13-105	Fruitland PD			CP-2013-10-02	2,450		2,450	850	3,300
RTSP	13-026	Gaithersburg PD			CP-2013-10-02	4,000		4,000	2,333	6,333
RTSP	13-117	Garrett Co Sher		Comprehensive/Enforcement Funds	CP-2013-10-02	3,400		3,400	1,237	4,637
RTSP	13-118	Garrett Co HD		Enforcement Funds	CP-2013-10-02	3,000		3,000		3,000
RTSP	13-054	Greenbelt PD		Enforcement Funds	CP-2013-10-02	14,000		14,000	3,667	17,667
RTSP	13-078	Hagerstown PD		Enforcement Funds	CP-2013-10-02	5,700		5,700	2,559	8,259
RTSP	13-032	Hampstead PD		Enforcement Funds	CP-2013-10-02	7,000		7,000	4,050	11,050
RTSP	13-079	Hancock PD		Enforcement Funds	CP-2013-10-02	1,500		1,500	550	2,050
RTSP	13-040	Harford Co Liq Bd		Enforcement Funds	CP-2013-10-02	7,000		7,000	5,000	12,000
RTSP	13-036	Harford Co Sher	RTSP Enforcement-I	Overtime Enforce &	CP-2013-10-02	25,127	18,873	44,000	11,875	55,875
RTSP	13-034	Havre de Grace PD		Enforcement Funds	CP-2013-10-02	2,500		2,500	1,400	3,900
RTSP	13-048	Howard Co PD		Enforcement Funds	CP-2013-10-02	28,709	17,791	46,500	27,717	74,217
RTSP	13-139	Hurlock Police Dept			CP-2013-10-02	1,500		1,500	1,094	2,594
RTSP	13-018	Hyattsville PD			CP-2013-10-02	2,000		2,000	1,050	3,050
RTSP	13-149	Kent County Sheriff			CP-2013-10-02	4,200		4,200	1,238	5,438
RTSP	13-084	Kiwanis	KIWANIS		CP-2013-10-02	2,300		2,300	10,550	12,850
RTSP	13-013	Landover Hills PD		Comprehensive/Enforcement Funds	CP-2013-10-02	2,000		2,000	1,600	3,600
RTSP	13-011	Laurel PD		Enforcement Funds	CP-2013-10-02	10,000		10,000	3,300	13,300
RTSP	13-141	Manchester PD		Enforcement Funds	CP-2013-10-02	1,500		1,500	1,015	2,515
RTSP	13-077	Meritus Health		Enforcement Funds	CP-2013-10-02	3,500		3,500	6,300	9,800
RTSP	13-130	MHSO - Program Area	RTSP Program	Coordinator Internal	CP-2013-10-02	142,300		142,300		142,300
RTSP	13-044	Montgomery Co Liq Control		Enforcement Funds	CP-2013-10-02	8,635		8,635	6,472	15,107
RTSP	13-043	Montgomery Co Liq Control		Enforcement Funds	CP-2013-10-02	6,000		6,000	4,500	10,500
RTSP	13-025	Montgomery Co PD	Overtime Enforcement &	Enforcement	CP-2013-10-02	55,772	11,728	67,500	22,067	89,567
RTSP	13-031	Montgomery Co PD		Comprehensive	CP-2013-10-02	2,000		2,000	3,500	5,500
RTSP	13-030	MSP	MSP Washington Metro	Enforcement Funds	CP-2013-10-02	17,189	12,811	30,000	20,000	50,000
RTSP	13-029	New Carrollton PD		Enforcement Funds	CP-2013-10-02	4,000		4,000	2,100	6,100
RTSP	13-145	North East PD	RTSP Enforcement-Sm	Local LE - Overtim	CP-2013-10-02	1,000		1,000	675	1,675
RTSP	13-073	Oakland PD			CP-2013-10-02	800		800	200	1,000
RTSP	13-142	Ocean City PD		Comprehensive En	CP-2013-10-02	4,000		4,000	2,196	6,196
RTSP	13-086	Ocean Pines PD		Enforcement Funds	CP-2013-10-02	1,000		1,000	501	1,501
RTSP	13-144	Perryville PD	RTSP Enforcement-Sm	Local LE - Overtim	CP-2013-10-02	1,000		1,000	675	1,675
RTSP	13-020	PG Child Resource			CP-2013-10-02	1,500		1,500	1,117	2,617
RTSP	13-016	PG Co PD	RTSP Enforcement-Sm	Local LE - Overtim	CP-2013-10-02	49,824	37,728	87,550	19,050	106,600
RTSP	13-152	Pocomoke PD			CP-2013-10-02	1,350		1,350	1,175	2,525
RTSP	13-021	Princess Anne PD		Comprehensive/Enforcement Funds	CP-2013-10-02	6,500		6,500	1,387	7,887
RTSP	13-066	PTA Council of Howard Co		Comprehensive	CP-2013-10-02	4,800		4,800	5,000	9,800
RTSP	13-113	Queen Anne's Co Sheriff			CP-2013-10-02	6,950		6,950	2,400	9,350
RTSP	13-108	Red Knights	Red Knights Motorcycle Club Maryland 4		CP-2013-10-02	6,400		6,400	53,450	59,850
RTSP	13-015	Riverdale Pk PD		Comprehensive/Enforcement Funds	CP-2013-10-02	2,000		2,000	2,000	4,000
RTSP	13-091	Rockville PD		Enforcement Funds	CP-2013-10-02	2,000		2,000	1,778	3,778
RTSP	13-100	Salisbury PD	RTSP	Overtime Enforce &	CP-2013-10-02	6,450		6,450	2,101	8,551
RTSP	13-080	Smithsburg PD			CP-2013-10-02	1,500		1,500	475	1,975
RTSP	13-103	Snow Hill PD		Comprehensive/Enforcement Funds	CP-2013-10-02	500		500	417	917
RTSP	13-014	Somerset County HD			CP-2013-10-02	1,500		1,500	1,001	2,501
RTSP	13-154	Somerset Co Sher			CP-2013-10-02	1,500		1,500	1,102	2,602
RTSP	13-058	St. Mary's Alc Bev	St. Mary's Co Gov Bd	Enforcement Funds	CP-2013-10-02	4,000		4,000	16,479	20,479
RTSP	13-098	St. Mary's Hospital	Hospital Center		CP-2013-10-02	1,800		1,800	7,834	9,634
RTSP	13-082	St. Mary's Nat Resources	MD Nat Res Pol Pt Lookout		CP-2013-10-02	4,000		4,000	4,375	8,375
RTSP	13-112	St. Mary's Ryken High	St Mary's Ryken High	Enforcement Funds	CP-2013-10-02	1,000		1,000	3,600	4,600
RTSP	13-008	St. Mary's Sheriff	St. Mary's Co. Sheriff's Office		CP-2013-10-02	19,400		19,400	4,996	24,396
RTSP	13-092	Suburban Trauma	Montgomery Co. Washington Metro		CP-2013-10-02	2,000		2,000	1,500	3,500
RTSP	13-056	Sykesville FD-Every 15			CP-2013-10-02	4,600		4,600	6,825	11,425
RTSP	13-068	Sykesville FD		Enforcement Funds	CP-2013-10-02	2,000		2,000	3,395	5,395
RTSP	13-081	Talbot Co Sher		Enforcement Funds	CP-2013-10-02	5,350		5,350	3,346	8,696
RTSP	13-101	Taneytown PD		Enforcement Funds	CP-2013-10-02	1,500		1,500	1,348	2,848
RTSP	13-033	Town of LaPlata	Potomac Region Highway Safety Program		CP-2013-10-02	8,000		8,000	4,705	12,705
RTSP	13-155	UMB	RTSP Coordination	Benefits & Travel	CP-2013-10-03	103,500		103,500	24,523	128,023
RTSP	13-155	UMB	Part Time Staff	Salary & Benefits	CP-2013-10-03	27,137		27,137	24,523	51,660
RTSP	13-158	UMB	RTSP Staff	Coordinator Salary	CP-2013-10-03	61,319	22,728	84,047	26,118	110,165
RTSP	13-158	UMB	RTSP Midwestern	Benefits & Travel	CP-2013-10-03	61,319	22,728	84,047	28,730	112,777
RTSP	13-158	UMB	RTSP Washington Met	Benefits & Travel	CP-2013-10-03	61,319	22,728	84,047	26,118	110,165
RTSP	13-158	UMB	RTSP Baltimore Metro	Benefits & Travel	CP-2013-10-03	61,319	22,727	84,046	26,118	110,164
RTSP	13-158	UMB	RTSP Baltimore Metro	Benefits & Travel	CP-2013-10-03	61,319	22,727	84,046	26,118	110,164
RTSP	13-158	UMB	RTSP Lower Chesap	Benefits & Travel	CP-2013-10-03	61,319	22,727	84,046	26,118	110,164
RTSP	13-158	UMB	RTSP Potomac	Benefits & Travel	CP-2013-10-03	61,319	22,727	84,046	26,118	110,164
RTSP	13-158	UMB	RTSP Lower Shore	Benefits & Travel	CP-2013-10-03	61,319	22,727	84,046	26,118	110,164
RTSP	13-158	UMB	RTSP Mid Shore	Benefits & Travel	CP-2013-10-03	61,319	22,727	84,046	26,118	110,164
RTSP	13-158	UMB	RTSP Upper Chesap	Benefits & Travel	CP-2013-10-03	61,319	22,727	84,046	26,119	110,165
RTSP	13-158	UMB	RTSP Western MD	Benefits & Travel	CP-2013-10-03	61,319	22,727	84,046	26,119	110,165
RTSP	13-042	UMCP Police Dept		Enforcement Funds	CP-2013-10-02	17,000		17,000	7,417	24,417
RTSP	13-041	University Pk PD		Enforcement Funds	CP-2013-10-02	2,000		2,000	1,333	3,333
RTSP	13-115	Wash. Co HD		Enforcement Funds	CP-2013-10-02	1,000		1,000	700	1,700
RTSP	13-069	Washington Co Sher		Enforcement Funds	CP-2013-10-02	5,700		5,700	2,559	8,259
RTSP	13-065	Westminster PD		Enforcement Funds	CP-2013-10-02	8,600		8,600	5,915	14,515
RTSP	13-121	Wicomico Co HD		Enforcement Funds	CP-2013-10-02	2,850		2,850	1,902	4,752
RTSP	13-057	Wicomico Co Sher		Enforcement Funds	CP-2013-10-02	10,500		10,500	2,719	13,219
RTSP	13-151	Worcester Co Ext.		Bike Helmets	CP-2013-10-02	500		500	334	834
RTSP	13-137	Wor. Co HD		Comprehensive/Enforcement Funds	CP-2013-10-02	1,500		1,500	1,000	2,500
RTSP	13-133	Worcester Co Sheriff	RSTP Base [1]	Enforcement Funds	CP-2013-10-02	5,800		5,800	2,051	7,851
RTSP	13-059	WRAP			CP-2013-10-02	84,960		84,960	58,000	142,960
		Category Subtotals				$1,827,571	500,000	$2,327,571	945,086	$3,272,657
TS	13-143	Campfire USA	Road Skills/Roads Kill	highway safety	DE-2013-07-02	23,575		23,575	21,806	45,381
TS	13-129	MHSO - Program Area	Young-Older Driver Safe	Coordinator Internal	DE-2013-07-03	30,000		30,000		30,000
TS	13-132	MHSO - Program Area	Communications Coordi	Coordinator Internal	CP-2013-07-03	135,000		135,000		135,000
TS	13-132	MHSO - Program Area	Communications Coordi	Coordinator Internal	K8-2013-03-03	20,000		20,000		20,000
TS		MHSO - SHSP			HS207B22		200,000	200,000		200,000
TS		MHSO - SHARP			K4-2013-07-01	83,000		83,000		83,000
TS	13-159	MSAA			CL-2013-07-01	50,174		50,174		50,174
TS	13-136	MVA	Parental Involvement in	young drivers	DE-2013-07-01	30,000		30,000	44,120	74,120
TS	13-156	MVA	Older Driver Safety Edu	Site & Speakers	DE-2013-07-01	26,650		26,650	17,785	44,435
TS	13-155	UMB	SPS Chief/MC/Ped Prog	Benefits & Travel	DE-2013-07-03	103,500		103,500	24,523	128,023
TS	13-155	UMB	Younger Driver/Older Dr	Benefits & Travel	DE-2013-07-03	103,500		103,500	24,523	128,023
TS	13-155	UMB	Communications Coordi	Benefits & Travel	CP-2013-07-03	103,500		103,500	24,523	128,023
		Category Subtotals				$605,899 (83,000 / 20,000)	200,000	$708,899 → $908,899	157,280	$1,066,179

Program Area Project Totals	402 Federal HS211B21	403 Federal HS230B21	405 Federal HS212B21	406 Federal HS213B21	408 Federal HS214B21	410 Federal HS215B21	2010 Federal HS216B21	2011 Federal HS217B21	Total NHTSA Federal	FHWA HPR HS207B21	164 Federal	State Funds	Totals	State/ Local Match	Grand Totals
Aggressive Driving	$ 211,627	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 211,627	$ 663,490	$ -	$ -	$ 875,117	$ 468,676	$ 1,343,793
Distracted Driving	$ 167,900	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 167,900	$ -	$ -	$ -	$ 167,900	$ 24,523	$ 192,423
Impaired Driving	$ -	$ -	$ -	$ -	$ -	$ 2,108,773	$ -	$ -	$ 2,108,773	$ -	$ 917,873	$ -	$ 3,026,646	$ 1,586,304	$ 4,612,950
Motorcycle Safety	$ 57,740	$ -	$ -	$ -	$ -	$ -	$ 187,541	$ -	$ 245,281	$ 8,000	$ -	$ -	$ 253,281	$ 181,566	$ 434,847
Occupant Protection	$ 50,000	$ 209,880	$ 573,500	$ -	$ -	$ -	$ -	$ 281,394	$ 1,114,774	$ 3,510	$ -	$ -	$ 1,118,284	$ 367,086	$ 1,485,370
Pedestrian & Bicycle	$ 490,030	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 490,030	$ 125,000	$ -	$ -	$ 615,030	$ 507,663	$ 1,122,693
Traffic Safety	$ 605,899	$ -	$ -	$ 83,000	$ -	$ 20,000	$ -	$ -	$ 708,899	$ 200,000	$ -	$ -	$ 908,899	$ 157,280	$ 1,066,179
Data Enhancement	$ 136,812	$ 43,004	$ -	$ -	$ 492,857	$ -	$ -	$ -	$ 672,673	$ -	$ 207,289	$ -	$ 879,962	$ 306,276	$ 1,186,238
Regional Traffic Safety	$ 1,827,571	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,827,571	$ -	$ -	$ 500,000	$ 2,327,571	$ 945,086	$ 3,272,657
Police Traffic Safety	$ 479,001	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 479,001	$ -	$ -	$ -	$ 479,001	$ 1,661,622	$ 2,140,623
Administration	$ 187,837	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 187,837	$ -	$ -	$ -	$ 187,837	$ 73,569	$ 261,406
Total Program	$ 4,214,417	$ 252,884	$ 573,500	$ 83,000	$ 492,857	$ 2,128,773	$ 187,541	$ 281,394	$ 8,214,366	$ 1,000,000	$ 1,125,162	$ 500,000	$ 10,839,528	$ 6,279,651	$ 17,119,179

Maryland Highway Safety Office - Motor Vehicle Administration		
Proposed Federal Highway Safety Fund Expenditures		
FFY 2012 - 2013		
COUNTIES		
County	**FFY 2013**	**FFY 2012**
Anne Arundel	$ 282,500	$ 144,900
Allegany	$ 25,200	$ 13,000
Baltimore County	$ 584,784	$ 260,960
Baltimore City	$ 193,900	$ 208,900
Caroline	$ 15,600	$ 16,000
Cecil	$ 29,400	$ 29,000
Charles	$ 78,300	$ 83,500
Carroll	$ 75,250	$ 61,000
Calvert	$ 57,150	$ 58,500
Dorchester	$ 19,000	$ 20,500
Frederick	$ 74,200	$ 56,600
Garrett	$ 11,500	$ 5,900
Harford	$ 163,500	$ 100,000
Howard	$ 223,728	$ 109,050
Kent	$ 10,200	$ 8,500
Montgomery	$ 263,385	$ 230,540
Prince George's	$ 346,400	$ 353,400
Queen Anne's	$ 16,950	$ 16,000
Somerset	$ 14,400	$ 12,000
St. Mary's	$ 100,058	$ 57,800
Talbot	$ 23,500	$ 16,900
Washington	$ 34,500	$ 27,000
Wicomico	$ 46,800	$ 39,400
Worcester	$ 51,500	$ 57,500
	$ 2,741,705	$ 1,986,850
Statewide	$ 8,097,823	$ 6,007,562
	$ 10,839,528	$ 7,994,412

Maryland Highway Safety Office - Motor Vehicle Administration
Proposed Federal Highway Safety Fund Expenditures
FFY 2011 - 2013

OVERALL

	FFY 2013	FFY 2012	FFY 2011
Education/Other	$ 7,075,242	$ 4,720,241	$ 5,739,840
EMS	$ -		
Enforcement	$ 2,696,487	$ 2,327,162	$ 2,551,575
Engineering	$ -		
Administration	$ 187,837	$ 189,900	$ 189,900
Data	$ 879,962	$ 757,109	$ 888,143
Total	**$ 10,839,528**	**$ 7,994,412**	**$ 9,369,458**

Maryland Highway Safety Office - Motor Vehicle Administration			
Proposed Highway Safety Fund Expenditures			
FFY 2011 - 2013			
PROGRAM AREAS	FFY 2013	FFY 2012	FFY 2011
Impaired Driving Prevention	3,026,646	2,062,676	2,070,522
Occupant Protection	1,118,284	1,046,540	927,262
Data Enhancement	879,962	757,109	1,175,319
Regional Traffic Safety Program	2,327,571	2,038,800	1,750,795
Aggressive Driving Prevention	875,117	610,160	792,930
Pedestrian & Bicycle Safety	615,030	543,880	495,535
Motorcycle Safety	253,281	224,340	246,423
Distracted Driving Prevention	167,900	132,800	132,800
General Traffic Safety	908,899	949,380	1,124,780
Police Traffic Services	479,001	655,803	463,192
Administration	187,837	189,900	189,900
TOTAL	10,839,528	9,211,388	9,369,458

Maryland Highway Safety Office - Motor Vehicle Administration
Proposed Federal Highway Safety Fund Expenditures
FFY 2011 - 2013

STATE AGENCIES

STATE AGENCIES	FFY 2013	FFY 2012	FFY 2011
MD Dept of Health & Mental Hygience	190,201	184,493	184,640
MD Dept of Natural Resources	7,600	6,600	~~~
MD Institute for EMS Systems	143,193	268,480	368,022
MD Judiciary	180,878	137,112	138,848
MD Motor Vehicle Administration	124,791	428,536	578,083
Maryland State Police	598,457	671,810	667,200
Maryland Transportation Authority	59,670	65,602	65,600
University of Baltimore	2,576,049	2,559,433	1,743,987
Towson University	~~~	117,043	353,243
TOTAL	**3,880,839**	**4,439,109**	**4,099,623**

Maryland Highway Safety Office Partnerships

Aberdeen Police Department

Alcohol inspectors (DLC)

Allegany County Sheriff's Department

Allstate Insurance

American Association of Retired People (AARP)

American Automobile Association (AAA)

American Bikers Aimed Towards Education (ABATE) of MD

American Recreational Promotions

Annapolis Police Department

Anne Arundel County Council of Parent Teacher Associations (PTA)

Anne Arundel County Health Department

Anne Arundel County Police Department

Arlington (or other Virginia) Police

Artscape Organizers

Association of Transportation Safety Information Professionals (ATSIP)

AT&T

ATX / BMW

Autism Association of Calvert County

Baltimore City Department of Transportation

Baltimore City Department of Transportation

Baltimore City Health Department

Baltimore City Healthy Start Programs

Baltimore City Police

Baltimore City Recreational Centers

Baltimore City Schools

Baltimore City Traffic Safety Coalition

Baltimore City Waterfront Partnership

Baltimore County Alcohol Retailers

Baltimore County Licensed Beverage Association

Baltimore County Liquor Board

Baltimore County Police Department

Baltimore County Public School

Baltimore County Public Schools Parent Teacher Associations

Baltimore County Traffic Safety Coalition

Baltimore Grand Prix

Baltimore Metropolitan Council

Baltimore Police Department

Baltimore Waterfront Partnership

Barwood Taxi

Bel Air Police Department

Berlin Police Department

Bike Jam Organizing Committee

Bike Maryland

Bike Maryland Tour du Port

Bob Hall, Inc.

Boy Scouts of America

Boys and Girls Clubs of Calvert County

Brethren Mutual Insurance

Bridgestone

Brunswick Police Department

Calvert Alliance Against Substance Abuse (CAASA)

Calvert County Board of Education

Calvert County Bus Drivers

Calvert County Finance and Budget

Calvert County Health Department

Calvert County Public Works

Calvert County Public/Private Schools

Calvert County Traffic Safety Council

Calvert Memorial Hospital

Cambridge Police Department

Capitol Heights Police Department

Carroll County Cable Channel

Carroll County Court System

Carroll County Department of Tourism

Carroll County Health Department

Carroll County Health Dept. Addictions

Carroll County Landfill

Carroll County Municipal Law Enforcement

Carroll County Prevention Office

Carroll County Safe Kids Coalition

Carroll County Sheriff's Office

Carroll County Times

Carroll County Traffic Safety Coalition

Carroll Hospital Center

Cattails Country Florist

Cecil County Sheriff's Office

Centro Hispano

Chaplaincy Programs

Charles County Licensed Beverage Association

Charles County Sheriff's Office

Charles County Teen Court

Chesapeake Safety Council

Chestertown Police Department

Child Care Choices

Children's Village of Washington County

Chosen Responsible Service Vendor

City of Annapolis Office of the Mayor

City of Laurel

College of Southern Maryland, Base Rider Educators

Combating Underage Drinking Coalition

Comcast

County Department of Human Services

County Department of Public Works

County Department of Recreation and Parks

County Department of Social Services

County Department of Juvenile Services

Crisfield Police Department

Department of Liquor Control Alcohol Inspectors (volunteer)

Department of Natural Resources (DNR)

Department of Public Works

District Attorney's office

District Court Judge

District of Columbia Municipal Police Department (DCMPD)

Dominion Power

Downtown Alliance

Drinking Driving Program

Driver Improvement Providers

Early Head Start - Prince George's County Public Schools

Elkton Police Department

Emergency Medical System Operational Program (EMSOP) CAD Interface Manager

Emergency Medical System Operational Program (EMSOP) Quality Assurance Officers

Emergency Nurses Association (ENA)

Family Partnership of Frederick County

Family Support Centers

Federal Agencies

Fitzgerald Auto Mall

Frederick City Police

Frederick CO. Central Alarm (PSAPr)

Frederick County Department of Fire & Rescue Services

Frederick County Public Schools

Frederick County Safe Kids Coalition

Frederick County Sheriff's Office

Frederick County YMCA

Frederick Police Academy

Frederick Police Department

Frederick Police Department Uniformed Auxiliary

Frederick Police Uniform Auxiliary

Frostburg Police Department

Frostburg State University Police

Fruitland Police

Ft. Detrick

Gaithersburg Police Department

GEICO

George Bahouth

Giant Food

Gold Wing Road Riders Association (GWRRA)

Greenbelt Police

Hagerstown Community College

Hagerstown Suns, minor league baseball

Hancock Police Department

Hard Rock Cafe

Harford Community College

Harford County Law Enforcement

Harford County Sheriff's Office

Havre de Grace Police Department

HCSO

Health Services Cost Review Commission (HSCRC)

Maryland Highway Safety Office Partnerships

Healthy Hospital Initiative

Holloway Funeral Home

Howard Community College

Howard County (HC) Drug Free

Howard County Board of Education

Howard County Police Department

Hurlock Police Department

Ignition Interlock

ImageTrend Contracts Manager

Interagency Early Childhood Committee

International Association Chiefs of Police (IACP)

Joe Bozick, Inc.

Johns Hopkins Hospital Trauma Center

Johns Hopkins University

Kent County Sheriff's Office

Larry's Ride

Licensed Beverage Association of St. Mary's County

Life & Discovery

Linganore High School

M&T Bank Stadium

Mainline Broadcasting Radio

Manchester Police Department

Maryland Academy of Pediatrics

Maryland After Prom Committees

Maryland Certified Child Passenger Safety Instructors

Maryland Chapter of American College of Emergency Physicians

Maryland Chapter, American Academy of Pediatrics

Maryland Chiefs of Police Association

Maryland Chiefs of Police Association/Maryland Sheriff's Association Training Commission

Maryland Crash Reconstruction Committee

Maryland Department of Health and Mental Hygiene (DHMH)

Maryland Department of Health and Mental Hygiene (DHMH), Office of Information Technology

Maryland Department of Health and Mental Hygiene (DHMH), Public Relations

Maryland Driving Schools

Maryland Drug Courts

Maryland Hospitals

Maryland Impaired Driving Coalition

Maryland Institute for Emergency Medical Services System (MIEMSS)

Maryland Institute for Emergency Medical Services System (MIEMSS) Educational Support Division

Maryland Institute for Emergency Medical Services System (MIEMSS) Finance Office

Maryland Institute for Emergency Medical Services System (MIEMSS) Public Information Office

Maryland Institute for Emergency Medical Services System (MIEMSS)/ Electronic Maryland EMS Data System Applications Coordinator

Maryland Kids In Safety Seats (KISS)

Maryland Local Management Boards

Maryland Parent Teachers Association

Maryland Poison Control

Maryland Police and Correctional Training Center

Maryland Prosecutors Association

Maryland Safe and Drug Free Schools

Maryland School Resource Officer

Maryland Sheriffs

Maryland State Alcohol and Drug Abuse Administration

Maryland State Department of Education

Maryland State Emergency Medical Services Medical Director

Maryland State Fire Association & Office of the State Fire Martial

Maryland State Firemen's Association (MSFA)

Maryland State Licensed Beverage Association

Maryland State Police

Maryland Highway Safety Office Partnerships

Maryland State Police Aviation Division

Maryland State's Attorney's Office

Maryland Transportation Authority Police Department

Mary's Center

McAndrew Company

Meritus Health

Metro Fire Chief

Moms of Pre-Schoolers (MOPS)

Montgomery County Alcohol Inspector

Montgomery County Department of Public Works and Transportation

Montgomery County Police

Mothers Against Drunk Driving (MADD)

Motor Vehicle Administration -Branch Offices

National Highway Traffic Safety Administration

Naval Air Station Pax River

North East Police Department

Northern News

NW University

Oakland Police Department

Ocean City Police Department

Office of Drug Control Policy

Office of Problem Solving Court

Optimist Club of Calvert County

Optimist Club of Solomon's

Peninsula Regional Medical Center

Perryville Police Department

Port Discovery

Prince George's Community College

Prince George's County Highway Safety Office

Prince George's Department of Public Works and Transportation

Princess Anne Police Department

Probation & Parole

RecRide

Regional Safety Subcommittee

Restaurant Association of Maryland Foundation

Ride Like a Pro Maryland

Ripkin Stadium

S.A.F.E.

Safe Kids Baltimore City

Safe Kids Lower Shore

Safe Kids Montgomery County Coalition members

Safe Routes to School Coordinator/Baltimore

Safe Start

Salisbury Fire Dept

Salisbury Police Department

Shockley Honda

Shorebirds

Somerset County Sheriff's Office

Southern Maryland Newspapers Online

Sprint

St. Michaels Police Department

Star Democrat

State Farm Insurance

State Highway Administration

State Highway Administration, Traffic Safety Analysis Division

Stratacomm

Street Smart Advisory Group

Students Against Destructive Decisions (SADD)

Students Helping Other People (SHOP) Students

Sykesville Fire Department

Talbot County Sheriff's Office

Taneytown Police Department

The Advocate of Hampstead & Manchester

The Learning Center

The Mark Agency

Total Rehab

Town of Landover Hills

Toys R Us

Traffic Records Coordinating Committee Technical Council

Trauma NET

TRW and Associates

U.S. Capital Police

Unite International, LLC

University of Maryland Baltimore County

University of Maryland Baltimore, National Study Center for Trauma and Emergency Medical Services

University of Maryland Department of Public Safety

University of Maryland, DUI College

University of MD Police - College Park

University Park Police Department

Walden Sierra

Walnut Street Community Health

Washington Area Bicycle Association (WABA)

Washington Area New Automobile Dealers Association

Washington College

Washington County Public Schools

Washington County Sheriff's Office

Washington Metropolitan Area Transit Authority

Washington Metropolitan Region Safety Task Force

Westminster City Police Department

Westminster City Recreation

Westminster Police Department

Whites bike shop

Wicomico County Sheriff's Office

Wicomico County Tourism

Women, Infant and Child Program (WIC)

Worcester County Alcohol Licensees

Worcester County Board of Education

Worcester County Cooperative Ext.

Wor-Wic Community College

WTTR Radio Station

Yellow Cab Company

Young Driver Statewide Task Force

MHSO PROGRAM PERFORMANCE MEASURES

OVERALL PROGRAM GOAL- TOWARD ZERO DEATHS
• To reduce motor vehicle-related crashes by one half (295) by 2030.
OVERALL IMPACT OBJECTIVES: Standardized Goal Statements
• To decrease traffic fatalities (19.1 percent) from the 2008 calendar base year average of 591 to 478 by December 31, 2015.   • To decrease serious traffic injuries (19.2 percent) from the 2008 calendar base year average of 4,544 to 3,671 by December 31, 2015.   • To decrease fatalities/VMT (19.6 percent) from the 2008 calendar base year average of 1.07 to 0.86 by December 31, 2015.   • To decrease rural fatalities/VMT (19.5 percent) from the 2008 calendar base year average of 1.59 to 1.28 by December 31, 2015.   • To decrease urban fatalities/VMT (18.9 percent) from the 2008 calendar base year average of 0.90 to 0.73 by December 31, 2015.   • To decrease unrestrained passenger vehicle occupant fatalities in all seating positions (19.0 percent) from the 2008 calendar base year average of 142 to 115 by December 31, 2015.   • To decrease alcohol impaired driving fatalities (19.1 percent) from the 2008 calendar base year average of 152 to 123 by December 31, 2015.   *-Note: Alcohol-Impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.*   • To decrease speeding-related fatalities (19.4 percent) from the 2008 calendar base year average of 191 to 154 by December 31, 2015.   • To decrease motorcyclist fatalities (18.7 percent) from the 2008 calendar base year average of 91 to 74 by December 31, 2015.   • To decrease un-helmeted motorcyclist fatalities (20.0 percent) from the 2008 calendar base year average of 10 to 8 by December 31, 2015.   • To decrease drivers age 20 or younger involved in fatal crashes (19.2 percent) from the 2008 calendar base year average of 94 to 76 by December 31, 2015.   • To reduce pedestrian fatalities (19.0 percent) from the 2008 calendar base year average of 116 to 94 by December 31, 2015.   • To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.4 percentage point(s) from the 2010 calendar base year average usage rate of 94.7 percent to 96.7 percent by December 31, 2015.