2020

Annual Report

MARYLAND HIGHWAY SAFETY OFFICE

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ACRONYMS

ABA	American Bar Association	MAP-21	Moving Ahead of Progress in the 21 Century
ABATE	A Brotherhood Aimed to Educate	MCPA	Maryland Chiefs of Police Association
ACRS	Automated Crash Reporting System	MCRC	Maryland Crash Reconstruction Committee
ARIDE	Advanced Roadside Impaired Driving Enforcement	MDOT	Maryland Department of Transportation
BAC	Blood Alcohol Count	MDTA	Maryland Transportation Authority
BMC	Baltimore Metropolitan Council	MHSO	Maryland Highway Safety Office
CARES	Coronavirus Aid, Relief, and Economic Security	MICA	Maryland Institute College of Art's
CODES	Maryland Crash Outcome Data Evaluation Systems	MIEMSS	Maryland Institute for Emergency Medical Services Systems
CPS	Child Passenger Safety	MSA	Maryland Sheriff's Association
CPST	Child Passenger Safety Technicians	MSP	Maryland State Police
CRD	Central Records Division	MSP-CRD	Maryland State Police Central Records Division
CSAP	Car Seat Assistance Programs	MVA	Motor Vehicle Administration
CVSP	Commercial Vehicle Safety Plan	NGA	National Governors Association
DHHS	Department of Health and Human Services	NHTSA	National Highway Safety Administration
DMA	Designated Market Areas	NSC	National Study Center for Trauma and Emergency Medical Systems
DRE	Drug Recognition Experts	OP	Occupant Protection
DSS	Department of Social Services	P-BEAT	Pedestrian- Bicycle Emphasis Area Team
DUI	Driving Under the Influence	PIES	Program Information Evaluation Surveys
DUID	Driving Under the Influence of Drugs	POTIF	Predicting Outcomes in Traffic Injuries and Fatalities
eMAARS	Enhanced Maryland Automated Accident Reporting	PRO	Partnerships, Resources, and Outreach
EMS	Emergency Medical Services	RAVEN	Risk Analysis of Vehicle Environmental Network
ETIX	Electronic Traffic Information Exchange	RJOL	Regional Judicial Outreach Liaison
FARS	Fatality Analysis Reporting System	SFST	Standardized Field Sobriety Test
FAST	Fixing America's Surface Transportation	SHA	State Highway Administration
FFY 2020	Federal Fiscal Year 2020	SHSP	Strategic Highway Safety Plans
FHWA	Federal Highway Administration	SHA -SID	State Highway Administration’s Safety Information Databases
GHSA	Governors Highway Safety Association	SJOL	State Judicial Outreach Liaison
GIS	Geographic Information System	SPIDRE	State Police Impaired Driving Effort
GPS	Grants & Projects for Safety	TANG	Traffic Analysis Network Garage
HRID	High-Risk Impaired Driving	TRCC	State Traffic Records Coordinating Committee
HSIP	Highway Safety Improvement Plan	TRSP	Traffic Records Strategic Plan
HSP	Highway Safety Plan	TSS	Traffic Safety Specialist
HVE	High Visibility Enforcement	TZD	Toward Zero Deaths
IIHS	Insurance Institute for Highway Safety	VCSAP	Video Car Seat Assistance Program
IIP	Ignition Interlock Program	VMT	Vehicle Miles Traveled
KISS	Kids in Safety Seats	WASHCOG	Metropolitan Washington Council of Governments
LEL	Law Enforcement Liaisons	WCGP	Washington College GIS Program
LETEP	Leading Effective Traffic Enforcement Program	WRAP	Washington Regional Alcohol Program

MARYLAND HIGHWAY SAFETY OFFICE

Crashes are Preventable

The philosophy of the Maryland Highway Safety Office (MHSO) is embodied in these three words – crashes are preventable. They drive each member on the team in their quest to move Maryland to zero deaths. Every crash is preventable, every injury is avoidable. It is ultimately up to every road user – motorist, passenger, bicyclist, pedestrian, and motorcyclist to do their part to save lives.

Mission

The Maryland Department of Transportation Motor Vehicle Administration's (MDOT MVA) Highway Safety Office (MHSO) is dedicated to saving lives and preventing injuries by reducing motor vehicle crashes through the administration of a comprehensive network of traffic safety programs.

Organizational Statement

The MDOT MVA MHSO endeavors to provide expert highway safety leadership through quality programs, ethical grants management, professional and accountable staff, and exemplary customer service.

ZERO DEATHS
MARYLAND

Our Organization

Serving as the Governor's Highway Safety Representative and Administrator of the MDOT MVA, Christine Nizer provides overall leadership for the State's highway safety program. Dr. Tim Kerns, MHSO Director reports directly to Administrator Nizer and manages a team of nearly 30 professionals, with the assistance of a Deputy Director. The team also includes a Communications Manager; an Educational Support Manager, a Business Services Specialist; a Safety Programs Section; a Law Enforcement Services Section; a Partnership, Resources, and Outreach Section; and a Finance Section.

The Communications Manager and Educational Support Manager establish the strategic direction for MHSO communication efforts, including education/media campaigns, correspondence, and social media platforms. Working closely with office staff, MDOT MVA Communications, and other partners, the Communications Manager provides further exposure for highway safety efforts through public relations and earned media. The Business Services Specialist serves as administrative support to everyone in the office.

Safety Programs is comprised of a Section Chief and four Program Managers who specialize in Occupant Protection/Distracted Driving Prevention, Impaired Driving Prevention, Aggressive Driving Prevention/Motorcycle Safety, and Pedestrian/Bicyclist Safety. This section also includes a Traffic Records Program Manager, who oversees the State Traffic Records Coordinating Committee (TRCC).

The Law Enforcement Services Section works directly with the police community across Maryland to increase and maintain support for highway safety and to assist in managing law-enforcement related highway safety grants. Managed by a Section Chief, this section includes four Law Enforcement Liaisons (LELs) and a Law Enforcement Manager.

The Partnerships, Resources, and Outreach (PRO) Section includes a Section Chief and four Outreach Program Managers. This team has responsibility for engaging local highway safety partners and furthering the implementation of local Strategic Highway Safety Plans. The section staff manages outreach programs for large employers, military installations, schools and universities, and younger and older drivers.

Led by a Finance Chief, the Finance Section manages financial operations and grants administration. Through the Grants & Projects for Safety (GPS) E-Grants Management System, all grants are documented and processed efficiently. The section has a Grant Specialist Supervisor, two Grants Managers, and two Finance Managers.

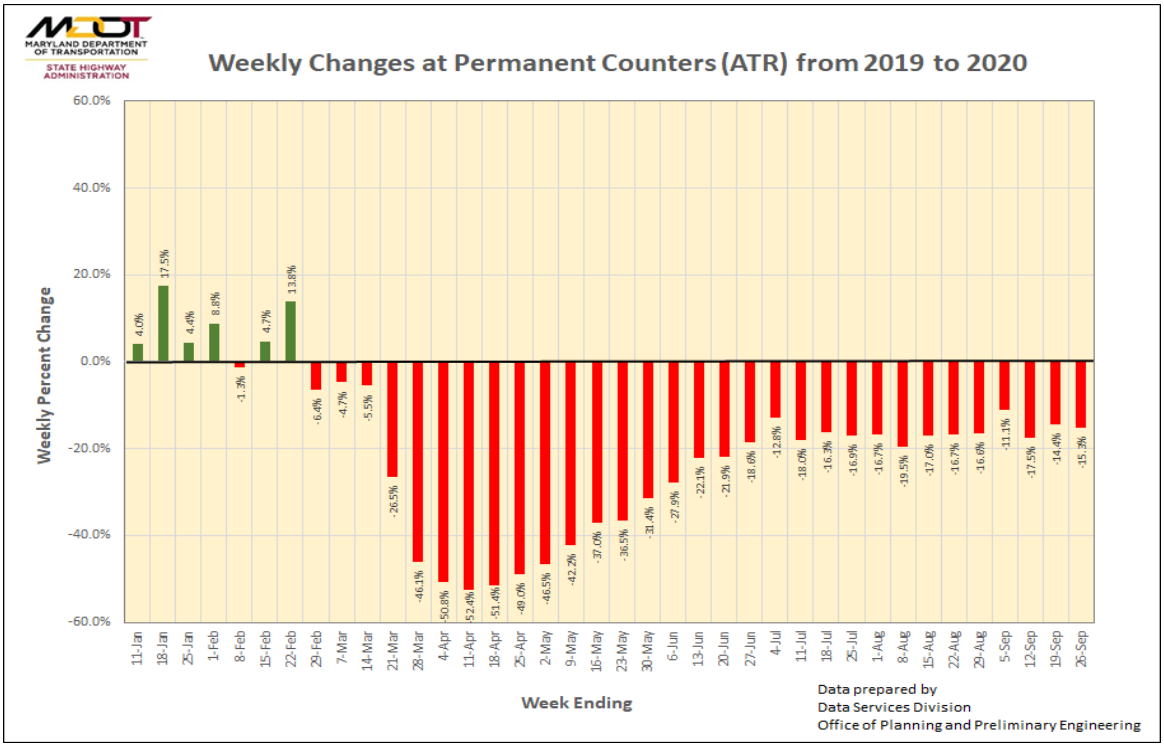
THE IMPACT OF THE COVID-19 PANDEMIC

On March 5, 2020, Governor Larry Hogan declared a state of emergency in Maryland due to the outbreak of a severe acute respiratory virus, referred to as COVID-19. By March 30, a stay-at-home order was issued for all nonessential professions. Maryland schools were closed, business operations were restricted, and residents were advised to not only shelter-in-place but to greatly reduce travel to mitigate the impacts of the virus. All MSHO staff began to telecommute and worked from home the remainder of FFY 2020. Grantees and internal staff were limited in their abilities to provide programming and many law enforcement agencies suspended proactive traffic enforcement to reduce health risks to their officers. MHSO, like many other agencies and businesses, looked for ways to continue to do important work while adjusting to a new normal.

The Coronavirus Aid, Relief, and Economic Security (CARES) Act, enabled the National Highway Safety Administration (NHTSA) to offer waivers and postponement on several requirements for the State highway safety programs. Under the CARES Act, the Secretary of Transportation was authorized to waive or postpone requirements, based upon a determination that either COVID-19 was having a substantial impact on the ability of States or the Secretary to carry out a grant, campaign, or program, or the requirements themselves were having an impact on the ability of States or the Secretary to respond to COVID-19.

The first waiver by NHTSA was the requirement for States to participate in at least three high visibility enforcement campaigns (in the areas of occupant protection and impaired driving) and the requirement to participate in the Click It or Ticket national mobilization for FFY 2020. Maryland ended the year participating in 10 high visibility enforcement campaigns and moved the Click It or Ticket mobilization to November 2020. Although NHTSA waived the requirement for States to conduct an annual seat belt survey, Maryland worked with the National Study Center for Trauma and EMS to conduct seat belt observations in August. The final seat belt rate and report is scheduled for release in December 2020. Although NHTSA postponed the deadline for HSPs and Section 405 grant applications from July 1, 2020, to August 1, 2020, Maryland turned in both documents before July 1.

In April, during the height of COVID-19, vehicle miles traveled declined dramatically. As shown in the chart below, weekly changes in the permanent counters show an immediate and unprecedented decline in traffic volume and low Vehicle Miles Traveled (VMT) for the remainder of FFY 2020.



Early crash data showed a corresponding decline in the number of crashes, but not a corresponding change in the number of fatalities. It was hypothesized that the decrease in traffic congestion resulted in increased speeds and therefore increased crash severity and resulting fatalities. Despite the Governor's orders to limit travel, many drivers saw open roads as an invitation to engage in dangerous behaviors like speeding, driving under the influence, and driving unrestrained. MHSO received correspondence from law enforcement reporting speeding violations in excess of 100 miles per hour, as well as many crashes that were attributed to excessive speed. NHTSA research confirmed that driving patterns and behaviors changed significantly and many of those who remained on the road engaged in more risky behavior. By September 30 overall fatalities and fatal crashes were pacing ahead of the prior year. Fatal crashes, attributed to speed, increased by 30 percent over a six-month period compared to the prior five-year average during the same time period.

Despite all the challenges, the MHSO was able to quickly pivot to the evolving *virtual* business world during the last two quarters of FFY 2020. Workshops for the new 2021-2025 Strategic Highway Safety Plan were conducted virtually, as well as key presentations from the previously canceled in-person annual Highway Traffic Safety Summit. A Highway Safety Seminar Series was created where grantees and other traffic safety partners throughout the State were given the opportunity to present research, projects, and innovative tools to reduce traffic fatalities and injuries. Participants across the United States joined the webinars to learn and strengthen their expertise.

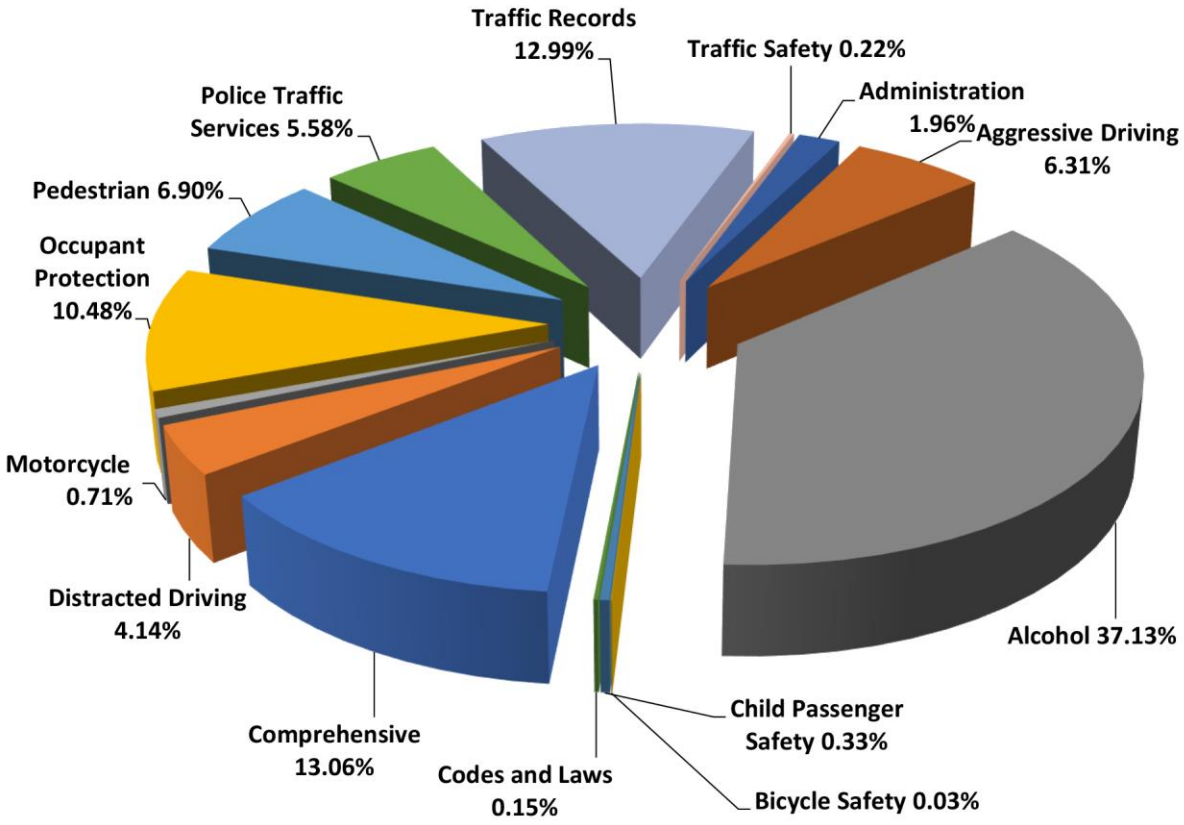
As you'll see throughout this Annual Report, high visibility enforcement slowly commenced, innovative online education and training programs were developed, and a brand new, all-encompassing media campaign was launched. The philosophy of the Maryland Highway Safety Office, Cr*ashes are Preventable*, continued to be the focus of each and every staff member.

FUNDING

The Highway Safety Act of 1966 authorized the first federal highway safety program titled the State and Community Highway Safety Grant Program (Section 402). Since then, Congress has revised national highway safety grant programs many times through reauthorizing legislation, creating new incentive grants, penalties, and sanctions. Maryland's highway safety program is funded through federal appropriations, and state laws can impact the amount and type of funding the state receives. The Fixing America's Surface Transportation (FAST) Act is the transportation bill that authorizes the current federal transportation programs, including Maryland's highway safety program. The FAST Act, originally set to expire September 2020, received a one-year extension offering a window of opportunity to produce a significant new highway policy bill.

MHSO receives funding from the National Highway Traffic Safety Administration (NHTSA) for use at the statewide and local levels. The Office submits its plan for allocating these funds to NHTSA by way of a Highway Safety Plan (HSP), utilizing formulas and strategic planning models. Funds are allocated to jurisdictions and grant-funded projects that have the potential to meet the State's traffic safety goals, as outlined in the State's HSP.

The percentage of funds expended by program area is provided below:



Awarded Grants and Funding

Maryland has utilized the services of a Regional Judicial Outreach Liaison (RJOL) for many years and in FFY 2020, MHSO applied and received funding to support a State Judicial Outreach Liaison (SJOL) position. Through a cooperative agreement between the National Highway Traffic Safety Administration (NHTSA) and the American Bar Association (ABA), seed funding was awarded for two years. Staff from MHSO were intricately involved in the hiring process and creation of a work plan that will lead the direction of the SJOL's work. In addition, the office is identifying partnerships to fund the SJOL position over the long-term. The SJOL program will increase judiciary knowledge of challenges in adjudicating impaired driving cases through education and technical assistance. In addition, the SJOL will provide needed resources including the review and distribution of current science, research and data, information on evidence-based sentencing practices, DWI courts, ignition interlocks, case law, and offender assessment and treatment throughout the State. Judge Marc Rasinsky began his role as Maryland's SJOL in July 2020.

In FFY 2020 the Governors Highway Safety Association (GHSA) and the Foundation for Advancing Alcohol Responsibility (Responsibility.org) offered the largest amount of funding, a total of $245,000, for states to address the threats of drug-impaired and high-risk impaired drivers. MHSO applied and received the Driving Under the Influence of Drugs (DUID) grant, which funded training to increase the number of Drug Recognition Experts (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) certified law enforcement officers actively working to combat DUID. In addition, MHSO applied for and received the High-Risk Impaired Driving (HRID) grant, which helped fund activities that implemented strategies recommended in the 2019 High-Risk Impaired Drivers: Combating a Critical Threat report. The State Toxicology Unit reached a crisis level in FFY 2020 with a backlog of 65 blood alcohol cases and a 32-day average age for pending cases. Additionally, 319 blood drug cases were backlogged and the average age of pending cases was 128 days Funding secured through the HRID grant will manage the more complex blood drug situation and help alleviate the backlog of blood alcohol cases at the Toxicology Unit.

The National Governors Association Center for Best Practices (NGA Center) provided an opportunity to apply for a learning collaborative to strengthen and leverage data strategies to reduce impaired driving-related injuries and fatalities. MHSO lead the application effort and Maryland was one of 10 states approved to participate. Christine Nizer, MDOT MVA Administrator, serves as Maryland's team leader. The team includes senior-level advisors from the Governor's Office, Public Safety, Criminal Justice, Transportation, Health Policy, as well as from the Office of the Chief Medical Examiner, Department of Information Technology, and the Maryland Department of Health. This 10-month opportunity will enable states to share their successes, exchange ideas with other jurisdictions, and develop and execute an action plan based on identified goals.

The Governors Highway Safety Association (GHSA) and the Insurance Institute for Highway Safety (IIHS) offered grant funding to develop, implement and evaluate a speed management pilot program in a community or corridor within a state. Funding also included an evaluation on the impact of the program and communications support. MHSO worked closely with the Maryland Department of Transportation State Highway Administration (MDOT SHA) to apply and receive a $100,000 grant award. A six-month pilot program, employing pavement narrowing and radar-based speed feedback signs will take place on MD Route 367 in Bishopville MD. A control site with similar characteristics to MD 367, located in Pinesburg, MD, will not experience any intervention so evaluators can compare outcomes to the pilot site. Due to the pandemic and its impact on traffic volumes, the Maryland pilot was moved to the summer of 2021. A press event will kick-off the project supplemented by a media campaign and enforcement waves.

Grants and Spent Amounts

The following is a list of MHSO's FFY 2020 grantees' funds obligated and spent:

Grant #	Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
LE 20-154	Aberdeen Police Department	Impaired Driving	$7,000.00	$0.00	$4,067.09	$4,067.09
LE 20-155	Aberdeen Police Department	Aggressive Driving	$2,000.00	$0.00	$371.16	$371.16
LE 20-156	Aberdeen Police Department	Distracted Driving	$1,000.00	$0.00	$0.00	$0.00
LE 20-157	Aberdeen Police Department	Occupant Protection	$1,000.00	$0.00	$0.00	$0.00
LE 20-158	Aberdeen Police Department	Pedestrian/Bicycle	$2,000.00	$0.00	$0.00	$0.00
LE 20-151	Allegany County Sheriff's Office	Aggressive Driving	$1,500.00	$0.00	$1,204.00	$1,204.00
LE 20-152	Allegany County Sheriff's Office	Distracted Driving	$1,000.00	$0.00	$946.00	$946.00
LE 20-153	Allegany County Sheriff's Office	Occupant Protection	$500.00	$0.00	$215.00	$215.00
LE 20-181	Allegany County Sheriff's Office	Impaired Driving	$6,500.00	$0.00	$4,816.00	$4,816.00
LE 20-177	Annapolis Police Department	Distracted Driving	$2,000.00	$0.00	$915.28	$915.28
LE 20-178	Annapolis Police Department	Aggressive Driving	$2,000.00	$0.00	$1,477.84	$1,477.84
LE 20-179	Annapolis Police Department	Occupant Protection	$1,000.00	$0.00	$0.00	$0.00
LE 20-180	Annapolis Police Department	Impaired Driving	$5,000.00	$0.00	$2,763.98	$2,763.98
LE 20-018	Anne Arundel County Police Department	Impaired Driving	$55,000.00	$0.00	$19,156.37	$19,156.37
LE 20-034	Anne Arundel County Police Department	Aggressive Driving	$15,000.00	$0.00	$9,818.99	$9,818.99
LE 20-035	Anne Arundel County Police Department	Occupant Protection	$10,000.00	$0.00	$2,127.35	$2,127.35
LE 20-036	Anne Arundel County Police Department	Distracted Driving	$23,000.00	$0.00	$20,671.94	$20,671.94
LE 20-325	Anne Arundel County Police Department	Pedestrian/Bicycle	$10,000.00	$9,835.38	$0.00	$9,835.38
LE 20-169	Baltimore City Police Department	Aggressive Driving	$10,000.00	$0.00	$3,296.82	$3,296.82
LE 20-170	Baltimore City Police Department	Distracted Driving	$10,000.00	$0.00	$0.00	$0.00
LE 20-171	Baltimore City Police Department	Impaired Driving	$15,000.00	$0.00	$5,394.72	$5,394.72
LE 20-172	Baltimore City Police Department	Occupant Protection	$10,000.00	$0.00	$0.00	$0.00
LE 20-173	Baltimore City Police Department	Pedestrian/Bicycle	$10,000.00	$3,028.30	$0.00	$3,028.30
GN 20-140	Baltimore County Department of Health	Special Projects	$10,499.94	$0.00	$0.00	$0.00
LE 20-112	Baltimore County Police Department	Aggressive Driving	$40,000.00	$0.00	$39,933.90	$39,933.90
LE 20-113	Baltimore County Police Department	Distracted Driving	$15,000.00	$0.00	$14,854.44	$14,854.44
LE 20-114	Baltimore County Police Department	Occupant Protection	$39,000.00	$0.00	$38,783.16	$38,783.16
LE 20-115	Baltimore County Police Department	Pedestrian/Bicycle	$35,000.00	$21,673.68	$0.00	$21,673.68

Grant #	Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
LE 20-116	Baltimore County Police Department	Impaired Driving	$184,910.00	$0.00	$179,885.02	$179,885.02
GN 20-090	Baltimore County Police Dept - Crash Recon	Special Projects	$33,397.30	$0.00	$32,234.25	$32,234.25
GN 20-078	Baltimore Metropolitan Council	Special Projects	$150,714.06	$111,550.98	$0.00	$111,550.98
GN 20-079	Baltimore Metropolitan Council	Pedestrian/Bicycle	$352,975.85	$199,973.42	$150,506.85	$350,480.27
LE 20-147	Bel Air Police Department	Aggressive Driving	$2,000.00	$0.00	$1,491.72	$1,491.72
LE 20-148	Bel Air Police Department	Distracted Driving	$2,000.00	$0.00	$977.28	$977.28
LE 20-149	Bel Air Police Department	Impaired Driving	$9,000.00	$0.00	$6,053.13	$6,053.13
LE 20-150	Bel Air Police Department	Pedestrian/Bicycle	$3,000.00	$2,412.68	$0.00	$2,412.68
LE 20-054	Berlin Police Department	Impaired Driving	$2,000.00	$0.00	$2,000.00	$2,000.00
LE 20-055	Berlin Police Department	Distracted Driving	$500.00	$0.00	$500.00	$500.00
LE 20-056	Berlin Police Department	Aggressive Driving	$1,500.00	$0.00	$1,500.00	$1,500.00
GN 20-146	Calvert Alliance Against Substance Abuse, Inc.	Impaired Driving	$5,260.00	$0.00	$2,602.07	$2,602.07
LE 20-069	Calvert County Sheriff's Office	Aggressive Driving	$6,000.00	$0.00	$4,537.90	$4,537.90
LE 20-070	Calvert County Sheriff's Office	Distracted Driving	$2,000.00	$0.00	$726.23	$726.23
LE 20-071	Calvert County Sheriff's Office	Impaired Driving	$14,000.00	$0.00	$9,548.57	$9,548.57
LE 20-072	Calvert County Sheriff's Office	Occupant Protection	$2,000.00	$0.00	$1,893.20	$1,893.20
LE 20-222	Cambridge Police Department	Impaired Driving	$4,000.00	$0.00	$368.72	$368.72
LE 20-223	Cambridge Police Department	Aggressive Driving	$2,500.00	$0.00	$0.00	$0.00
LE 20-011	Caroline County Sheriff's Office	Impaired Driving	$9,000.00	$0.00	$7,000.00	$7,000.00
LE 20-012	Caroline County Sheriff's Office	Aggressive Driving	$5,000.00	$0.00	$4,765.29	$4,765.29
LE 20-142	Carroll County Sheriff's Office	Impaired Driving	$17,500.00	$0.00	$16,000.00	$16,000.00
LE 20-143	Carroll County Sheriff's Office	Aggressive Driving	$4,000.00	$0.00	$3,956.46	$3,956.46
LE 20-144	Carroll County Sheriff's Office	Distracted Driving	$2,500.00	$0.00	$2,466.86	$2,466.86
LE 20-145	Carroll County Sheriff's Office	Occupant Protection	$1,500.00	$0.00	$1,499.50	$1,499.50
LE 20-327	Carroll County Sheriff's Office	Pedestrian/Bicycle	$2,100.00	$1,785.05	$0.00	$1,785.05
LE 20-026	Cecil County Sheriff's Office	Impaired Driving	$8,000.00	$0.00	$5,517.49	$5,517.49
LE 20-028	Cecil County Sheriff's Office	Distracted Driving	$4,000.00	$0.00	$3,846.53	$3,846.53
LE 20-029	Cecil County Sheriff's Office	Aggressive Driving	$5,000.00	$0.00	$5,000.00	$5,000.00
LE 20-030	Cecil County Sheriff's Office	Occupant Protection	$3,000.00	$0.00	$1,071.97	$1,071.97
LE 20-268	Cecil County Sheriff's Office	Pedestrian/Bicycle	$3,000.00	$2,774.51	$0.00	$2,774.51
LE 20-185	Charles County Sheriff's Office	Aggressive Driving	$17,000.00	$0.00	$12,206.50	$12,206.50
LE 20-186	Charles County Sheriff's Office	Distracted Driving	$5,000.00	$0.00	$2,387.12	$2,387.12
LE 20-187	Charles County Sheriff's Office	Impaired Driving	$28,000.00	$0.00	$6,717.01	$6,717.01
LE 20-188	Charles County Sheriff's Office	Occupant Protection	$5,000.00	$0.00	$0.00	$0.00
LE 20-329	Charles County Sheriff's Office	Pedestrian/Bicycle	$20,020.00	$11,477.25	$0.00	$11,477.25
GN 20-218	Chesapeake Region Safety Council	Special Projects	$319,648.66	$0.00	$241,049.25	$241,049.25

Grant #	Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
LE 20-319	Cheverly Police Department	Distracted Driving	$1,000.00	$0.00	$0.00	$0.00
LE 20-320	Cheverly Police Department	Impaired Driving	$1,000.00	$0.00	$0.00	$0.00
GN 20-092	Children and Parent Resource Group, INC	Impaired Driving	$20,000.00	$0.00	$20,000.00	$20,000.00
LE 20-129	City of Bowie	Aggressive Driving	$2,000.00	$0.00	$1,240.31	$1,240.31
LE 20-130	City of Bowie	Impaired Driving	$3,000.00	$0.00	$1,812.25	$1,812.25
LE 20-332	City of Bowie	Pedestrian/Bicycle	$1,000.00	$464.16	$0.00	$464.16
LE 20-226	City of Hyattsville Police Department	Aggressive Driving	$2,000.00	$0.00	$945.44	$945.44
LE 20-252	City of Hyattsville Police Department	Impaired Driving	$4,000.00	$0.00	$2,890.96	$2,890.96
LE 20-253	City of Hyattsville Police Department	Distracted Driving	$1,000.00	$0.00	$0.00	$0.00
LE 20-328	City of Hyattsville Police Department	Pedestrian/Bicycle	$1,500.00	$361.76	$0.00	$361.76
GN 20-205	Crash Center for Research and Education (CORE)	Occupant Protection	$61,185.12	$0.00	$4,532.29	$4,532.29
GN 20-323	Crash Center for Research and Education (CORE)	Motorcycle	$10,459.22	$0.00	$2,750.87	$2,750.87
GN 20-336	Crash Center for Research and Education (CORE)	Special Projects	$189,401.21	$73,963.63	$0.00	$73,963.63
LE 20-050	Cumberland Police Department	Distracted Driving	$1,000.00	$0.00	$507.78	$507.78
LE 20-051	Cumberland Police Department	Impaired Driving	$2,000.00	$0.00	$1,272.06	$1,272.06
LE 20-334	Cumberland Police Department	Pedestrian/Bicycle	$2,000.00	$555.60	$0.00	$555.60
LE 20-310	Denton Police Department	Impaired Driving	$1,980.00	$0.00	$0.00	$0.00
LE 20-312	Denton Police Department	Aggressive Driving	$1,500.00	$0.00	$0.00	$0.00
LE 20-037	Easton Police Department	Distracted Driving	$3,000.00	$0.00	$2,236.61	$2,236.61
LE 20-041	Easton Police Department	Aggressive Driving	$2,000.00	$0.00	$1,938.72	$1,938.72
LE 20-042	Easton Police Department	Impaired Driving	$17,000.00	$0.00	$9,660.84	$9,660.84
LE 20-044	Easton Police Department	Occupant Protection	$1,000.00	$0.00	$826.41	$826.41
LE 20-052	Elkton Police Department	Impaired Driving	$5,000.00	$0.00	$3,088.88	$3,088.88
LE 20-053	Elkton Police Department	Occupant Protection	$1,500.00	$0.00	$189.00	$189.00
LE 20-110	Elkton Police Department	Aggressive Driving	$1,500.00	$0.00	$1,500.00	$1,500.00
LE 20-111	Elkton Police Department	Distracted Driving	$2,000.00	$0.00	$1,840.12	$1,840.12
GN 20-197	Emergency ResponderSafety Institute	Distracted Driving	$10,477.10	$0.00	$8,356.35	$8,356.35
GN 20-254	Frederick County Health Department	Special Projects	$41,544.54	$0.00	$37,377.01	$37,377.01
LE 20-001	Frederick Police Department	Occupant Protection	$2,000.00	$0.00	$1,833.12	$1,833.12
LE 20-004	Frederick Police Department	Aggressive Driving	$8,000.00	$0.00	$7,151.76	$7,151.76
LE 20-007	Frederick Police Department	Distracted Driving	$5,000.00	$0.00	$4,530.03	$4,530.03
LE 20-008	Frederick Police Department	Impaired Driving	$21,000.00	$0.00	$19,630.56	$19,630.56
LE 20-064	Frostburg Police Department	Impaired Driving	$500.00	$0.00	$472.50	$472.50
LE 20-065	Frostburg Police Department	Distracted Driving	$500.00	$0.00	$472.50	$472.50
LE 20-027	Fruitland Police Department	Impaired Driving	$2,997.37	$0.00	$2,997.37	$2,997.37
LE 20-031	Fruitland Police Department	Aggressive Driving	$999.74	$0.00	$999.74	$999.74
LE 20-125	Gaithersburg Police Department	Impaired Driving	$13,000.00	$0.00	$6,302.56	$6,302.56

Grant #	Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
LE 20-127	Gaithersburg Police Department	Aggressive Driving	$7,000.00	$0.00	$1,784.23	$1,784.23
LE 20-128	Gaithersburg Police Department	Distracted Driving	$3,000.00	$0.00	$1,837.33	$1,837.33
LE 20-038	Garrett County Commissioners	Impaired Driving	$3,000.00	$0.00	$2,992.50	$2,992.50
LE 20-039	Garrett County Commissioners	Aggressive Driving	$1,650.00	$0.00	$1,642.50	$1,642.50
LE 20-040	Garrett County Commissioners	Occupant Protection	$1,350.00	$0.00	$1,350.00	$1,350.00
LE 20-102	Greenbelt Police Department	Aggressive Driving	$4,000.00	$0.00	$805.34	$805.34
LE 20-103	Greenbelt Police Department	Impaired Driving	$13,000.00	$0.00	$4,585.18	$4,585.18
LE 20-104	Greenbelt Police Department	Occupant Protection	$2,000.00	$0.00	$0.00	$0.00
LE 20-105	Greenbelt Police Department	Distracted Driving	$1,000.00	$0.00	$0.00	$0.00
LE 20-326	Greenbelt Police Department	Pedestrian/Bicycle	$2,000.00	$475.96	$0.00	$475.96
LE 20-303	Hagerstown Police Department	Aggressive Driving	$2,000.00	$0.00	$519.84	$519.84
LE 20-304	Hagerstown Police Department	Distracted Driving	$2,000.00	$0.00	$1,228.88	$1,228.88
LE 20-307	Hagerstown Police Department	Occupant Protection	$1,000.00	$0.00	$526.56	$526.56
LE 20-308	Hagerstown Police Department	Impaired Driving	$9,000.00	$0.00	$1,641.44	$1,641.44
LE 20-331	Hagerstown Police Department	Pedestrian/Bicycle	$2,500.00	$0.00	$0.00	$0.00
LE 20-235	Hampstead Police Department	Impaired Driving	$2,000.00	$0.00	$369.15	$369.15
LE 20-240	Hampstead Police Department	Distracted Driving	$500.00	$0.00	$158.64	$158.64
LE 20-241	Hampstead Police Department	Aggressive Driving	$1,500.00	$0.00	$437.01	$437.01
LE 20-002	Harford County Sheriff's Office	Aggressive Driving	$12,500.00	$0.00	$12,500.00	$12,500.00
LE 20-003	Harford County Sheriff's Office	Distracted Driving	$12,500.00	$0.00	$12,500.00	$12,500.00
LE 20-005	Harford County Sheriff's Office	Impaired Driving	$45,000.00	$0.00	$38,726.63	$38,726.63
LE 20-006	Harford County Sheriff's Office	Occupant Protection	$5,000.00	$0.00	$5,000.00	$5,000.00
LE 20-095	Havre de Grace Police Department	Impaired Driving	$3,000.00	$0.00	$1,864.10	$1,864.10
LE 20-096	Havre de Grace Police Department	Aggressive Driving	$4,104.95	$0.00	$4,099.95	$4,099.95
LE 20-097	Havre de Grace Police Department	Pedestrian/Bicycle	$2,000.00	$1,473.60	$0.00	$1,473.60
LE 20-083	Howard County Department of Police	Aggressive Driving	$14,711.29	$0.00	$14,711.29	$14,711.29
LE 20-087	Howard County Department of Police	Distracted Driving	$5,300.71	$0.00	$5,078.93	$5,078.93
LE 20-088	Howard County Department of Police	Occupant Protection	$10,000.00	$0.00	$9,919.09	$9,919.09
LE 20-089	Howard County Department of Police	Impaired Driving	$40,000.00	$0.00	$39,068.42	$39,068.42
LE 20-160	Laurel Police Department	Aggressive Driving	$3,000.00	$0.00	$1,954.12	$1,954.12
LE 20-161	Laurel Police Department	Distracted Driving	$3,000.00	$0.00	$0.00	$0.00

Grant #	Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
LE 20-162	Laurel Police Department	Occupant Protection	$2,000.00	$0.00	$0.00	$0.00
LE 20-163	Laurel Police Department	Impaired Driving	$10,000.00	$0.00	$1,081.74	$1,081.74
GN 20-134	Maryland Chiefs of Police	Impaired Driving	$134,710.00	$0.00	$80,135.58	$80,135.58
GN 20-135	Maryland Chiefs of Police	Special Projects	$92,200.00	$0.00	$2,200.00	$2,200.00
GN 20-013	Maryland Department of Health	Occupant Protection	$260,665.79	$0.00	$254,586.81	$254,586.81
GN 20-262	Maryland Highway Safety Office	Impaired Driving	$570,000.00	$0.00	$342,335.53	$342,335.53
GN 20-267	Maryland Highway Safety Office	MHSO Staffing	$482,171.19	$294,759.40	$0.00	$294,759.40
GN 20-278	Maryland Highway Safety Office	MHSO Staffing 2	$1,130,721.38	$0.00	$1,014,766.24	$1,014,766.24
GN 20-279	Maryland Highway Safety Office	MHSO Staffing 3	$512,721.11	$0.00	$369,307.39	$369,307.39
GN 20-285	Maryland Highway Safety Office	Aggressive Driving	$220,000.00	$0.00	$36,031.25	$36,031.25
GN 20-288	Maryland Highway Safety Office	Communications	$316,000.00	$0.00	$181,862.73	$181,862.73
GN 20-290	Maryland Highway Safety Office	Distracted Driving	$165,000.00	$0.00	$47,230.00	$47,230.00
GN 20-291	Maryland Highway Safety Office	Grant Management System (GPS)	$400,000.00	$0.00	$397,862.41	$397,862.41
GN 20-292	Maryland Highway Safety Office	Motorcycle Awareness & Rider Training	$75,000.00	$0.00	$39,092.50	$39,092.50
GN 20-293	Maryland Highway Safety Office	Motorcycle Safety - Impaired Riding	$145,000.00	$0.00	$15,052.00	$15,052.00
GN 20-296	Maryland Highway Safety Office	Impaired Driving (SPIDRE Media)	$70,000.00	$0.00	$10,072.50	$10,072.50
GN 20-297	Maryland Highway Safety Office	Occupant Protection	$315,000.00	$0.00	$206,133.36	$206,133.36
GN 20-298	Maryland Highway Safety Office	Pedestrian/Bicycle	$282,178.80	$262,527.14	$0.00	$262,527.14
GN 20-301	Maryland Highway Safety Office	Planning & Administration	$71,451.24	$0.00	$36,146.11	$36,146.11
GN 20-340	Maryland Highway Safety Office	Special Projects	$20,000.00	$0.00	$20,000.00	$20,000.00
GN 20-341	Maryland Highway Safety Office	Special Projects	$12,500.00	$12,313.00	$0.00	$12,313.00
GN 20-189	Maryland Institute College of Art	Pedestrian/Bicycle	$127,405.21	$126,008.86	$0.00	$126,008.86
GN 20-091	Maryland Institute for EMS Systems	Occupant Protection	$70,703.24	$0.00	$66,563.93	$66,563.93
GN 20-093	Maryland Institute for EMS Systems	Pedestrian/Bicycle	$25,432.98	$23,083.16	$0.00	$23,083.16
GN 20-337	Maryland Motor Vehicle Administration	Impaired Driving	$407,817.29	$0.00	$287,232.00	$287,232.00
GN 20-136	Maryland Sheriffs' Association, Inc.	Impaired Driving	$17,710.00	$0.00	$0.00	$0.00
GN 20-137	Maryland Sheriffs' Association, Inc.	Special Projects	$7,700.00	$0.00	$1,062.60	$1,062.60
GN 20-082	Maryland State Police - DRE	Impaired Driving	$171,636.78	$0.00	$94,646.10	$94,646.10
LE 20-043	Maryland State Police - Mobile Unit	Impaired Driving	$37,380.00	$0.00	$3,949.45	$3,949.45
LE 20-266	Maryland State Police - SPIDRE	Impaired Driving	$296,654.46	$0.00	$218,205.62	$218,205.62

Grant #	Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
GN 20-270	Maryland State Police - Statewide	Special Projects	$2,500.00	$0.00	$0.00	$0.00
LE 20-101	Maryland State Police - Statewide	Special Projects	$112,350.00	$0.00	$9,000.00	$9,000.00
LE 20-260	Maryland State Police - Statewide	Aggressive Driving	$255,499.94	$0.00	$220,258.51	$220,258.51
LE 20-261	Maryland State Police - Statewide	Distracted Driving	$51,999.94	$0.00	$39,761.59	$39,761.59
LE 20-263	Maryland State Police - Statewide	Impaired Driving	$376,999.92	$0.00	$302,123.41	$302,123.41
LE 20-264	Maryland State Police - Statewide	Occupant Protection	$3,000.00	$0.00	$355.00	$355.00
LE 20-335	Maryland State Police - Statewide	Pedestrian/Bicycle	$12,000.00	$8,224.50	$0.00	$8,224.50
GN 20-023	Maryland State's Attorneys' Association	Impaired Driving	$202,082.39	$0.00	$135,899.22	$135,899.22
LE 20-183	Maryland Transportation Authority Police	Aggressive Driving	$17,000.00	$0.00	$12,754.39	$12,754.39
LE 20-281	Maryland Transportation Authority Police	Distracted Driving	$16,000.00	$0.00	$11,435.62	$11,435.62
LE 20-282	Maryland Transportation Authority Police	Occupant Protection	$5,000.00	$0.00	$0.00	$0.00
LE 20-283	Maryland Transportation Authority Police	Impaired Driving	$46,000.00	$0.00	$39,597.64	$39,597.64
LE 20-284	Maryland Transportation Authority Police	Special Projects	$20,000.00	$0.00	$16,303.75	$16,303.75
GN 20-046	Metropolitan Washington Council of Governments	Pedestrian/Bicycle	$250,000.00	$0.00	$250,000.00	$250,000.00
GN 20-009	MML PEA Committee 2020/2021	Special Projects	$4,500.00	$0.00	$0.00	$0.00
GN 20-322	Montgomery County Department of Transportation	Special Projects	$20,000.00	$0.00	$0.00	$0.00
LE 20-184	Montgomery County Police Department	Aggressive Driving	$50,000.00	$0.00	$14,294.27	$14,294.27
LE 20-228	Montgomery County Police Department	Distracted Driving	$19,521.28	$0.00	$3,593.28	$3,593.28
LE 20-230	Montgomery County Police Department	Occupant Protection	$20,000.00	$0.00	$5,435.94	$5,435.94
LE 20-231	Montgomery County Police Department	Impaired Driving	$130,000.00	$0.00	$69,345.28	$69,345.28
LE 20-182	Montgomery County Sheriff's Office	Impaired Driving	$8,000.00	$0.00	$5,913.48	$5,913.48
GN 20-311	Morgan State University	Distracted Driving	$60,987.00	$0.00	$59,710.80	$59,710.80
GN 20-081	Mothers Against Drunk Driving	Impaired Driving	$47,128.18	$0.00	$36,167.18	$36,167.18
LE 20-194	Mount Airy Police Department	Impaired Driving	$2,000.00	$0.00	$1,971.15	$1,971.15
LE 20-131	Ocean City Police Department	Distracted Driving	$500.00	$0.00	$399.46	$399.46
LE 20-132	Ocean City Police Department	Aggressive Driving	$1,000.00	$0.00	$847.17	$847.17
LE 20-138	Ocean City Police Department	Occupant Protection	$1,500.00	$0.00	$1,500.00	$1,500.00
LE 20-139	Ocean City Police Department	Impaired Driving	$19,000.00	$0.00	$10,047.35	$10,047.35
LE 20-141	Ocean City Police Department	Pedestrian/Bicycle	$10,000.00	$6,551.97	$0.00	$6,551.97
LE 20-120	Ocean Pines Police Department	Impaired Driving	$1,000.00	$0.00	$1,000.00	$1,000.00

Grant #	Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
LE 20-123	Ocean Pines Police Department	Aggressive Driving	$500.00	$0.00	$0.00	$0.00
LE 20-124	Ocean Pines Police Department	Occupant Protection	$500.00	$0.00	$500.00	$500.00
LE 20-014	Pocomoke City Police Department	Impaired Driving	$3,000.00	$0.00	$2,970.00	$2,970.00
LE 20-015	Pocomoke City Police Department	Aggressive Driving	$2,000.00	$0.00	$0.00	$0.00
GN 20-313	Prince George's Child Resource Center, Inc.	Occupant Protection	$4,520.00	$0.00	$4,520.00	$4,520.00
LE 20-236	Prince George's County Police Department	Aggressive Driving	$45,000.00	$0.00	$25,792.64	$25,792.64
LE 20-243	Prince George's County Police Department	Distracted Driving	$20,000.00	$0.00	$18,472.54	$18,472.54
LE 20-244	Prince George's County Police Department	Occupant Protection	$25,000.00	$0.00	$18,949.02	$18,949.02
LE 20-245	Prince George's County Police Department	Impaired Driving	$134,010.00	$0.00	$11,529.17	$11,529.17
LE 20-330	Prince George's County Police Department	Pedestrian/Bicycle	$20,000.00	$0.00	$0.00	$0.00
LE 20-246	Princess Anne Police Department	Aggressive Driving	$1,000.00	$0.00	$655.97	$655.97
LE 20-247	Princess Anne Police Department	Distracted Driving	$500.00	$0.00	$492.02	$492.02
LE 20-248	Princess Anne Police Department	Occupant Protection	$500.00	$0.00	$316.08	$316.08
LE 20-249	Princess Anne Police Department	Impaired Driving	$3,500.00	$0.00	$1,808.40	$1,808.40
LE 20-258	Princess Anne Police Department	Pedestrian/Bicycle	$2,500.00	$2,375.24	$0.00	$2,375.24
LE 20-066	Queen Anne's County Sheriff's Office	Impaired Driving	$5,000.00	$0.00	$3,860.04	$3,860.04
LE 20-067	Queen Anne's County Sheriff's Office	Distracted Driving	$2,000.00	$0.00	$0.00	$0.00
LE 20-068	Queen Anne's County Sheriff's Office	Aggressive Driving	$1,500.00	$0.00	$0.00	$0.00
LE 20-073	Riverdale Park Police Department	Impaired Driving	$6,000.00	$0.00	$1,216.20	$1,216.20
LE 20-074	Riverdale Park Police Department	Aggressive Driving	$2,000.00	$0.00	$1,892.08	$1,892.08
LE 20-075	Riverdale Park Police Department	Distracted Driving	$2,000.00	$0.00	$1,216.88	$1,216.88
LE 20-076	Riverdale Park Police Department	Occupant Protection	$1,000.00	$0.00	$527.12	$527.12
LE 20-077	Riverdale Park Police Department	Pedestrian/Bicycle	$1,000.00	$962.12	$0.00	$962.12
LE 20-199	Rockville Police Department	Impaired Driving	$6,000.00	$0.00	$5,703.67	$5,703.67
LE 20-200	Rockville Police Department	Aggressive Driving	$3,000.00	$0.00	$0.00	$0.00
LE 20-201	Rockville Police Department	Distracted Driving	$3,000.00	$0.00	$1,239.78	$1,239.78
LE 20-202	Rockville Police Department	Occupant Protection	$2,000.00	$0.00	$762.99	$762.99
LE 20-017	Salisbury Police Department	Impaired Driving	$6,000.00	$0.00	$5,909.85	$5,909.85
LE 20-019	Salisbury Police Department	Aggressive Driving	$4,000.00	$0.00	$2,597.14	$2,597.14
LE 20-025	Salisbury Police Department	Distracted Driving	$3,000.00	$0.00	$2,468.44	$2,468.44
LE 20-049	Salisbury University Police Department	Pedestrian/Bicycle	$2,000.00	$634.70	$0.00	$634.70
LE 20-024	Somerset County Sheriff's Office	Impaired Driving	$3,000.00	$0.00	$3,000.00	$3,000.00

Grant #	Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
GN 20-010	St. Mary's County Circuit Court	Impaired Driving	$17,652.50	$0.00	$8,982.72	$8,982.72
LE 20-057	St. Mary's County Sheriff's Office	Aggressive Driving	$7,000.00	$0.00	$6,985.00	$6,985.00
LE 20-062	St. Mary's County Sheriff's Office	Impaired Driving	$11,000.00	$0.00	$8,504.19	$8,504.19
LE 20-099	St. Mary's County Sheriff's Office	Occupant Protection	$1,000.00	$0.00	$0.00	$0.00
LE 20-100	St. Mary's County Sheriff's Office	Distracted Driving	$2,000.00	$0.00	$1,721.50	$1,721.50
GN 20-338	Sykesville Freedom District Fire Department	Impaired Driving	$6,860.00	$0.00	$591.31	$591.31
LE 20-214	Sykesville Police Department	Aggressive Driving	$1,000.00	$0.00	$1,000.00	$1,000.00
LE 20-215	Sykesville Police Department	Distracted Driving	$1,000.00	$0.00	$1,000.00	$1,000.00
LE 20-216	Sykesville Police Department	Impaired Driving	$2,000.00	$0.00	$1,940.00	$1,940.00
LE 20-121	Talbot County Sheriff's Office	Impaired Driving	$3,500.00	$0.00	$2,044.44	$2,044.44
LE 20-122	Talbot County Sheriff's Office	Distracted Driving	$1,000.00	$0.00	$876.84	$876.84
LE 20-117	Taneytown Police Department	Aggressive Driving	$1,000.00	$0.00	$1,000.00	$1,000.00
LE 20-118	Taneytown Police Department	Distracted Driving	$1,000.00	$0.00	$288.60	$288.60
LE 20-119	Taneytown Police Department	Impaired Driving	$2,000.00	$0.00	$1,888.98	$1,888.98
LE 20-255	Town of La Plata Police Department	Aggressive Driving	$1,000.00	$0.00	$0.00	$0.00
LE 20-256	Town of La Plata Police Department	Distracted Driving	$1,000.00	$0.00	$290.59	$290.59
LE 20-257	Town of La Plata Police Department	Impaired Driving	$2,000.00	$0.00	$1,000.00	$1,000.00
GN 20-232	University of Maryland Baltimore, NSC	Traffic Records	$261,110.78	$0.00	$213,343.36	$213,343.36
GN 20-233	University of Maryland Baltimore, NSC	Pedestrian/Bicycle	$73,784.00	$66,716.95	$0.00	$66,716.95
GN 20-237	University of Maryland Baltimore, NSC	Occupant Protection	$88,542.90	$0.00	$61,813.63	$61,813.63
GN 20-238	University of Maryland Baltimore, NSC	Impaired Driving	$47,509.85	$0.00	$29,461.38	$29,461.38
GN 20-239	University of Maryland Baltimore, NSC	Special Projects	$100,613.25	$0.00	$96,405.26	$96,405.26
LE 20-106	University of Maryland Department of Public Safety	Aggressive Driving	$2,000.00	$0.00	$0.00	$0.00
LE 20-107	University of Maryland Department of Public Safety	Distracted Driving	$1,000.00	$0.00	$397.64	$397.64
LE 20-108	University of Maryland Department of Public Safety	Occupant Protection	$1,000.00	$0.00	$0.00	$0.00
LE 20-109	University of Maryland Department of Public Safety	Impaired Driving	$7,000.00	$0.00	$236.52	$236.52
LE 20-333	University of Maryland Department of Public Safety	Pedestrian/Bicycle	$3,000.00	$1,034.16	$0.00	$1,034.16
GN 20-265	University of Maryland Medical System Foundation	Distracted Driving	$19,698.40	$0.00	$5,761.26	$5,761.26
GN 20-045	Washington College	Traffic Records	$561,403.95	$0.00	$535,573.75	$535,573.75
LE 20-133	Washington County Sheriff's Office	Aggressive Driving	$4,000.00	$0.00	$3,850.00	$3,850.00

Grant #	Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
LE 20-165	Washington County Sheriff's Office	Impaired Driving	$11,500.00	$0.00	$11,325.00	$11,325.00
LE 20-166	Washington County Sheriff's Office	Distracted Driving	$4,000.00	$0.00	$3,600.00	$3,600.00
LE 20-167	Washington County Sheriff's Office	Occupant Protection	$2,000.00	$0.00	$1,800.00	$1,800.00
GN 20-220	Washington Regional Alcohol Program	Impaired Driving	$245,604.56	$0.00	$156,790.63	$156,790.63
GN 20-221	Washington Regional Alcohol Program	Special Projects	$76,194.00	$0.00	$35,993.26	$35,993.26
LE 20-084	Westminster Police Department	Impaired Driving	$4,000.00	$0.00	$92.28	$92.28
LE 20-085	Westminster Police Department	Distracted Driving	$1,000.00	$0.00	$0.00	$0.00
LE 20-086	Westminster Police Department	Occupant Protection	$1,000.00	$0.00	$0.00	$0.00
LE 20-047	Wicomico County Sheriff's Office	Aggressive Driving	$4,000.00	$0.00	$3,259.82	$3,259.82
LE 20-048	Wicomico County Sheriff's Office	Impaired Driving	$7,000.00	$0.00	$6,347.46	$6,347.46
GN 20-016	Worcester County Health Department	Impaired Driving	$2,953.50	$0.00	$2,825.20	$2,825.20
LE 20-060	Worcester County Sheriff's Office	Aggressive Driving	$2,000.00	$0.00	$1,829.64	$1,829.64
LE 20-061	Worcester County Sheriff's Office	Impaired Driving	$1,000.00	$0.00	$843.15	$843.15
LE 20-063	Worcester County Sheriff's Office	Distracted Driving	$2,000.00	$0.00	$1,878.77	$1,878.77

Law Enforcement, Outreach, and Education Grantees by Region and Emphasis Area

The following is a list of MHSO's FFY 2020 grantees, listed by jurisdiction and by area:

			Aggressive Driving	Distracted Driving	Impaired Driving	Occupant Protection	Pedestrian and Bicycle Safety	Special Projects
Allegany	Law Enforcement	Allegany County Sheriff's Office	X	X	X	X		
		Cumberland Police Department		X	X		X	
		Frostburg Police Department		X	X			
Anne Arundel	Law Enforcement	Annapolis Police Department	X	X	X	X		
		Anne Arundel County Police Department	X	X	X	X	X	
	Education and Outreach	Maryland Motor Vehicle Administration			X			
Baltimore City	Law Enforcement	Baltimore City Police Department	X	X	X	X	X	
	Education and Outreach	Baltimore Metropolitan Council					X	X
		Maryland Institute College of Art					X	
		Morgan State University		X				
		University of Maryland Medical System Foundation		X				
Baltimore	Law Enforcement	Baltimore County Police Department	X	X	X	X	X	
	Education and Outreach	Baltimore County Department of Health						X
		Baltimore County Police Dept - Crash Recon						X
		Chesapeake Region Safety Council						X
Calvert	Law Enforcement	Calvert County Sheriff's Office	X	X	X	X		
	Education and Outreach	Calvert Alliance Against Substance Abuse, Inc.			X			
Caroline	Law Enforcement	Caroline County Sheriff's Office	X		X			
		Denton Police Department	X		X			

			Aggressive Driving	Distracted Driving	Impaired Driving	Occupant Protection	Pedestrian and Bicycle Safety	Special Projects
Carroll	Law Enforcement	Carroll County Sheriff's Office	X	X	X	X	X	
		Hampstead Police Department	X	X	X			
		Mount Airy Police Department			X			
		Sykesville Police Department	X	X	X			
		Taneytown Police Department	X	X	X			
		Westminster Police Department		X	X	X		
	Education and Outreach	Maryland Chiefs of Police			X			X
		Maryland Sheriffs' Association, Inc.			X			X
		Sykesville Freedom District Fire Department			X			
Cecil	Law Enforcement	Cecil County Sheriff's Office	X	X	X	X	X	
		Elkton Police Department	X	X	X	X		
Charles	Law Enforcement	Charles County Sheriff's Office	X	X	X	X	X	
		Town of La Plata Police Department	X	X	X			
Dorchester	Law Enforcement	Cambridge Police Department	X		X			
Frederick	Law Enforcement	Frederick Police Department	X	X	X	X		
	Education and Outreach	Frederick County Health Department						X
Garrett	Law Enforcement	Garrett County Commissioners	X		X	X		
Harford	Law Enforcement	Aberdeen Police Department	X	X	X	X	X	
		Bel Air Police Department	X	X	X		X	
		Harford County Sheriff's Office	X	X	X	X		
		Havre de Grace Police Department	X		X		X	
Howard	Law Enforcement	Howard County Department of Police	X	X	X	X		
	Education and Outreach	Crash Center for Research and Education (CORE)				X		X

			Aggressive Driving	Distracted Driving	Impaired Driving	Occupant Protection	Pedestrian and Bicycle Safety	Special Projects
Montgomery	Law Enforcement	Gaithersburg Police Department	X	X	X			
		Montgomery County Police Department	X	X	X	X		
		Montgomery County Sheriff's Office			X			
		Rockville Police Department	X	X	X	X		
	Education and Outreach	Montgomery County Department of Transportation						X
Out of State	Education and Outreach	Children and Parent Resource Group, INC			X			
		Emergency Responder Safety Institute		X				
Prince George's	Law Enforcement	Cheverly Police Department		X	X			
		City of Bowie	X		X		X	
		City of Hyattsville Police Department	X	X	X		X	
		Greenbelt Police Department	X	X	X	X	X	
		Laurel Police Department	X	X	X	X		
		Prince George's County Police Department	X	X	X	X	X	
		Riverdale Park Police Department	X	X	X	X	X	
		University of Maryland Department of Public Safety	X	X	X	X	X	
	Education and Outreach	Prince George's Child Resource Center, Inc.				X		
Queen Anne's	Law Enforcement	Queen Anne's County Sheriff's Office	X	X	X			
Somerset	Law Enforcement	Princess Anne Police Department	X	X	X	X	X	
		Somerset County Sheriff's Office			X			
St. Mary's	Law Enforcement	St. Mary's County Sheriff's Office	X	X	X	X		
	Education and Outreach	St. Mary's County Circuit Court			X			

			Aggressive Driving	Distracted Driving	Impaired Driving	Occupant Protection	Pedestrian and Bicycle Safety	Special Projects
Statewide	Law Enforcement	Maryland State Police - Mobile Unit			X			
		Maryland State Police - SPIDRE			X			
		Maryland State Police - Statewide	X	X	X	X	X	X
		Maryland Transportation Authority Police	X	X	X	X		X
	Education and Outreach	Maryland Department of Health				X		
		Maryland Institute for EMS Systems				X	X	
		Maryland State Police - DRE			X			
		Maryland State Police - Statewide						X
		Maryland State's Attorneys' Association			X			
		Metropolitan Washington Council of Governments					X	
		Mothers Against Drunk Driving			X			
		University of Maryland Baltimore, NSC			X	X	X	X
		Washington College						
		Washington Regional Alcohol Program			X			X
Talbot	Law Enforcement	Easton Police Department	X	X	X	X		
		Talbot County Sheriff's Office		X	X			
	Education and Outreach	MML PEA Committee 2020/2021						X
Washington	Law Enforcement	Hagerstown Police Department	X	X	X	X	X	
		Washington County Sheriff's Office	X	X	X	X		
Wicomico	Law Enforcement	Fruitland Police Department	X		X			
		Salisbury Police Department	X	X	X			
		Salisbury University Police Department					X	
		Wicomico County Sheriff's Office	X		X			
Worcester	Law Enforcement	Berlin Police Department	X	X	X			
		Ocean City Police Department	X	X	X	X	X	
		Ocean Pines Police Department	X		X	X		
		Pocomoke City Police Department	X		X			
		Worcester County Sheriff's Office	X	X	X			
	Education and Outreach	Worcester County Health Department			X			

MARYLAND CRASH DATA

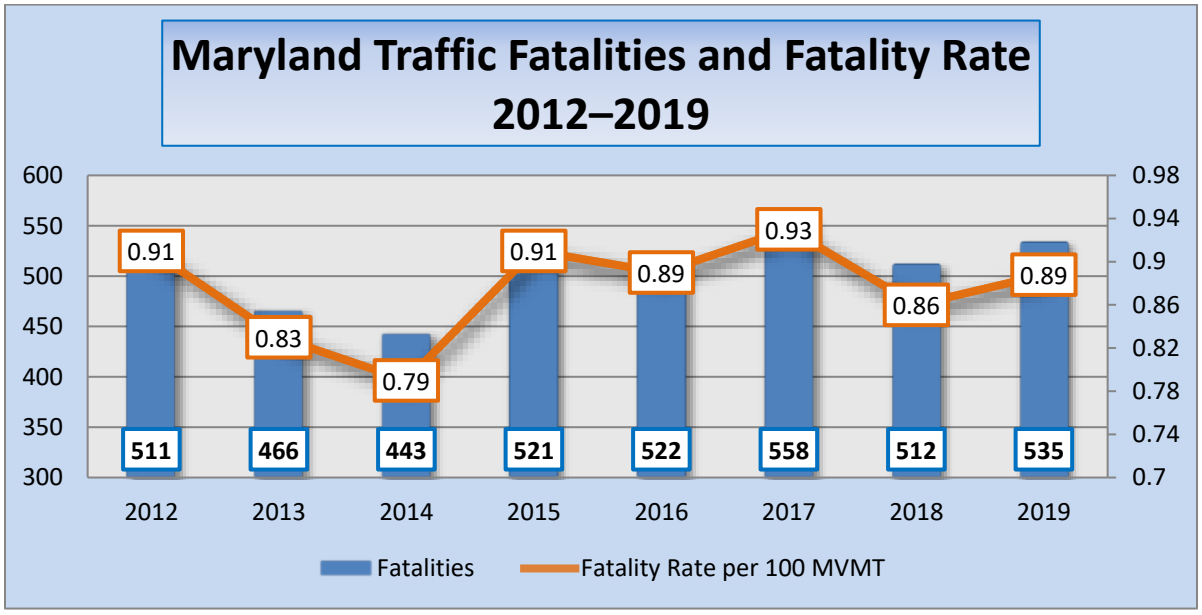
In 2019, 535 people were killed—a 4.3 percent increase from 2018—in 115,916 police-reported traffic crashes in Maryland, while 48,656 people were injured, and 82,503 crashes involved property damage only. In total, 303 drivers (232 vehicle drivers and 71 motorcycle operators), 135 non-motorists, and 96 passengers were killed on Maryland roads. On average, one person was killed every 16 hours, 133 people were injured each day (6 injuries every hour), and 318 police-reported traffic crashes occurred every day.

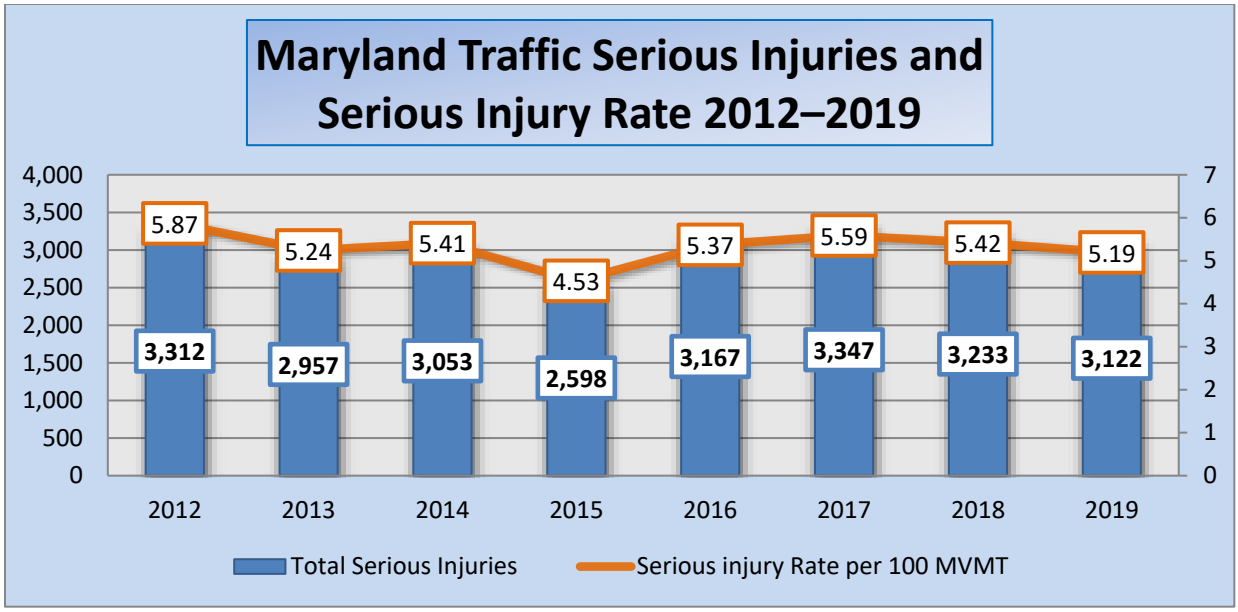
The fatality rate for Maryland decreased from 0.93 in 2017 to 0.86 in 2018, then rose again to 0.89 in 2019. The overall fatality rate has consistently been lower than the national fatality rates every year since 1992.

Statewide Total Crashes, Injury Crashes, Fatal Crashes, Injuries, and Fatalities

	2015	2016	2017	2018	2019	5 Year AVG.
Fatal Crashes	480	483	518	485	496	492
Injury Crashes	30,721	34,720	34,664	33,930	32,918	33,391
Property Damage Only Crashes	76,917	85,075	80,247	83,611	82,503	81,671
Total Crashes	108,118	120,278	115,429	118,026	115,916	115,553
Total of All Fatalities	521	522	558	512	535	529
Total Number Injured	44,929	50,921	51,391	50,003	48,656	49,180

Source: Crash data are obtained from the MDOT State Highway Administration (SHA) which maintains a database derived from crash reports submitted to, and processed and approved by, the Maryland State Police (MSP). Data are subject to change. State data are used for these tables and graphs (pgs. 1-2).





The projects included in this Annual Report were conducted under Maryland's Strategic Highway Safety Plan (2016-2020). The numeric goals and targets that were set under the SHSP were developed using the Toward Zero Deaths (TZD) methodology. Under TZD, Maryland had a goal of reducing the 2008 baseline number of fatalities and serious injuries on the State's roadways by half in 2030. It is those metrics that are reflected in this report. Maryland has updated its SHSP to cover the next five-year period (2021-2025) and also legislated a Vision Zero goal of zero fatalities and serious injuries by 2030. The 2021 Annual Report will reflect new data-driven performance metrics that will be used to help move Maryland toward this goal.

Considering the federal guidelines detailed in Moving Ahead for Progress in the 21st Century (MAP-21) and the subsequent Fixing America's Surface Transportation (FAST) Act, Maryland executives collaborated on revisions to the target-setting methodology. The initial TZD goal remains: 296 fatalities or fewer by 2030. The annual targets for each of the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries, are set using an exponential trend line that connects the historical data to the established 2030 goals. Five-year averages are used to calculate projections, and the targets for each individual year are taken from the midpoint of the five-year average (e.g., 2020 annual interim target = midpoint of the 2018-2022 average). It should be noted that due to significant declines in serious injuries in recent years, the use of historical trends currently puts the State at or below current targets. Similarly, the emphasis area targets are also set using an exponential trend line that is fitted to the historical data. However, to reflect the data trends more accurately, a fixed 2030 endpoint is not used for the calculation of emphasis area targets.

All traffic safety documents in the state of Maryland conform to these methodologies, including the SHSP, the MHSO's Highway Safety Plan (HSP), MDOT SHA's Highway Safety Improvement Plan (HSIP), and MDOT SHA's Commercial Vehicle Safety Plan (CVSP). Additionally, all planning documents developed by the MHSO staff and all State-level reporting to the Governor use the SHSP emphasis area fatality and serious injury target-setting methodology. Unless otherwise noted, all data are derived from MDOT SHA's Safety Information Databases (SHA-SID) and Traffic Analysis Network Garage (TANG) based on crash reports submitted to, and processed by, the Maryland State Police Central Records Division (MSP-CRD) utilizing the Enhanced Maryland Automated Accident Reporting System (eMAARS) and the Automated Crash Reporting System (ACRS). Data are subject to change. Effective January 1, 2015, all law enforcement agencies were mandated by the MSP to submit all crash reports via ACRS.

COMMUNICATIONS

In FFY 2020, MDOT MVA awarded Weber Shandwick, a leading global public relations firm, a five-year contract with an optional two-year renewal period. The media contractor was commissioned to provide full-service media, marketing, and consulting services to promote public safety on state roadways. Over the five-year period, the firm will provide public-safety campaigns and messages using traditional media, social, public relations, community outreach and research; website management, as well as other related activities necessary to carry out the work.

In August 2020, the new overarching highway safety campaign focused on safe driving behaviors aptly named, *Be the Driver*, launched. The campaign depicts common situations drivers, riders, and pedestrians often face, and each road users' personal responsibilities. Throughout the campaign, the Highway Safety Office is asking: Will you *Be the Driver* who helps eliminate deaths and serious injuries on Maryland roads?

The campaign will be featured year-round on local television, streaming music platforms, billboards, social media, and digital platforms and will be coupled with a High Visibility Enforcement wave from state and local law enforcement. *Be the SOBER Driver* debuted in late August in coordination with the annual Bay to Beach enforcement along the Route 50 corridor. In September, *Be the BUCKLED UP Driver* debuted.

Between all internal grants for MHSO's program areas, nearly 1.9 million dollars was allocated to media expenditures. Due to the extensive development process of the new overarching campaign, a lower percentage of the allotted budget was spent in FFY 2020.

Program Area	Allotted Budget	Total Spent	Percentage Spent
Aggressive Driving	$220,000.00	$36,031.25	16.38 %
Communications	$316,000.00	$181,862.73	57.55 %
Distracted Driving	$165,000.00	$47,230.00	28.62 %
Impaired Driving	$640,000.00	$352,408.03	55.06 %
Motorcyclist Awareness	$75,000.00	$39,092.50	52.12 %
Motorcycle – Impaired	$145,000.00	$15,052.00	10.38 %
Occupant Protection	$315,000.00	$206,133.36	65.44 %
Pedestrian & Bicyclist Safety	$282,178.80	$262,527.14	93.04 %
Total:	**$2,158,179.80**	**$1,140,337.01**	**52.83%**

Facebook, Twitter, and Instagram continued to be MHSO's main social media platforms. Most of the organic content shared encouraged behavioral change, recognized individuals and agencies, or shared photos from sponsored events. Beginning in March 2020, the State's response to COVID-19 took precedence and messaging across all platforms was limited. A selection of MHSO's postings is provided below:

In June 2020, MHSO finalized the process of transferring the domain of the website from .com to .gov to ensure Zero Deaths MD was viewed as a reputable site for highway safety in Maryland. In August 2020, MHSO began the process of redeveloping the current website for easier navigation and a one-stop resource for highway safety.

PROGRAM AREAS

Aggressive Driving

From 2015 through 2019, aggressive drivers have been involved in an average of 4,195 crashes on Maryland roads each year. For the same five-year period, aggressive driving accounted for an annual average of 3.6 percent of all traffic crashes, 4.6 percent of all injury crashes, and 7.7 percent of all fatal crashes in Maryland. Aggressive driving was a factor in 4.9 percent of injuries and 7.4 percent of fatalities.

Maryland's Aggressive Driving law (TR§21-901.2) states that at least three of the following violations must be observed to charge a driver with aggressive driving: traffic lights with steady indication, overtaking and passing, passing on right, driving on laned roadways, following too closely, failure to yield right-of-way, or exceeding a maximum speed limit or posted maximum speed limit.

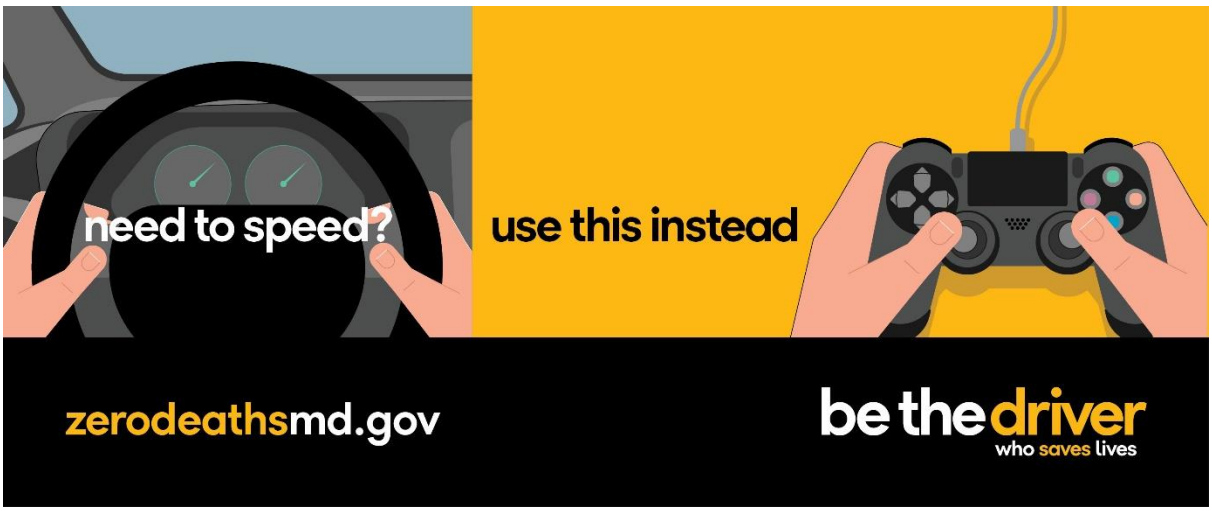
It is likely that officers will stop an offending driver when witnessing one or two aggressive driving violations. Therefore, drivers are charged with individual violations rather than an aggressive driving citation which comes with higher penalties. It was this rationale that prompted MHSO to shift its aggressive initiatives to a speed-focused approach.

Speed is estimated to be a contributing factor in over one-third of fatal crashes nationwide, making it one of the top aggressive driving infractions. The probability of death and debilitating injury grows with impacts at higher speeds—doubling for every 10 MPH over 50 MPH.

Law enforcement partners continued to actively enforce speed limits despite many high visibility enforcement waves canceled due to COVID-19 precautions. With the decreased volume of traffic due to the pandemic, some drivers viewed the open roads as an invitation to speed. Vehicle miles traveled (VMT) were significantly lower, however, law enforcement agencies across the State reported multiple instances of motorists driving over 100 MPH.

Be the SLOW DOWN Driver, a sub-theme of the *Be the Driver* campaign, was developed to specifically address speeding and other aggressive driving behaviors. The ad suggests that the only situation where speeding, tailgating or aggressively passing other vehicles is acceptable is in video games.

As part of Maryland's Standardized Performance and Survey Measures, the total number of speeding citations that law enforcement issued during FFY 2019 grant-funded enforcement activities was 14,519.



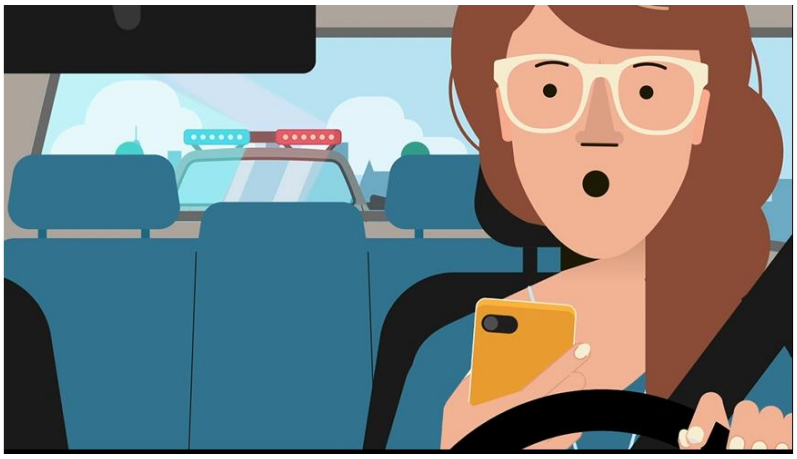
Distracted Driving

From 2015 to 2019, more than 55,000 distracted driving crashes occurred on Maryland roads each year on average. For that same five-year period, distracted driving was a factor in an annual average of just under one-half of all traffic crashes (47.6 percent), and more than half of all injury crashes (54.5 percent), and more than one-third of all fatal crashes (37.3 percent). Distracted driving was a factor in 54.3 percent of injuries and 34.2 percent of fatalities. Distracted driving is significantly over-represented in all crashes, particularly injury crashes. The difficulty in accurately capturing distracted driving as a cause of crashes, injuries, and fatalities, especially cell phone use, indicates that distracted driving is potentially still under-reported. Preventing distracted driving through education and enforcement remains a major priority in Maryland.

Through a partnership with various visitors' centers in Maryland, the Emergency Responder Safety Institute created and began the distribution of a Move Over, Slow Down educational handout, funded by MHSO. The Institute works closely with the National Safety Council, the National Fallen Firefighters Foundation, and the National Fallen Law Enforcement Memorial Fund to develop and distribute materials focusing on the Move Over law and the importance of driving distraction-free.

Morgan State University received grant funding for the second phase of a distracted driving study. Utilizing a driving simulator and eye-tracking recordings, they examined the driving behavior of young participants while engaged in various distractions. Participants were asked to complete a pre-simulation questionnaire that included questions regarding the types of secondary tasks they are regularly involved in while driving, among other demographic information.

While phase one of the study concentrated on identifying whether distraction occurred, this phase of the research aimed to develop a machine learning model capable of classifying different distraction types, in a driving simulator environment. One conclusion of the study was that getting involved in any secondary task while driving will result in a driving distraction; however, it does not necessarily mean it will affect a driver's driving performance. Therefore, it is essential to discern drivers who are engaged in a distracting activity and the appearance of distraction symptoms in their driving behavior.



Be the FOCUSED Driver sub-theme of *Be the Driver* calls attention to the distraction that cell phones cause while driving and the probable consequences – a citation or a crash.

Throughout the year, law enforcement agencies issued 2,787 citations for cell phone use and texting on MHSO grant-funded overtime.

Impaired Driving

While only 5.9 percent of crashes on average from 2015 to 2019 involved a driver impaired by drugs or alcohol, driver impairment was a factor in nearly one-third (32.2 percent) of all fatal crashes during that time. During that same time period, driver impairment was involved in 6.3 percent of injury crashes, 6.4 percent of injuries, and 30.8 percent of fatalities. Impaired driving prevention is a critical focus for traffic safety professionals in Maryland due to the high rate of involvement in fatal crashes and overall fatalities.

The 16th annual Maryland Remembers ceremony was held on November 26, 2019, at the Miller Senate Office Building in Annapolis. MHSO, the Washington Regional Alcohol Program (WRAP), and Mothers Against Drunk Driving (MADD) coordinate this event each year to remember the lives lost at the hands of impaired drivers. At the ceremony, Governor Larry Hogan addressed the audience in attendance and then greeted family members as they placed pictures of their loved ones on display.

Prior to and during the St. Patrick's Day weekend, transportation and law enforcement officials in Maryland, Delaware, and Virginia partnered to save lives on roadways. A total of 35 agencies across the three states conducted HVE along US 13 (Ocean Highway) and US 113 (Worcester Highway) on the Delmarva Peninsula. From August 14 through September 13, 2020, MHSO coordinated a regional HVE campaign known as Bay to Beach. Billboards such as the one shown to the left, were strategically placed throughout the targeted area. The initiative spanned six counties and included four MSP barracks, one Maryland Transportation Authority (MDTA) detachment, and nine police agencies and sheriff's offices. Participating agencies conducted saturation patrols and checkpoints and coordinated enhanced enforcement of speeding, seat belt use, and distracted driving. A total of 1,632 stops were made along Route 50, a major Maryland road, which was 20 percent lower than in 2019. More than 2,700 citations were issued throughout the campaign.

The *Be the Driver* campaign launched with *Be the SOBER Driver* in August 2020 in coordination with the Bay to Beach initiative. *Be the SOBER Driver* messaging focuses on common scenarios where drivers have a decision to make – to be the sober driver and consume no alcohol or plan ahead and use a rideshare or get a ride home with another sober driver.

In FFY 2020, MHSO spent roughly $220,4000 for the *Be the SOBER Driver* campaign, leveraging a multi-channel approach to drive awareness of the impaired driving messaging. The campaign delivered in full, garnering more than 31.8 million impressions across Out of Home (OOH), audio, and digital tactics.

In FFY 2020, WRAP coordinated SoberRide, a safe ride service to prevent drunk driving on Halloween, and during the winter holiday season. The 2019 Halloween campaign had a campaign record-shattering 1,122 users, an increase of 735 rides from 2018. The winter holiday campaign provided 1,121 safe rides home with 921 being given on New Year's Eve.

WRAP staff reached more than 2,100 students at 13 high schools with their innovative and multi-media educational program, *Alcohol Awareness for Students.*

In December, WRAP honored 15 local law enforcement professionals at the 22nd Law Enforcement Awards of Excellence for Impaired Driving Prevention.

The Traffic Safety Resource Prosecutor (TSRP) assisted the Maryland General Assembly on several traffic-related bills, including obtaining search warrants for blood in DUI cases, re-defining levels of negligence in auto manslaughter, increasing penalties for reckless and negligent driving, and mandating ignition interlock in all impaired driving convictions. The TSRP wrote nine legal articles for distribution to 1,200 law enforcement officers and prosecutors and created "Quick Guides" to assist police, prosecutors, and judges with locating traffic code sections and criminal code sections and rules. The TSRP took the lead role in approximately 12 traffic cases across the State, assisted prosecutors in analyzing fatal traffic cases, and provided guidance to law enforcement officers and prosecutors on 135 occasions. Throughout the year, the TSRP provided or assisted in providing training throughout the State to roughly 1,000 safety stakeholders. Topics included but were not limited to search and seizure training, report writing, courtroom testimony and pedestrian enforcement.

During FFY 2020, Maryland Drug Recognition Experts (DRE) completed 1,046 drug influence evaluations. A total of 474 blood specimens were sent to the MSP toxicology laboratory for analysis. At the close of the grant year, there were 168 DRE officers covering the State.

Ten Advanced Roadside Impaired Driving Enforcement (ARIDE) classes were conducted in FFY 2020, training a total of 155 police personnel. ARIDE was created by NHTSA to address the gaps in training between the Standardized Field Sobriety Testing (SFST) and the DRE program.

The National Study Center for Trauma and EMS received grant funding for a study to analyze the entire electronic database of DRE records in terms of driver demographics, incident location, crash involvement, DRE evaluation, and blood test results. In addition, the study merged the DRE data with the Maryland Citation database, obtained from the Maryland District Court System, to analyze the wide range of citation data with respect to positive drug screen results, and to determine repeat offenders. Geographic Information System (GIS) maps were created to determine the location of DRE cases, to identify areas where DRE outreach could be conducted, and to identify where DRE officers are needed but may not be available. The analysis of data indicated that the occurrence of arrest was highest between 10:00 p.m. and 2:00 a.m., approximately 4 percent were repeat offenders, and 5.3 percent of the evaluations were conducted by the DRE officer from outside of the jurisdiction where the incident occurred. When comparing DRE opinion and blood test results, the DRE opinion matched or partially matched the blood test results 84.0 percent of the time.

In July 2020, ahead of the Fourth of July holiday weekend, MHSO distributed a press release to kick off the eighth year of the State Police Impaired Driving Effort (SPIDRE) DUI Team. Funded by MHSO, MSP and MDOT, SPIDRE is a specially trained team of troopers who work in targeted areas where impaired driving is a leading cause of death and injury. Made up of two three-man teams covering the Baltimore Metropolitan and DC Metropolitan (Montgomery and Prince George’s County) area, SPIDRE has been responsible for more than 3,250 arrests since its inception in 2013. Team members train other state police troopers, local law enforcement officers and agencies to reduce alcohol related crashes throughout Maryland.

The Mobile Breath Alcohol Testing (MBAT) Truck, funded in part by MHSO, is designed to serve as a support vehicle with readily accessible breath testing to support any type of high visibility event related to impaired driving enforcement. In addition, the MBAT is used as an educational tool at public events to advise the public of the dangers of impaired driving. The MBAT Truck was dispatched 10 times in FFY supporting 8 different agencies and barracks.

The administration of the Ignition Interlock Program (IIP) falls under the MDOT MVA. In FFY 2020, 7,323 drivers were assigned to participate in the Ignition Interlock Program for the first time. More than 17,854 unique drivers participated in the ignition interlock program and 6,815 drivers successfully completed one or more referrals in FFY 2019 and had no other active referrals after this completion date (as of 9/30/2020). Between October 1, 2011 and September 30, 2020, 3,395 drivers re-entered the IIP after having been removed from the program for noncompliance.

In August 2019, the state of Maryland formally announced the launch of its partnership between MDOT MVA and the Automotive Coalition for Traffic Safety's DADSS Program. The partnership allows testing of advanced prototype driver alcohol detection sensors by installing them in select state–owned vehicles. In FFY 2020, six additional vehicles were instrumented with sensors, MDOT MVA employees who would use the vehicles the most were trained, and on-road data collection began in December. By March, nearly 10,000 samples had been given, more than 1,700 miles had been driven, and sensors had been operated for about 370 hours. Due to the COVID-19 pandemic limited opportunities arose for staff to drive the vehicles. The project was put on hold and extended for another year.

St. Mary's County Circuit Court's Adult DWI/DUI Recovery Program admitted seven repeat offenders in FFY 2020 and six completed the program and graduated. The success of their drug/DUI court was due to the consistent scheduling of meetings with the Judge, State's Attorney, Public Defender, Case Manager, Law Enforcement, Parole Probation, Treatment Counselor and Program Coordinator. Collectively this group discussed the program participant's progress and made appropriate recommendations. Although motor vehicle history indicates that program participants averaged three DUI/DWI arrests prior to entering the program, there were no participants who received a new DUI/DWI arrest during the project period.

In FFY 2020 funding was provided to two grantees for impaired driving educational outreach. Mothers Against Drunk Driving (MADD) organized and recorded a Risky Teen Behavior program which received 622 views and was downloaded 19 times. Children and Parent Resource Group, Inc. provided Cinema Drive, an innovative 90-minute program that transforms school auditoriums into an interactive cinema, delivering a powerful 3-D narrative, video testimonials, and an audience interactive component through hand-held voting devices. Five Maryland high schools received the program, reaching nearly 3,000 students. Post surveys showed that 20 percent of students stated the program positively changed their opinion, attitude and behavior about safe driving.

As part of Maryland's standardized performance and survey measures, the total number of DUI and DUID arrests that were made during the year's grant-funded enforcement activities was 884.

Law Enforcement Services

Enforcement of Maryland's traffic laws, coupled with media and education, is a crucial component of the State's overall highway safety program. The Law Enforcement Services staff works closely with police agencies around the State to maximize the impact of traffic safety enforcement programs.

MHSO utilizes a High Visibility Enforcement (HVE) strategy to create deterrence and change unlawful traffic behaviors. The combination of enforcement and a publicity strategy to educate the public promotes voluntary compliance with the law. HVE fuels funding toward program areas predicted by data analysis to have the greatest impact on reducing crash fatalities and serious injuries. MHSO provides an HVE calendar to law enforcement agencies so they can plan operations during prescribed HVE periods.

The Law Enforcement Services section funds four law enforcement liaisons (LEL) who are tasked with implementing solutions to meet the needs of police agencies regarding traffic enforcement. The LEL's work with these agencies on training and organizing enforcement efforts. In addition, the entire department works closely with the Maryland Chiefs of Police Association (MCPA), the Maryland Sheriff's Association (MSA), and the Maryland Crash Reconstruction Committee (MCRC).

MHSO continued the implementation of Leading Effective Traffic Enforcement Programs (LETEP). LETEP focuses on providing law enforcement supervisors with advanced training regarding the use of data and countermeasures from multiple disciplines of highway safety. It allows supervisors to provide law enforcement officers with the tools necessary to make quality traffic stops and arrests. A LETEP class scheduled in March was moved to an online format in October 2020, due to the pandemic

In FFY 2020, MHSO continued to make improvements to its Traffic Safety Specialist (TSS) Program to meet the increased demands made of law enforcement. The TSS designation is a statewide, uniform, and consistent recognition of police officers who have attained notable levels of experience in highway safety and traffic enforcement methods and procedures. Awarded by the MHSO, the program is open to all certified police officers, deputy sheriffs, and state troopers from Maryland law enforcement agencies. Federal law enforcement agencies that have jurisdiction in Maryland are also eligible to participate. There are three designations within the TSS Program, and each successive designation requires an increased level of experience, training, and skills proficiency as a traffic enforcement officer. There were 109 newly designated TSS Level I members and four TSS Level II members designated in FFY 2020. There are currently no TSS Level III officers.

MHSO was one of several states asked to take part in the Governors Highway Safety Association's National Law Enforcement Liaison Program's Onboarding Project. The goal of the project is to give state highway safety offices a resource to assist in the process of helping new law enforcement liaisons become proficient in their roles and responsibilities. Serving as part of the Technical Advisory Group, Director Kerns, with the help of his Law Enforcement Services section will identify best practices and develop a needs assessment for the creation of the onboarding system.

Motorcycle Safety

From 2015 to 2019, motorcycles were involved in 1.2 percent of total crashes, 3.1 percent of injury crashes, and 15.5 percent of fatal crashes. While motorcyclists were involved in a relatively low percentage of injuries in Maryland (2.4 percent), they were involved in nearly 14 percent of all fatalities (13.8 percent). This gap between injuries and fatalities demonstrates the vulnerability of motorcyclists and the reason Maryland places a significant focus on driver awareness of motorcyclists as well as rider training.

MHSO worked with the MSP to fund Bike Safe Maryland, an educational assessment program for motorcyclists throughout the State. FFY 2020 funding also enabled 17 police officers from nine different law enforcement agencies to complete the Bike Safe Maryland Assessor Training program. Those officers, under the direction of MSP, are part of a team of instructors for the Bike Safe Maryland program. The free program incorporates classroom and practical training, led by highly qualified Maryland Motor Officers. The one-day curriculum focuses on professional riding techniques, motorcycle control, and collision avoidance. Bike Safe Maryland, open to motorcyclists of all skill sets, also provides a unique on-street riding assessment that helps increase awareness of current riding behavior.

A pre/post study comparing the Bike Safe Maryland participants' knowledge with that of a control group, was planned for FFY 2020, through a grant with Crash Core. The evaluation included a pre- and post-program rider skills test to understand if the program was implemented as intended and to support expansion and replication efforts. It was hypothesized if Bike Safe improved rider skills, it could lead to fewer crashes and near misses. Due to COVID-19 restrictions, Bike Safe classes and the planned study were delayed until the following grant year.

Maryland once again joined forces with ABATE of Maryland, Inc. to distribute over 500 “Look Twice, Save A Life, Bikers Have Families Too” yard signs. The message focuses on motorcycles being less visible than vehicles and the need for all drivers to take a second look before entering or changing lanes.

Be the LOOK TWICE Driver, a sub-theme of the *Be the Driver* campaign, was created to remind motorists to look twice before switching lanes. The digital media collateral of the campaign depicts a scene the driver’s mirror is clear and in the next scene the motorcyclist appears. In addition to the Look Twice message, Be the SOBER Driver was modified for Motorcycle impaired riding.

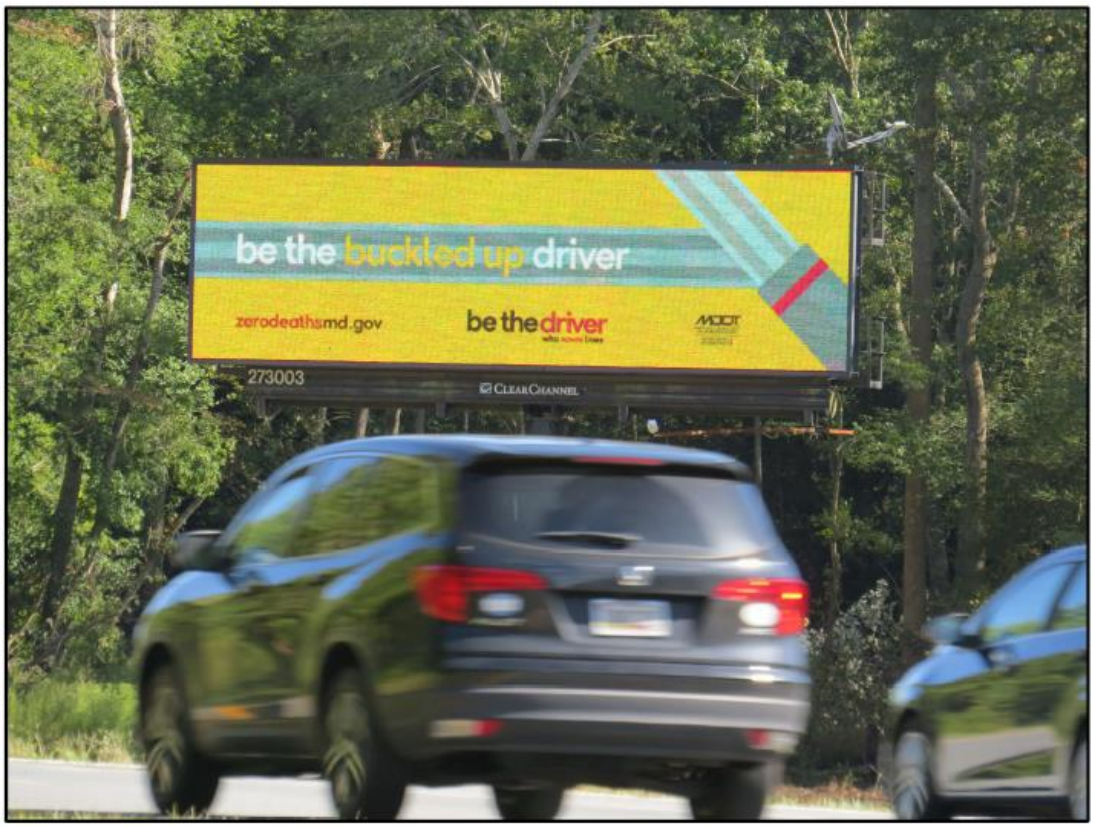
Occupant Protection

Maryland has traditionally observed an annual seat belt use rate exceeding 90 percent. From 2015 to 2019 in Maryland, an average of more than 2,300 unbelted passenger vehicle occupants were injured or killed in crashes. On average, 109 people were killed in crashes during that same time period who were known to have not been wearing a seat belt at the time of their crash. Research has shown that seat belts, when used properly, reduce the risk of fatal injury to front-seat passengers by 45 percent and reduce the risk of moderate to critical injury by 50 percent.

Although NHTSA waived the requirement for States to conduct an annual seat belt survey, Maryland worked with the National Study Center for Trauma and Research to conduct seat belt observations in August. The final seat belt rate and report is scheduled for release in December 2020.

In FFY 2020, MHSO spent roughly $138,000 for the *Be the BUCKLED UP Driver*, which launched on September 21 and ran through the end of FFY 2020. The campaign addressed common excuses for not wearing a seat belt and clarified that no excuse is worth the risk of losing a life.

The target demographic for the media campaign was adults, 18 to 34 years of age, with a focus on males. Target areas for media were predominantly the Baltimore and Washington, DC Metropolitan areas. Marketing and enforcement campaigns were focused on high-risk and low-use rate occupants. The media selection included outdoor, radio, and digital marketing, utilizing multiple social platforms. Total impressions delivered throughout the campaign timeframe were nearly 23.2 million and 10,000 clicks to the MHSO website. An example of the outdoor media is below.



In FFY 2019, MHSO purchased a seat belt rollover simulator. In October 2019, the simulator was introduced to students at a Howard County High School. The vehicle was spun multiple times, simulating a rollover crash, while a belted crash dummy remained safely in place. The crash dummy was then unbuckled and when the simulator turned, the mannequin was thrown from the vehicle. Students learned the importance of a properly worn seat belt and how it increases your chance of survival in a rollover traffic crash. In June 2020, the simulator was wrapped with MDOT/MVA/MHSO logos and the slogan “Unbuckled? What’s holding you back?” The phrase was chosen for the dual meaning and to invoke a conversation with individuals who see the simulator while parked at the MDOT MVA headquarters or on the road traveling to an event.

During the week of January 27, 2020, MHSO elected to undergo an Occupant Protection Program Assessment. The purpose of the assessment was to provide Maryland with an extensive review of its statewide OP program through the identification of programmatic strengths and accomplishments, the identification of challenge areas, and recommendations for enhancement or improvement. NHTSA headquarters and regional office staff served as facilitators. The assessment consisted of a thorough review of State-provided OP program briefing materials and interviews with state- and community-level program directors, coordinators, advocates, traffic safety partners, law enforcement personnel, and MHSO staff. A total of 18 recommendations were made by the panel of experts and six were executed prior to the end of the grant year.

As part of Maryland’s Standardized Performance and Survey Measures, the total number of seat belt citations that law enforcement issued during FFY 2019 grant-funded enforcement activities was 2,160.

Child Passenger Safety

Historically, Maryland's Child Passenger Safety (CPS) program largely originated from two grant-funded projects. Maryland Kids in Safety Seats (KISS) and the Maryland Institute for Emergency Medical Services Systems (MIEMSS) formed a specialized combination of CPS education, training, and outreach on behalf of MHSO. In FFY 2020, funding was also provided to Safe Kids Frederick County and Prince George's Child Resource Center to increase the number of car seats available to low-income caregivers and to increase educational opportunities within the community.

This year all agencies involved in child safety seat installations had to pivot when the pandemic limited physical contact. Providing seat installation assistance, in the closed environment of a vehicle, was no longer possible. To address the issue, KISS led the development of a Video Car Seat Assistance Program (VCSAP) to help fill the void. Utilizing videotelephony, parents stood next to their vehicle, with their child's seat, and CPS technicians verbally walked them through the installation. To further assist child passenger safety technicians (CPST) and instructors (CPSI) KISS developed a fillable form that could be utilized for their recertification process.

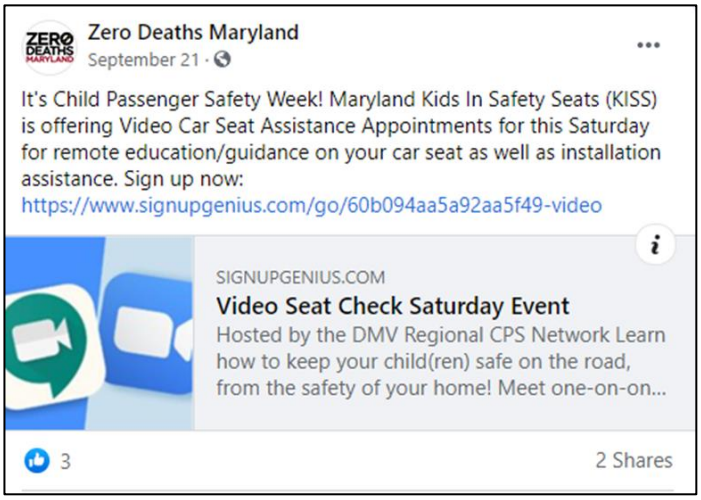
National Child Passenger Safety Week also needed to be modified and KISS set up a Video Seat Check Saturday Event. Over 70 CPS technicians and instructors volunteered their time, resulting in 68 appointments and 76 seats seen during appointments. In addition, two live webinars were developed and launched that week, "Top 10 Car Seat Mistakes" and "Ask the Experts." A total of 24 caregivers attended the two webinars.

Frederick County Safe Kids provided 64 seat installations through events and fitting stations, with a total misuse rate of 78 percent. During the pandemic, 22 virtual car seat assistance appointments were completed. The Prince George's Child Resource Center purchased 126 car seats with many going to underserved families who were waitlisted from other car seat giveaway programs.

KISS provided more than 41,200 pieces of CPS educational materials; responded to 1,136 messages using an 800 Helpline; hosted a dedicated website that experienced over 16,500 unique pageviews; and set up or assisted with 42 car seat events, reaching 737 caregivers.

Additional KISS Highlights:

- Provided certification training for 27 new CPS technicians.
- Conducted 16 in-person presentations, reaching 185 participants and one live webinar reaching 152 participants.
- Handled 173 video calls for car seat assistance.
- Distributed 459 car seats through the Car Seat Assistance Programs (CSAP) and Special Needs Loaner Programs throughout the State.



MIEMSS' CPS and Occupation Protection (OP) Healthcare Project promoted proper and consistent use of car safety seats among children, seat belt use among older children and adults, and other OP measures among EMS and healthcare providers. A total of 53 car seats were distributed to emergency departments (ED) through their Hospital ED-CPS Project. Temperature displays that visually explain the dangers of leaving a child in a hot vehicle and the risk of pediatric vehicular heatstroke, was utilized at 11 events.

Additional MIEMSS Highlights:

- Provided six live webinars where 192 people participated, and an additional 828 listeners participated through the archived webinars. Over 250 viewers participated in the "Safe Transport of Children in Ambulances" webinar.
- Utilized social media to post 36 messages to the MIEMSS' Facebook and Twitter accounts and participated in three NHTSA sponsored Tweetstorms.
- Disseminated 37,600 culturally relevant OP and CPS information pieces to approximately 5,500 agencies or individuals.
- Wrote and/or published 13 articles in Maryland EMS News and the Maryland American Academy of Pediatrics (AAP) online newsletter.

Pedestrian and Bicycle Safety

After several years of increases, the number of pedestrians killed and injured declined in 2019. On average, from 2015 to 2019, pedestrians were involved in 2.9 percent of total crashes, 8.9 percent of injury crashes, and 25.2 percent of fatal crashes. Pedestrian-involved crashes resulted in 6.7 percent of injuries during that same five-year period, and also resulted in 21.7 percent of all fatalities. Like motorcyclists and bicyclists, pedestrians are vulnerable road users and are a focal point in many of Maryland's education and enforcement efforts.

Crashes involving a bicyclist are relatively rare on Maryland's roads, with bicyclists being involved in under one percent (0.7 percent). However, 85 percent of these crashes result in an injury or a fatality to the bicyclist. From 2015 to 2019, bicyclists were involved in just over two percent (2.04 percent) of injury crashes and 2.4 percent of fatal crashes. In addition, crashes involving a bicyclist accounted for 1.4 percent of all injuries and 2.1 percent of all fatalities in Maryland during that five-year period.

MHSO continued its partnership with the Metropolitan Washington Council of Governments (WASHCOG) on the *Shattered Lives* campaign. Originally launched in the fall of 2017, this year's extension of the campaign featured messages that emphasized the fragility of pedestrians and bicyclists as vulnerable road users.

On October 28, 2019, federal, state, and local transportation officials from the District of Columbia, Maryland, and Virginia gathered in DC to launch the fall campaign and urge drivers, pedestrians, and bicyclists to take safety precautions to avoid causing or being involved in a traffic crash. The event recognized individuals who had been hurt or killed while crossing the street and unveiled three new educational campaign components:

- New TV/video spots with heart-felt testimonials from three area residents whose lives had been upended following a pedestrian crash involving them or their loved ones.
- Testimonial website featuring three video and seven written testimonials about local residents who had been injured or killed by drivers in the region.
- "Lives Shatter on Impact" outreach display with photos, stories, and videos about local crashes.

As the COVID-19 pandemic began to impact the Washington Metro Region in March, the Street Smart advisory group and marketing team evaluated traffic concerns cited by local stakeholders and developed a communications plan to relay messages via virtual channels: social media and news media.

In the spring, the pandemic created an increase in pedestrian and bicycle activity and the traditional spring multimedia campaign was postponed. Instead, a new social media campaign was launched that utilized components of CDC recommendations to remind drivers, pedestrians and bicyclists to share the road. Digital media efforts resulted in 13,110,819 impressions, 12,273 clicks, and 4,450 active post engagements (reactions, shares, and comments).

Combining added value with earned and donated media and services, the fiscal year 2020 Street Smart program garnered nearly $2.6 million in overall campaign value on a budget of $800,000.

MHSO continued to work with the Baltimore Metropolitan Council (BMC) and the *Look Alive MD* Signal Woman campaign. The FFY 2020 campaign utilized elements of the FFY 2019 campaign (billboards, transit, outdoor, gas pump toppers, online and social media) combined with pedestrian enforcement training workshops for over 100 police officers. Local media coverage of fall enforcement waves resulted in 16 news stories and 1.2 million impressions. The spring campaign was halted due to the pandemic, but the summer campaign was executed with more emphasis on social media outreach.

To make Baltimore a safer place for pedestrians and bicyclists, MHSO collaborated with the Maryland Institute College of Art's (MICA) Center for Social Design for a second year of the Made You Look movement. The goal is to raise the visibility of individuals walking or biking in Baltimore City and to highlight local safety concerns with policymakers.

Following a successful first year and based upon initial ideas generated by community stakeholders, the MICA team developed four main interventions under the umbrella of *Made You Look*:

- Reflective Streetwear - Reflective gear to enhance the visibility of pedestrians and bicyclists at night.
- Bright Lanes: Visual cues in or around crosswalks and sidewalk bump-outs to remind drivers to slow down and stop for pedestrians and bicyclists.
- DIY Toolkit - A resource to guide community members through the process of creating their own traffic calming interventions.
- The Underline - Lighting that transforms car-dominated areas into pedestrian-friendly spaces.

The team worked with project advisors and community partners to further evolve the interventions and expand the project area.

In FFY 2020, MHSO and the National Study Center (NSC) continued the Pedestrian Fatality Review Team, developed in FFY 2019 to support the State's SHSP. The team members consisted of MHSO's Pedestrian and Bicyclist Safety Program Manager, NSC staff, the Pedestrian-Bicycle Emphasis Area Team (P-BEAT) members, law enforcement, community health personnel, researchers, EMS personnel, engineers, and physicians. Monthly meetings were held to determine contributing factors and potential countermeasures (i.e., systems improvements, implementable prevention recommendations). 107 cases will have been reviewed when the project concludes in December 2020.

Be the SHARE THE ROAD Driver, a sub-theme of the *Be the Driver* campaign, reminds all road users that no matter how you travel to your destination, everyone should work together to get there safely. This includes stopping for pedestrians, giving bicyclists three feet of space when passing, and using crosswalks or intersections.

Traffic Records

Maryland employs a two-tiered Traffic Records Coordinating Committee (TRCC), with both Technical and Executive councils that are comprised of data owners, data managers, and data users with oversight and interest in these datasets. Maryland Highway Safety Office (MHSO) staff serve on the TRCC Technical Council and subcommittees and advise the TRCC Executive Council.

MHSO's Traffic Records Program Manager coordinates updates to Maryland's Traffic Records Strategic Plan (TRSP) and leads the implementation of recommendations provided in the most recent NHTSA Traffic Records Assessment, including the development of performance measures for all six systems in the traffic records system. The current TRSP (2016–2020) is aligned with the 2016–2020 Maryland Strategic Highway Safety Plan (SHSP), and members from both the Executive and Technical Councils frequently discuss related topics and meet twice a year in back-to-back meetings. Both plans will be concluded at the end of this calendar year, with new strategic plans taking effect in January 2021.

In 2019, Maryland worked with NHTSA and participated in the required (every five years) Traffic Records Assessment. After the Assessment was completed, a Task Force of TRCC members worked from late 2019 to Spring 2020 to revise the TRSP for 2021-2025, incorporating the recommendations and considerations from the Assessment, as well as incorporating state data owner and user needs. Both Councils reviewed the TRSP and the Executive Council officially voted to approve the plan in June 2020, which was submitted to NHTSA on July 1, 2020, as part of the FFY 2021 HSP application. The process as planned in Fall 2019 was moved to a virtual format due to COVID-19 restrictions

The University of Maryland, Baltimore's National Study Center for Trauma and EMS (NSC) provides analytical support to the MHSO and its partners and serves as a data resource for all traffic safety professionals. Through the integration of multiple traffic records data systems, the NSC continued the Maryland Crash Outcome Data Evaluation System (CODES) project.

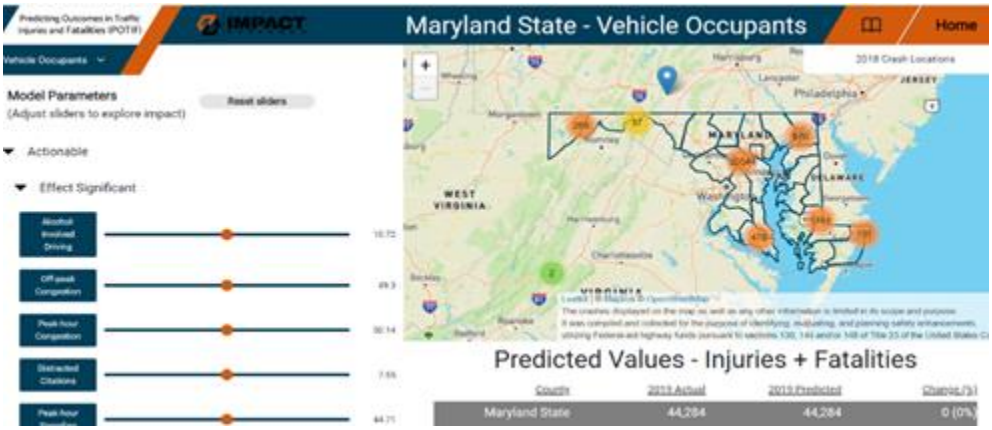
Throughout the FFY 2020 grant period, NSC staff members responded to data requests made by both MHSO personnel and MHSO partners. NSC staff provided data analyses and interpretative documents, using crash files, citation files, licensing and registration information, and seat belt data, in response to 58 data requests. For example, analyses were provided in response to questions for proposed legislation, commercial vehicle traffic violations, child passenger safety, and data trends for specific jurisdictions. NSC staff also assisted with generating a new goal-setting methodology and creating targets for the upcoming 2021-2025 SHSP.

NSC staff worked closely with the MHSO in the creation of brief traffic surveys (Program Information Evaluation Surveys (PIES)), to coincide with MHSO events and campaigns that address the emphasis and program areas as described in the SHSP and HSP.

NSC staff members attended and served as facilitators to the Traffic Records Coordinating Committee and each of the six emphasis area team meetings, providing data support as needed.

The NSC annually provides analysis to the MHSO to support data-driven funding-allocation decisions This serves as a guide that applies the most highway safety funding to areas with the most problems and are most capable of reducing the State's serious injury and fatal crashes.

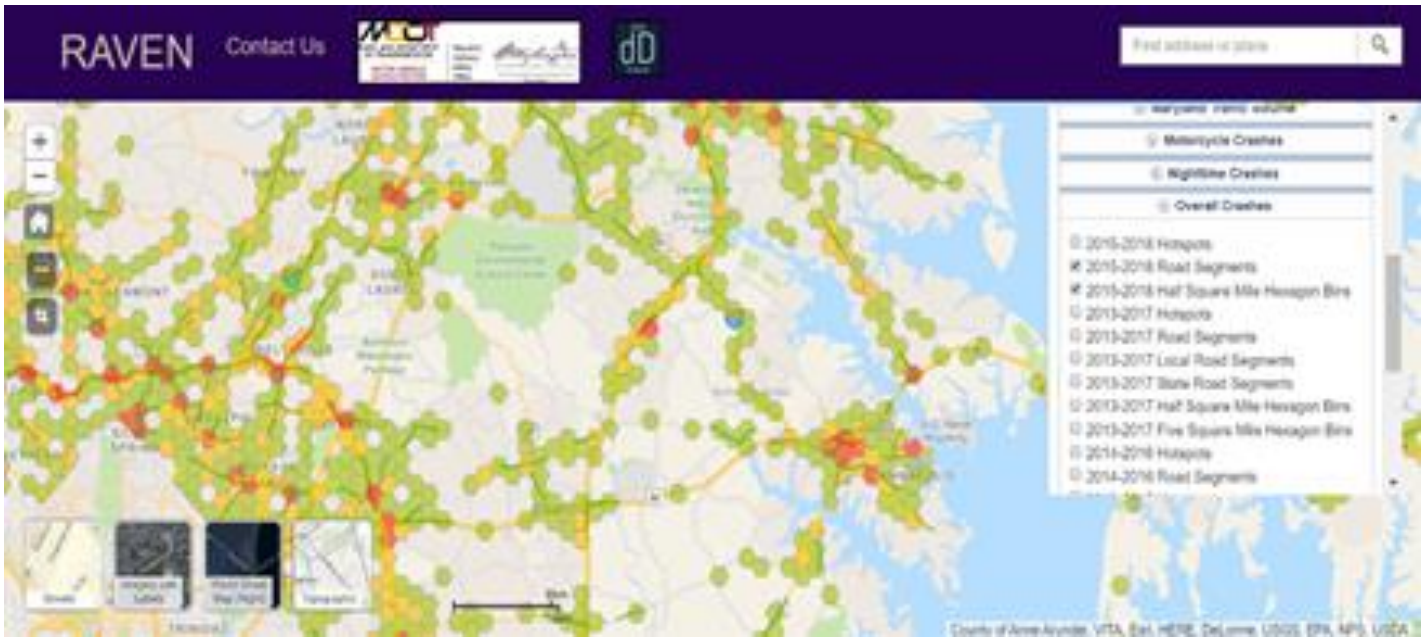
The National Study Center also worked with Impact Research on the continued development of the Maryland Predicting Outcomes in Traffic Injuries and Fatalities tool (POTIF). The goal of the second phase was to develop and implement a modeling instrument that can be used for predicting Maryland traffic-related crashes and severe injuries given projected changes in key factors. This tool can be used to identify the potential impact of future interventions to help set priorities within the MHSO.



One model for each of the four outcomes (vehicle occupant injuries and fatalities, pedestrians, motorcyclists, overall crashes) was incorporated into the web-based application developed in phase one. This tool applies the modeling results in an interactive platform that allows the user to enter changes in modeled factors in order to predict serious and fatal injury counts. Enhancements included displaying injury, fatality, and crash counts by county and year; user ability to examine the data, both outcome, and predictor variables, in graphs by year and county; mapping of crashes; developing and testing user stories; and revising the look and feel of the app based on MHSO feedback. MHSO staff was trained on the tool, with planned implementation and use in FFY 2021.

The Washington College GIS (Geographic Information System) Program (WCGP) provides support to the MHSO to improve accessibility to traffic safety data and to improve the completeness and accuracy of these data. The program focuses on providing the MHSO and its partners with maps of crash, citation, and related traffic records data for program planning and evaluation, in addition to providing training to traffic safety professionals on the use of GIS analytical tools. The WCGP team focused on improving traffic records data through a variety of tasks related to educational efforts, data collection/correction, data analysis/visualization/mapping, workshops/trainings/conferences, web application, and administrative support.

Washington College GIS Program's web application RAVEN, or Risk Analysis of Vehicle Environmental Network, has been used in advertisements, newsletters, presentations, and training sessions throughout the State. Washington College provides RAVEN training to a wide range of vital traffic safety partners for program planning, implementing enforcement, and educational outreach activities.

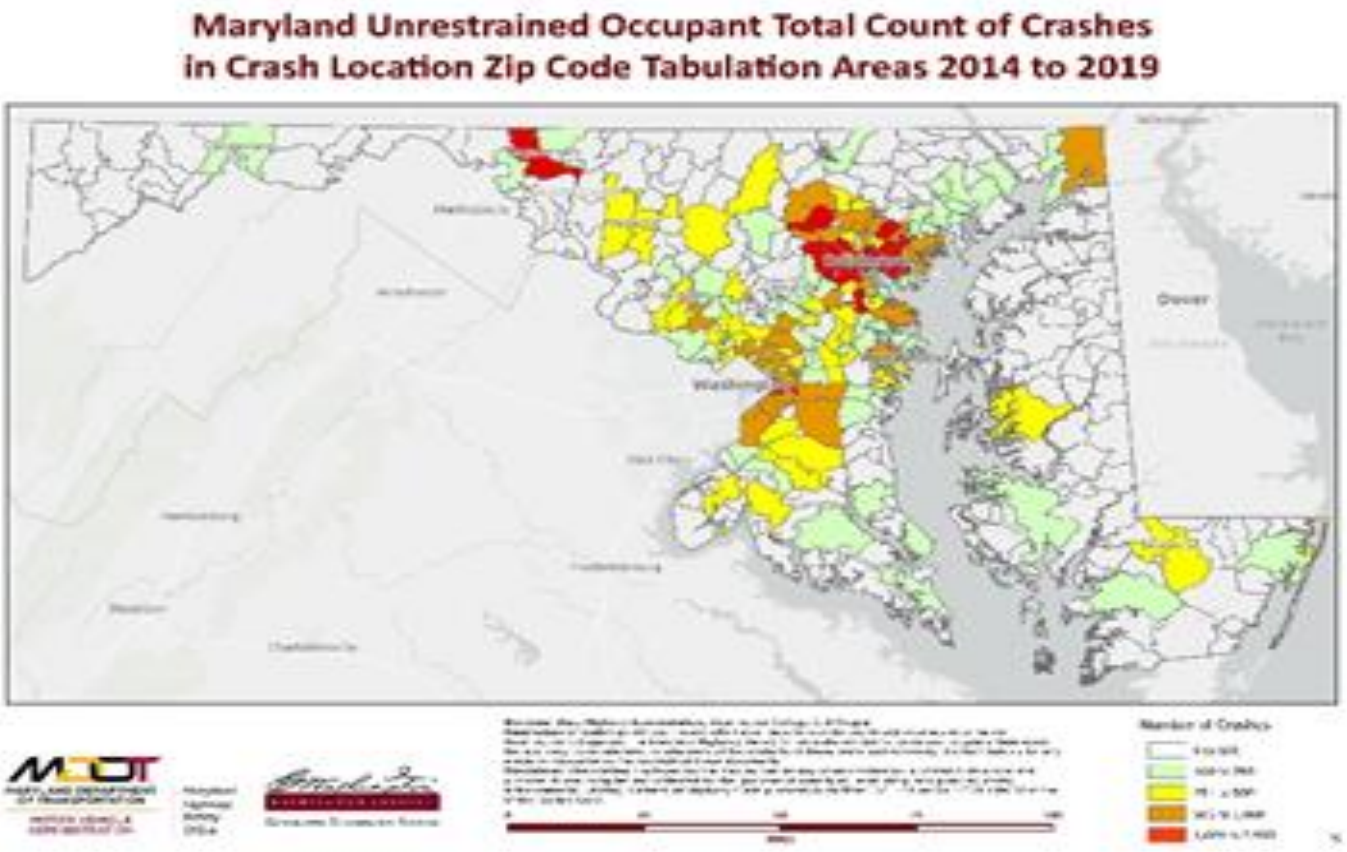


One of the primary goals of the grant is to support MHSO and the TRCC in collecting traffic safety related datasets, and performing data correction, analysis, quality control and assurance checks, management, mining, storage and visualization. Datasets include crashes, citations, transportation data such as road centerlines and AADT, census data, and liquor license locations.

Once data are collected and corrected, WCGP uses GIS software and spatial analysis tools to create reports. Analysis products present findings to customers in a visual (mapping) and statistical (infographics/tables) format. The products display the information identified in a meaningful manner that can be easily interpreted. This includes continually updating map formats and layouts to make it easier to understand. New tools for displaying the data in a spatially appealing format are identified and tested for future implementation. In this grant cycle, WCGP supported DUI teams and other law enforcement agencies that partner with MHSO by providing products that determine appropriate areas for patrols, DUI interdiction, and checkpoints. These products can be grouped into three main areas: crash data mapping and analysis, Electronic Traffic Information Exchange (ETIX) citation mapping and analysis, and SHSP focus area mapping and analysis.

The Washington College GIS Program served MHSO and its partners by providing over 100 analysis products, totaling more than 875 individual maps/infographics/tables, and creating and maintaining over 30 layers in the RAVEN Application (which has over 900 registered users). Interest in the RAVEN application has increased over the past year through training sessions and webinars and other presentations. In addition, training was provided in a virtual format including a full day (4 sessions) training institute as well as a full-day technical support session, and two one-hour virtual training sessions.

Washington College has not only increased offerings for new data products, many of which stemmed from the current pandemic and the effects on traffic behaviors, but also while successfully transitioning between in-person, hybrid, and fully remote work environments. Through all of this, Washington College has received a 96.98 percent overall satisfaction rating (Customer Satisfaction Survey 2020).



PARTNERSHIPS, RESOURCES, AND OUTREACH

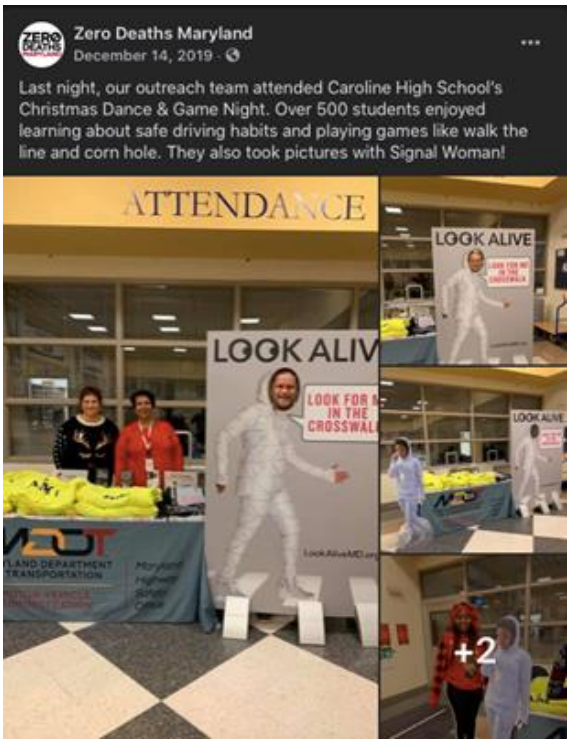
The MHSO places a great deal of attention on the needs of the community when planning and scheduling educational initiatives. The Partnerships, Resources and Outreach (PRO) team, supervised by the Section Chief, consists of four managers, each responsible for a geographic region within the State. The team coordinates efforts with schools, employers, military installations, healthcare providers, community groups, and other partners to augment and support MHSO's mission to reduce crashes and the resulting fatalities and injuries. Outreach opportunities always focus on one or more of MHSO's key emphasis areas as well as younger and older drivers.

In FFY 2020, the PRO Section reached more than 250 attendees with 10 highway safety presentations throughout Maryland. An additional 6,100 people were reached through offerings at 40 safety-related events.

The team placed a high priority on employer outreach, growing their efforts over the previous year. Northrup Grumman, UPS, Cintas, and Anthony and Sylvan Pools are a sampling of sponsored employee safety events where the PRO team was able to discuss all forms of risky driving and encourage participants to take part in hands-on demonstrations.

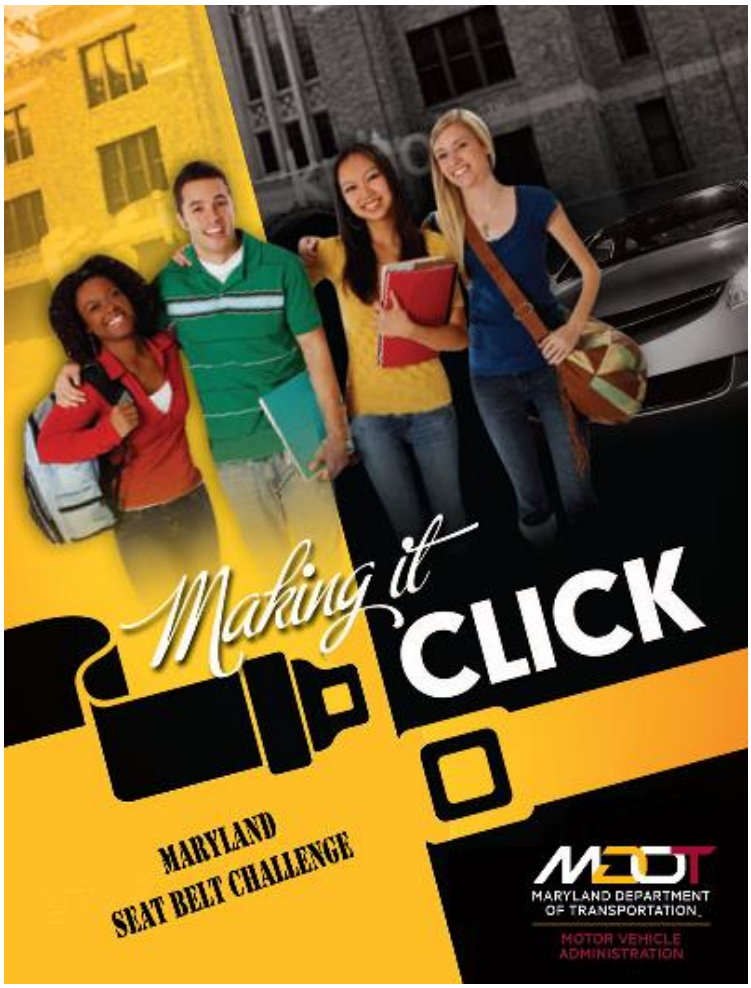
Children, the State's most vulnerable road users, were taught the importance of occupant protection at Neelsville Middle School in Montgomery County, where 950 students learned why seat belts are their best defense in a crash. Over 200 children and their families participated in bicycle helmet fittings during the STEAMing into Wellness FAIR at Monocacy Elementary. MHSO funded the helmets and worked side by side with the Frederick County Health Department to distribute the helmets and offer safe bicycling information.

Outreach opportunities always focus on one or more of MHSO's key emphasis areas. During December's National Drunk and Drugged Driving Prevention Month (3D Month), the PRO section participated in events sponsored by the University of Maryland's Shock Trauma, Meritus Medical Center, and Fort Meade Military Base. MHSO's exhibit consisted of a mock sobriety test where participants were asked to walk a straight line while wearing a pair of Fatal Vision Goggles. These goggles present a distorted view for the user, which is confusing to the mind, as If under the influence of alcohol. Supporting the emphasis area of distracted driving, the team attended Harvest for Hope in Dorchester County and Hood College Spring Fling in Frederick County. Both venues allowed the PRO team to utilize MHSO's tabletop distracted driving simulator. The tool provides teachable moments while participants safely experience first-hand the dangers and consequences of distracted driving on an animated road course. MHSO's Look Alive pedestrian awareness campaign was highlighted at North Caroline High School in Caroline County, where attendees could take a selfie with the iconic Signal Woman who is the focal point of the campaign.



As drivers age, physical limitations may increase. To address this issue, the PRO staff provided information on CarFit, a community-based program that promotes continued safe driving and mobility among older drivers by focusing attention on safety, comfort, and fit. Attendees at the Baltimore County Senior Expo and the Civic Works Center received an introduction to CarFit by learning the proper seating distance from an airbag, how to adjust mirrors, and community-specific resources to enhance their driver safety. In addition, an overview of CarFit was provided to two occupational therapy assistant classes at the Community College of Baltimore County, Catonsville campus. A total of 35 students learned the basics of CarFit through a hands-on lab developed by MHSO staff.

Making It Click is a peer-led program promoting 100 percent seat belt use among young drivers and passengers. In 2019, student-led organizations at thirty participating high schools utilized toolkits provided by the PRO team at MHSO, to raise awareness about seat belt safety through posters, videos memes and other materials. Pledge cards, promising to always buckle up, were also distributed. Schools were required to complete observational seat belt and cellphone use surveys at the beginning and end of the program but due to COVID-19, schools moved to a virtual format and ending surveys could not be completed. Originally the program began as a grant funded project through State Farm in 2018 but then continued as an MHSO sponsored program the following years.



The PRO staff continued their efforts to grow the number of local Strategic Highway Safety Plans (SHSP) throughout the State by hosting a workshop with the Baltimore Metropolitan Council. Participants from Anne Arundel County, Calvert County, Carroll County, Baltimore City, Baltimore County, Prince George's County, City of Salisbury, and Worcester County learned where to find local data to support their plan, how to develop relevant emphasis areas, and ways to measure progress. The workshop served as a framework for counties and local jurisdictions to begin creating their own plans to guide transportation planning and road safety investment decisions.

SHSP MEASURES

The projects included in this Annual Report were conducted under Maryland's Strategic Highway Safety Plan (2016-2020). The numeric goals and targets that were set under the SHSP were developed using the Toward Zero Deaths (TZD) methodology. Under TZD, Maryland had a goal of reducing the 2008 baseline number of fatalities and serious injuries on the State's roadways by half in 2030. It is those metrics that are reflected in this report. Maryland has updated its SHSP to cover the next five-year period (2021-2025) and also legislated a Vision Zero goal of zero fatalities and serious injuries by 2030. The 2021 Annual Report will reflect new data-driven performance metrics that will be used to help move Maryland toward this goal.

Unless otherwise noted, all data are derived from the SHA's Safety Information Databases (SHA-SID) and Traffic Analysis Network Garage (TANG) based on crash reports submitted to, and processed by, the Maryland State Police Central Records Division (MSP-CRD) utilizing the Enhanced Maryland Automated Accident Reporting System (eMAARS) and the Automated Crash Reporting System (ACRS). Data are subject to change. Effective January 1, 2015, all law enforcement agencies were mandated by the MSP to submit all crash reports via ACRS.

Below are the five federally mandated performance measures to be included in the state's SHSP and HSIP, including the three common measures between the HSIP, SHSP, and HSP. Targets are provided as five-year averages and single-year figures. Annual targets for single years are equal to the midpoint of the five-year averages. Targets are provided to the requisite decimal places as per FHWA requirements.

Overall Statewide Targets

Fatality Target: Reduce the number of traffic-related fatalities on all roads in Maryland from 499.8 (2013-2017 average, FARS ARF) to 425.7 (2016–2020 average) or fewer by December 31, 2020. Maryland's 2015-2019 fatalities target is 438.2.

- The actual number of fatalities was 526.6 (2015–2019 average), which is higher than the previous year (511, 2014–2018); therefore, Maryland is not progressing toward its target.

Fatality Rate Target[1]: Reduce the traffic-related fatality rate on all roads in Maryland from 0.856 (2012–2016average, FARS ARF) to 0.750 (2016–2020 average) or lower by December 31, 2020. Maryland's 2015-2019 fatality rate target is 0.773.

- The actual fatality rate was 0.887 (2015–2019), which is higher than the previous five-year average (0.87, 2014–2018); therefore, Maryland is not progressing toward its target.

Serious Injury Target: Reduce the number of traffic-related serious injuries on all roads in Maryland to 3,029.4 (2016–2020 average) or fewer by December 31, 2020. Maryland's 2015-2019 serious injuries target is 3,153.1.

- The actual number of serious injuries was 3,093.4 (2015–2019 average), which is higher than the previous five-year average (3,075, 2014–2018); however, still below the target; therefore, Maryland has achieved its target.

Serious Injury Rate Target: Reduce the traffic-related serious injury rate on all roads in Maryland to 5.372 (2016–2020 average) or lower by December 31, 2020. Maryland's 2015-2019 serious injury rate target is 5.591.

- The actual serious injury rate was 5.221 (2015–2019 average), which is lower than the previous five-year average (5.26, 2014–2018); therefore, Maryland achieved its target.

[1] State VMT value for 2019 (60,136 VMT) used to calculate the FARS Fatality Rate for 2019.

ACTUAL	2011–2015	2012–2016	2013–2017	2014–2018	2015–2019
Fatalities (FARS)[2]	485	492	502	511	526.6
Fatality Rate per 100 MVMT (FARS)[3]	0.86	0.86	0.87	0.87	0.887
Total Serious Injuries (State)	3,147	3,017	3,022	3,075	3,093.4
Serious injury Rate per 100 MVMT (State)	5.57	5.29	5.23	5.26	5.221

ACTUAL	2015	2016	2017	2018	2019
Fatalities (FARS)	520	522	558	512	521
Fatality Rate per 100 MVMT (FARS)[4]	0.90	0.88	0.93	0.86	0.89
Total Serious Injuries (State)	2,598	3,167	3,347	3,233	3,122
Serious injury Rate per 100 MVMT (State)	4.53	5.37	5.59	5.42	5.19

TARGET (Five-Year AVG)	2016–2020	2017–2021	2018-2022
Fatalities (FARS)[5]	438.8	427.1	415.8
Fatality Rate per 100 MVMT (FARS)	0.773	0.752	0.731
Total Serious Injuries (State)	3,027.9	2,909.2	2,795.1
Serious injury Rate per 100 MVMT (State)	5.294	5.081	4.877

TARGET (Single Year)	2018	2019	2020
Fatalities	438.8	427.1	415.8
Fatality Rate per 100 MVMT	0.773	0.752	0.731
Total Serious Injuries	3,027.9	2,909.2	2,795.1
Serious injury Rate per 100 MVMT	5.294	5.081	4.877

Target: Reduce the number of traffic-related non-motorized fatalities and serious injuries on all roads in Maryland from 634.4 (2015–2019 average) to 468.1 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP non-motorized fatalities and serious injuries target was 480.5 (2017–2021 average).

- The actual number of traffic-related non-motorized fatalities and serious injuries was 634.4 (2015-2019 average), which is higher than the previous five-year average (610, 2014–2018); therefore, Maryland is not progressing toward its target.

Non-Motorized Fatalities Plus Serious Injuries					
ACTUAL	2011–2015	2012–2016	2013–2017	2014–2018	2015-2019
Fatality + SI Average	516	529	564	610	634.4

TARGET (Five-Year Average)	2016–2020	2017–2021	2018-2022
	493.1	480.5	468.1

TARGET (Single Year)	2018	2019	2020
Non-Motorized Fatalities Plus Serious Injuries	493.1	480.5	468.1

[2] Fatalities will not match State-reported numbers as 2019 FARS is preliminary. Source data is noted throughout.
[3] State VMT value for 2019 (60,136 VMT) used to calculate the FARS Fatality Rate for 2019.
[4] State VMT value for 2019 (60,136 VMT) used to calculate the FARS Fatality Rate for 2019.
[5] Fatalities will not match State-reported numbers as 2019 FARS is preliminary. Source data is noted throughout.

PROGRAM AREA PERFORMANCE MEASURES

The following SHSP Emphasis Areas targets are based on a five-year rolling average using an exponential trend to set future interim targets, all conforming to the 2016–2020 SHSP target setting methodology. Unless otherwise noted, all data are derived from MDOT SHA which maintains a database derived from crash reports submitted to, and processed and approved by, the Maryland State Police. Data are subject to change.

Aggressive Driving

Fatality Target: Reduce the number of aggressive-driving-related fatalities on all roads in Maryland from 39.0 (2015–2019 average) to 36.7 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP aggressive-driving-related fatalities target was 38.1 (2017–2021 average).

- The actual number of aggressive-driving-related fatalities was 39.0 (2015–2019 average), which is higher than the previous five-year average (35, 2014–2018); therefore, Maryland is not progressing toward its target.

Serious Injury Target: Reduce the number of aggressive-driving-related serious injuries on all roads in Maryland from 182.6 (2015-2019 average) to 221.7 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP aggressive-driving-related serious injuries target was 232.4 (2017–2021 average).

- The actual number of aggressive-driving-related serious injuries was 182.6 (2015–2019 average), which is lower than the target and the previous year average; therefore, Maryland has met its target.[6]

Aggressive Driving Fatalities and Serious Injuries (Five-Year Average)					
ACTUAL	**2011–2015**	**2012–2016**	**2013–2017**	**2014–2018**	**2015–2019**
Fatality Average	41	41	41	35	39.0
Serious Injury Average	251	233	209	187	182.6

Aggressive Driving Fatalities and Serious Injuries (Five-Year Average)			
TARGET	**2016–2020**	**2017–2021**	**2018–2022**
Fatality Average	39.6	38.1	36.7
Serious Injury Average	243.6	232.4	221.7

Aggressive Driving Fatalities and Serious Injuries (Single Year)			
TARGET	**2018**	**2019**	**2020**
Fatalities	39.6	38.1	36.7
Serious Injuries	243.6	232.4	221.7

Annual targets are equal to the midpoint of the five-year averages.

[6] All targets are based on a baseline year of 2004-2008 and are updated annually based on the most recent year, with the goal of reducing by half the serious injuries by 2030. Some serious injury targets have been met because of steep declines over the past decade, but the methodology still points toward half of 2004-2008 by 2030, which accounts for odd instances of targets being higher than the most recent 5-year average. Future targets will be adjusted so that no targets are higher than current actual averages.

Distracted Driving

Fatality Target: Reduce the number of distracted-driving-related fatalities on all roads in Maryland from 181.0 (2015–2019 average) to 162.2 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP distracted-driving-related fatalities target was 168.7 (2017–2021 average).

- The actual number of distracted-driving-related fatalities was 181.0 (2015–2019 average), which is higher than the previous five-year average (169, 2014–2018); therefore, Maryland is not progressing toward its target.

Serious Injury Target: Reduce the number of distracted-driving-related serious injuries on all roads in Maryland from 1,507.2 (2015–2019 average) to 1,589.7 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP distracted-driving-related serious injuries target was 1,666.2 (2017–2021 average).

- The actual number of distracted-driving-related serious injuries was 1,507.2 (2015-2019 average), which is lower than the target, but higher than the previous five-year average; but Maryland has met its target.[7]

Distracted Driving Fatalities and Serious Injuries (Five-Year Average)					
ACTUAL	**2011–2015**	**2012–2016**	**2013–2017**	**2014–2018**	**2015–2019**
Fatality Average	185	168	154	169	181.0
Serious Injury Average	1,770	1,518	1,318	1,266	1,507.2

Distracted Driving Fatalities and Serious Injuries (Five-Year Average)			
TARGET	**2016–2020**	**2017–2021**	**2018–2022**
Fatality Average	175.4	168.7	162.2
Serious Injury Average	1,746.4	1,666.2	1,589.7

Distracted Driving Fatalities and Serious Injuries (Single Year)			
TARGET	**2018**	**2019**	**2020**
Fatalities	175.4	168.7	162.2
Serious Injuries	1,746.4	1,666.2	1,589.7

Annual targets are equal to the midpoint of the five-year averages.

[7] All targets are based on a baseline year of 2004-2008 and are updated annually based on the most recent year, with the goal of reducing by half the serious injuries by 2030. Some serious injury targets have been met because of steep declines over the past decade, but the methodology still points toward half of 2004-2008 by 2030, which accounts for odd instances of targets being higher than the most recent 5-year average. Future targets will be adjusted so that no targets are higher than current actual averages.

Impaired Driving

Fatality Targets: (Federal) **Alcohol .08+ (FARS):** Reduce the number of alcohol-impaired driving fatalities (BAC = .08+) on all roads in Maryland from 156.8 (2015–2019 average, FARS ARF) to 117.3 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP alcohol-impaired driving fatality target was 121.5 (2017–2021 average).

- The actual number of alcohol-impaired driving fatalities was 156.8 (2015–2019 average), which is higher than the previous five-year average (148, 2014–2018); therefore Maryland is not progressing toward its target.

***(State) **Impaired (alcohol/drugs):** Reduce the number of impaired-driving-related (State definition) fatalities on all roads in Maryland from 162.8 (2015–2019 average) to 131.9 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP impaired-driving-related fatalities target was 136.5 (2017–2021 average).

- The actual number of impaired-driving related fatalities was 162.8 (2015–2019 average), which is higher than the previous five-year average (160, 2014–2018); therefore, Maryland is not progressing toward its target.

***Serious Injury Target: Impaired (alcohol/drugs):** Reduce the number of impaired-driving-related (State definition) serious injuries on all roads in Maryland from 445.8 (2015–2019 average) to 391.0 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP impaired-driving-related serious injuries target was 409.0 (2017–2021 average).

- The actual number of impaired-driving-related serious injuries was 445.8 (2015–2019 average), which is higher than the previous five-year average (429, 2014–2018); therefore, Maryland is not progressing toward its target.

Impaired Driving Fatalities and Serious Injuries (Five-Year Average)					
ACTUAL	**2011–2015**	**2012–2016**	**2013–2017**	**2014–2018**	**2015–2019**
Fatality Average (alcohol, .08+) (FARS)	150	146	151	148	156.8
Fatality Average (alcohol/drugs) **	162	163	166	160	162.8
Serious Injury Average**	455	424	497	429	445.8

Impaired Driving Fatalities and Serious Injuries (Five-Year Average)			
TARGET	**2016–2020**	**2017–2021**	**2018–2022**
Fatality Average (alcohol, .08+) (FARS)	125.8	121.5	117.3
Fatality Average (alcohol/drugs) **	141.2	136.5	131.9
Serious Injury Average**	427.9	409.0	391.0

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

Impaired Driving Fatalities and Serious Injuries (Single Year)			
TARGET	**2018**	**2019**	**2020**
Fatalities (NHTSA)	125.8	121.5	117.3
Fatalities (State)	141.2	136.5	131.9
Serious Injuries	427.9	409.0	391.0

Annual targets are equal to the midpoint of the five-year averages.

Occupant Protection

Fatality Target: Reduce the number of unrestrained fatalities on all roads in Maryland from 106.8 (2015-2019 average) to 95.6 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP unrestrained fatalities target was 98.7 (2017–2021 average).

- The actual number of unrestrained fatalities was 106.8 (2015–2019 average), which is higher than the previous five-year average (98, 2014–2018); therefore, Maryland is not progressing toward its target.

Serious Injury Target: Reduce the number of unrestrained serious injuries on all roads in Maryland from 393.2 (2015–2019 average) to 310.1 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP unrestrained fatalities target was 321.1 (2017–2021 average).

- The actual number of unrestrained fatalities was 393.2 (2015–2019 average), which is higher than the previous five-year average (324, 2014–2018); therefore, Maryland is not progressing toward its target.

Unrestrained Traffic Fatalities and Serious Injuries (Five-Year Average)					
ACTUAL	**2011–2015**	**2012–2016**	**2013–2017**	**2014–2018**	**2015–2019**
Fatality Average	109	107	108	98	106.8
Serious Injury Average	282	294	322	324	393.2

Unrestrained Traffic Fatalities and Serious Injuries (Five-Year Average)			
TARGET	**2016–2020**	**2017–2021**	**2018-2022**
Fatality Average	101.9	98.7	95.6
Serious Injury Average	332.6	321.1	310.1

Unrestrained Fatalities and Serious Injuries (Single Year)			
TARGET	**2018**	**2019**	**2020**
Fatalities	101.9	98.7	95.6
Serious Injuries	332.6	321.1	310.1

Annual targets are equal to the midpoint of the five-year averages.

Pedestrians (On Foot)

Fatality Target: Reduce the number of pedestrian (01 only) fatalities on all roads in Maryland from 114.2 (2015–2019 average) to 86.1 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP pedestrian (01 only) fatalities target was 88.1 (2017–2021 average).

- The actual number of pedestrian (01 only) fatalities was 114.2 (2015–2019 average), which is higher than the previous five-year average (110, 2014–2018); therefore, Maryland is not progressing toward its target.

Serious Injury Target: Reduce the number of pedestrian (01 only) serious injuries on all roads in Maryland from 421.4 (2015–2019 average) to 314.6 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP pedestrian (on foot) serious injuries target was 322.9 (2017–2021 average).

- The actual number of pedestrian (01 only) serious injuries was 421.4 (2015–2019 average), which is lower than the previous five-year average (424, 2014–2018); therefore, Maryland has improved from the previous year and is progressing toward its target.

Pedestrian (01 only) Fatalities and Serious Injuries (Five-Year Average)					
ACTUAL	**2011–2015**	**2012–2016**	**2013–2017**	**2014–2018**	**2015–2019**
Fatality Average	102	102	106	110	114.2
Serious Injury Average	343	357	384	424	421.4

Pedestrian (01 only) Fatalities and Serious Injuries (Five-Year Average)			
TARGET	**2016–2020**	**2017–2021**	**2018–2022**
Fatality Average	90.0	88.1	86.1
Serious Injury Average	331.4	322.9	314.6

Pedestrian (01 only) Fatalities and Serious Injuries (Single Year)			
TARGET	**2018**	**2019**	**2020**
Fatalities	90.0	88.1	86.1
Serious Injuries	331.4	322.9	314.6

Annual targets are equal to the midpoint of the five-year averages.

The following HSP Safety Program Areas targets are based on a five-year rolling average using an exponential trend to set future interim targets, all conforming to the 2016–2020 SHSP target setting methodology. Unless otherwise noted, all data are derived from MDOT SHA which maintains a database derived from crash reports submitted to, and processed and approved by, the Maryland State Police. Data are subject to change.

Speed-Related

Fatality Target: Reduce the number of speed-related fatalities on all roads in Maryland from 81.2 (2015–2019 average) to 89.0 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP speed-related fatalities target was 92.5 (2017–2021 average).

- The actual number of speed-related fatalities was 81.2 (2015-2019 average), which is lower than the target and fewer than the previous five-year average; therefore, Maryland has met its target.[8]

Serious Injury Target: Reduce the number of speed-related serious injuries on all roads in Maryland from 346.8 (2015–2019 average) to 453.0 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP speed-related serious injuries target was 477.2 (2017–2021 average).

- The actual number of speed-related serious injuries was 346.8 (2015–2019 average), which is lower than the target; therefore, Maryland has met its target.[9]

Speed-Related Fatalities and Serious Injuries (Five-Year Average)					
ACTUAL	**2011–2015**	**2012–2016**	**2013–2017**	**2014–2018**	**2015–2019**
Fatality Average	110	100	90	84	81.2
Serious Injury Average	538	463	410	373	346.8

Speed-Related Fatalities and Serious Injuries (Five-Year Average)			
TARGET	**2016–2020**	**2017–2021**	**2018–2022**
Fatality Average	96.2	92.5	89.0
Serious Injury Average	502.6	477.2	453.0

Speed-Related Fatalities and Serious Injuries (Single Year)			
TARGET	**2018**	**2019**	**2020**
Fatalities	96.2	92.5	89.0
Serious Injuries	502.6	477.2	453.0

Annual targets are equal to the midpoint of the five-year averages.

[8] All targets are based on a baseline year of 2004-2008 and are updated annually based on the most recent year, with the goal of reducing by half the fatalities by 2030. Some targets have been met because of steep declines over the past decade, but the methodology still points toward half of 2004-2008 by 2030. Future targets will be adjusted so that no targets are higher than current actual averages.

[9] All targets are based on a baseline year of 2004-2008 and are updated annually based on the most recent year, with the goal of reducing by half the serious injuries by 2030. Some serious injury targets have been met because of steep declines over the past decade, but the methodology still points toward half of 2004-2008 by 2030, which accounts for odd instances of targets being higher than the most recent 5-year average. Future targets will be adjusted so that no targets are higher than current actual averages.

Bicyclists

Fatality Target: Reduce the number of bicyclist fatalities on all roads in Maryland from 10.8 (2015–2019 average) to 6.4 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP bicyclist fatalities target was 6.5 (2017–2021 average).

- The actual number of bicyclist fatalities was 10.8 (2015–2019 average), which is higher than the previous five-year average (10, 2014–2018); therefore, Maryland is not progressing toward its target.

Serious Injury Target: Reduce the number of bicyclist serious injuries on all roads in Maryland from 68.0 (2015–2019 average) to 54.2 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP bicyclist serious injuries target was 55.7 (2017–2021 average).

- The actual number of bicyclist serious injuries was 68.0 (2015–2019 average), which was the same as the previous five-year average (68, 2014–2018); therefore, Maryland is not progressing toward its target.

Bicycle Fatalities and Serious Injuries (Five-Year Average)					
ACTUAL	**2011–2015**	**2012–2016**	**2013–2017**	**2014–2018**	**2015–2019**
Fatality Average	7	9	10	10	10.8
Serious Injury Average	64	61	65	68	68.0

Bicycle Fatalities and Serious Injuries (Five-Year Average)			
TARGET	**2016–2020**	**2017–2021**	**2018–2022**
Fatality Average	6.6	6.5	6.4
Serious Injury Average	57.3	55.7	54.2

Bicycle Fatalities and Serious Injuries (Single Year)			
TARGET	**2018**	**2019**	**2020**
Fatalities	6.6	6.5	6.4
Serious Injuries	57.3	55.7	54.2

Annual targets are equal to the midpoint of the five-year averages.

Motorcycles

Fatality Target: Reduce the number of motorcyclist fatalities on all roads in Maryland from 71.2 (2015–2019 average) to 58.2 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP motorcyclist fatalities target was 59.8 (2017–2021 average).

- The actual number of motorcyclist fatalities was 71.2 (2015–2019 average), which is essentially no change from the previous five-year average (71, 2014–2018); therefore, Maryland is not progressing toward its target.

Serious Injury Target: Reduce the number of motorcyclist serious injuries on all roads in Maryland from 286.6 (2015–2019 average) to 232.2 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP motorcyclist serious injuries target was 240.3 (2017–2021 average).

- The actual number of motorcyclist serious injuries was 286.6 (2015–2019 average), which is lower than the previous five-year average (294, 2014–2018); therefore, Maryland has improved from the previous year and is progressing toward its target.

Motorcycle-Involved Fatalities and Serious Injuries (Five-Year Average)					
ACTUAL	**2011–2015**	**2012–2016**	**2013–2017**	**2014–2018**	**2015–2019**
Fatality Average	69	70	72	71	71.2
Serious Injury Average	280	276	284	294	286.6

Motorcycle-Involved Fatalities and Serious Injuries (Five-Year Average)			
TARGET	**2016–2020**	**2017–2021**	**2018–2022**
Fatality Average	61.4	59.8	58.2
Serious Injury Average	248.6	240.3	232.2

Motorcycle-Involved Fatalities and Serious Injuries (Single Year)			
TARGET	**2018**	**2019**	**2020**
Fatalities	61.4	59.8	58.2
Serious Injuries	248.6	240.3	232.2

Annual targets are equal to the midpoint of the five-year averages.

Older Drivers (65–110)

Fatality Target: Reduce the number of older-driver-involved fatalities on all roads in Maryland from 98.2 (2015–2019 average) to 69.4 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP older-driver-involved fatalities target was 71.3 (2017–2021 average).

- The actual number of older-driver-involved fatalities was 98.2 (2015–2019 average), which is higher than the previous five-year average (94, 2014–2018); therefore, Maryland is not progressing toward its target.

Serious Injury Target: Reduce the number of older-driver-involved serious injuries on all roads in Maryland from 482.2 (2015-2019 average) to 417.0 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP older-driver-involved serious injuries target was 432.3 (2017–2021 average).

- The actual number of older-driver-involved serious injuries was 482.2 (2015-2019 average), which is lower than the previous five-year average (485, 2014–2018); therefore, Maryland has improved from the previous year and is progressing toward its target.

Older Driver-Related Fatalities and Serious Injuries (Five-Year Average)					
ACTUAL	**2011–2015**	**2012–2016**	**2013–2017**	**2014–2018**	**2015–2019**
Fatality Average	84	89	91	94	98.2
Serious Injury Average	487	476	474	485	482.2

Older Driver-Related Fatalities and Serious Injuries (Five-Year Average)			
TARGET	**2016–2020**	**2017–2021**	**2018–2022**
Fatality Average	73.2	71.3	69.4
Serious Injury Average	448.2	432.3	417.0

Older Driver-Related Fatalities and Serious Injuries (Single Year)			
TARGET	**2018**	**2019**	**2020**
Fatalities	73.2	71.3	69.4
Serious Injuries	448.2	432.3	417.0

Annual targets are equal to the midpoint of the five-year averages.

Young Drivers (16–20)

Fatality Target: Reduce the number of young-driver-involved fatalities on all roads in Maryland from 52.4 (2015–2019 average) to 52.2 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP young-driver-involved fatalities target was 54.1 (2017–2021 average).

- The actual number of young-driver-involved fatalities was 52.4 (2015–2019 average), which is slightly higher than the target and the previous year (51, 2014–2018); therefore, Maryland has nearly met its target, despite a small increase from the previous year.

Serious Injury Target: Reduce the number of young-driver-involved serious injuries on all roads in Maryland from 418.4 (2015–2019 average) to 448.3 (2018–2022 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP young-driver-involved serious injuries target was 471.8 (2017–2021 average).

- The actual number of young-driver-involved serious injuries was 418.4 (2015–2019 average), which is lower than the target; therefore, Maryland has met its target.[10]

Young Driver-Involved Fatalities and Serious Injuries (Five-Year Average)					
ACTUAL	**2011–2015**	**2012–2016**	**2013–2017**	**2014–2018**	**2015–2019**
Fatality Average	52	51	49	51	52.4
Serious Injury Average	480	444	428	415	418.4

Young Driver-Involved Fatalities and Serious Injuries (Five-Year Average)			
TARGET	**2016–2020**	**2017–2021**	**2018–2022**
Fatality Average	56.1	54.1	52.2
Serious Injury Average	496.5	471.8	448.3

Young Driver-Involved Fatalities and Serious Injuries (Single Year)			
TARGET	**2018**	**2019**	**2020**
Fatalities	56.1	54.1	52.2
Serious Injuries	496.5	471.8	448.3

Annual targets are equal to the midpoint of the five-year averages.

[10] All targets are based on a baseline year of 2004-2008 and are updated annually based on the most recent year, with the goal of reducing by half the serious injuries by 2030. Some serious injury targets have been met because of steep declines over the past decade, but the methodology still points toward half of 2004-2008 by 2030, which accounts for odd instances of targets being higher than the most recent 5-year average. Future targets will be adjusted so that no targets are higher than current actual averages.

NHTSA CORE PERFORMANCE MEASURES

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

All targets below are set using a five-year rolling average and the exponential trend method described earlier. Additional sources include serious injury crash data derived from MDOT SHA, based on reports submitted and processed by the Maryland State Police; seat belt use rate obtained from the annual Maryland Observational Surveys of Safety Belt Use (National Study Center); and seat belt citations, DUI arrests, and speeding citations obtained through MHSO's grant management reporting system (GPS).

As with the SHSP, the end-year targets (by December 31, 2020) and single year targets are derived from the midpoint of the 5-year average for the years 2018–2022.

Maryland did not meet several targets. However, moving forward Maryland has updated the Strategic Highway Safety Plan (SHSP), adjusted SHSP action steps, incorporated a new comprehensive outreach campaign, *Be the Driver*. In addition, we will continue our work with multiple counties and municipalities as they develop and implement local SHSP's.

Note: FARS 2019 data are preliminary and will change when Final FARS is released; therefore, all targets are subject to change.

Standardized Performance and Survey Measures
• Reduce the number of traffic-related fatalities on all roads in Maryland from 499.8 (2013-2017 average, FARS ARF) to 425.7 (2016 - 2020 average) or fewer by December 31, 2020. Maryland's FFY 2020 HSP fatalities target was 438.2. (2015-2019 average). The actual number of fatalities was 526.6 (2015-2019 average), which is higher than the previous five-year average (511, 2014–2018); therefore, Maryland is not progressing toward its target. (C-1)
• Reduce the number of traffic-related serious injuries on all roads in Maryland to 3,029.4 (2016–2020 average) or fewer by December 31, 2020. Maryland's 2015-2019 serious injuries target is 3,153.1. The actual number of serious injuries was 3,093.4 (2015–2019 average), which is lower than the target value. Therefore, Maryland has achieved its target. (C-2)
• Reduce the traffic-related fatality rate on all roads in Maryland from 0.856 (2012–2016 average, FARS ARF) to 0.750 (2016–2020 average) or lower by December 31, 2020. Maryland's 2015-2019 fatality rate target is 0.773. The actual fatality rate was 0.887 (2015–2019), which is higher than the previous five-year average (0.87, 2014–2018); therefore, Maryland is not progressing toward its target. (C-3)
• Reduce the number of unrestrained fatalities on all roads in Maryland to 109.6 (2016–2020 average, FARS ARF) or fewer by December 31, 2020. Maryland's 2015-2019 unrestrained fatality target is 112.1. The actual number of unrestrained fatalities was 105.2 (2015–2019 average), which is lower than the target value. Therefore, Maryland has achieved its target. (C-4)
• Reduce the number of alcohol-impaired driving fatalities (BAC = .08+) on all roads in Maryland from 150.8 (2013–2017 average, FARS ARF) to 119.8 (2016–2020 average) or fewer by December 31, 2020. Maryland's 2015-2019 alcohol-impaired driving fatality target is 124.4. The actual number of alcohol-impaired driving fatalities was 156.8 (2015–2019 average), which is higher than the previous five-year average (149, 2014–2018); therefore, Maryland is not progressing toward its target. (C-5)

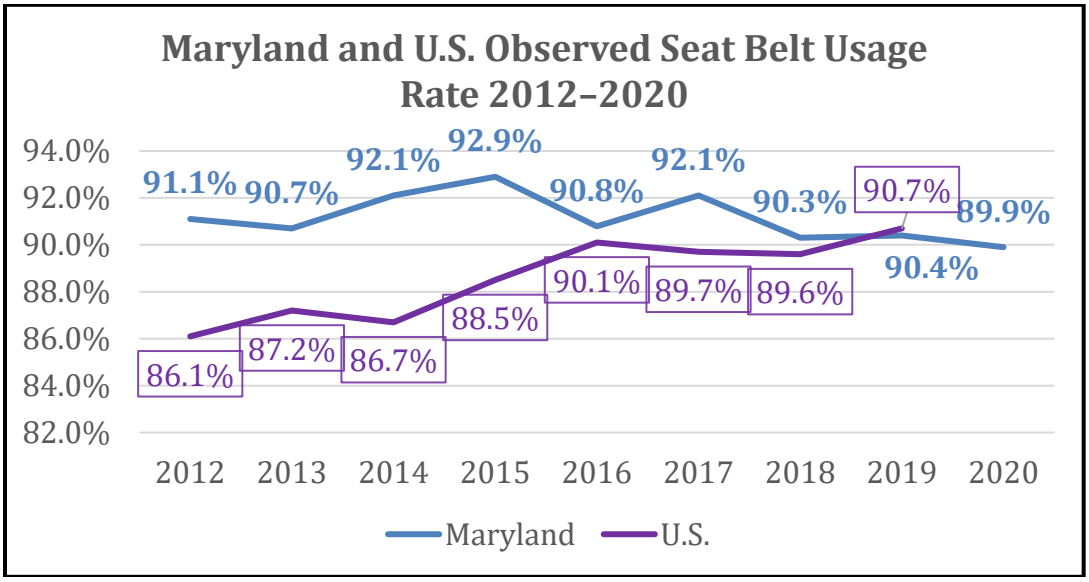
Standardized Performance and Survey Measures
• Reduce the number of speeding-related fatalities on all roads in Maryland to 135.5 (2016–2020 average, FARS ARF) or fewer by December 31, 2020. Maryland's FFY 2019 HSP speeding-related fatality target was 140.2 (2015–2019 average). The actual number of speeding-related driving fatalities was 137.2 (2015–2019 average), which is lower than the target value. Therefore, Maryland has achieved its target. (C-6)
• Reduce the number of motorcyclist fatalities on all roads in Maryland from 73.6 (2013–2017 average, FARS ARF) to 64.1 (2016–2020 average) or fewer by December 31, 2020. Maryland's 2015-2019 motorcyclist fatality target is 65.8. The actual number of motorcyclist fatalities was 75.0 (2015–2019 average), which is higher than the previous five-year average (74, 2014–2018); therefore, Maryland is not progressing toward its target. (C-7)
• Reduce the number of unhelmeted motorcyclist fatalities on all roads in Maryland from 8.6 (2013–2017 average, FARS ARF) to 7.4 (2016–2020 average) or fewer by December 31, 2020. Maryland's 2015-2019 unhelmeted motorcyclist fatality target is 7.7. The actual number of unhelmeted motorcyclist fatalities was 10.2 (2015–2019 average), which is higher than the previous five-year average (10, 2014–2018); therefore, Maryland is not progressing toward its target. (C-8)
• Reduce the number of drivers age 20 or younger-involved fatalities on all roads in Maryland to 52.2 (2016–2020 average, FARS ARF) or fewer by December 31, 2020. Maryland's 2015-2019 younger-involved fatality target is 54.1. The actual number of younger-involved fatalities was 48.2 (2015–2019 average), which is lower than the target; therefore, Maryland has met its target**.** (C-9)
• Reduce the number of pedestrian fatalities on all roads in Maryland from 105.6 (2013–2017 average, FARS ARF) to 85.8 (2016–2020 average) or fewer by December 31, 2020. Maryland's 2015-2019 pedestrian fatality target is 87.7. The actual number of pedestrian fatalities was 115.2 (2015–2019 average), which is higher than the previous five-year average (111, 2014–2018); therefore, Maryland is not progressing toward its target. (C-10)
• Reduce the number of bicyclist fatalities on all roads in Maryland from 9.6 (2013–2017 average, FARS ARF) to 5.5 (2016–2020 average) or fewer by December 31, 2020. Maryland's 2015-2019 bicyclist fatality target is 5.7. The actual number of bicyclist fatalities was 10.8 (2015–2019 average), which is higher than the previous five-year average (10, 2014–2018); therefore, Maryland is not progressing toward its target. (C-11)
• To increase statewide observed belt use rate of front seat outboard occupants in passenger vehicles and light trucks from the 2012 calendar base year of 91.1 percent to 96.2 percent by December 31, 2020 (HSP FFY 2020 measure/target). The 2020 seat belt rate was calculated to be 89.9 percent; therefore, Maryland has not met is target. Maryland is updating its targets based on the new 2020 baseline. The proposed seat belt use rate targets estimate a reduction in the number of observed unbelted motor vehicle occupants by at least 25 in each of the observation jurisdictions for each successive year. As such, the new performance measure will be to increase statewide observed belt use rate of front seat outboard occupants in passenger vehicles and light trucks from the 2020 calendar base year of 89.9 percent to 90.6 percent by December 31, 2021. (B-1)
• To report the number of seat belt citations issued during grant-funded enforcement activities. (A-1)
• To report the number of impaired driving arrests made during grant-funded enforcement activities. (A-2)
• To report the number of speeding citations issued during grant-funded enforcement activities. (A-3)

Core Outcome Measures (FARS)	Year (Actual)						Target
	2011–2015	2012–2016	2013–2017	2014–2018	2015–2019		2018–2022
Traffic Fatalities	485	492	501	511	526.6		415.8
Fatalities Per 100 Million Vehicle Miles Driven	0.86	0.86	0.87	0.87	0.887		0.731
Unrestrained Passenger Vehicle Fatalities (all seat positions)	109	104	104	103	105.2		91.8
Alcohol-Impaired Driving Fatalities (BAC=.08+)	150	146	151	149	156.8		117.3
Speeding-Related Fatalities	150	148	140	136	137.2		124.5
Motorcyclist Fatalities	72	72	74	74	75.0		62.0
Unhelmeted Motorcyclist Fatalities	8	8	9	10	10.2		7.4
Drivers Aged 20 or Under Involved in Fatal Crashes	48	46	44	46	48.2		46.9
Pedestrian Fatalities	101	102	106	111	115.2		88.0
Bicyclist and Other Cyclist Fatalities	6	9	10	10	11		6.0

Core Outcome Measure (State Data)	Year (Actual)						Target
	2011–2015	2012–2016	2013–2017	2014–2018	2015–2019		2018–2022
Serious Injuries	3,147	3,017	3,023	3,075	3,093.4		2,795.1

Core Outcome Measures – Single Year Targets	2018	2019	2020
Traffic Fatalities	438.8	427.1	415.8
Fatalities Per 100 Million Vehicle Miles Driven	0.773	0.752	0.731
Unrestrained Passenger Vehicle Fatalities (all seat positions)	98.5	95.1	91.8
Alcohol-Impaired Driving Fatalities (BAC=.08+)	125.8	121.5	117.3
Speeding-Related Fatalities	133.6	129.0	124.5
Motorcyclist Fatalities	65.2	63.6	62.0
Unhelmeted Motorcyclist Fatalities	7.8	7.6	7.4
Drivers Aged 20 or Under Involved in Fatal Crashes	50.6	48.7	46.9
Pedestrian Fatalities	91.1	89.5	88.0
Bicyclist and Other Cyclist Fatalities	6.3	6.1	6.0
Serious Injuries	3,027.9	2,909.2	2,795.1

Core Behavior Measure (State Data)	Year (Actual)							Target		
	2014	2015	2016	2017	2018	2019	2020	2020	2021[11]	2022
Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey)	92.1	92.9	90.8	92.1	90.3	90.4	89.9	96.2	90.6	91.3



[11] The 2020 seat belt rate was calculated to be 89.9 percent; therefore, Maryland has not met is target. Maryland is updating its targets based on the new 2020 baseline. The proposed seat belt use rate targets estimate a reduction in the number of observed unbelted motor vehicle occupants by at least 25 in each of the observation jurisdictions for each successive year. As such, the new performance measure will be to increase statewide observed belt use rate of front seat outboard occupants in passenger vehicles and light trucks from the 2020 calendar base year of 89.9 percent to 90.6 percent by December 31, 2021.

***Activity Measures (State Data: Grant-funded Only)	Federal Fiscal Year (FFY)					
	FFY 2015	FFY 2016	FFY 2017	FFY 2018	FFY 2019	FFY 2020
Number of seat belt citations issued during grant-funded enforcement activities	4,434	4,900	2,580	2,489	3,101	2,160
Number of impaired driving arrests made during grant-funded enforcement activities	1,620	1,894	1,097	1,217	1,018	884
Number of speeding citations issued during grant-funded enforcement activities	20,752	24,542	18,529	22,575	16,392	14,519

***Targets are not created for activity measures. Cannot compare year-to-year due to inconsistencies in how the data are pulled and the change in grant activity tracking systems. For Annual Reporting purposes, use only the most recent year.