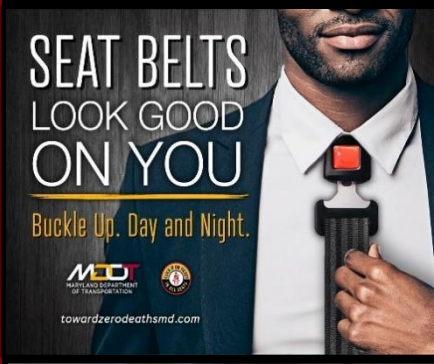
FFY 2021 Maryland Highway Safety Plan



MARYLAND DEPARTMENT OF TRANSPORTATION
MOTOR VEHICLE ADMINISTRATION

Maryland Highway Safety Office

ZERO DEATHS MARYLAND

Contents

EXECUTIVE SUMMARY

On behalf of the Maryland Department of Transportation (MDOT), I am pleased to present Maryland's Federal Fiscal Year (FFY) 2021 Highway Safety Plan (HSP). This plan outlines the upcoming activities and priority areas for the Maryland Highway Safety Office (MHSO), which is housed within the MDOT's Motor Vehicle Administration (MVA), under the guidance of the MVA Administrator, Ms. Christine Nizer, who also serves as Maryland's Governor's Representative for Highway Safety.

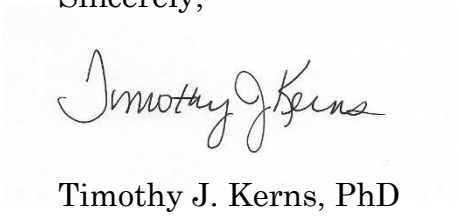
In 2019, 530 people died in traffic-related crashes on Maryland's roads, representing an increase of more than three percent from the previous year's total of 512. While a full analysis of the 2019 data is not presently available, pedestrian deaths declined by 7.5 percent. This figure is significant as pedestrian deaths have represented approximately one in every four traffic-related fatalities over the past two years. Several populous Maryland counties saw significant declines in fatalities and fatal crashes, but these were offset by numerous other jurisdictions which saw marginal increases in both categories.

One of the biggest developments in 2019 was the passage of legislation that enacted Vision Zero in Maryland. This legislation required that the State adopt an overall goal of zero fatalities and serious injuries on Maryland's roadways by 2030. While these new goals will guide the development of Maryland's new Strategic Highway Safety Plan (SHSP) and will become a focal point of strategies and action steps for the State's SHSP partners, we will continue to use a data-driven approach for our interim targets to guide our investments and maximize the use of our resources to improve highway safety in the State.

The SHSP serves as a guiding document for this HSP. Both plans have been formulated through a process involving a close analysis of data, along with a partnership of diverse partners across the State. Projects outlined in this document have been selected for their ability to make the biggest impact toward accomplishing the goals set forth in the SHSP.

Maryland's network of partners is committed to raising the awareness of traffic safety issues and building a comprehensive and effective traffic safety program. I look forward to the implementation of the project outlined in this HSP and continuing our work until there are zero deaths on Maryland roadways.

Sincerely,



Timothy J. Kerns, PhD

HIGHWAY SAFETY PLAN

Organizational Structure

The MHSO is tasked with the administration of a comprehensive, statewide traffic safety program utilizing federal funds to reduce traffic crashes – and resulting injuries and deaths – on Maryland roads. Housed within the Motor Vehicle Administration (MVA), the MHSO is positioned to lead, create partnerships, gather input, build support, and create effective synergies for highway safety and education. The MVA's Administrator serves as Maryland's Governor's Representative (GR), providing leadership and oversight for the State's highway safety program through direct coordination with the office of Maryland's Secretary of Transportation.

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

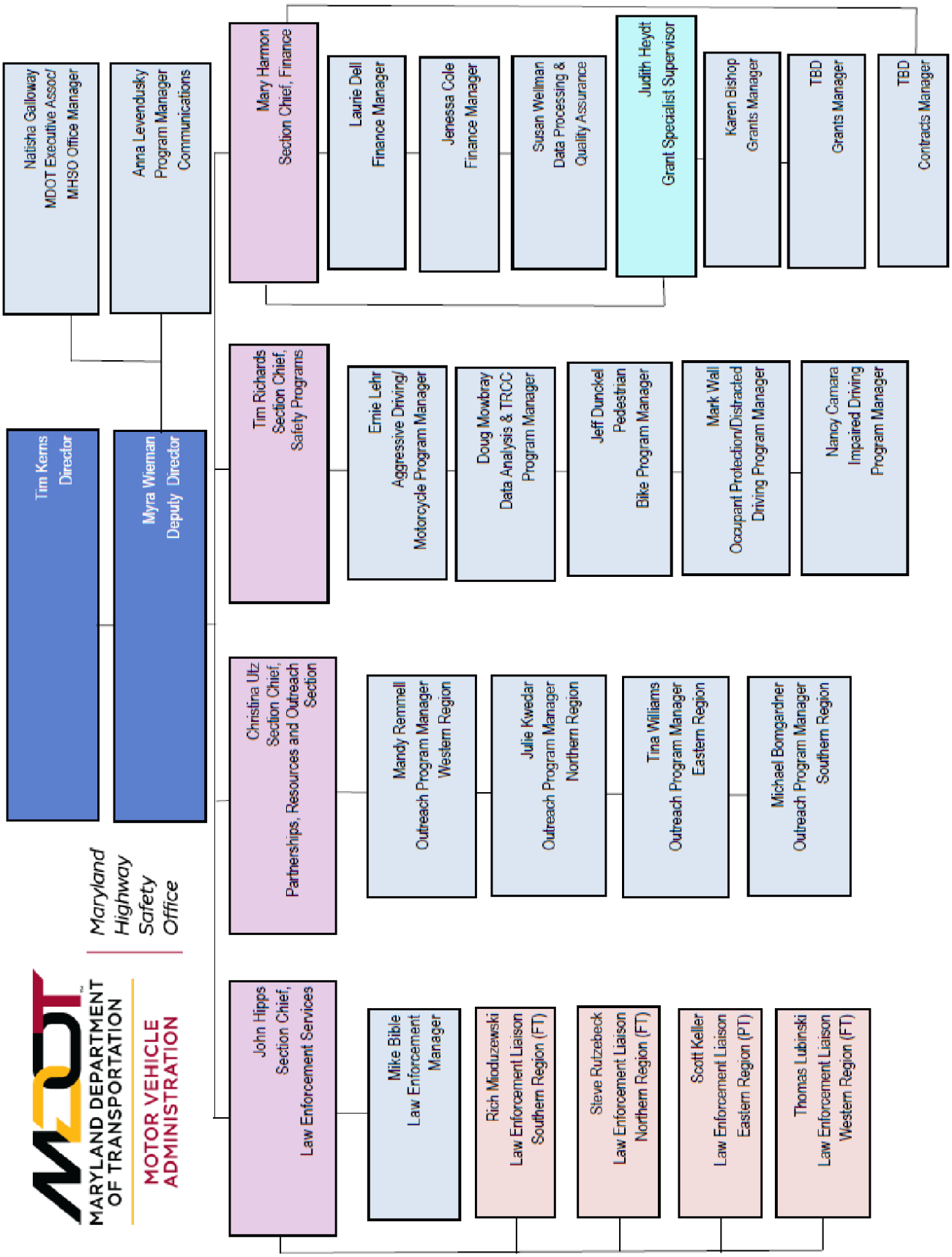
These four MHSO sections consist of:

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

The MHSO is supported by two units that report directly to the Deputy Director:

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

A full organizational chart for the MHSO is pictured below:



Highway Safety Planning Process

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

Month	Activity
January	• Problem identification – review program data and targets to identify safety issues to be corrected with previous and new grant partners. • Debrief and analyze the previous year's program results with grant partners. • Apply funding formula and algorithms to allocate potential local funding to jurisdictional partners. • Open the MHSO grant application period.
February–March	• Convene grant-writing training and discussion sessions to assist potential grantees with grant submission. • Identify any gaps in existing problem-area strategies and request feedback as needed from stakeholders for further analysis. • Develop MHSO internal projects. • Begin drafting the HSP components.
April–May	• Determine estimated revenues and establish a draft HSP budget. • Review grants and make selections. • Annual highway safety summit and fatality media release.
June	• Review selected grants with GR for approval. • Conduct MHSO final internal review of the HSP to verify compliance with federal requirements, competencies, and accuracy. • Submit the final HSP for approval to the GR. • Submit HSP to the National Highway Traffic Safety Administration (NHTSA) by July 3.
July–September	• Notify chosen grant applicants and obtain final agreements. • Conduct pre- and post-award meetings with chosen grantees. • Problem identification – review new program data and targets to identify safety issues to be corrected and determine funding distribution and overall direction of the programs. • Debrief and analyze the previous year's program results with MHSO teams.
October–December	• Begin implementation of approved HSP as of October 1. • Implement new Federal Fiscal Year grants. • Develop Annual Report. • Continue conducting post-award meetings. • Submit Annual Report by December 31. • Identify partners, program goals and priorities, program area direction, overall strategies and direction of Maryland's traffic safety policy and program, and potential individual program strategies.

Problem Identification Process

The MHSO's HSP development process is designed to target highway safety problems by using relevant data sources, estimates of funding levels, identification of potential partners in the HSP process, and prioritization of potential grant programs by their ability to address federal- and State-designated traffic safety priorities.

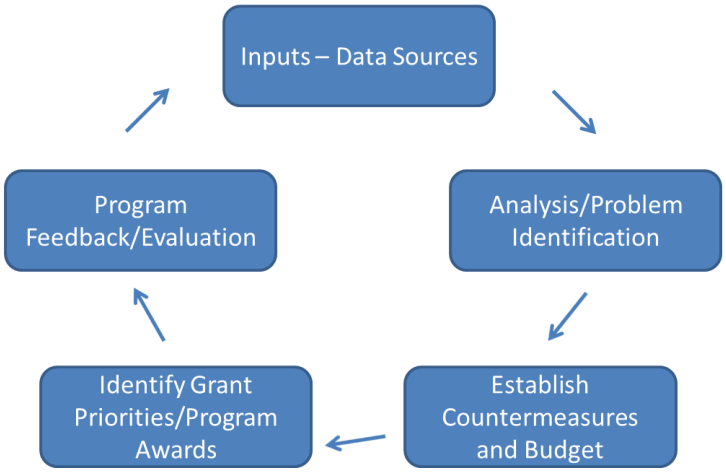
The purpose of the HSP problem identification process is to:

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

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

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

Maryland Highway Safety Office
Problem Identification/Programming Process



Data Sources & Processes

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

- State Highway Administration (SHA) – Crash data are obtained from the SHA, which maintains a database derived from crash reports submitted to, and processed and approved by, the Maryland State Police (MSP), along with data on average daily traffic counts and vehicle miles traveled (VMT).
- NHTSA – Federal Fatality Analysis Reporting System (FARS).
- Maryland MVA – Vehicle and driver information, including the State's driver license, vehicle registration, and citation/conviction files.
- Maryland Institute for Emergency Medical Services Systems – Emergency Medical Services (EMS) data information network; statewide trauma registry.
- Maryland District Court – Citation data.
- Maryland Trauma Registry – Trauma registry, injury data, and EMS databases.
- Office of the Chief Medical Examiner (OCME) – Medical examiner data.
- National Study Center (NSC) – CODES; observational seat belt use surveys.
- Driving Survey – Scientific survey data of attitudes and behavioral experience drawn from Maryland driver populations.
- Washington College – RAVEN; geo-spatial analysis of crashes and citations.

Data elements in motor vehicle crash analysis can be classified in three general categories: people, vehicles, and roadway.

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

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

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

Problem Analysis/Countermeasures Identification

Over-represented factors can be determined by comparing the rate of crashes for a subgroup or characteristic within a jurisdiction to the same rate in a comparable or larger jurisdiction. For example, if the percentage of adult vehicle occupants that *do not* use seat belts within a jurisdiction is greater than the statewide average, then that characteristic may be over-

represented and is analyzed further. Such a case example might indicate a need for additional or more focused countermeasures on seat belt usage in the identified jurisdiction. The following questions are among the most critical to data analysis and problem identification:

Question	Examples
Are high-crash locations identified?	Road sections, highways, streets, and intersections
Do we see recurring causes of crashes?	Impairment, speed, distractions, other traffic violations, weather, road conditions
Which characteristics occur more frequently than would be expected—that is, which are over-represented?	Number of crashes involving 16- to 19-year-old drivers versus other age groups, or number of alcohol crashes on a roadway segment compared to other causes
Are there crash-severity factors to be considered?	Non-use of occupant protection devices (seat belts, motorcycle helmets), excessive speed

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

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

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

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

Allocation Formula & Process

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

Several categories of traffic records data were compiled over years 2014–2018 (serious [KABCO=K, A, B] crashes, impaired crashes, speed-involved crashes, crashes with unrestrained occupants, moving violations) for each of Maryland's 24 jurisdictions. Following the weighting of serious

crashes in terms of 0.75 – fatal, 0.20 – serious injury, 0.05 – moderate injury, the jurisdictions were split into three categories based on the frequency of serious crashes (8 jurisdictions of highest frequency, 8 jurisdictions of medium frequency, and 8 jurisdictions of lowest frequency). Statisticians determined the weighting based on best practices to identify jurisdictions that account for most fatal and serious injury crashes.

Once the jurisdictions were stratified, rankings were applied for six sub-categories (serious and fatal crashes, violations, impaired crashes, speed crashes, unrestrained crashes, and unbelted rate) within each of the three groups. For example, jurisdictions in each group were ranked from 1–8 within each sub-category, with 8 representing the highest incidence and 1 representing the lowest incidence. To determine the final rankings within each group, another set of weights was applied. Each jurisdiction's rank (1–8) within the serious and fatal crash category received a 0.45 weight, the violations rank (1–8) received a 0.25 weight, and each of the four additional sub-categories received a 0.075 weight. These weights were determined through statistical review and consultation with the MHSO. Application of this final set of weights determined each jurisdiction's projected funding proportion. Finally, funds were appropriated, with the top group receiving 75 percent, the middle group 20 percent, and the lowest group 5 percent of total available allocations. The jurisdictions were listed from highest to lowest funding amounts within each of the three groups to guide the MHSO in allocation decisions.

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

Process Participants

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

The MDOT Secretary and the MVA Administrator are active members of the SHSP Executive Council, having input on strategies and goals set forth through the SHSP's six Emphasis Areas:

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

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

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

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

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

- **State and Local Governments** – All business units of the MDOT take on significant roles in the MHSO programming model. Each integrates the goals and priorities of the SHSP into business plans, as outlined within each of the SHSP emphasis areas, including coordination of effective media approaches to ensure consistent, effective, and timely messaging. Local government agencies contribute to the highway safety planning process through representation and input within SHSP Emphasis Area Teams (EATs) and, most important, the effective oversight and implementation of local grants programs. The MHSO also utilizes data provided by the Maryland Department of Health (MDH), the Maryland Institute for Emergency Medical Services Systems (MIEMSS), and the Statewide EMS Advisory Council.

- **Law Enforcement** – Law enforcement agencies at all levels, including professional organizations such as the Maryland Chiefs of Police Association (MCPA) and Maryland Sheriffs' Association (MSA), are crucial to success in achieving the long-term goal of zero traffic fatalities. The highly visible enforcement of Maryland's traffic laws and ongoing participation in executing localized enforcement and training grants are critical to the ultimate success of the State's traffic safety strategies. Maryland also utilizes information gathered from the Maryland Police and Correctional Training Commissions (MPCTC).

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

- **Court System** – The MHSO funds a Traffic Safety Resource Prosecutor (TSRP) that focuses solely on clarifying and assisting with traffic enforcement issues and prosecutions in ways

designed to increase conviction rates of criminal drivers, and to provide partners within the court system for adjudication support. This TSRP provides training to prosecutors and law enforcement officers, and conducts outreach and assistance to judges, all to facilitate services to the Maryland Judiciary and create safer traffic environments on all roadways. A Statewide Judicial Outreach Liaison (SJOL) will be added in FFY 2021 through a grant with NHTSA/ABA to support education efforts with the State's judges.

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

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

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

Similarly, organizations such as the MDH offer a variety of expertise and input on child passenger safety issues. Smaller partners are engaged in localized projects throughout the State, including such efforts as young driver education activities. These partners are frequently engaged for their views by the MHSO's staff, and such partners are instrumental in the success of local outreach efforts that also complement statewide traffic safety programming.

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

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

methods including task forces, Partners Summits, and regular meetings and contacts, through all aspects of planning and implementation of the HSP.

Methods for Project Selection

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

The MHSO uses proven resources to help select evidence-based countermeasures, including NHTSA's *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* (Ninth Edition, 2017). In some instances, the MHSO utilizes additional countermeasures based on other federal and state research evidence. In each program area, countermeasures and requirements to show and prove their effectiveness are embedded in grant descriptions and project requirements.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Development & Integration of Maryland's SHSP

In spring 2014, the SHSP Executive Council began the process of updating the SHSP for 2016–2020 by convening a three-day Maryland Highway Safety Summit. The summit served as a springboard to begin planning for a revised and improved Maryland SHSP spanning the years 2016 through 2020, and about 300 safety stakeholders and partners from a wide spectrum of

organizations and disciplines attended the event and took part in these initial planning steps. The roles and responsibilities of the 2016–2020 SHSP Steering Committee and the EATs were outlined and defined along with the proposed timeline for SHSP development. Six EATs were designated to oversee planning for key safety priorities, including aggressive, distracted, impaired, occupant protection, pedestrians and bicyclists, and infrastructure, and emphasis-area leaders were nominated. Maryland's TZD goals were re-established and maintained as priorities in the updated plan, including Maryland's overarching goal to reduce annual traffic fatalities by 2030 to no more than half the number experienced in 2008 (a reduction to no more than 296 fatalities by 2030).

The MHSO supports the SHSP by assigning staff to lead EATs and by providing data experts to coordinate all data needs within the EATs. The EATs then engage identified key stakeholders and other partners in multiple planning sessions. These partners help to identify, develop, and finalize strategies for the new five-year SHSP, and then continue to meet and work on effective and efficient action steps to accomplish identified strategies. The MHSO has subsequently organized two Summits, one in 2016 and another in 2017, to continue elevating the importance of the SHSP and to encourage local partners to begin establishing county-level SHSPs.

Currently, Maryland is in the process of developing the next generation SHSP which will cover the years 2021-2025. The plan is set to go into effect on January 1, 2021 and will be the culmination of more than a year of planning. The new SHSP will reset Maryland's traffic safety goals and reflect the fact that the State has been declared as a Vision Zero state by the Maryland Legislature.

The legislation went into effect on October 1, 2019, and the implementation dramatically shifts the overall statewide traffic safety goals in terms of fatalities and serious injuries. For the purposes of this HSP, targets from the 2016-2020 SHSP are presented as those are still in effect.

Under the GR's leadership, the MHSO provides the day-to-day coordination for Maryland's SHSP. The Maryland SHSP is governed by an Executive Council that includes:

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

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

The Executive Council's guidance helps include and promote partnerships and ensure inter-agency integration of the SHSP to address Maryland's safety needs comprehensively and strategically, and to share and utilize resources effectively. The MHSO, with the SHSP Executive Council, works closely with Maryland stakeholders at federal, state, and local levels to select performance measures, define targets, and use appropriate data to choose and implement evidence-based countermeasures.

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

In addition to developing the new statewide plan, the MHSO supports the development of local SHSPs. These jurisdiction-level plans, whether they be county or municipal, are deemed some of the most important efforts that Maryland could undertake to impact highway safety for the near future. The MHSO provides data support to partners and helps guide the overall approach to developing those plans; however, the goal is for local jurisdictions to create and fully support their own SHSPs. The local plans will in some measure reflect the priorities set forth for the entire State and will locally address problems.

PERFORMANCE PLAN

Highway Safety Program Target-Setting Process

For the purposes of this report, Maryland will present targets set using the State's Toward Zero Deaths (TZD) approach. Targets were developed with the goal of reducing fatalities by at least 50 percent by the year 2030 (from 592 in 2008 to 296 in 2030).

The annual targets for each of the SHSP's six emphasis areas were set using an exponential trend line connecting the historical data to the 2030 goal. Five-year averages were used to calculate projections, and the targets for each individual year were taken from the midpoint of the five-year average (e.g., 2017 annual interim target = midpoint of the 2015–2019 average). The same methodology was used for serious injury targets. It should be noted that due to significant declines in serious injuries over the past several years, the use of historical trends has put the State at or below the targets. Finally, this same method was applied to 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.

All traffic safety documents in the State of Maryland conform to these methodologies, including the SHSP, the MHSO's HSP, the SHA's HSIP, and the SHA's Commercial Vehicle Safety Plan (CVSP). 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 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.

Highway Safety Performance Measures

Maryland has highway safety performance targets that are quantifiable, data driven, and based on state crash data (unless noted otherwise). Targets and performance measures are outlined in the following charts for overall statewide fatality and serious injury targets, including actual and projected numbers and occurrence rates. Similar measures and summaries for each of Maryland's planned HSP traffic safety programs can be found in the Program Area sections that follow.[1]

Overall Statewide Traffic Safety Targets for Maryland

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

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

ACTUAL	2007–2011	2008–2012	2009–2013	2010–2014	2011–2015	2012–2016	2013–2017	2014–2018
Fatalities	547	526	501	480	485	492	502	507
Fatality Rate per 100 MVMT	0.97	0.94	0.89	0.85	0.86	0.86	0.87	0.87
Total Serious Injuries	4,436	4,020	3,702	3,436	3,147	3,017	3,022	3,075
Serious injury Rate per 100 MVMT	7.90	7.17	6.60	6.10	5.57	5.29	5.23	5.26

TARGET	2015-2019	2016-2020	2017-2021
Fatalities	444.8	432.5	420.6
Fatality Rate per 100 MVMT	0.786	0.763	0.742
Total Serious Injuries	3,147.8	3,024.4	2,905.8
Serious injury Rate per 100 MVMT	5.510	5.289	5.077
Total Non-Motorized Fatalities and Serious Injuries	493.7	480.5	467.7

Fatality data from the NHTSA FARS system. Serious Injury Data from State crash data base (MSP and SHA).

Overall Outcome Measures

Fatality Target: Reduce the number of traffic-related fatalities on all roads in Maryland from 507.0 (2014–2018 average, FARS ARF) to 420.6 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP fatalities target was 432.5 (2016–2020 average).

- The actual number of fatalities was 507.0 (2014–2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.

Fatality Rate Target: Reduce the number of traffic-related fatality rate on all roads in Maryland from 0.870 (2014–2018 average, FARS ARF) to 0.742(2017–2021 average) or lower by December 31, 2020. Maryland's FFY 2019 HSP fatality rate target was 0.763 (2016–2020 average).

- The actual fatality rate was 0.870 (2014-2018), which is higher than the target; therefore, Maryland is not progressing towards its target.

Serious Injury Target: Reduce the number of traffic-related serious injuries on all roads in Maryland from 3,075.0 (2014–2018 average) to 2,905.8 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP serious injuries target was 3,024.4 (2016–2020 average).

- The actual number of serious injuries was 3,075 (2014–2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.

Serious Injury Rate Target: Reduce the traffic-related serious injury rate on all roads in Maryland from 5.260 (2014–2018 average) to 5.077 (2017–2021 average) or lower by December 31, 2020. Maryland's FFY 2019 HSP serious injury rate target was 5.289 (2016–2020 average).

- The actual serious injury rate was 5.260 (2014–2018 average), which is lower than the target; therefore, Maryland has met its target.

Non-Motorized Fatalities and Serious Injuries: Reduce the number of traffic-related non-motorized fatalities and serious injuries on all roads in Maryland from 610.4 (2014–2018 average) to 467.7

(2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP non-motorized fatalities and serious injuries target was 480.5 (2016–2020 average).

- The actual number of traffic-related non-motorized fatalities and serious injuries was 610.40 (2014–2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.

HIGHWAY SAFETY STRATEGIES AND PROJECTS

The MHSO awards grants to projects that address priority areas in Maryland's SHSP, along with target groups identified within those areas. These projects must demonstrate the greatest potential to succeed and ultimately help Maryland eliminate crash-related deaths and injuries. Grants must be compatible with the MHSO's mission, program directives, and eligibility criteria. Final awardees reflect agencies deemed most capable of addressing the strategies and projects that aid Maryland in achieving its targets and objectives.

The following sections contain descriptions of the MHSO's grant-funded programs. Each section provides:

- Detailed and program-specific problem identification;
- A tie-in of the program's objectives and their relation to the Maryland SHSP;
- Identified countermeasures;
- Enforcement data (where applicable);
- Details on national mobilizations and HVE campaigns (where applicable);
- Details concerning program area grants (where applicable); and
- Other relevant program area information.

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

- NHTSA's *Uniform Guidelines for State Highway Safety Programs*; and
- U.S. DOT, NHTSA (2017). *Countermeasures that Work, Ninth Edition*, DOT HS 812 202 (referred to in the HSP as *Countermeasures that Work*).

A listing of the MHSO's approved projects for FFY 2021 can be found in the Program Area sections of this document.

Maryland's Evidence-Based Traffic Enforcement Program

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

FAST Act requires that Maryland participate in at least three HVE campaigns that support national priorities. Although the MHSO implements more than three HVE campaigns, those that are officially a part of national priority areas are the May Click it or Ticket mobilization, the August Drive Sober or Get Pulled Over campaign, and a dual effort in November that supports a second Click it or Ticket wave and impaired driving prevention.

Data-Driven Problem Identification

The statewide problem identification process used in the development of the HSP was described in the previous section entitled "Problem Identification." Data analyses are designed to identify driver characteristics of those over-involved or over-represented in crashes, along with information revealing when, where, and why crashes are occurring. Key

results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP. These results are analyzed to determine typical driver demographics, along with the most frequent locations, day/month of most frequent crashes, and most frequent times of day for each problem area. Thus, the most effective program outlines for any problem area will provide current information for typical driver behavior, along with the time of day, day of week and month of year of greatest frequency, along with most frequent locations of total, serious injury, and fatal crashes in each category. These causal factors provide quantitative evidence to shape awareness, education, and enforcement strategies, and to make overtime enforcement efforts and communications efforts as effective as possible in subsequent years.

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

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

Implementation of Evidence-Based Strategies

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

Such an effort typically includes uniformed law enforcement officers saturating a high-risk crash or incidence area and engaging the driving public by stopping as many violators as possible to serve as a deterrent to improper and dangerous driving. This highly visible

approach provides a public perception of risk that driving without following the law can and will result in a traffic stop, resulting in a citation, or an arrest in the case of impaired driving. This comprehensive statistical and partner-based approach, often in concurrence with associated national crackdowns or campaigns and mobilizations, helps Maryland provide continuous Specific and General Deterrence of improper and unsafe driving from the causal factors outlined above.

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

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

Average ranks per jurisdiction are computed across crash and citation fields and applied to the previous year's funding allocations to determine revised funding proportions. Crash and enforcement data are used initially to determine the proper percentage of funding to be disbursed to jurisdictions within the groups. Subjective measures such as demographics, enforcement and outreach capacity, geographical considerations, seasonal fluctuations in traffic, and past performance are then used to refine the figures. From that process, each jurisdiction receives a total allocation of funding to be used in the next fiscal year. The MHSO continues to work with its data consultants to ensure that funding allocations are based on the most recent data available and that formulas are accurate, reasonable, and achievable. (A more detailed description of the allocations formula is found on pages 7-8). This methodology ensures that funding is allocated to the areas in greatest need and to the agencies that are most capable of implementing the appropriate countermeasures.

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

Through this comprehensive approach, the MHSO and its law enforcement partners continually follow up, evaluate, and adjust enforcement plans accordingly. This approach improves effectiveness, enhances understanding and support of programs, and utilizes highway safety resources as efficiently as possible.

Continuous Monitoring

To ensure law enforcement projects remain adaptable to any situation, various tracking mechanisms are utilized to enable MHSO program managers and law enforcement managers throughout Maryland to gain quick insights into the progress of each project. Monthly progress reports are required from each agency receiving grant funding to ensure an understanding of the goals and outcomes measuring outputs of each project. These reports must include data on the activities conducted, such as the times worked, the numbers of vehicle contacts, and the numbers of citations issued. This type of continuous monitoring allows for small or large adjustments as needed within each jurisdiction in enough time to provide for the most efficient use of resources.

Constant critique and feedback are maintained throughout the enforcement program between the MHSO and each law enforcement agency. This ensures continuous communication during the planning, implementation, monitoring and evaluation phases of the project. The MHSO achieves this continuity by assigning an LEL to each law enforcement agency as their project manager. The Law Enforcement Services Section Chief, working in conjunction with the MHSO Director, develops, maintains, and cultivates professional relationships with top law enforcement executives across the State to build the required top-down support for traffic enforcement efforts.

Non-Federal Funding Sources

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

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Maryland Highway Safety Office (General Funds)	State funds	State funds pay salary and benefits for the following MHSO positions: Director, Deputy Director, Finance Section Director, two finance managers, and the Data Processing and Quality Assurance Specialist.

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Maryland Motor Vehicle Administration	State funds	Central Operations and Innovation and Safety Divisions staff salary and benefits: MVA manages the State Ignition Interlock Program; monitors Maryland graduated drivers licensing laws; manages Medical Advisory Board and Motorcycle Safety Program; and supports systems for driver records, vehicle registrations and violations.
Maryland State Highway Administration	State funds	Staff salary and benefits from the Office of Traffic and Safety, which includes the Motor Carrier Division, Traffic Operations, and the Traffic Safety Analysis Division. These divisions support data collection and traffic records initiatives, including engineering improvements through the design, construction, operation and maintenance of engineering measures, and coordination of electronic display boards. The SHA is also responsible for leading the SHSP Infrastructure Safety Emphasis area of the State's SHSP.
Maryland State's Attorneys' Association	Member dues, fees	Coordination of statewide efforts to improve prosecution and adjudication of DUI cases.
Maryland Judicial Training Center	State funds	Coordination of statewide efforts related to training and education involving the prosecution and adjudication of DUI cases, the promotion and use of specialized DUI Courts, and interaction with the Judiciary.
Office of Administrative Hearings (OAH) and courts in local jurisdictions	Jurisdiction, local and municipal funds	Support and maintenance of hearings for the opt-in option under a points assignment associated with mandates for repeat offenders.
Maryland State Police	State and federal funds	Support and maintenance of Maryland's citation systems comes from a combination of federal, State and local funds. Law enforcement agencies maintain and utilize the ACRS and are responsible for collecting crash data and issuing citations for traffic violations.
Department of Health and Mental Hygiene, Alcohol and Drug Abuse Administration (ADAA)	State funds and other solicited/awarded federal funding sources	Support to the Maryland Strategic Prevention Framework and continued maintenance of the treatment and pharmacy data through the Statewide Automated Record Tracking system, the Prescription Drug Monitoring Program, and the Controlled Dangerous Substance Integration Unit.
Maryland State Police, Maryland Transportation Authority Police, local jurisdiction, and municipal law enforcement agencies – Enforcement Mobilization Projects	State, local and municipal funds	Maryland State Police, Maryland Transportation Authority Police, local jurisdictions, and municipal funding for regular duty pay/benefits, office space, supplies and equipment, court overtime, vehicles and vehicle use on State, local and municipal roadways. In

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
		addition, these partners provide support to Child Passenger Safety fitting stations throughout the State by training and certifying CPS Technicians and by conducting child safety seat inspections. They also support and maintain systems tracking traffic citations and arrests, used in project evaluation and analysis.
Maryland Safe Kids	National Safe Kids funds	Child passenger safety activities, including provision of child safety seats for under-privileged populations.
Maryland Department of Health and Mental Hygiene – Kids in Safety Seats (KISS)	State funds	Administrative, technical and programmatic support for the KISS program, educational efforts aimed at the correct use of seat belts and child safety seats, and promotion of child safety seat fitting stations.
Maryland Institute for Emergency Medical Services Systems	State funds	Outreach on occupant protection issues and the statewide CIOT effort; support and maintenance for all statewide EMS data and coordination of the trauma registry.
Maryland Fire and EMS stations	Jurisdiction specific, local and municipal funds	Outreach on occupant protection issues including the statewide CIOT effort, and support of CPS fitting stations.
Maryland State Police Statewide Enforcement and Training and Maryland Police and Correctional Training Commissions	State funds	Ongoing training for Standardized Field Sobriety Testing; the coordination, training and management of the State Drug Recognition Expert Program; Checkpoint Management training and coordination; year-round speed enforcement activities.
District Court of Maryland (DCM) and Judicial Information Systems (JIS)	State funds	Responsible for formatting and printing Maryland Uniform Complaint and Citation forms, setting pre-payable fine amounts, adjudicating traffic cases, and maintaining disposition data.
Maryland Department of Health and Mental Hygiene, Office of the Chief Medical Examiner	State funds	Support and continued maintenance of the collection of data on drivers involved in fatal crashes, and data provision to the Maryland State Police.
Local jurisdiction, and municipal Public Works and Transportation Departments	Jurisdiction specific, local and municipal funds	Support and maintenance of the collection of roadway data such as roadway maintenance, design, and other infrastructure information.
Health Services Cost Review Commission	State funds	Responsible for the regulation of hospital rates. Provides support and maintenance of the statewide integration system for all hospitals.
Maryland Department of Information and Technology (DoIT)	State funds	The designated State entity responsible for information technology across State agencies. Provides coordination for the purchase and

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
		management of all telecommunications devices and systems utilized by State agencies.
Regional Integrated Transportation Information System, Center for Advanced Transportation Technology Laboratory, Univ. of Maryland	State and federal funding	Support and maintenance of automated data sharing, dissemination, and archiving system to communicate information among agencies and to the public.
University of Maryland School of Pharmacy	State funds and other solicited/awarded federal funding sources such as Substance Abuse and Mental Health Services Administration	Support and continued maintenance of Maryland Statewide Epidemiologic Outcomes Workgroup (SEOW) and the Maryland Strategic Prevention Framework (MSPF) in 24 jurisdictions across the State.
Washington College	Private institution funds; other solicited/awarded federal funding sources	Direct support to highway safety programs incorporating geo-located traffic safety data.
Maryland Transit Administration (MTA)	State and federal funds	Provides and supports accessible statewide public transportation networks and services that are customer-focused, safe, appealing, reliable and efficient. Provides security and law-enforcement services, is a key provider of traffic safety information, and uses traffic records to determine day of week and hour of day for best customer service and safety enforcement opportunities. Engages in research, development and implementation of roadside data-capture technology to expedite the flow and safety of mass transit customers.
Governor's Office of Crime Control and Prevention (GOCCP)	State and federal funds	Responsible for improving public safety and administration of justice, and reducing/preventing crime, violence, delinquency and substance abuse. To these ends, it helps draft legislation, policies, plans, programs and budgets. Administers enforcement and community safety grants.
Maryland Chiefs of Police Association (MCPA)	Member dues, fees	Provides training and promotes professional standards for local enforcement officials. Association includes executive law enforcement officers, prosecutors, police legal advisers, members of the State Police Training Commission, private security directors and interested citizens.
Maryland Sheriffs' Association (MSA)	Member dues, fees	In most areas of the State, Sheriffs' Offices provide traffic safety law enforcement support. MSA presents information to Sheriff executives to promote professional standards.
Department of Public Safety and Correctional Services (DPSCS)	State funds	Responsible for the Criminal Justice Information (CJI) System for the Maryland criminal justice community, including the courts; local, State, and federal law

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
		enforcement agencies; local detention centers; state prisons; state's attorneys; and parole and probation officers. The CJI System provides official records on persons arrested and convicted in Maryland. Agency also houses the MPCTC, which oversee the certification of enforcement officers for the State.
AARP	Private, non-profit	AARP 55 Alive Training and other older driver training programs.
AAA	Private funds	Implements training programs for mature drivers in coordination with local partners throughout the State. Offers school and community based programs such as Otto the Auto, School Safety Patrol and other traffic safety programs.
Mothers Against Drunk Driving (MADD)	Private, non-profit	School and community-based traffic safety information programs.
Washington Regional Alcohol Program (WRAP)	Private, non-profit	School and community-based traffic safety information programs.

Maryland Statewide Crash Summary

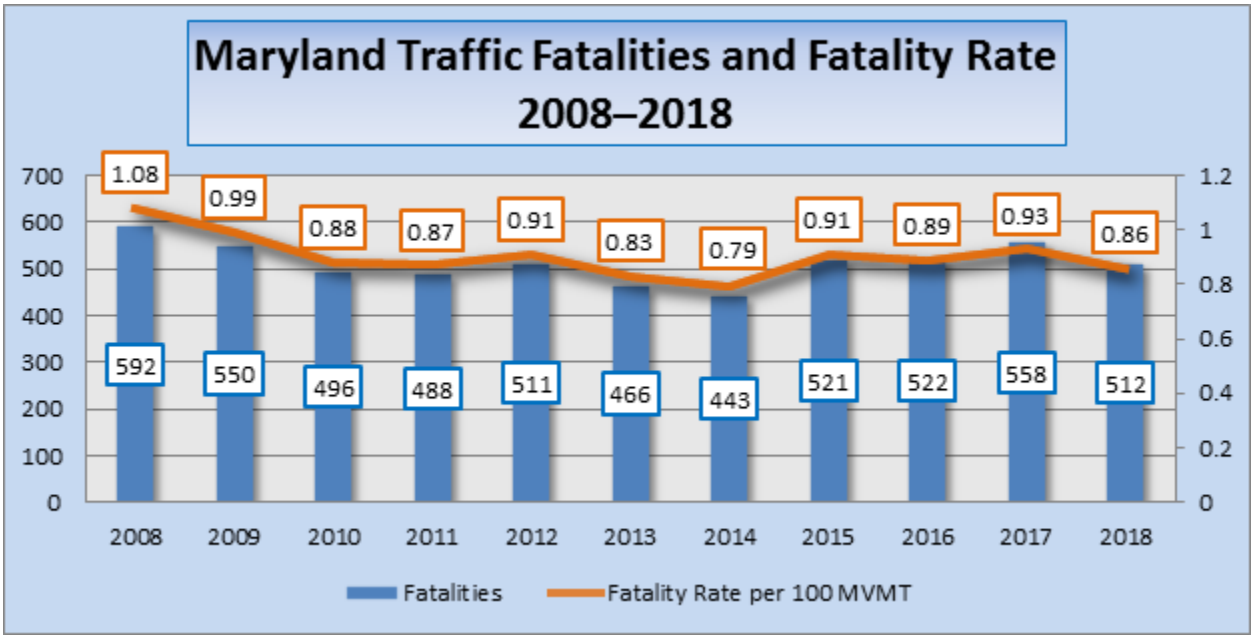
In 2018, 512 people were killed—a decrease from 2017—in 117,955 police-reported traffic crashes in Maryland, while 49,968 people were injured, and 83,562 crashes involved property damage only. In total, 287 drivers (233 vehicle drivers and 54 motorcycle operators), 139 non-motorists, and 86 passengers were killed on Maryland roads. On average, one person was killed every 17 hours, 137 people were injured each day (6 injuries every hour), and 323 police-reported traffic crashes occurred every day.

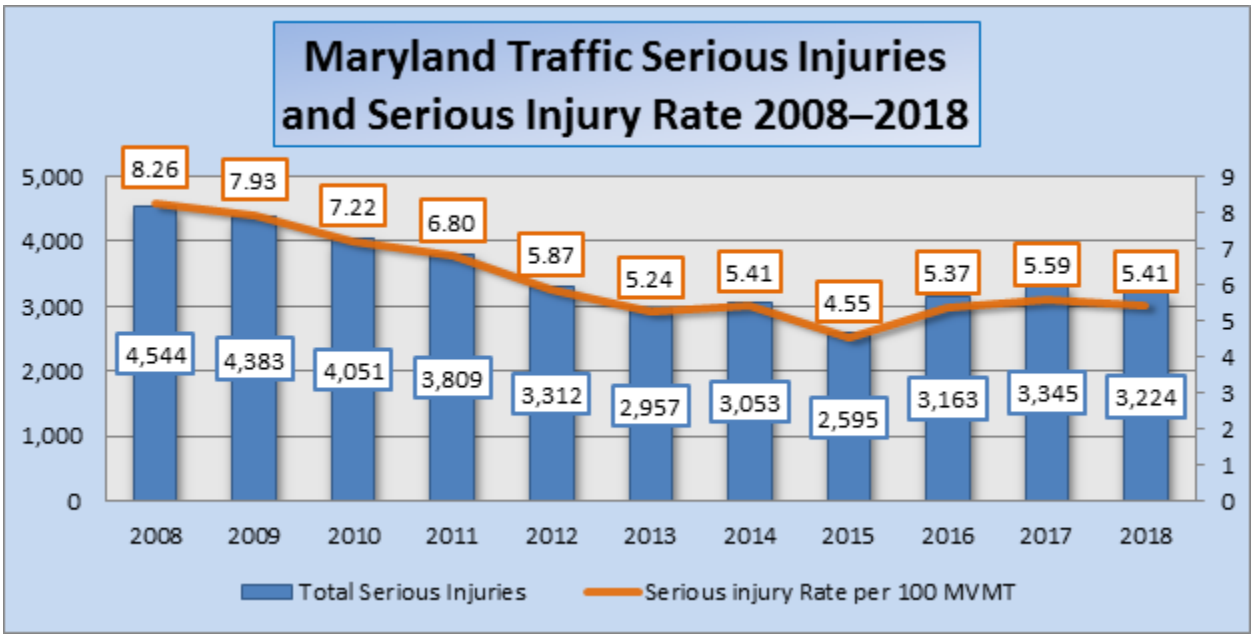
The five-year fatality rate trend for Maryland increased from 0.89 in 2016 to 0.93 in 2017, then decreased to 0.86 in 2018. The overall fatality rate has consistently been lower than the national fatality rates every year since 1992.

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

	2014	2015	2016	2017	2018	5-Yr Average
Fatal Crashes	417	480	483	518	485	477
Injury Crashes	30,369	30,721	34,720	34,658	33,908	32875
Property Damage Crashes	67,171	76,917	85,075	80,213	83,562	78588
Total Crashes	97,957	108,118	120,278	115,389	117,955	111939
Total of All Fatalities	443	521	522	558	512	511
Total Number Injured	44,158	44,929	50,921	51,381	49,968	48,271

Source: Crash data are obtained from the State Highway Administration which maintains a database derived from crash reports submitted to, and processed and approved by, the Maryland State Police. Data are subject to change.





On average, crashes in the Baltimore and Washington metropolitan regions accounted for 90 percent of the state's annual crashes.[1] More than 18,000 crashes occurred in the City of Baltimore alone in 2018, accounting for nearly one-fifth of all crashes reported statewide. Prince George's County accounted for the greatest number of fatal crashes in Maryland but ranked third to Baltimore City and Baltimore County in the number of overall crashes.

Crashes occurred consistently throughout the year on Maryland's roadways, spread relatively evenly through the calendar year, but on average, slightly fewer crashes occurred in February, March, and April. Crashes tended to occur most frequently in October, November, and December. Regardless of the month, more crashes occurred on Fridays and during afternoon or early evening hours in Maryland. Ten percent of daily crashes occurred from midnight to 5 a.m.

Young adult drivers, ages 21 to 29, represented one in every five drivers (20 percent) involved in Maryland crashes. These young adults also comprised a large share of injuries (23 percent) and deaths (24 percent) resulting from crashes on Maryland roadways.

Females accounted for one-third of drivers involved in crashes yet accounted for half of the drivers injured. Males accounted for 48 percent of drivers involved in crashes yet accounted for over three-quarters (78 percent) of fatally injured drivers.

General Crash Factors (2014-2018 Averages)		
Factor	*Variable*	*Percentage*
Age (drivers)	21–34	29% of involved; 34% of injured; 33% of killed
Sex (drivers)	Male	48% of involved; 49% of injured; 78% of killed
Month	October–December (total crashes); May–July (injury crashes); May–July (fatal crashes)	Oct.–Dec., total crashes – 27%; May–July, injury crashes – 26%; May–July, fatal crashes – 26%
Day of Week	Friday (total and injury crashes); Saturday (fatal crashes)	Fri. total crashes – 16%; Fri. injury crashes – 16%; Sat. fatal crashes – 18%
Time of Day	2 p.m.–6 p.m. (total and injury crashes); 9 p.m.–2 a.m. (fatal crashes)	Total crashes – 27%; Injury crashes – 29%; Fatal crashes – 24%
Road Type	State and County roads	Total crashes – 51%; Injury crashes – 58%; Fatal crashes – 65%
Jurisdiction	Baltimore City, Baltimore, and Prince George's counties (total and injury crashes); Baltimore and Prince George's counties (fatal crashes)	Total crashes – 52%; Injury crashes – 47%; Fatal crashes – 32%

Source: Based on Maryland State Police crash data provided by the State Highway Administration.

Maryland Safety Program Areas – Problem ID, Solutions, and Evaluation

Maryland's Impaired Driving Program

Problem Identification

Impaired driving crashes have declined by approximately three percent since 2014, which was the highest point for impaired driving crashes in the past five years. However, impaired driving crashes are slowly on the rise, though they have yet to reach the total observed in 2014.

While only one in 50 crashes involving driver impairment resulted in a fatality in 2018, over one-fourth (27 percent) of all fatal crashes involved alcohol and/or drugs. While not every impaired driving crash results in a fatality, impairment is often a factor when a fatality does occur. This relatively high rate of occurrence and correlation between impaired driving and fatal crashes and fatalities on Maryland roadways has made impaired driving a crucial focus point for traffic safety and law enforcement professionals throughout the state.

In 2018, Maryland law enforcement officers issued 50,171 citations for impaired driving (total of all citations issued, not total persons cited; in a single stop, an impaired driver may be cited for two or three violations), which translates to a total of 18,547 arrested drivers. This is compared to 18,952 in 2017 and 20,870 arrests in 2016. Comparably, the MHSO and its SHSP EAT partners are turning more attention to drugged driving in Maryland. In 2018, there were 6,920 citations issued to drivers for operating a vehicle while impaired by controlled dangerous substances (CDS), compared to 6,005 written in 2017 and 6,669 written in 2016.

Frequency of Impaired Crashes

For 2014 through 2018, impaired driving crashes (both total and injury) occurred consistently throughout the year, with a slight increase in May. A higher percentage of fatal crashes involving impairment occurred in April and August. But, for the full seven-month period from April through October, incorporating the typical warm-weather driving months, more than half of all impaired driving crashes (59 percent), and about two in every three impaired fatal crashes (65 percent) occurred.

More than half (57 percent) of impaired crashes, including injury and fatal crashes, occurred between 8 p.m. and 4 a.m., an eight-hour period reflecting one-third of the 24-hour day. A similar proportion (54 percent) of all fatal crashes occurred during the same eight-hour, late-night period.

A total of 58 percent of impaired crashes occurred from Friday through Sunday. More than two in three of all impaired crashes occurred from Thursday through Sunday.

Typical Profile of Impaired Driver/High-Risk Crash Locations

On average, the typical impaired Maryland driver involved in a crash was male, aged 21 to 34 (42 percent in all crashes), and about 73 percent of drivers and 66 percent of passengers killed in impaired crashes were not wearing a seat belt. In comparison, in overall crashes, 62 percent of drivers killed were not wearing their seat belts, indicating that impaired drivers are less inclined to buckle up.

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

More than three in every four crashes involving impaired drivers (80 percent) occurred in nine Maryland counties plus the city of Baltimore, including Anne Arundel, Baltimore, Charles, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington counties. These counties also represented the top counties in Maryland for percentage of total crashes involving unrestrained occupants.

These profiles together help define the most effective target focus of statewide education and media campaigns and enhanced enforcement efforts for both impaired driving and non-use of seat belts. The most frequently noted driver demographic information and locations were male drivers, aged 21–34, driving between 8 p.m. and 4 a.m. in the jurisdictions of the nine counties above, plus Baltimore City, mainly on State and county roadways.

Solution

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

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

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

Maryland also utilizes a Traffic Safety Resource Prosecutor (TSRP), and coordinates efforts with public and private partners, such as Mothers Against Drunk Driving (MADD) and the

Washington Regional Alcohol Program (WRAP). In addition to the TSRP, the MHSO has received funding from the American Bar Association (ABA) in a grant to fund a State Judicial Outreach Liaison (SJOL). This position will greatly enhance the MHSO's outreach to judges in both circuit- and district-level courtrooms, particularly in relation to impaired driving case adjudication. The grant is being overseen by a combination of the MHSO, NHTSA, and the ABA and will be in place for a minimum of two years.

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

The MHSO will continue to promote Maryland's robust ignition interlock program and the sanctions imposed by the Drunk Driving Reduction Act of 2016. Under the law, all drivers convicted of driving under the influence of alcohol will be required to use interlock device prior to starting a vehicle. The law mandates interlock use for convictions of driving under the influence (DUI), driving while impaired (DWI) while transporting a minor under the age of 16; and homicide or life-threatening injury by motor vehicle while DUI or DWI. The mandatory length of time in the program is six months for the first offense; one year for the second; and three years for a third or subsequent offense. A driver who refuses a breath test would have to use the device for nine months or accept a suspension.

High-Visibility Enforcement

As outlined in the problem identification/solution, the FFY 2021 Maryland Impaired Driving Enforcement Plan is based on crash and citation data that is analyzed and mapped for State, county, and municipal law enforcement agencies, to support impaired driving enforcement operations in the highest-risk areas for impaired crashes. This plan is intended to provide grant-funded overtime enforcement resources to State and local law enforcement agencies within a required framework for impaired-driving countermeasures during high-visibility enforcement periods, while maintaining year-round enforcement visibility, including occupant protection enforcement as appropriate during these periods.

Guidelines and performance measures included in the plan are directly tied to impaired driving grant funds and are monitored by the MHSO's four LELs and Law Enforcement Program Manager. Documentation of efforts is captured in quarterly progress reports and law enforcement logs. The plan requires clear expectations, solid documentation of efforts,

and continuing follow-up among law enforcement partners conducting impaired driving initiatives statewide.

Results of operations conducted on behalf of Maryland's Impaired Driving Enforcement Program are evaluated through process measures reported in the MHSO's grant system and are monitored by the LELs and the Impaired Driving Program Manager. Coordinated HVE efforts among local, municipal, and State police agencies are strongly encouraged toward the following impaired driving enforcement goals. Up to nine statewide impaired driving enforcement waves are organized throughout the year, including NHTSA's two national mobilizations (in August & November/December).

Key Aspects of:	
Sobriety Checkpoints • Low-manpower checkpoints are encouraged. • Unmanned or "phantom" checkpoints are considered a valuable tool and can be conducted. • Nighttime enforcement emphasis is critical. • Enforcement coupled with speed and seat belt enforcement as key factors is allowable/encouraged. • DUI enforcement using channelization and emphasis on seat belt observations is acceptable. • Using speed observation is an acceptable practice to identify impaired drivers. • Data indicate that speed and non-seat belt use are key factors in identifying drunk drivers. Data by county relative to these factors is available.	**Highly Visible Saturation Patrols** • Saturation patrols should include no less than two patrol cars in a county (saturation can occur on separate roadways as needed). • Maryland State Police follow internal policy for saturation patrols • Continuous communications efforts including signage, digital message boards and other efforts to inform drivers of saturation patrols in action (DUI Enforcement Zone, magnets, etc.), and including the use of social media and press releases before and after patrols to raise awareness.

Action Plan

The impaired driving projects funded for FFY 2021 are representative of research-based countermeasures and address the impaired driving issue using a multifaceted approach.

Project Agency: Worcester County Health Department	
Program Area: Impaired Driving Prevention	**Project Number:** GN 21-017
Project Funds / Type: $3,542.00 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Enhance and improve enforcement of impaired driving laws. • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving.	
Project Description: This project supports a recognition event for liquor license establishments that pass compliance checks by undercover cadets. More than 250 compliance checks are conducted under this program, many of them in the Ocean City resort area.	

Project Agency: Maryland State's Attorneys' Association	
Program Area: Impaired Driving Prevention	**Project Number:** GN 21-032
Project Funds / Type: $194,628.10 / FA 405d AL; $15,084.30 FA 405d Flex	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving.	
Project Description: This project supports Maryland's TSRP Program. The TSRP Program consists of a full-time attorney who provide statewide training, education, and technical support to traffic crimes prosecutors and law enforcement agencies. The project also includes funds for prosecutors to attend the DUI Institute for Prosecutors at the University of Maryland, a program developed in collaboration with the MSAA, and the MHSO.	

Project Agency: Children and Parent Resource Group, INC	
Program Area: Impaired Driving Prevention	**Project Number:** GN 21-047
Project Funds / Type: $60,000 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving.	
Project Description: The showcase of the Project is Cinema Drive, an innovative 90-minute scientifically grounded experience that transforms school auditoriums into an interactive and technologically sophisticated cinema to deliver a powerful 3-D narrative, video testimonials, and an audience interactive component through hand-held voting devices. This educational experience has been proven to increase students' intentions to wear seat belts and decrease intentions of unsafe driving behaviors such texting, speeding, and driving under the influence of drugs or alcohol.	

Project Agency: Calvert Alliance Against Substance Abuse, Inc.	
Program Area: Impaired Driving Prevention	**Project Number:** GN 21-048
Project Funds / Type: $5,180.00 / FA 405d AL	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving.	
Project Description: The Calvert Alliance Against Substance Abuse, Inc. will conduct a local DUI public awareness effort during 3D month with the State and County Law Enforcement agencies. This effort includes a presentation before the Calvert County Board of County Commissioners with awards and information disseminated to the public about local and state impaired driving crashes and arrests. CAASA will partner with Calvert County Public Schools, Calvert County Sheriff's Office, Maryland State Police, local businesses, and community agencies to provide education outreach to students regarding the dangers of underage drinking and impaired driving.	

Project Agency: St. Mary's County Health Department	
Program Area: Impaired Driving Prevention	**Project Number:** GN 21-086
Project Funds / Type: $8,800 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	

SHSP Strategy: • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving.
Project Description: The St. Mary's County Health Department will provide an expansion of awareness and education activities to 8-12th grade students and their parents, data collection, and support for the current Project Graduation. The goal of the effort is to increase awareness about underage drinking and decrease individuals from engaging in the behavior, resulting in less alcohol related crashes for youth and young adults in the community.

Project Agency: Washington Regional Alcohol Program	
Program Area: Impaired Driving Prevention	**Project Number:** GN 21-098
Project Funds / Type: $242,017.19 / FA 405d AL	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving.	
Project Description: WRAP's individual programs include youth, parental, and adult outreach as well as law enforcement recognition (Maryland Law Enforcement Awards and WRAP's Law Enforcement Awards), five SoberRide campaigns, and the "Maryland Remembers" memorial.	

Project Agency: Sykesville Freedom District Fire Department	
Program Area: Impaired Driving Prevention	**Project Number:** GN 21-134
Project Funds / Type: $7,1700.00 / FA 405d AL	
Countermeasures: NHTSA Countermeasures That Work (2015, 9th Edition)	
SHSP Strategy: • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving.	
Project Description: This project will support the Sykesville Freedom District Fire Department to provide the Every 15 Minutes Program at Carroll County schools. The goal is to educate parents and high school juniors and seniors on the effects of driving while impaired by alcohol.	

Project Agency: Maryland Chiefs of Police Association	
Program Area: Impaired Driving Prevention	**Project Number:** GN 21-147
Project Funds / Type: $96,100.00 / FA 405d AL	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving. • Enhance and improve enforcement of impaired driving laws. • Enhance and improve the prosecution and adjudication of impaired driving cases.	
Project Description: The MCPA will sponsor of the University of Maryland's DUI Institute and DUI Conference. The registrations and awards offered by the MCPA allow patrol officers from across the State who excel in DUI enforcement to be trained in all aspects of the issues surrounded DUI enforcement and recognized for their efforts. This training is not designed to teach officers how to find, test and apprehend suspected impaired drivers, but is designed to look at the bigger picture and issues surrounding DUI arrest.	

Project Agency: Maryland Sheriff's Association	
Program Area: Impaired Driving Prevention	**Project Number:** GN 21-152
Project Funds / Type: $17,710.00 / FA 405d AL	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving. • Enhance and improve enforcement of impaired driving laws. • Enhance and improve the prosecution and adjudication of impaired driving cases.	
Project Description: The MSA will sponsor of the University of Maryland's DUI Institute and DUI Conference. The registrations and awards offered by the MCPA allow patrol officers from across the State who excel in DUI enforcement to be trained in all aspects of the issues surrounded DUI enforcement and recognized for their efforts. This training is not designed to teach officers how to find, test and apprehend suspected impaired drivers, but is designed to look at the bigger picture and issues surrounding DUI arrest.	

Project Agency: Maryland State Police	
Program Area: Impaired Driving Prevention	**Project Number:** GN 21-232
Project Funds / Type: $303,039.34 / FA 405d AL	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving. • Enhance and improve enforcement of impaired driving laws. • Enhance and improve the prosecution and adjudication of impaired driving cases.	
Project Description: This grant will fund the statewide DRE Coordinator and the statewide efforts to train, retrain, and certify drug recognition experts and drug recognition expert instructors. evaluations completed by Maryland DREs.	

Project Agency: Seneca Valley High School PTSA	
Program Area: Impaired Driving Prevention	**Project Number:** GN 21-243
Project Funds / Type: $2,067.60/ FA 405d AL	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving.	
Project Description: Seneca Valley High School will hold an After Prom event. More than 250 attendees are expected to attend the event. In addition, working with the Maryland Department of Transportation, MADD, State Farm and our MCPS Administration, we will educate ALL juniors and seniors in our "Prom Promise" assembly that will occur that morning from 10:00 am until 11:30 am.	

Project Agency: Baltimore County Department of Health	
Program Area: Impaired Driving Prevention	**Project Number:** GN 21-245

Project Funds / Type: $10,500.00 / FA 405d AL
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)
SHSP Strategy: • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving.
Project Description: The Baltimore County Department of Health will sponsor After-Prom projects at various locations. These events are intended to provide safe options for students after prom and provide educational activities to those students.

Project Agency: Washington College	
Program Area: Impaired Driving Prevention	**Project Number:** GN 21-250
Project Funds / Type: $21,863.27 / FA 405d AL	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Improve the availability, quality, collection, and use of data to support impaired driving enforcement, adjudication, programs, and initiatives.	
Project Description: Washington College will target seven areas of support that relate to Impaired Driving: Maryland State Police (MSP) SPIDRE Team Support, DUI Holiday Map, High Visibility Enforcement (HVE) Impaired Campaigns/Analysis, Liquor License data collection, RAVEN Server, Customer Satisfaction Survey, and Additional requests. WCGP will work on the HVE impaired campaigns and analysis to improve the availability, quality, collection, and use of data to support impaired driving enforcement, adjudication, programs, and initiatives.	

Project Agency: Mothers Against Drunk Driving	
Program Area: Impaired Driving Prevention	**Project Number:** GN 21-268
Project Funds / Type: $1,870.00 / FA 402; $56,782.44 / FA 405d AL	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving.	
Project Description: This project will provide ongoing opportunities to fulfill MADD's mission to stop drunk driving, support victims of this violent crime, and prevent underage drinking by educating and equipping youth to talk with each other about alcohol.	

Project Agency: Maryland Highway Safety Office	
Program Area: Impaired Driving Prevention	**Project Number:** GN 21-273
Project Funds / Type: $43,000 (Grant funds to MHSO from NHTSA)	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Conduct outreach initiatives including, but not limited to education, training, and media programs to reduce impaired driving.	
Project Description: The MHSO was awarded a grant from the NHTSA for high risk impaired drivers (HRID) and the detection of DUI (DUID). The HRID/DUID grants will be used to augment Maryland's ongoing training of advanced DUI detection techniques and to provide outreach for impaired driving prevention.	

For all the enforcement-related grants listed below, the following information applies:

Project Agency: Various (see below)	
Program Area: Impaired Driving Prevention	**Project Number:** Various (see below)
Project Funds / Type: $1,660,794.40 / FA 405d AL	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Enhance and improve enforcement of impaired driving laws. • Investigate and foster the use of technologies and best practices to support impaired driving countermeasures. • Conduct outreach initiatives including, but not limited to, education, training, and media programs, to reduce impaired driving.	
Project Description: HVE for impaired driving prevention.	

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 21-001	Maryland Transportation Authority Police	Impaired Driving	Impaired Driving Enforcement	$42,000.00
LE 21-002	Taneytown Police Department	Impaired Driving	Taneytown PD Impaired Driving and Checkpoint	$2,000.00
LE 21-006	Talbot County Sheriff's Office	Impaired Driving	2021 Impaired Driving	$5,500.00
LE 21-012	Easton Police Department	Impaired Driving	2020-2021 Impaired Driving Enforcement	$15,500.00
LE 21-019	Ocean City Police Department	Impaired Driving	OCPD FY21 Highway Safety Grant - Impaired Driving	$14,520.00

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 21-024	Cumberland Police Department	Impaired Driving	DUI reduction and education	$2,000.00
LE 21-025	Montgomery County Sheriff's Office	Impaired Driving	Montgomery County Sheriff's Office Law Enforcement Grant 2021	$8,997.50
LE 21-026	Frederick Police Department	Impaired Driving	Impaired Driving	$21,000.00
LE 21-031	Charles County Sheriff's Office	Impaired Driving	Impaired Driving	$36,000.00
LE 21-034	Baltimore City Police Department	Impaired Driving	Impaired Driving	$12,000.00
LE 21-043	Baltimore County Police Department	Impaired Driving	Impaired Driving	$190,000.00
LE 21-051	Town of La Plata Police Department	Impaired Driving	Impaired	$5,000.00
LE 21-053	Laurel Police Department	Impaired Driving	Impaired Driving	$9,990.00
LE 21-056	Carroll County Sheriff's Office	Impaired Driving	Drive Sober	$20,000.00
LE 21-061	Fruitland Police Department	Impaired Driving	DUI OT	$3,996.00
LE 21-065	Anne Arundel County Police Department	Impaired Driving	Impaired Driving	$43,000.00
LE 21-066	St. Mary's County Sheriff's Office	Impaired Driving	Saturation Patrols	$13,000.00
LE 21-071	Cecil County Sheriff's Office	Impaired Driving	DUI Enforcement	$8,000.00
LE 21-079	Elkton Police Department	Impaired Driving	Don't Drive Impaired	$3,000.00
LE 21-085	Worcester County Sheriff's Office	Impaired Driving	Worcester County Impaired Driving	$1,000.00
LE 21-090	Maryland Natural Resources Police	Impaired Driving	Task Force	$1,000.00
LE 21-092	Berlin Police Department	Impaired Driving	BPD HWY Safety Impaired	$3,000.00
LE 21-097	Queen Anne's County Sheriff's Office	Impaired Driving	Impaired Driving Enforcement	$1,800.00

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 21-103	City of Bowie	Impaired Driving	Bowie City Impaired and DRE	$3,000.00
LE 21-104	Wicomico County Sheriff's Office	Impaired Driving	Impaired Driving	$6,000.00
LE 21-111	Bel Air Police Department	Impaired Driving	DUI Enforcement	$4,000.00
LE 21-115	Westminster Police Department	Impaired Driving	FFY 2021 Impaired Driving	$2,000.00
LE 21-120	Annapolis Police Department	Impaired Driving	Impaired Driving	$5,000.00
LE 21-125	Salisbury Police Department	Impaired Driving	Impaired Driving Application	$6,000.00
LE 21-127	Montgomery County Police Department	Impaired Driving	Impaired Driving	$120,000.00
LE 21-128	Mount Airy Police Department	Impaired Driving	Impaired Driving	$2,000.00
LE 21-131	Calvert County Sheriff's Office	Impaired Driving	Impaired Driver	$17,300.00
LE 21-135	Princess Anne Police Department	Impaired Driving	DUI 2021	$4,799.88
LE 21-138	Howard County Department of Police	Impaired Driving	FY21 Impaired	$35,000.00
LE 21-144	Frostburg Police Department	Impaired Driving	DWI/DUI Grant	$1,000.00
LE 21-159	Sykesville Police Department	Impaired Driving	Call a Ride	$2,000.00
LE 21-160	Caroline County Sheriff's Office	Impaired Driving	CCSO Impaired Driving Grant	$9,476.00
LE 21-167	Greenbelt Police Department	Impaired Driving	Impaired	$13,000.00
LE 21-173	University of Maryland Department of Public Safety	Impaired Driving	Impaired Driving Enforcement	$9,000.00
LE 21-176	Gaithersburg Police Department	Impaired Driving	Impaired Driving Enforcement	$16,000.00
LE 21-180	Maryland State Police - SPIDRE	Impaired Driving	SPIDRE Team	$327,545.00

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 21-182	Maryland State Police - Statewide	Impaired Driving	Saturation Patrols, Sobriety Checkpoints, DRE Callouts, Travel & Training	$360,700.00
LE 21-189	Rockville Police Department	Impaired Driving	Impaired Driving	$6,000.00
LE 21-195	City of Hyattsville Police Department	Impaired Driving	Impaired Driving FY21	$4,500.00
LE 21-201	Hagerstown Police Department	Impaired Driving	FY21 MHSO Impaired Driving	$6,060.00
LE 21-213	Denton Police Department	Impaired Driving	Operation Drive Safe	$2,990.00
LE 21-217	Hampstead Police Department	Impaired Driving	Alcohol OT	$2,500.00
LE 21-218	Allegany County Sheriff's Office	Impaired Driving	Impaired Driving Grant 2021	$3,000.00
LE 21-226	Prince George's County Police Department	Impaired Driving	2021 Impaired Driving Grant	$117,000.02
LE 21-233	Maryland State Police - Mobile Unit	Impaired Driving	Mobile Alcohol Testing Truck	$36,800.00
LE 21-236	Riverdale Park Police Department	Impaired Driving	Impaired	$8,500.00
LE 21-238	Ocean Pines Police Department	Impaired Driving	Stay Sober or Get Pulled Over	$1,000.00
LE 21-253	Harford County Sheriff's Office	Impaired Driving	Harford County Sheriff's Office Traffic Safety	$60,400.00
LE 21-257	Havre de Grace Police Department	Impaired Driving	Impaired Driving	$1,980.00
LE 21-260	The Maryland National Capital Park and Planning Commission	Impaired Driving	DRE Call-outs	$1,000.00
LE 21-263	Aberdeen Police Department	Impaired Driving	Impaired Driving	$2,940.00

Evaluation

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

Outcome Measures

Impaired Driving Fatalities and Serious Injuries (Five-Year Average)								
ACTUAL	2007–2011	2008–2012	2009–2013	2010–2014	2011–2015	2012–2016	2013–2017	2014–2018
Fatality Average (alcohol, .08+) (FARS)	161	158	156	149	150	146	151	148
Fatality Average (alcohol/drugs)**	185	175	170	162	162	163	166	160
Serious Injury Average**	644	589	544	499	455	424	497	429

Impaired Driving Fatalities and Serious Injuries (Five-Year Average)			
Target	**2015-2019**	**2016-2020**	**2017-2021**
Fatalities (alcohol, .08+) (FARS)	126.7	122.1	117.6
Fatalities (alcohol/drugs)**	142.4	137.5	132.8

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

Fatality Targets: (Federal) **Alcohol .08+ (FARS):** Reduce the number of alcohol-impaired driving fatalities (BAC = .08+) on all roads in Maryland from 147.8 (2014–2018 average, FARS ARF) to 117.6 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP alcohol-impaired driving fatality target was 122.1 (2016–2020 average).

- The actual number of alcohol-impaired driving fatalities was 147.8 (2014–2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.

(State) Impaired (alcohol/drugs): Reduce the number of impaired-driving-related (State definition) fatalities on all roads in Maryland from 160.4 (2014–2018 average) to 132.8 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP impaired-driving-related fatalities target was 137.5 (2016–2020 average).

- The actual number of distracted-driving-related fatalities was 160.4 (2014–2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.

(State) Serious Injury Target: Impaired (alcohol/drugs): Reduce the number of impaired-driving-related (State definition) serious injuries on all roads in Maryland from 429.4 (2014–2018 average) to 403.6 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP impaired-driving-related serious injuries target was 421.3 (2016–2020 average).

- The actual number of impaired-driving related serious injuries was 429.4 (2014–2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.

Maryland's Occupant Protection Program

Problem Identification

In Maryland during 2018, nearly 2,300 passenger vehicle occupants were injured or killed in crashes. Despite increases in observed belt use rates in Maryland and across the nation, 20 percent of all Marylanders killed in motor vehicle crashes were not wearing seat belts. 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.

In 2018, Maryland law enforcement agencies issued a total of 27,338 citations for seat belt use violations in 2018 (which includes 3,684 child safety seat violations). This continues to reflect a decreasing trend from 2017, where 30,795 such citations were issued (3,947 of which were for child safety seat violations). In 2016, 36,999 such citations were issued (4,062 were for child safety seat violations). The increase in the fine has been cited as a possible cause for fewer citations being written, or the issuance of a warning in lieu of a moving violation. Also cited has been the "Ferguson effect" where the tense climate of public interactions with, and increased scrutiny of, law enforcement may be affecting the number of vehicle stops. The MHSO will continue to analyze these data trends and work with its law enforcement partners to understand the changes seen in law enforcement interventions for traffic violations.

Frequency of Unrestrained Occupant Crashes

For 2018, Maryland crashes involving unrestrained occupants have occurred rather consistently on average throughout the year. About 53 percent of all crashes involving unrestrained occupants occurred in the six-month period from April through September, corresponding to typically warm weather driving periods.

Crashes with unrestrained occupants occurred consistently throughout the week but were more frequent on Saturday and Sunday (about 29 percent). Approximately one-third (32 percent) of all fatal crashes with at least one unrestrained occupant occurred on Saturday or Sunday.

Two-thirds of all unrestrained crashes (66 percent) and 62 percent of injury crashes happened between noon and midnight. About 23 percent of unrestrained crashes occurred between 8 p.m. and 4 a.m. and 39 percent of all fatal crashes involving unrestrained occupants occurred during that time, which indicates that nighttime hours are a significantly higher risk period for serious crashes involving unrestrained occupants.

Over 83 percent of all crashes involving unrestrained occupants occurred in nine jurisdictions – Anne Arundel, Baltimore, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington counties, and Baltimore City. These same locations accounted for 81 percent of all injury crashes involving unrestrained occupants, and 70 percent of fatal crashes involving unrestrained occupants.

Typical Profile of Unrestrained Occupants

On average in Maryland, unrestrained or improperly restrained occupants involved in crashes were most likely to be between the ages of newborn and 7 years old, and between ages 17 and 30. This indicates that child passenger safety efforts, including education/awareness/training and enforcement efforts, are necessary, have been effective in the past for other age groups, and should be considered for enhancement. Of all unrestrained drivers, more than one-half were male (57 percent).

Child Passenger Safety Results

Analysis of child passenger safety results for motor vehicle occupants under age eight indicated that, in 2018 in Maryland, 11,019 children were involved in crashes, with 78 percent of those riding in the back seat and 45 percent not properly restrained. If children are reported as using any restraint other than an appropriate child safety seat, they are considered improperly restrained or unrestrained. Of the unrestrained, 83 percent were uninjured, and 17 percent were injured, with two child fatalities of age seven or younger. By comparison, 80 percent of properly restrained children were uninjured, 20 percent were injured, and seven were killed.

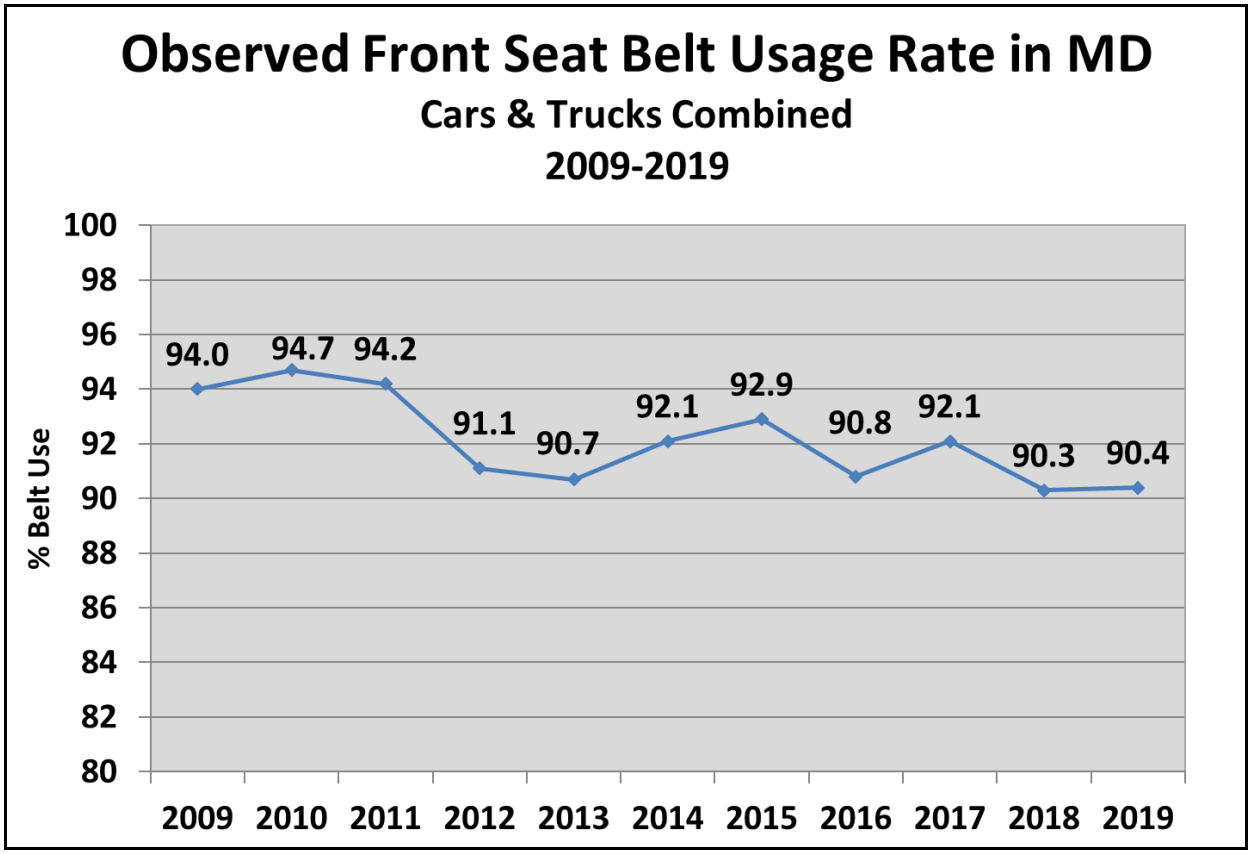
By age, proper restraint use was more common among younger children of child seat age (at least 46 percent up to age five), while proper restraint use dropped among booster seat age children (to 31 percent at age six, and 23 percent at age seven).

Observational Occupant Protection Survey Results

The overall observed seat belt usage rate for drivers and right front seat passengers in the State of Maryland in 2019, after weighting by probability of roadway selection and jurisdictional roadway specific VMT, was 90.4 percent, representing a 0.1 percentage point increase over the previous year. The Statewide standard error of 0.7 percent was well below the NHTSA threshold of 2.5 percent, yielding a 95 percent confidence interval of 89.0 percent to 91.8 percent for the combined usage rate. These rates were based on observation of 32,433 vehicles and 40,206 occupants, representing 9.8 percent and 9.5 percent decreases, respectively, in the number of vehicles and occupants observed in the 2018 survey.

Belt use was highest among passenger cars and SUVs relative to pick-up trucks (91.3 percent vs. 83.6 percent, respectively). Seat belt usage was also highest among all front seat occupants traveling on Primary roads relative to Secondary and Local roads (91.6 percent vs. 89.6 percent and 87.8 percent). The roadway rates represented a decrease since 2018 for both Primary (-0.9 percentage points) and Local (-0.6 percentage points) roads but an increase of 1.2 percentage points for Secondary roads.

Core Behavior Measure (State Data)	Year (Actual)						
	2014	2015	2016	2017	2018	2019	2020 (Target)[2]
Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey)	92.1	92.9	90.8	92.1	90.3	90.4	96.2



Solution

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

[2] *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 counties for each successive year. Targets are set several years in advance to align with SHSP/HSIP methodology. The target for 2020 was based on the 92.1% belt used rate in 2014.*

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

Maryland coordinates enforcement and education activity through the State's Occupant Protection EAT. Data-driven projects are developed under SHSP strategies and include education and media activities such as *Click It or Ticket* and additional enforcement of Maryland's seat belt laws.

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

Occupant Protection Program Assessment
Maryland hosted an occupant protection program assessment from January 27-31, 2020. The assessment provided an opportunity for Maryland's Highway Safety Office staff and partners to present successes and challenges to a subject matter expert team provided by NHTSA. The final report provided the team's impression of the strengths and challenges of Maryland's occupant protection program and provided a series of considerations in the areas of program management, law enforcement, communications/outreach, child passenger safety, and data. While some considerations have already been adopted by the program manager (i.e. providing new seats to law enforcement), several larger considerations have been incorporated in the State's SHSP and will be implemented over the next several years. For example, a new messaging campaign, Be the Driver, is under development and will include occupant protection messaging. Also, the website ZeroDeathsMD.gov will host more content and information to support highway safety partners and their activities.

Click It or Ticket

Under the 2015 FAST Act, states must continue to support *Click It or Ticket (CIOT)*, a nationwide seat belt enforcement and awareness mobilization effort. *CIOT* has been a most successful seat belt enforcement campaign since the early 2000s, helping to increase Maryland's seat belt usage through a combination of media and grassroots education programs and targeted enforcement.

Maryland's plan to support *CIOT* for FFY 2021 is as follows:

Wave Dates	Activity
November 9-29, 2020	**Media:** Fall CIOT paid and earned
November 15-29, 2020	**Enforcement Period:** CIOT enforcement around Thanksgiving travel
December 2020 – April 2021	**Campaign Pre-planning:** For May 2021 effort
May 10- June 17, 2021	**Media:** CIOT paid and earned
May 10-June 17, 2021	**Enforcement Period:** CIOT
May 10-17, 2021	**Media:** CIOT press event; date and speakers TBD
June 18-25, 2021	**Survey:** Seat belt observation survey
July 2021	**Media:** Seat belt message included with paid media for ADAPT speeding prevention campaign
September 2021	**Media:** Press release to announce the State use rate and enforcement data (citations and warnings issued); goal is to achieve broadcast through the Governor's Office and to report data to NHTSA.
August–September 2021	**Media:** Seat belt messaging included as a component of paid DUI prevention campaigns

Additional Occupant Protection Programs in Maryland

a. Child Restraint Inspection Station Network

The 2015 FAST Act legislation requires that states have "an active network of child restraint inspection stations" throughout the State and requires that "the total number of inspection stations and/or inspection events service rural and urban areas and at risk populations (e.g., low income, minority)." The MHSO uses the most recent national census (currently 2010) data to validate service populations for the State's child restraint inspection stations. In addition, nationally certified CPS technicians staff the Maryland stations during posted working hours. Federal rules permit the State to have one technician responsible for more than one inspection station. (23 CFR 1200.21(d)(3))

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

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

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

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

- NHTSA - http://www.nhtsa.gov/cps/*CPSF*itting/index.cfm
- SAFE KIDS - http://www.safekids.org/in-your-area/coalitions/maryland-state.html
- KISS – at the time of the writing of this HSP a calendar of car seat events is not available due to complications surrounding COVID-19. KISS is taking appointments for virtual inspections and, when possible, will host a full calendar at this link: https://phpa.health.maryland.gov/oehfp/kiss/Pages/Home.aspx

b. Child Passenger Safety Classes

The FAST ACT specifies that the number of CPS classes to be held, the location of those classes, and estimated number of students must be identified.

Recruitment, retention, and training of the State's CPS technicians are coordinated through a grant with the Maryland Department of Health's Kids in Safety Seats (KISS) program. As a component of this effort, KISS annually coordinates:

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

Action Plan

The Occupant Protection projects funded for FFY 2021 are representative of research-based countermeasures and address occupant protection issues using a multifaceted approach.

Project Agency: Frederick County Health Department	
Program Area: Occupant Protection	**Project Number:** GN 21-011
Project Funds / Type: $77,339.08 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Implement adult and child occupant protection public awareness and education, training, and media campaigns.	
Project Description: This grant will fund a variety of activities intended to promote the safety of children, including car seat distribution, inspection stations, promotion of the use of car restraint use at schools, pedestrian safety efforts, and a variety of other activities	

Project Agency: Maryland Department of Health	
Program Area: Occupant Protection	**Project Number:** GN 21-037
Project Funds / Type: $260,375.04 / FA 405b OP	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Implement adult and child occupant protection public awareness and education, training, and media campaigns.	
Project Description: To address the plethora of needs across the State, Kids in Safety Seats proposes a multi-prong approach to ensure the program works as effectively and efficiently as possible. This grant includes child safety seat outreach, training, certification of instructors, and a comprehensive program to educate parents and caregivers.	

Project Agency: Maryland Institute for EMS Systems	
Program Area: Occupant Protection	**Project Number:** GN 21-040
Project Funds / Type: $1,975.00 / FA 402; $87,244.80 / FA 405b OP	

Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)
SHSP Strategy: • Implement adult and child occupant protection public awareness and education, training, and media campaigns.
Project Description: This project seeks to reduce the incidence of injuries and deaths in Maryland due to vehicle crashes through a variety of occupant protection (OP) interventions. This project will promote proper and consistent use of car safety seats among children, seatbelt use among youth and caregivers, and occupant protection measures taken by healthcare and EMS personnel to keep themselves and their patients as safe as possible. Data and research on OP will inform the planning of interventions, and evaluation will refine the process.

Project Agency: Maryland Institute for EMS Systems	
Program Area: Occupant Protection	**Project Number:** GN 21-040
Project Funds / Type: $1,975.00 / FA 402; $87,244.80 / FA 405b OP	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Implement adult and child occupant protection public awareness and education, training, and media campaigns.	
Project Description: This project seeks to reduce the incidence of injuries and deaths in Maryland due to vehicle crashes through a variety of occupant protection (OP) interventions. This project will promote proper and consistent use of car safety seats among children, seatbelt use among youth and caregivers, and occupant protection measures taken by healthcare and EMS personnel to keep themselves and their patients as safe as possible. Data and research on OP will inform the planning of interventions, and evaluation will refine the process.	

Project Agency: University of Maryland Baltimore, NSC	
Program Area: Occupant Protection	**Project Number:** GN 21-143
Project Funds / Type: $100,588.06 / FA 405b OP	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Implement adult and child occupant protection public awareness and education, training, and media campaigns.	
Project Description: The NSC will compile and analyze seat belt observational survey data to report seat belt use by drivers and front seat outboard passengers traveling in passenger vehicles. Maryland is composed of 23 counties and Baltimore City; 13 of these jurisdictions account for more than 85% of the passenger vehicle crash-related fatalities according to Fatality Analysis Reporting System (FARS) data averages for the period 2012-2014. Seat belt usage rates will be observed using a standard methodology across the 13 jurisdictions. NSC is positioned to support this project by having a team of multi-disciplinary experts on hand to meet objectives. The NSC has handled the various components of the front seat project since 2011.	

Project Agency: Carroll County Health Department	
Program Area: Occupant Protection	**Project Number:** GN 21-247
Project Funds / Type: $2,139.50 / FA 405b OP	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy:	

• Implement adult and child occupant protection public awareness and education, training, and media campaigns.
Project Description: Motor vehicle occupant restraint use in Carroll County, fatalities and serious injuries have increased slightly over the past three years. Unrestrained is defined as, for a child under the age of eight, not reported to be restrained in a child safety seat (which includes harness and booster seats). Carroll County will be working with local Head Starts, Judy Centers and childcare centers on identifying the at-risk and low-income families that are in need of car seats and education.

For all the enforcement-related grants listed below, the following information applies:

Project Agency: Various (see below)	
Program Area: Occupant Protection	**Project Number:** Various (see below)
Project Funds / Type: $40,378.95 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Enhance and improve enforcement of adult and child occupant protection laws. • Implement adult and child occupant protection public awareness and education, training, and media campaigns.	
Project Description: HVE for occupant protection enforcement.	

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 21-003	Taneytown Police Department	Occupant Protection	Taneytown PD Occupant/Distracted	$1,000.00
LE 21-007	Talbot County Sheriff's Office	Occupant Protection	2021 Occupant/Distracted Driving	$500.00
LE 21-016	Easton Police Department	Occupant Protection	2020-2021 Occupant Protection Enforcement	$2,800.00
LE 21-020	Ocean City Police Department	Occupant Protection	OCPD FY21 Highway Safety Grant - Occupant Protection/Distracted Driving	$2,112.00
LE 21-022	Cumberland Police Department	Occupant Protection	Occupant Protection Grant	$1,000.00
LE 21-027	Frederick Police Department	Occupant Protection	Occupant Protection/Speed	$4,200.00
LE 21-058	Carroll County Sheriff's Office	Occupant Protection	Buckle Up & Phone Down	$5,000.00
LE 21-064	Fruitland Police Department	Occupant Protection	Occupant/Distracted	$666.00

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 21-078	Salisbury University Police Department	Occupant Protection	Increasing Safety thru Distracted Driving and Seatbelt Enforcement	$2,000.00
LE 21-088	Worcester County Sheriff's Office	Occupant Protection	Worcester County Distracted Driving	$884.82
LE 21-094	Berlin Police Department	Occupant Protection	BPD HWY Safety Occupant	$500.00
LE 21-106	Wicomico County Sheriff's Office	Occupant Protection	Distracted Driving / Occupant Protection	$2,000.00
LE 21-117	Westminster Police Department	Occupant Protection	FFY 2021 Occupant Protection	$1,500.00
LE 21-122	Queen Anne's County Sheriff's Office	Occupant Protection	Occupant Protection	$1,440.00
LE 21-130	Mount Airy Police Department	Occupant Protection	Occupant Protection	$1,000.00
LE 21-132	Salisbury Police Department	Occupant Protection	Distracted Driving Application	$3,000.00
LE 21-137	Princess Anne Police Department	Occupant Protection	OCCUPANT PROTECTION 2021	$1,508.13
LE 21-158	Sykesville Police Department	Occupant Protection	stay in your lane	$1,500.00
LE 21-178	Caroline County Sheriff's Office	Occupant Protection	CCSO Distracted Driving Grant	$968.00
LE 21-194	Hampstead Police Department	Occupant Protection	Distracted Driving	$1,000.00
LE 21-205	Hagerstown Police Department	Occupant Protection	FY21 MHSO Distracted and Occupant Protection	$3,000.00
LE 21-214	Frostburg Police Department	Occupant Protection	Occupant Protection/Districted Driving	$1,000.00
LE 21-216	Denton Police Department	Occupant Protection	Be Safe 2021	$1,000.00
LE 21-242	Ocean Pines Police Department	Occupant Protection	Click it or Ticket	$800.00

Evaluation

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

funds obligated and the scope of the project, output measures are reported and evaluated throughout the grant cycle.

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

Outcome Measures

Unrestrained Traffic Fatalities and Serious Injuries (Five-Year Average)								
ACTUAL	2007–2011	2008–2012	2009–2013	2010–2014	2011–2015	2012–2016	2013–2017	2014–2018
Fatality Average	137	130	123	117	109	107	108	98
Serious Injury Average	398	361	315	295	282	294	322	324

Unrestrained Traffic Fatalities and Serious Injuries (Five-Year Average)			
TARGET	2015–2019	2016–2020	2017–2021
Fatality Average	99.8	96.4	93.1
Serious Injury Average	296.6	285.5	274.9

Fatality Target: Reduce the number of unrestrained fatalities on all roads in Maryland from 98.4 (2014–2018 average) to 93.1 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP unrestrained fatalities target was 96.4 (2016–2020 average).

- The actual number of unrestrained fatalities was 98.4 (2014–2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.

Serious Injury Target: Reduce the number of unrestrained serious injuries on all roads in Maryland from 324.0 (2014–2018 average) to 274.9 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP unrestrained fatalities target was 285.5 (2016–2020 average).

- The actual number of unrestrained fatalities was 324.0 (2014–2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.

Maryland's Distracted Driving Program

Problem Identification

Over 54,000 distracted driving crashes occurred on Maryland roads each year between 2014 and 2018. For this latest five-year period, distracted driving was a factor in an annual average of one-half of all traffic crashes (48 percent), more than half of all injury crashes (54 percent), and about one third of all fatal crashes (33 percent). Distracted driving was a factor in 54 percent of injuries and 33 percent of fatalities. Thus, distracted driving was significantly over-represented in all crashes, and even more so in injury crashes. However, the difficulty in accurately capturing distracted driving in its various forms, especially cell phone use, as a cause on crash reports would indicate that distracted driving is, potentially, still under-reported. Hence, distracted driving is a major focus for traffic safety professionals in Maryland and across the nation.

In 2018, Maryland law enforcement officers issued 30,915 citations for cell phone use and 1,662 citations for texting while driving. These numbers were lower than in previous years, after an initial increase in focus by law enforcement following the 2013 law that banned the use of cell phones without a hands-free device on Maryland roadways. In 2017, there were 33,734 handheld cell phone citations issued along with 1,718 texting citations. In 2016, there were 34,452 handheld cell phone citations and 2,225 texting citations.

Frequency of Distracted Driving Crashes

Due to the large proportion of all crashes identified as distracted related, distracted driving crashes occurred consistently throughout the year and every day of the week. A slight increase occurred on Fridays. From day to day, the afternoon rush hour (3 to 6 p.m.) accounted for a slightly larger proportion of distracted crashes, including injury crashes, than other parts of the day.

Typical Profile of Distracted Driver

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

Typical Distracted Driving Crash Locations

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

Solution

Maryland developed a campaign called *Park the Phone Before You Drive* that corresponded with the State's 2013 legislation to prevent cell phone use while driving. The campaign material will be refined as a part of a new statewide campaign called "Be the Driver" and distributed to Maryland's traffic safety partners across the State during the national HVE mobilization, sponsored each April, along with Maryland's mini-mobilization each October.

Outreach is data-driven, and Maryland's law enforcement community utilizes behavioral data to implement effective enforcement strategies for Maryland's handheld cell phone ban.

Action Plan

Distracted driving projects funded for FFY 2021 are representative of research-based countermeasures and address the distracted driving issue using a multifaceted approach.

Project Agency: Emergency Responder Safety Institute	
Program Area: Distracted	**Project Number:** GN 21-148
Project Funds / Type: $7,972.25 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition) • 2.2 Communications and Outreach on Distracted Driving	
SHSP Strategy: • Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving.	
Project Description: This project will focus on distracted driving prevention outreach to motorists across the State at visitor centers and rest areas. Displays will be created, and staff will participate at events in all of Maryland's visitor centers to meet the driving public.	

Project Agency: DRIVE SMART Virginia	
Program Area: Distracted	**Project Number:** GN 21-240
Project Funds / Type: $34,330.43 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition) • 2.2 Communications and Outreach on Distracted Driving	
SHSP Strategy: • Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving.	
Project Description: DRIVE SMART Virginia proposes to host a Distracted Driving Summit in Maryland in 2021. This Summit will bring together industry leaders, scientists, educators, safety professionals, the public sector, victim families, law enforcement and more to share ideas, gather information, learn about best practices and forge solutions for distracted driving.	

Project Agency: University of Maryland Medical System Foundation	
Program Area: Distracted	**Project Number:** GN 21-244
Project Funds / Type: $34,763.38 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition) • 2.2 Communications and Outreach on Distracted Driving	
SHSP Strategy: • Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving.	
Project Description: Addresses the issues of distracted driving through presentations and outreach to students. Presentations will also include information on impaired driving prevention and seat belt use.	

Project Agency: Morgan State University	
Program Area: Distracted	**Project Number:** GN 21-246
Project Funds / Type: $44,100 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	

• 2.2 Communications and Outreach on Distracted Driving
SHSP Strategy: • Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving.
Project Description: The objective of this study is to find sociodemographic characteristics of distracted drivers in each distraction type in the state of Maryland and hence to obtain state-specific data. Outreach and awareness of distracted driving will be presented to students to raise their awareness of distracted driving consequences.

Project Agency: #DrivingItHome	
Program Area: Distracted	**Project Number:** GN 21-270
Project Funds / Type: $13,620 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition) • 2.2 Communications and Outreach on Distracted Driving	
SHSP Strategy: • Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving.	
Project Description: The focus is to change the driving culture by having drivers default to following the best practices, as opposed to temporarily changing behavior when being monitored. The program includes personal and interactive connection, video and handouts with the #DrivingItHome Tenets and a #DrivingItHome Pledge given to students and other targeted outreach groups.	

For all the enforcement grants listed below, the following information applies:

Project Agency: Various (see below)	
Program Area: Distracted Driving	**Project Number:** Various (see below)
Project Funds / Type: $461,454.06 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Enhance and improve enforcement of distracted driving laws. • Conduct outreach initiatives including, but not limited to, education, training, and media programs to reduce distracted driving.	
Project Description: HVE for distracted driving prevention.	

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 21-028	Charles County Sheriff's Office	Distracted Driving	Distracted Driving	$12,000.00
LE 21-042	Baltimore County Police Department	Distracted Driving	Distracted Driving	$37,000.00
LE 21-049	Town of La Plata Police Department	Distracted Driving	Distracted Driving	$1,000.00
LE 21-055	Laurel Police Department	Distracted Driving	Distracted Driving	$3,000.00
LE 21-067	St. Mary's County Sheriff's Office	Distracted Driving	Buckle Up, Phone Down	$3,000.00

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 21-069	Cecil County Sheriff's Office	Distracted Driving	Distracted Driving	$6,000.00
LE 21-076	Baltimore City Police Department	Distracted Driving	Distracted/Occupant Driving	$9,960.00
LE 21-077	Gaithersburg Police Department	Distracted Driving	Distracted Driving Enforcement	$3,000.00
LE 21-080	Elkton Police Department	Distracted Driving	Buckle Up and Pay Attention	$2,500.00
LE 21-089	Maryland Natural Resources Police	Distracted Driving	Task Force	$800.00
LE 21-101	City of Bowie	Distracted Driving	Bowie City Distracted Driving	$1,000.00
LE 21-113	Bel Air Police Department	Distracted Driving	Distracted	$1,500.00
LE 21-123	Anne Arundel County Police Department	Distracted Driving	Distracted Driving	$32,000.00
LE 21-140	Howard County Department of Police	Distracted Driving	FY21 Distracted	$15,000.00
LE 21-146	Montgomery County Police Department	Distracted Driving	Distracted Driving/OP	$30,000.00
LE 21-164	Maryland Transportation Authority Police	Distracted Driving	Distracted Driving Enforcement	$24,000.00
LE 21-168	University of Maryland Department of Public Safety	Distracted Driving	Distracted Driving	$2,000.00
LE 21-174	Greenbelt Police Department	Distracted Driving	Distracted	$990.00
LE 21-181	Maryland State Police - Statewide	Distracted Driving	Distracted Driving, CPS Technicians	$79,500.00
LE 21-183	Annapolis Police Department	Distracted Driving	Distracted Driving	$2,000.00
LE 21-185	Calvert County Sheriff's Office	Distracted Driving	Distracted/OP Enforcement	$5,000.00
LE 21-191	Rockville Police Department	Distracted Driving	Distracted Driving/Occupant Protection	$3,000.00
LE 21-198	City of Hyattsville Police Department	Distracted Driving	Distracted Driving FY21	$2,000.00

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 21-207	Prince George's County Police Department	Distracted Driving	2021 Distracted Driving Grant	$30,000.00
LE 21-234	Riverdale Park Police Department	Distracted Driving	Distracted	$3,000.00
LE 21-252	Harford County Sheriff's Office	Distracted Driving	Harford County Sheriff's Office Traffic Safety	$15,000.00
LE 21-256	Havre de Grace Police Department	Distracted Driving	Distracted Driving	$990.00
LE 21-266	Aberdeen Police Department	Distracted Driving	Distracted Driver	$1,428.00

Outcome Measures

Distracted Driving Fatalities and Serious Injuries (Five-Year Average)								
ACTUAL	2007–2011	2008–2012	2009–2013	2010–2014	2011–2015	2012–2016	2013–2017	2014–2018
Fatality Average	260	250	232	211	185	168	154	169
Serious Injury Average	2,826	2,545	2,348	2,097	1,770	1,518	1,318	1,266

Distracted Driving Fatalities and Serious Injuries (Five-Year Average)			
TARGET	2015–2019	2016–2020	2017–2021
Fatality Average	182.3	175.4	168.7
Serious Injury Average	1,740.6	1,657.3	1,578.1

Fatality Target: Reduce the number of distracted-driving-related fatalities on all roads in Maryland to 168.7 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP distracted-driving-related fatalities target was 175.4 (2016–2020 average).

- The actual number of distracted-driving-related fatalities was 169.4 (2014–2018 average), which is lower than the target; therefore, Maryland has met its target.

Serious Injury Target: Reduce the number of distracted-driving-related serious injuries on all roads in Maryland to 1,578.1 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP distracted-driving-related serious injuries target was 1,657.3 (2016–2020 average).

- The actual number of distracted-driving-related serious injuries was 1,265.6 (2014–2018 average), which is lower than the target; therefore, Maryland has met its target.

Maryland's Aggressive Driving Prevention Program

Problem Identification

Aggressive driving has become more recognized in the past 10 years as a significant traffic safety problem across Maryland and the entire nation, but the various individual acts involved in aggressive driving have only recently become more commonly recognized and acknowledged as a part of the broader discussion of aggressive driving and how to prevent it. It is also widely recognized that speeding offenses tend to be the underlying component of most aggressive driving occurrences. Therefore, Maryland's speed mitigation strategies are contained within the Aggressive Driving Program Area.

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

- Failed to yield right of way;
- Failed to obey stop sign;
- Failed to obey traffic signal;
- Failed to obey other traffic control;
- Failed to keep right of center;
- Failed to stop for school bus;
- Wrong way on one way;
- Exceeding speed limits;
- Too fast for conditions;
- Followed too closely;
- Improper lane change;
- Improper passing;
- Failure to obey traffic signs, signals, or officer;
- Disregarded other road markings;
- Other improper action; and
- Operated motor vehicle in erratic or reckless manner.

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

Two of the 16 listed factors are speed related (exceed speed limit, too fast for conditions), and represent the two most common aggressive driving characteristics recorded on crash reports. To qualify as a speed-related crash, one of those two attributes must be listed in the first two contributing factor fields. Thus, speed-related crashes occur more frequently than aggressive crashes and are included separately in the problem identification and program evaluation processes in Maryland.

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

During the latest five-year period, 2014 through 2018, aggressive drivers have been involved in an average of 4,251 crashes on Maryland roads each year. For the same five-year period, aggressive driving accounted for an annual average of 4 percent of all traffic crashes, 5 percent of all injury crashes, and 7 percent of all fatal crashes in Maryland. Aggressive driving was a factor in 5 percent of injuries and 7 percent of fatalities.

In 2018, Maryland law enforcement officers issued 762 citations statewide for aggressive driver violations, compared to 781 in 2017 and 770 in 2016. Difficulties exist in obtaining convictions for violating the aggressive driving statute because of the requirement that officers observe three separate driving violations in order to issue an aggressive driving citation. This requirement almost certainly contributes to the low number of citations written each year for aggressive driving in Maryland, since law enforcement officers are typically trained to take immediate action upon seeing a violation. Waiting to observe two or more additional offenses before taking enforcement action is counter intuitive to officers. It is suspected that many of the aggressive driving citations are related to police pursuits.

Frequency of Aggressive Driving Crashes

Aggressive driving crashes overall were most common between the months of October and December. Injury crashes involving aggressive driving typically increased during May and June, with another increase in October. Maryland averaged 32 fatal aggressive driving crashes per year during the latest five-year period, but more fatal crashes tended to occur in March and May. Most crashes, including both fatal and injury crashes, occurred on Fridays. One-third of fatal crashes occurred during weekends (Saturday and Sunday). The afternoon rush hour time (2 to 6 p.m.) accounted for 32 percent of aggressive driving crashes, including injury and fatal crashes.

Typical Profile of Aggressive Drivers

Data revealed the common profile of an aggressive Maryland driver involved in a crash as male, ages 21 to 29, and generally using a seat belt restraint. Most of these drivers were involved in crashes in Baltimore, Anne Arundel, Montgomery, and Prince George's counties, and Baltimore City. This high-risk driver will be a major focus of statewide education and media campaigns, as well as increased enforcement efforts.

Ongoing Enforcement Efforts

Among the 12 individual acts that comprise aggressive driving outlined in Maryland law, enforcement officers in 2018 cited 12,164 drivers for failing to yield, 30,835 for failing to obey traffic control devices (such as stopping for red lights and stop signs), and 12,984 drivers for lane violations. By comparison, in 2017 officers wrote 12,664 citations for failing to yield, 29,707 for failing to obey traffic control devices, and 12,787 for lane violations.

Maryland police officers are seeing and acting on instances of aggressive driving as defined by one or more characteristics and not waiting for a third violation to occur to write the aggressive driving violation. While the aggressive violation numbers are low, citations for

the individual aggressive behaviors are either holding steady or slightly increasing. Thus, the prevention of aggressive driving through enhanced awareness, education, and enforcement strategies is critical to the reduction in crash-related fatalities and injuries. As such, prevention of aggressive driving in all its forms represents an increasing focus point for traffic safety professionals since these basic 'rules of the road' violations tend to cut across all types of highway crashes.

Excessive Speed

The incidence of speed-involved crashes declined by 24 percent in Maryland from 2014 to 2015, then increased by 15 percent from 2015 to 2018, yielding over 10,000 speed-involved crashes in Maryland in 2018.

For the same five-year period, speeding drivers were involved in an average of approximately one in 11 of all statewide traffic crashes (9 percent), one in 10 of all statewide injury crashes (10 percent), and one in six of all statewide fatal crashes (16 percent). Speed-involved crashes accounted for 10 percent of statewide injuries and 16 percent of statewide fatalities.

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

Frequency of Speed-Involved Crashes

Speed-involved crashes were most common during the months of December and January. Increases in injury crashes tended to occur from October through January. Excessive speed caused an average of 76 fatal crashes annually from 2014 through 2018, with most occurring from April through September. Speed-involved crashes, including injury crashes, occurred most likely on Tuesdays and Thursdays, and fatal crashes were most common on weekends (Saturday-Sunday). The afternoon rush hour period from 3 to 7 p.m. accounted for a larger proportion of speed-involved crashes, including fatal and injury crashes, than any other part of the day. Fatal crashes also increased during the late-night hours of 10 p.m. to 2 a.m.

Typical Profile of Speeding Driver

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

In 2018, Maryland law enforcement agencies issued 195,687 citations for speeding, compared to 206,485 in 2017 and 216,719 in 2016. The steady decline in speed citations is

not necessarily a cause for concern as Maryland has a robust speed camera program at the State (for work zones only) and local (in school zones) levels for cars going at least 12 MPH over the speed limit. The decrease in citations seemingly correlates with the growth in the speed camera program. Statistics for the number of speed camera violations are available from MDOT MVA, and show 161,985 automated speed violations in 2016, 193,036 in 2017, and 214,135 in 2018 (and continual increase to 230,006 in 2019). NOTE: No HSP Federal Funds are used to support the State's Automated Speed Enforcement program.

Solution

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

The largest component of the Aggressive Driving Prevention Program is the *Aggressive Drivers are Public Threats* (*ADAPT*) campaign, which is a combination of enforcement and education, during concentrated mobilizations, that seeks to eliminate the dangers posed by aggressive and speeding drivers. The campaign seeks to eliminate the dangers posed by speeding and aggressive drivers and suggesting that drivers "adapt" their behavior to avoid crashes or citations.

Grant support for overtime enforcement is provided for multiple 10-day enforcement waves supporting *ADAPT,* as well as year-round HVE for select agencies. The target violators are speeding and aggressive drivers, and crash data related to speed- and aggressive driving-related crashes determine locations for enforcement activities. Training and equipment purchases are provided as a component of many of these programs, along with media and education campaigns to address characteristics of speeding and aggressive driving.

Action Plan

Aggressive driving and speeding prevention projects funded for FFY 2021 are representative of research-based countermeasures and address aggressive driving issues primarily relying on HVE efforts. Maryland's ADAPT campaign is covered in the MHSO's internal communications grant (see the Program Support Section).

For all the enforcement grants listed below, the following information applies:

Project Agency: Various (see below)	
Program Area: Aggressive Driving	**Project Number:** Various (see below)
Project Funds / Type: $492,709.64 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Develop and implement aggressive driving enforcement practices. • Conduct public awareness, training, and media programs aimed at reducing aggressive driving.	
Project Description: HVE for aggressive driving prevention and speeding prevention.	

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 21-004	Taneytown Police Department	Aggressive/Speed	Taneytown PD Speed Enforcement	$1,000.00
LE 21-014	Easton Police Department	Aggressive/Speed	2020-2021 Speed Enforcement	$4,200.00
LE 21-029	Charles County Sheriff's Office	Aggressive/Speed	Speed Enforcement	$12,000.00
LE 21-038	Ocean City Police Department	Aggressive/Speed	OCPD FY21 Highway Safety Grant	$2,244.00
LE 21-039	St. Mary's County Sheriff's Office	Aggressive/Speed	Speed Enforcement	$7,000.00
LE 21-041	Frederick Police Department	Aggressive/Speed	Speed Enforcement	$14,800.00
LE 21-045	Baltimore County Police Department	Aggressive/Speed	Speed Enforcement	$29,000.00
LE 21-050	Town of La Plata Police Department	Aggressive/Speed	Speed	$2,000.00
LE 21-054	Laurel Police Department	Aggressive/Speed	Aggressive Driving	$4,000.00
LE 21-059	Carroll County Sheriff's Office	Aggressive/Speed	Slow Down	$5,000.00
LE 21-063	Fruitland Police Department	Aggressive/Speed	Speed Enforcement OT	$832.50
LE 21-070	Cecil County Sheriff's Office	Aggressive/Speed	Speed Enforcement	$6,000.00
LE 21-075	Baltimore City Police Department	Aggressive/Speed	Speed	$14,900.00
LE 21-081	Elkton Police Department	Aggressive/Speed	Slow Down	$2,500.00
LE 21-087	Worcester County Sheriff's Office	Aggressive/Speed	Worcester County Aggressive Driving	$2,642.35
LE 21-091	Maryland Natural Resources Police	Aggressive/Speed	Task Force	$800.00
LE 21-093	Berlin Police Department	Aggressive/Speed	BPD Highway Safety Speed	$2,000.00
LE 21-095	Queen Anne's County Sheriff's Office	Aggressive/Speed	Speed Enforcement	$1,440.00
LE 21-102	City of Bowie	Aggressive/Speed	Bowie City Speed Enforcement	$2,000.00
LE 21-105	Wicomico County Sheriff's Office	Aggressive/Speed	Speed Enforcement	$5,000.00

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 21-107	Anne Arundel County Police Department	Aggressive/Speed	Speed Enforcement	$16,000.00
LE 21-114	Bel Air Police Department	Aggressive/Speed	Speed/Crash Reduction	$1,500.00
LE 21-116	Westminster Police Department	Aggressive/Speed	FFY 2021 Speed Enforcement	$500.00
LE 21-121	Annapolis Police Department	Aggressive/Speed	Speed Enforcement	$3,000.00
LE 21-126	Montgomery County Police Department	Aggressive/Speed	Speed Enforcement/Aggressive	$58,000.00
LE 21-129	Mount Airy Police Department	Aggressive/Speed	Speed Enforcement	$1,000.00
LE 21-133	Salisbury Police Department	Aggressive/Speed	Speed Enforcement Application	$4,000.00
LE 21-136	Princess Anne Police Department	Aggressive/Speed	402 SPEED 2021	$1,488.79
LE 21-139	Howard County Department of Police	Aggressive/Speed	FY21 Speed	$15,000.00
LE 21-141	Talbot County Sheriff's Office	Aggressive/Speed	2021 Speed Enforcement	$500.00
LE 21-142	Washington County Sheriff's Office	Aggressive/Speed	Wash Co Speed Enforcement Equipment	$7,610.00
LE 21-150	Maryland State Police - Statewide	Aggressive/Speed	Speed Enforcement	$147,000.00
LE 21-156	Sykesville Police Department	Aggressive/Speed	Slow down	$1,500.00
LE 21-157	Caroline County Sheriff's Office	Aggressive/Speed	CCSO Speed Enforcement Grant	$4,972.00
LE 21-162	Maryland Transportation Authority Police	Aggressive/Speed	Speed	$22,000.00
LE 21-170	University of Maryland	Aggressive/Speed	Speed Enforcement	$3,000.00
LE 21-171	Greenbelt Police Department	Aggressive/Speed	Speed Enforcement	$4,000.00
LE 21-175	Gaithersburg Police Department	Aggressive/Speed	Speed Enforcement	$7,000.00
LE 21-184	Calvert County Sheriff's Office	Aggressive/Speed	Speed Enforcement	$9,000.00

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 21-190	Rockville Police Department	Aggressive/Speed	Speed Enforcement	$4,000.00
LE 21-193	Hampstead Police Department	Aggressive/Speed	Speed Enforcement	$1,500.00
LE 21-196	City of Hyattsville Police Department	Aggressive/Speed	Aggressive Driving/Speeding FY21	$2,000.00
LE 21-209	Hagerstown Police Department	Aggressive/Speed	FY21 MHSO Speed Enforcement	$2,000.00
LE 21-219	Allegany County Sheriff's Office	Aggressive/Speed	Speed Enforcement Grant 2021	$3,000.00
LE 21-228	Prince George's County Police Department	Aggressive/Speed	2021 Speed Enforcement Grant	$33,000.00
LE 21-237	Riverdale Park Police Department	Aggressive/Speed	Speed	$3,000.00
LE 21-241	Ocean Pines Police Department	Aggressive/Speed	Speed Enforcement	$800.00
LE 21-254	Harford County Sheriff's Office	Aggressive/Speed	Harford County SO Traffic Safety	$12,500.00
LE 21-258	Havre de Grace Police Department	Aggressive/Speed	Speed Enforcement	$1,980.00
LE 21-262	Denton Police Department	Aggressive/Speed	Operation Slow	$1,000.00
LE 21-265	Aberdeen Police Department	Aggressive/Speed	Speed Enforcement	$1,500.00

Evaluation

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

Outcome Measures

ACTUAL	2007–2011	2008–2012	2009–2013	2010–2014	2011–2015	2012–2016	2013–2017	2014–2018
Fatality Average	57	52	51	45	41	41	41	35
Serious Injury Average	407	367	336	288	251	233	209	187

Aggressive Driving Fatalities and Serious Injuries (Five-Year Average)			
TARGET	2015–2019	2016–2020	2017–2021
Fatality Average	41.0	39.5	38.0
Serious Injury Average	264.8	253.9	243.5

Fatality Target: Reduce the number of aggressive-driving-related fatalities on all roads in Maryland to 38.0 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP aggressive-driving-related fatalities target was 39.5 (2016–2020 average).

- The actual number of aggressive-driving-related fatalities was 35.4 (2014–2018 average), which is lower than the target; therefore, Maryland has met its target.

Serious Injury Target: Reduce the number of aggressive-driving-related serious injuries on all roads in Maryland to 243.5 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP aggressive-driving-related serious injuries target was 253.9 (2016–2020 average).

- The actual number of aggressive-driving-related serious injuries was 186.8 (2014–2018 average), which is lower than the target; therefore, Maryland has met its target.

Maryland's Motorcycle Safety Program

Problem Identification

For 2018, motorcycle-involved crashes decreased by nearly 14 percent compared to the 5-year average of 2014-2018. Currently, a little more than 1,400 motorcycle-involved crashes occur on Maryland roads each year.

From 2014 through 2018, motorcycle-involved crashes accounted for 3 percent of injuries and 15 percent of fatalities. Motorcycles were significantly over-represented in fatal crashes. While a relatively low 5 percent of motorcycle crashes resulted in a fatality, the fact that 15 percent of all statewide fatal crashes involved a motorcycle is cause for concern among traffic safety experts. This significant involvement of motorcycles in fatal crashes and their effects on overall traffic fatalities in Maryland indicate the need for greater motorcycle safety efforts such as awareness, education, training, and enforcement.

Frequency of Motorcycle Crashes

Warmer weather is conducive to motorcycle riding, so it is not surprising that higher proportions of motorcycle-involved crashes occurred during the warm-weather months of May through September. Crashes were significantly more common during the weekend days, with more than half (55 percent) occurring Friday through Sunday. Motorcycle-involved crashes were most common between 3 and 8 p.m.

Crash data have shown that 38 percent of motorcycle injury crashes and 33 percent of fatal motorcycle crashes involved only the motorcycle. Inattention and speed are frequent causal factors in motorcycle crashes, with alcohol impairment a higher occurrence in fatal motorcycle crashes.

Typical Profile of Motorcycle Operators in Crashes

Crash data suggested the typical profile of Maryland motorcycle operators involved in a crash as male (85 percent), ages 21 to 34 or 45 to 54, with more than two in every three wearing a safety helmet (72 percent). Most motorcycle crashes occurred in Baltimore City and Baltimore and Prince George's Counties, mainly urban areas.

Helmet-Law Violations in Maryland

Maryland has had a comprehensive mandatory helmet law for decades, but the accurate capturing of helmet use on the crash report may be in question. Crash data for 2018 indicated that 21 percent of motorcycle operators in a crash were known to not be wearing a helmet and 13 percent of operator fatalities were unhelmeted.

Further investigation and verification of rates of helmet usage are required before a distinct correlation can be assumed between the lack of helmet use and fatal injuries. Additional evaluation and investigation are viable first steps in determining the accuracy of observational surveys vs. crash reports and remain vital to the development and implementation of effective strategies to improve motorcycle safety. No funding is used to check for helmet usage or for motorcycle safety checkpoints.

Solution

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

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

Numerous rider courses are offered through the Maryland Motorcycle Safety Program. The State's goals are to improve rider skill and to increase awareness levels and "share the road" among motorcyclists and other vehicle drivers.

Action Plan

The Motorcycle Safety projects funded for FFY 2021 are representative of research-based countermeasures and address motorcycle safety issues using a multifaceted approach.

Project Agency: Crash Center for Research and Education (CORE)	
Project Title: Evaluation of the Maryland Bike Safe Program - Phase III	
Program Area: Motorcycle	**Project Number:** GN 21-082
Project Funds / Type: $21,560.95 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition) • 3.2 Motorcycle Rider Training	
SHSP Strategy: • Special Vehicles and Roadway Environments.	
Project Description: As Phase 3 of an ongoing project, Crash CoRE will continue to carry out the designed pre-/post-program study comparing the BikeSafe Maryland participants' knowledge with that of a control group. The evaluation also includes a pre- and post-program rider skills test for participants. The findings will also support the future evaluation of the program's impact on crash risk once enough riders have been trained to provide a large enough sample size.	

Project Agency: Crash Center for Research and Education (CORE)	
Project Title: Maryland Motorcycle Fatality Review - Proof of Concept	
Program Area: Motorcycle	**Project Number:** GN 21-220
Project Funds / Type: $7,586.38 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition) • 3. Motorcycle Rider Licensing & Training	
SHSP Strategy: • Special Vehicles and Roadway Environments.	
Project Description: A motorcycle fatality case review team will be assembled to comprehensively review a sample of Maryland motorcycle crashes. The team will uncover pre-crash factors (rider and environment) that will allow Maryland safety professionals to address these serious motorcycle crashes more effectively and potentially affect changes in policy, outreach and education. As a proof of concept, a 1-day study is proposed to test the robustness of Maryland motorcycle fatal crash	

reports to provide the information necessary to draw conclusions on causal factors and to draw opinions on a rider's experience and knowledge.

Project Agency: Maryland State Police	
Project Title: BikeSafe	
Program Area: Motorcycle	**Project Number:** LE 21-145
Project Funds / Type: $151,950.00 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition) • 3.2 Motorcycle Rider Training	
SHSP Strategy: • Special Vehicles and Roadway Environments.	
Project Description: BikeSafe utilizes Instructors, who are all Maryland Motor Officers, who are also trained mentors and educators. These instructors spend the day with trainees, in the classroom and on the road, teaching professional riding techniques, motorcycle control and collision avoidance.	

Evaluation

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

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

Outcome Measures

Motorcycle-Involved Fatalities and Serious Injuries (Five-Year Average)								
ACTUAL	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018
Fatality Average	78	74	70	70	69	70	72	71
Serious Injury Average	348	323	306	294	280	276	284	294

Motorcycle-Involved Fatalities and Serious Injuries (Five-Year Average)			
TARGET	2015-2019	2016-2020	2017-2021
Fatality Average	62.9	61.2	59.5
Serious Injury Average	262.0	252.7	243.8

Fatality Target: Reduce the number of motorcyclist fatalities on all roads in Maryland from 71.0 (2014–2018 average) to 59.5 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP motorcyclist fatalities target was 61.2 (2016–2020 average).

- The actual number of motorcyclist fatalities was 71.0 (2014–2018 average), which is higher than the target; therefore, Maryland has not met its target.

Serious Injury Target: Reduce the number of motorcyclist serious injuries on all roads in Maryland from 294.4 (2014–2018 average) to 243.8 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP motorcyclist serious injuries target was 252.7 (2016–2020 average).

- The actual number of motorcyclist serious injuries was 294.4 (2014–2018 average), which is higher than the target; therefore, Maryland has not met its target.

Maryland's Pedestrian and Bicycle Safety Programs

Problem Identification

Pedestrian-Involved Crashes

The incidence of pedestrian-involved crashes in Maryland have declined since 2014 (not accounting for population changes in the state), but the fatalities have increased by 26 percent. Approximately 3,300 pedestrian-involved crashes occurred on Maryland roads in 2018. An average of 3,200 such crashes occurred per year between 2014 and 2018.

For the same five-year period, pedestrians were involved in an annual average of 3 percent of all traffic crashes, 9 percent of injury crashes, and more than one in five (23 percent) of fatal crashes. Pedestrians involved in crashes accounted for 7 percent of injuries and 22 percent of all fatalities.

The risk and correlation are evident: while only three percent of pedestrian-involved crashes resulted in a fatality, pedestrians were involved in 23 percent of fatal crashes and accounted for 22 percent of all statewide fatalities. These facts alone show cause for concern among safety professionals as pedestrians are significantly over-represented in fatal crashes. The apparent risk to pedestrians involved in Maryland crashes calls for improved pedestrian safety as a major focus for traffic safety professionals across the state.

Frequency of Pedestrian-Involved Crashes

Pedestrian-involved crashes tended to occur consistently through the first eight months of the year, but more than one-third of pedestrian-involved crashes (39 percent) occurred in the fall and early winter months, September through December, corresponding to the time of year when 43 percent of fatal pedestrian crashes occurred. May and June alone accounted for an additional 16 percent of total pedestrian crashes, including 12 percent of fatal crashes.

Three in every four pedestrian-involved crashes (77 percent) occurred on weekdays, Monday through Friday. But 41 percent of all pedestrian-involved crashes occurred Friday through Sunday, and nearly half of all fatal crashes (44 percent) took place from Friday through Sunday.

Close to half (43 percent) of pedestrian-involved crashes occurred between the hours of 2 and 8 p.m., supporting the idea of work and school commuter traffic (in vehicles and on foot) contributing to the occurrence of pedestrian crashes. Approximately half of all fatal crashes involving pedestrians took place later in the evening, from 5 p.m. to midnight (52 percent).

Typical Profile of Pedestrians Involved in Crashes

The profile of Maryland pedestrians involved in a crash included ages 20–29, male, and being struck on the road but not in a crosswalk (37 percent). Traditional school aged children (ages 5-19) were involved in 21 percent of pedestrian crashes and six percent of fatal crashes. By contrast, older age groups tended to be involved in more serious

pedestrian crashes, often later at night. The age range of 40 to 59-year-olds accounted for about one in four (27 percent) of all pedestrians involved in crashes, but more than one in three (35 percent) of all pedestrian fatalities. Pedestrians of age 60 or older accounted for 14 percent of all pedestrians involved in crashes, but 26 percent of all pedestrian fatalities.

Data showed that 60 percent of fatally injured pedestrians were struck on the roadway, but not in a crosswalk. More than half of all pedestrians struck were crossing the roadway (29 percent at an intersection and 24 percent not at an intersection). Less than half of all pedestrian-involved crashes (48 percent) and injury crashes (48 percent) occurred on state, federal, or county roads, but 85 percent of all fatal pedestrian-involved crashes occurred on state, federal, or county roads.

Typical Locations of Pedestrian-Involved Crashes

One-third of pedestrian crashes (33 percent) took place in Baltimore City, but these crashes accounted for only 14 percent of fatal crashes.

About 56 percent of all pedestrian-involved crashes occurred in seven Maryland counties: Anne Arundel, Baltimore, Harford, Howard, Montgomery, Prince George's, and Washington. These same seven counties accounted for more than two in every three fatal crashes involving pedestrians (68 percent).

Four other counties exhibited disproportionate results in comparing total crashes with fatal crashes. The counties of Cecil, Charles, St. Mary's, and Worcester together accounted for 5 percent of all pedestrian-involved crashes, but 9 percent of all fatal crashes involving pedestrians, an indicator of more serious crash situations occurring in these jurisdictions.

In 2018, 408 pedestrians were cited in Maryland for violating traffic laws, in comparison to 441 pedestrians cited in 2017, and 598 cited in 2016. Also, in 2018, 893 drivers were cited for violating pedestrian traffic laws, compared with 1,260 drivers cited in 2017, and 1,555 cited in 2016.

Bicycle-Involved Crashes

The 2018 incidence of bicycle-involved crashes in Maryland decreased by over seven percent when compared to 2014. Approximately 820 bicycle-involved crashes occurred on Maryland roadways each year. From 2014 through 2018, bicycles were involved in an annual average of fewer than one in 100 (0.7 percent) of all statewide traffic crashes, 2.0 percent of statewide injury crashes, and 2.1 percent of statewide fatal crashes. Bicycle-involved crashes accounted for just over 1.4 percent of injuries and 2.0 percent of fatalities.

Bicycle crashes were more likely to involve younger than older riders. Over one-fifth (23 percent) of crashes in 2018 involved children of age 17 or under. By contrast, bicycle riders of ages 20 to 24 accounted for 12 percent of all crashes. Riders aged 40 to 54 accounted for 17 percent of all crashes.

Bicycle riders, like pedestrians, do not have the structural protection afforded by vehicles, are not as visible as other vehicles, and are not motorized. These factors together put

bicycles at a great disadvantage on roadways, especially where motorized vehicles are traveling at much higher rates of speed. From 2014-2018, more than half of all bicycle-involved crashes (58 percent) occurred on state, county, and federal roadways, but 88 percent of all fatal crashes involving bicycles occurred on the same roadways.

Frequency of Bicycle-Involved Crashes

Bicycle crashes were more common from May to October, when nearly 72 percent of all such crashes occurred, most likely due to warmer/drier weather encouraging greater use of bicycles for travel or commuting, as well as increased recreational riding.

Most fatal bicycle crashes (71 percent) occurred from June through November. Close to half (48 percent) of fatal bicycle-involved crashes occurred Friday through Sunday, although those same three days accounted for 40 percent of total crashes.

Approximately two in three bicycle-involved crashes (66 percent) and nearly one-half of fatal crashes (46 percent) occurred between noon and 9 p.m.

Typical Profile of Crash-Involved Bicycle Rider

Maryland crash data indicated a typical profile for a bicyclist involved in a crash as male between ages 10 to 29; 37 percent of all bicyclists struck were riding in the roadway (25 percent with traffic and 12 percent against traffic). Riders of ages 10 to 29 accounted for 50 percent of all riders involved in and injured in crashes and 29 percent of fatalities. Riders between ages 50 and 64 accounted for 16 percent of all riders involved in crashes and 17 percent of those who were injured, but 35 percent of bicycle fatalities.

More than one-fourth of bicycle crashes occurred in Baltimore City, where 8 percent of fatal crashes occurred. More than 50 percent of total bicycle crashes occurred in five counties: Anne Arundel, Baltimore, Montgomery, Prince George's, and Worcester Counties, and these same five counties accounted for 48 percent of fatal crashes.

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

Solution

Maryland has two principal campaigns for pedestrian and bicycle safety in the Washington, D.C. and Baltimore metropolitan areas. The first is known as *Street Smart* and has been historically focused around metropolitan Washington, D.C., including numerous Maryland counties. The second effort, known as *Look Alive* has been adopted in the Baltimore metropolitan area. Pedestrian safety funds will be coordinated with both campaigns to coincide with media-centered awareness, education, and enforcement efforts. Local safety partners and others distribute educational material throughout the year. The MHSO also supports statewide *Walk Your Child to School Week* events, designed to improve education and awareness for children and parents.

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

Action Plan

The pedestrian and bicycle safety projects funded for FFY 2021 are representative of research-based countermeasures and address pedestrian and bicycle safety issues using a multifaceted approach.

Project Agency: Maryland Institute for EMS Systems	
Program Area: Pedestrian/Bicycle	**Project Number:** GN 21-005
Project Funds / Type: $28,984.15 / Bikeways	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. • Create and improve pedestrian and bicycle safety culture in Maryland including the promotion and implementation of legislation and training of professionals and stakeholders about best safety practices.	
Project Description: This project seeks to reduce the incidence of significant head injury and death in Maryland due to bicycle crashes through coordination of the production of educational materials, frequent social media communications, development of new partnership and maintaining existing ones, and distribution of bike helmets in 15 locations in Maryland.	

Project Agency: Children's Safety Village	
Program Area: Pedestrian/Bicycle	**Project Number:** GN 21-033
Project Funds / Type: $8,869.50 / SMDF	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. • Create and improve pedestrian and bicycle safety culture in Maryland including the promotion and implementation of legislation and training of professionals and stakeholders about best safety practices.	
Project Description: Children's Village of Washington County will provide free bike and traffic safety education and experiential learning skills to more than 56,000 students. Goals for bike and traffic safety include obtaining additional bike helmets, new posters for training room, take-home informational material (i.e., coloring books), checklists to review with parents, presentation materials and one new mini-car for the outdoor track.	

Project Agency: Metropolitan Washington Council of Governments	
Program Area: Pedestrian/Bicycle	**Project Number:** GN 21-073
Project Funds / Type: $250,000.00 / FA 405h NM	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	

SHSP Strategy:

- Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.
- Create and improve roadway environments for walking and bicycling through implementation of engineering treatments, land-use planning, and system-wide countermeasures.
- Create and improve pedestrian and bicycle safety culture in Maryland including the promotion and implementation of legislation and training of professionals and stakeholders about best safety practices.

Project Description: This project supports the Washington Metropolitan Region's *Shattered Lives* pedestrian and bicycle safety education and media campaign.

Project Agency: Baltimore Metropolitan Council	
Program Area: Pedestrian/Bicycle	**Project Number:** GN 21-199
Project Funds / Type: $313,393.00 / FA 402; $67,607.00 / FA 405h NM	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	

SHSP Strategy:

- Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.
- Create and improve roadway environments for walking and bicycling through implementation of engineering treatments, land-use planning, and system-wide countermeasures.
- Create and improve pedestrian and bicycle safety culture in Maryland including the promotion and implementation of legislation and training of professionals and stakeholders about best safety practices.

Project Description: This project supports the Baltimore Metropolitan Region's *Look Alive* pedestrian and bicycle safety education and media campaign.

Project Agency: University of Maryland Baltimore, NSC	
Program Area: Pedestrian/Bicycle	**Project Number:** GN 21-202
Project Funds / Type: $122,149.73 / SMDF	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	

SHSP Strategy:

- Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.
- Create and improve roadway environments for walking and bicycling through implementation of engineering treatments, land-use planning, and system-wide countermeasures.
- Create and improve pedestrian and bicycle safety culture in Maryland including the promotion and implementation of legislation and training of professionals and stakeholders about best safety practices.

Project Description: This project will identify main contributing factors most commonly occurring in fatal pedestrian crashes, and to recommend potential countermeasures that can be applied not only to the location where the crash occurred, but also to similar areas elsewhere.

Project Agency: Maryland Institute College of Art	
Program Area: Pedestrian/Bicycle	**Project Number:** GN 21-215
Project Funds / Type: $$128,713.76 / SMDF	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy:	

• Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives. • Create and improve roadway environments for walking and bicycling through implementation of engineering treatments, land-use planning, and system-wide countermeasures. • Create and improve pedestrian and bicycle safety culture in Maryland including the promotion and implementation of legislation and training of professionals and stakeholders about best safety practices.
Project Description: This grant funds MICA's *Made You Look* pedestrian safety program. Phase III of this project includes expanded outreach to areas of Baltimore City and numerous training and education efforts.

Project Agency: Maryland State Police - Statewide	
Program Area: Pedestrian/Bicycle	**Project Number:** LE 18-178
Project Funds / Type: $8,000.00 / SMDF	**Indirect Costs / Type:** $0.00
Countermeasures: NHTSA Countermeasures That Work (2015, 8th Edition)	
SHSP Strategy: • Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	
Project Description: This project is a selective enforcement program designed to improve pedestrian/bicycle safety on targeted roadways.	

For all the enforcement-related grants listed below, the following information applies:

Project Agency: Various (see below)	
Program Area: Pedestrian/Bicyclist Safety	**Project Number:** Various (see below)
Project Funds / Type: $129,232.93 / SMDF	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.	
Project Description: HVE for pedestrian and bicyclist safety.	

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE-2021-021	Ocean City Police Department	Pedestrian/Bicycle	OCPD FY21 Highway Safety Grant - Ped/Bike	$13,332.00
LE-2021-030	Charles County Sheriff's Office	Pedestrian/Bicycle	Pedestrian/Bicycle	$10,000.00
LE-2021-044	Baltimore County Police Department	Pedestrian/Bicycle	Pedestrian/Bicycle	$37,000.00
LE-2021-057	Laurel Police Department	Pedestrian/Bicycle	Pedestrian/Bicycle	$1,000.00

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE-2021-060	Carroll County Sheriff's Office	Pedestrian/Bicycle	Look Both Ways	$2,500.00
LE-2021-072	Cecil County Sheriff's Office	Pedestrian/Bicycle	Pedestrian Initiative	$3,500.00
LE-2021-100	City of Bowie	Pedestrian/Bicycle	Bowie City Ped	$2,000.00
LE-2021-112	Bel Air Police Department	Pedestrian/Bicycle	Pedestrian Safety	$2,000.00
LE-2021-166	Princess Anne Police Department	Pedestrian/Bicycle	PEDESTRIAN / BICYCLE 2021	$2,996.93
LE-2021-169	Greenbelt Police Department	Pedestrian/Bicycle	StreetSmart	$2,000.00
LE-2021-172	University of Maryland Department of Public Safety	Pedestrian/Bicycle	Pedestrian and Bicycle Enforcement	$2,000.00
LE-2021-192	Baltimore City Police Department	Pedestrian/Bicycle	Pedestrian	$3,000.00
LE-2021-197	City of Hyattsville Police Department	Pedestrian/Bicycle	Pedestrian Safety FY21	$1,500.00
LE-2021-212	Hagerstown Police Department	Pedestrian/Bicycle	FY21 MHSO Pedestrian/Bicycle Safety	$2,500.00
LE-2021-222	Anne Arundel County Police Department	Pedestrian/Bicycle	Pedestrian/Bicycle	$7,000.00
LE-2021-224	Maryland State Police - Statewide	Pedestrian/Bicycle	Pedestrian Safety	$13,000.00
LE-2021-227	Prince George's County Police Department	Pedestrian/Bicycle	2021 Pedestrian Grant	$20,000.00
LE-2021-239	Riverdale Park Police Department	Pedestrian/Bicycle	PED	$1,000.00
LE-2021-259	Havre de Grace Police Department	Pedestrian/Bicycle	Pedestrian/Bicycle	$1,980.00
LE-2021-267	Aberdeen Police Department	Pedestrian/Bicycle	Pedestrian/Bicycle	$924.00

Evaluation

The MHSO evaluates traffic safety programs through output and outcome measures. Outcome measures include crash data (fatality and serious injury). Projects funded through the MHSO must have an effective evaluation component. Depending on the level of grant

funds obligated and the scope of the project, output measures are reported and evaluated throughout the grant cycle.

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

Outcome Measures

Pedestrian (On Foot) Fatalities and Serious Injuries (Five-Year Average)								
ACTUAL	2007–2011	2008–2012	2009–2013	2010–2014	2011–2015	2012–2016	2013–2017	2014–2018
Fatality Average	108	106	105	102	102	102	106	110
Serious Injury Average	412	384	362	351	343	357	384	424

Pedestrian (On Foot) Fatalities and Serious Injuries (Five-Year Average)			
TARGET	2015–2019	2016–2020	2017–2021
Fatality Average	91.0	89.0	86.9
Serious Injury Average	339.4	330.0	320.9

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

Fatality Target: Reduce the number of pedestrian (on foot) fatalities on all roads in Maryland from 111.0 (2014–2018 average) to 86.9 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP pedestrian (on foot) fatalities target was 89.0 (2016–2020 average).

- Reduce the number of pedestrian (on foot) fatalities on all roads in Maryland from 111.0 (2014–2018 average) to 86.9 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP pedestrian (on foot) fatalities target was 89.0 (2016–2020 average).

NOTE: The trend of pedestrian fatalities has been shown to be increasing over during the previous years. Future targets have been set at 101 to illustrate a 2% reduction from the baseline measure.

Serious Injury Target: Reduce the number of pedestrian (on foot) serious injuries on all roads in Maryland from 423.6 (2014–2018 average) to 320.9 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP pedestrian (on foot) serious injuries target was 330.0 (2016–2020 average).

- The actual number of pedestrian (on foot) serious injuries was 423.6 (2014–2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.

Bicycle Fatalities and Serious Injuries (Five-Year Average)								
ACTUAL	2007–2011	2008–2012	2009–2013	2010–2014	2011–2015	2012–2016	2013–2017	2014–2018
Fatality Average	7	7	7	6	7	9	10	10
Serious Injury Average	74	73	68	69	64	61	65	68

Bicycle Fatalities and Serious Injuries (Five-Year Average)			
TARGET	2015–2019	2016–2020	2017–2021
Fatality Average	6.4	6.3	6.1
Serious Injury Average	59.3	57.6	56.0

Fatality Target: Reduce the number of bicyclist fatalities on all roads in Maryland from 9.8 (2014–2018 average) to 6.1 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP bicyclist fatalities target was 6.3 (2016–2020 average).

- The actual number of bicyclist fatalities was 9.8 (2014–2018 average), which is higher than the target; therefore, Maryland has not met its target.

NOTE: The trend of bicycle fatalities has been shown to be increasing over during the previous years. Future targets have been set at 7.0 to illustrate a 2% reduction from the baseline measure.

Serious Injury Target: Reduce the number of bicyclist serious injuries on all roads in Maryland from 67.8 (2014–2018 average) to 56.0 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP bicyclist serious injuries target was 57.6 (2016–2020 average).

- The actual number of bicyclist serious injuries was 67.8 (2014–2018 average), which is higher than the target; therefore, Maryland has not met its target.

Maryland's Young and Older Driver Safety Program

Problem Identification

Young-Driver Involved

Young drivers (ages 16-20) are at greater risk on roadways often simply due to a lack of experience behind the wheel. The unique challenges many of these drivers face must be considered in all planning and education efforts. Young drivers' relative inexperience may indicate less anticipation, slower reaction times, poor judgment, or risky behavior as compared to drivers 21 and older, and all these issues must factor into awareness, education, and enforcement efforts.

For the five-year period from 2014 through 2018, the incidence of young-driver involved crashes increased by 23 percent in Maryland, with over 14,000 young-driver involved crashes having occurred on Maryland roads in 2018.

From 2014 through 2018, young drivers were involved in an average of one in eight (12 percent) of all traffic crashes, 14 percent of injury crashes, and 10 percent of fatal crashes. Young driver-involved crashes accounted for 14 percent of injuries and 10 percent of fatalities. Drivers of ages 16 to 20 represented only one in fourteen (7 percent) of all drivers involved in crashes, which indicates the age group was over-represented in crashes that accounted for higher proportions of injuries and fatalities to people of all ages. Thus, young drivers were involved in a disproportionate number of fatal and injury crashes, and young driver safety has become a major focus for traffic safety professionals.

Frequency of Young-Driver Involved Crashes

Higher proportions of young-driver involved crashes occurred during summer and fall months (May through October) when 53 percent of all such crashes and 59 percent of fatal crashes took place, perhaps reflecting greater exposure on roadways during summer vacations from high school and college.

Crashes involving young drivers were most common during weekdays, but Friday through Sunday accounted for 42 percent of all young driver involved crashes and 49 percent of fatal crashes. About three in four young drivers involved in a crash were of ages 18–20, including about 80 percent of the fatally injured drivers in the 16–20-year demographic.

Crashes involving young drivers were most common from 12 p.m. to 8 p.m., when about 54 percent of total and injury crashes occurred, but when 40 percent of all fatal crashes occurred involving the age group. The fact that drivers aged 16 and 17 accounted for 25 percent of the crash-involved drivers in the age group would indicate the relative effectiveness of night-time driving restrictions imposed during the Graduated Driver Licensing process in Maryland, prohibiting young drivers from driving after midnight, when 12 percent of fatal young-driver involved crashes occurred (midnight to 3 a.m.).

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

Typical Profile of Crash-Involved Young Drivers

Crash data revealed the most typical profile of a young Maryland driver involved in a crash was male, of ages 18 to 20 (27 percent were age 20) and using a seat belt restraint. About 78 percent of all driver fatalities in this age group were male drivers, with a high proportion of fatal crashes occurring late at night.

Most crashes involving young Maryland drivers (71 percent) occurred in Anne Arundel, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery, Prince George's, and Washington counties. Approximately 63 percent of fatal crashes in the age group occurred in these nine counties. Baltimore City accounted for about nine percent of overall crashes involving young drivers, and about eight percent of all fatal crashes in the age group.

Older-Driver Involved

As the statewide population ages, older drivers (ages 65–110) will become more prevalent on roadways and can present unique challenges that must be considered in safety planning and education. Older drivers may have slower reaction times and shorter sight distances, which factor into awareness, education, and enforcement efforts.

For the five-year period from 2014 through 2018, the incidence of older driver involved crashes increased by 31 percent. There were 15,575 crashes involving older drivers on Maryland roads in 2018.

From 2014 through 2018, older drivers were involved in an average of more than one in eight (12 percent) of all traffic crashes, 16 percent of injury crashes, and 18 percent of fatal crashes annually. Older drivers were involved in crashes that accounted for one in six injuries (17 percent) and 18 percent of fatalities.

Drivers 65 years of age or older represented 7 percent of all drivers involved in crashes and were over-represented in the proportion of crashes that accounted for injuries and fatalities. Thus, older driver safety has become a focus for traffic safety professionals.

Frequency of Crashes Involving Older Drivers

Older driver involved crashes occurred consistently throughout the first half of the year, with slightly higher proportions during late fall and early winter (October through December), possibly due to inclement weather and earlier onset of darkness. More than half of all fatal crashes in this age group (54 percent) occurred in the last six months of the year.

One-third of crashes involving older drivers, including fatal crashes, occurred on Thursday and Friday. Crashes involving older drivers were most common from 11 a.m. to 6 p.m., when 58 percent of all crashes and 56 percent of fatal crashes in the age group occurred.

Typical Profile of Crash-Involved Older Drivers

Crash data outlined the typical profile of an older Maryland driver involved in a crash as male, between ages 65 to 79 (17 percent were over age 79) and using a seat belt restraint.

Most crashes (71 percent) involving older drivers occurred in the same nine counties outlined for young driver-involved crashes, including about 66 percent of fatal crashes.

Solution

The MHSO and its partners address the issue of young driver safety through parent involvement programs and driver instructional efforts. The MHSO raises awareness and educates young drivers and their parents through grant-funded programs at high schools and other venues with victim advocates, safety professionals and law enforcement. Young drivers (ages 16–20) are a core component within MHSO traffic safety initiatives and much of the collateral material and publicity surrounding the State's traffic safety marketing efforts are directed at young drivers via social media, educational and other outlets.

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

Action Plan

Projects that refer to younger and older driver safety that are funded for FFY 2021 are contained within individual program areas, specifically projects intended to reduce impaired driving by younger drivers. The MHSO partners with many organizations to promote programs and projects targeting both younger and older drivers.

Evaluation

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

Outcome Measures

Young Driver-Involved Fatalities and Serious Injuries (Five-Year Average)								
ACTUAL	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018
Fatality Average	87	77	65	55	52	51	49	51
Serious Injury Average	874	745	641	551	480	444	428	415

Young Driver-Involved Fatalities and Serious Injuries (Five-Year Average)			
TARGET	2015-2019	2016-2020	2017-2021
Fatality Average	58.9	56.9	54.9
Serious Injury Average	536.0	510.4	486.0

Fatality Target: Reduce the number of young-driver-involved fatalities on all roads in Maryland to 54.9 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP young-driver-involved fatalities target was 56.9 (2016–2020 average).

- The actual number of young-driver-involved fatalities was 51.0 (2014–2018 average), which is lower than the target; therefore, Maryland has met its target.

Serious Injury Target: Reduce the number of young-driver-involved serious injuries on all roads in Maryland to 486.0 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP young-driver-involved serious injuries target was 510.4 (2016–2020 average).

- The actual number of young-driver-involved serious injuries was 415.4 (2014–2018 average), which is lower than the target; therefore, Maryland has met its target.

Older Driver-Related Fatalities and Serious Injuries (Five-Year Average)								
ACTUAL	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018
Fatality Average	85	85	82	79	84	89	91	94
Serious Injury Average	617	576	545	529	487	476	474	485

Older Driver-Related Fatalities and Serious Injuries (Five-Year Average)			
TARGET	2015-2019	2016-2020	2017-2021
Fatality Average	72.4	70.3	68.2
Serious Injury Average	458.9	442.2	426.2

Fatality Target: Reduce the number of older-driver-involved fatalities on all roads in Maryland from 94.2 (2014–2018 average) to 68.2 (2017-2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP older-driver-involved fatalities target was 70.3 (2016–2020 average).

- The actual number of older-driver-involved fatalities was 94.2 (2014–2018 average), which is higher than the target; therefore, Maryland has not met its target.

Serious Injury Target: Reduce the number of older-driver-involved serious injuries on all roads in Maryland from 484.6 (2014–2018 average) to 426.2 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP older-driver-involved serious injuries target was 442.2 (2016–2020 average).

- The actual number of older-driver-involved serious injuries was 484.6 (2014–2018 average), which is higher than the target; therefore, Maryland has not met its target.

Maryland's Traffic Safety Information System Improvement Program

Problem Identification

Hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic safety data are critical components to Maryland's traffic records system. The datasets managed by this system include crash, driver licensing and history, vehicle registration and titling, commercial motor vehicle, roadway, injury control, citation/adjudication, and EMS/trauma registry data.

Maryland employs a two-tiered Traffic Records Coordinating Committee (TRCC), with both General (or technical) and Executive Councils, comprised of data owners, data managers, and data users with oversight and interest in the datasets listed above. MHSO staff serves on the TRCC General Council and subcommittees, and advises the TRCC Executive Council, which oversees and approves the Maryland Traffic Records Strategic Plan (TRSP).

The MHSO's Traffic Records Program Manager coordinates updates to TRSP and leads the implementation of recommendations provided in the 2014 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.

In 2019, Maryland worked with NHTSA and participated in the required (every five years) Assessment for traffic records systems. The Assessment was completed in September and work began on an update of the TRSP for 2021–2025. This current document is essentially a transitional TRSP, due to the nature of calendar and Federal Fiscal Year being different. It both closes out the 2016-2020 TRSP and begins the 2021-2025 TRSP.

Solution

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

Maryland's Traffic Records Executive Council's leadership goal is to develop a comprehensive statewide traffic records system that provides traffic safety professionals with reliable, accurate, and timely data to inform decisions and actions for implementing proven countermeasures and managing and evaluate safety activities to resolve traffic safety problems. The traffic records system encompasses the hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic safety data. This

system is used to manage basic crash data from all law enforcement agencies, along with information on driver licensing and history, vehicle registration and titling, commercial motor vehicles, roadways, injury control efforts, citation and adjudication activities, and the EMS/trauma registry.

Maryland's Traffic Records Executive Council provides policy leadership to the TRCC and its efforts to continually review and assess the status of Maryland's traffic safety information system and its components. The TRCC oversees the development and update of the Traffic Records Strategic Plan to serve public- and private-sector needs for traffic safety information, to identify technologies and other advancements necessary to improve the system, and to support the coordination and implementation of system improvements.

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

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

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

Action Plan

Traffic safety information system projects funded for FFY 2021 are listed below, each referencing the TRSP strategy and the NHTSA Traffic Records Assessment recommendation addressed:

Project Agency: University of Maryland Baltimore, NSC	
Program Area: Traffic Records	**Project Number:** GN 21-155
Project Funds / Type: $293,011.97 / FA 405c TR	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Identify and target highway safety issues, populations, and locations of concern through the collection, analysis and evaluation of data and information.	
TRSP Strategies: • Conduct and publish a complete traffic records system inventory with data definitions, flow diagrams for each component system, a brief description of each data system and set, to	

include who owns the data and contact information, any limitation on the use of the data, and for what the data system is best used.
- Prioritize strategic plan responsibilities using annual timelines.
- Catalog and publish data release policies and/or data sharing agreements from all partners with traffic records data, specifically identifying rules that allow intra- and inter-agency access, and public access.
- Review and prioritize federal data element requirements—Model Minimum Uniform Crash Criteria Guideline (MMUCC), National Emergency Medical Services (EMS) Information System (NEMSIS), and Model Inventory of Roadway Elements (MIRE)—to enhance State traffic records data improvement systems.
- Institutionalize the evaluation of TRCC responsibilities:
  - Monitor annual progress of the TRCC strategic plan.
  - Track agency policy decisions that impact the State's traffic records system.
  - Document progress through Council Meeting agendas/minutes.
- Improve performance measure monitoring and oversight at the TRCC. Assign responsibility to performance measure owners for reporting to the membership at each meeting.
- Establish regular quality control reporting and enhance the review of technical and training needs of traffic records system end users, expanding to a wider range of stakeholders and end-user needs.
- Improve performance measures contained within the Strategic Plan by adding meaningful goals and baselines in addition to establishing quarterly monitoring at the TRCC.
- Provide ongoing access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation with analytical partner support.
- Integrate data from traffic records component systems to satisfy specific analytical inquires.
- Provide timely access to data analyses and interpretation upon request.
- Make outputs from state data linkage systems available to state and local decision-makers to influence data-driven policy and reform.
- Make outputs from state data linkage systems available to the general public.
- Make integrated data outputs from data linkage systems available for research abiding by data security agreements.
- Provide training sessions, presentations, webinars, and technical support to partners on all products and services provided by analysis resources (e.g., grant-funded university- or college-based analysts) in addition to GIS techniques and processes for traffic safety related datasets.
- Develop improved data visualization tools used to access the crash data.

Assessment Recommendations:
- Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory (2014).
- Improve the data quality control program for the crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory (2014).

Project Description: This project supports data analysis to the MHSO and statewide and partners, and administrative support for MHSO's Traffic Records Program.

Project Agency: Washington College GIS Program	
Program Area: Traffic Records	**Project Number:** GN 21-248
Project Funds / Type: $339,703.17 / FA 402; $129,656.18 / FA 405c TR Data	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	

SHSP Strategy:
- Identify and target highway safety issues, populations, and locations of concern through the collection, analysis and evaluation of data and information.

TRSP Strategies:

- Provide ongoing access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation with analytical partner support.
- Integrate data from traffic records component systems to satisfy specific analytical inquires.
- Provide timely access to data analyses and interpretation upon request.
- Make outputs from state data linkage systems available to state and local decision-makers to influence data-driven policy and reform.
- Make outputs from state data linkage systems available to the general public.
- Make integrated data outputs from data linkage systems available for research abiding by data security agreements.
- Provide training sessions, presentations, webinars, and technical support to partners on all products and services provided by analysis resources (e.g., grant-funded university- or college-based analysts) in addition to GIS techniques and processes for traffic safety related datasets.
- Develop improved data visualization tools used to access the crash data.

Assessment Recommendations:

- Improve the data quality control program for the crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory (2014).
- Improve the data quality control program for the roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory (2014).

Project Description: This project will focus on strategies that will improve the ability to use data-driven analysis to reduce crashes and deaths on Maryland roads. This project also includes attendance at conferences to promote highway safety projects and practices in Maryland, and provides training sessions, presentations, webinars, and technical support to MHSO staff, LEA partners, EA teams, etc. on all products/services provided by Washington College, in addition to GIS techniques and processes for traffic safety related datasets.

Project Agency: Crash Center for Research and Education (CORE)	
Program Area: Special Projects	**Project Number:** GN 21-264
Project Funds / Type: $86,203.87 / FA 405c TR	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	

SHSP Strategy:

- Identify and target highway safety issues, populations, and locations of concern through the collection, analysis and evaluation of data and information.

Project Description: This grant will be used to fund a public facing Maryland Crash Forecasting application that will be made available for use by the MHSO and other partner organizations. The application will be user restricted and allow for forecasting of crash populations given changes in environmental, behavioral and vehicle based factors. Assumptions about behavioral or policy related changes can be made to compute the resulting change in injuries and deaths by MD jurisdiction.

Evaluation

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

Performance Measures

1. Citation Data: Completeness: **0.80 percent improvement**

   Percentage of e-citations with no longitude and latitude coordinates (i.e., x/y). We assess the traffic citations issued by law enforcement to ensure there is a location for each. In the period assessed just prior to this FFY 2020 submission, a 0.80 percent decrease in the number of citations *without* an x/y was found, which is calculated by looking at the total number of citations with no x/y divided by the total number of citations, and then comparing the same a year later, and there were fewer citations with no x/y coordinates as a percent of all citations written. i.e., fewer records with incomplete location coordinates – in this case, .80% fewer.

ETIX Citation/Stop Location Analysis April 1st 2018 to March 31st 2019				
Citation/Stop Data	Location In Maryland	Outside of Maryland's Boundary's	No XYS	Total ETIX Citations
Raw Data	0	447,765	467,472	915,237
Raw Data with Updated XYs	486,031	2,779	507,298	996,108
Raw Stop Data with Updated Xys	260,029	1,814	221,090	482,933

ETIX Citation/Stop Location Analysis April 1st 2019 to March 31st 2020				
Citation/Stop Data	Location In Maryland	Outside of Maryland's Boundary's	No XYS	Total
Raw Data	0	447,765	467,472	973,189
Raw Citation Data with Updated XYs	456,118	2,046	515,025	973,189
Raw Stop Data with Updated Xys	225,900	5,381	208,249	439,530

Updated Percentage	
April 1st 2018 to March 31st 2019	22.20%
April 1st 2019 to March 31st 2020	21.40%
	-0.80%

2. Crash Data: Accuracy: **0.14 percent improvement**

Measure of the quality control (QC) process at the MSP. ACRS "off-road" crashes are meant to be a selection for officers to indicate a crash occurring on a non-trafficway (e.g., parking lots, private road) but officers have been selecting "off-road" for vehicles that run off the roadway (crash starting on a trafficway). Through QC processes at MSP, to include an automated selection of reports marked off-road, to a manual review of crash reports, and a communications procedure from the training unit, Maryland has been able to improve the accuracy of its crash data by reducing the percentage of crashes erroneously marked as off-road.

```
SELECT round(count(A.ReportNumber)/tot_crashes * 100 ,2) PERCENTAGE_2017
FROM acrs.ACRS_QUEUE A, (SELECT count(ReportNumber) tot_crashes FROM
acrs.acrs_QUEUE d WHERE
type_id=2 and CRASH_DATE between '01-APR-17' and '01-APR-18')
where type_id=2 and CRASH_DATE between '01-APR-17' and '01-APR-18'
and STATUS_ID in ('03','04')
GROUP BY tot_crashes;
-----------------------------------------------

                19.75

SELECT round(count(A.ReportNumber)/tot_crashes * 100 ,2) PERCENTAGE_2018
FROM acrs.ACRS_QUEUE A, (SELECT count(ReportNumber) tot_crashes FROM
acrs.acrs_QUEUE d WHERE
type_id=2 and CRASH_DATE between '01-APR-18' and '01-APR-19')
where type_id=2 and CRASH_DATE between '01-APR-18' and '01-APR-19'
and STATUS_ID in ('03','04')
GROUP BY tot_crashes;
-----------------------------------------------

                14.8

SELECT round(count(A.ReportNumber)/tot_crashes * 100 ,2) PERCENTAGE_2019
FROM acrs.ACRS_QUEUE A, (SELECT count(ReportNumber) tot_crashes FROM
acrs.acrs_QUEUE d WHERE
type_id=2 and CRASH_DATE between '01-APR-19' and '01-APR-20')
where type_id=2 and CRASH_DATE between '01-APR-19' and '01-Feb-20'
and STATUS_ID in ('03','04')
GROUP BY tot_crashes;
-----------------------------------------------

                14.66
```

3. Citation/Adjudication Data: Completeness: **0.0249% decrease in missing values for gender**
4. Citation/Adjudication Data: Completeness: **0.14 percent improvement 0.0035% decrease in missing values for DOB (age)**

Performance measures	FY2019 (Jan-June 2019)	FY2020 (July-Dec 2019)	Improvement
Percent cases in the Citation database with missing gender	497 out of 537,533 **0.0925%**	338 out of 500,048 **0.0676%**	**0.0249%** **decrease in missing values for gender**
Percent cases in the Citation database with missing DOB (Age)	265 out of 537,533 **0.0493%**	229 out of 500,048 **0.0458%**	**0.0035%** **decrease in missing values for DOB (age)**

Maryland's Police Traffic Services Program

Problem Identification

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

The Maryland Traffic Safety Specialist (TSS) Program provides a major recognition and feedback program for law enforcement officers who have received advanced levels of training and developed high levels of proficiency and expertise in areas of traffic safety. The TSS is the only program in the State that specifically tracks and recognizes the advanced training and proficiency of law enforcement officers in traffic safety.

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

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

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

Solution

Throughout FFY 2021, the MHSO will support law enforcement training through grants and will collaborate with the MCPA, MSA, and the Maryland Police and Correctional Training Commission on training and officer recognition. The MHSO coordinates a TSS certification for law enforcement officers, and the program will continue to be expanded throughout the coming year.

The MSP, MDTA Police, and many local law enforcement agencies will receive funds for overtime enforcement to address the most pressing traffic safety challenges, using a data-driven approach. In addition, the MHSO will fund LETEP to improve and encourage strategic traffic safety thinking among law enforcement.

Action Plan

Police traffic services projects funded for FFY 2021 are listed below:

Project Agency: Baltimore County Police Dept. - Crash Recon	
Program Area: Special Projects	**Project Number:** 21-010
Project Funds / Type: $27,923.00 / 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Develop and implement training/skills based curriculum.	
Project Description: This project supports training to Maryland's Crash Reconstructionist personnel throughout the State by Maryland's Crash Reconstruction Committee.	

Project Agency: MML PEA Committee	
Program Area: Special Projects	**Project Number:** GN 21-013
Project Funds / Type: $5,500.00 / FA 405d AL	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Develop and implement training/skills based curriculum.	
Project Description: The Maryland Municipal League Police Executive Association Training Conference offers top level executives a variety of educational sessions. Plenary training sessions, along with a lunch speaker, is planned to help educate executives on new and emerging traffic safety issues and countermeasures.	

Project Agency: Maryland Chiefs of Police	
Program Area: Special Projects	**Project Number:** GN 21-149
Project Funds / Type: $128,450.00 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Develop and implement training/skills based curriculum.	
Project Description: The Maryland Chiefs of Police Annual Training Conference held in September is the start of bridging the gap of these training needs. The top-level executives are offered a verity of educational sessions. Two ninety-minute plenary training session are planned to help educate the executives on traffic safety issues, new and emerging trends, countermeasures and the goals of the SHSP. Leading Effective Traffic Enforcement Programs (LETEP) training is also scheduled to take place in March 2021. This program which MCPA provides scholarships to, targets supervisors who are assigned with traffic safety and enforcement responsibilities. This grant also supports Maryland's Traffic Safety Specialist Program and an annual DUI Conference.	

Project Agency: Maryland Sheriff's Association	
Program Area: Special Projects	**Project Number:** GN 21-153
Project Funds / Type: $7,700.00 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Develop and implement training/skills based curriculum.	
Project Description: The Maryland Sheriffs' Association will hold an annual training meeting at Rocky Gap Conference Center to educate executive law enforcement leaders on traffic safety initiatives and engagement. The grant will also support traffic records training for law enforcement officers to enhance enforcement efforts by attending the TRCC Conference in August 2021.	

Project Agency: Wor-Wic Community College	
Program Area: Special Projects	**Project Number:** LE 21-052
Project Funds / Type: $6,600.00 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Develop and implement training/skills based curriculum.	
Project Description: This project provides law enforcement training for law enforcement officials on the Eastern Shore who are unable to travel to trainings offered elsewhere.	

Evaluation

Maryland's traffic safety law enforcement grants track progress on the number of officers trained and ensures quality training. Evaluating these grants can be difficult as they rely mainly on an individual officer's ability to process and retain the information presented, as well as the ability to continue to implement training in everyday enforcement situations. Nevertheless, the MHSO does conduct training appraisals to determine the value of the training, identify possible gaps, and determine required changes to a curriculum.

Training does make a difference but general training funding in law enforcement budgets is extremely limited. By developing worthwhile traffic training (and recognition programs), the MHSO can dramatically influence the traffic enforcement culture and positively influence enforcement of Maryland's traffic safety laws.

Program Support

Problem Identification

Planning and Administration grants fall within the general highway safety data analysis and span a variety of the MHSO's programs. The problem statement is as follows: In 2019, 531 people were killed in 115,905 police-reported traffic crashes in Maryland, while 48,656 people were injured and 82,494 crashes involved property damage only. On average, one person was killed every 17 hours, 133 people were injured each day, and 226 police-reported traffic crashes occurred every day. In addition, the MHSO has one internal communications grant that spans multiple program areas. As such, it is listed here but is used to support a variety of outreach and communications efforts.

The planning and administration of the Maryland Highway Safety Office (MHSO) utilizes program funds to support paid media campaigns, program management positions, and administrative expenses. The paid media campaigns will be for venues and messaging that are not allowable under incentive funds or have a multiple behavior message. The administrative funding will pay for in-state and out-of-state travel for professional development, conferences, training, and the monitoring of individual projects as necessary.

As described earlier in this Plan, the MHSO is the primary agency responsible for ensuring that the State's highway safety concerns are identified and addressed through the development and implementation of the Maryland Strategic Highway Safety Plan (SHSP) which includes a set of strategies and actions steps that implement appropriate countermeasures. Maryland uses an analysis of several database (e.g. crash and citation) to describe the magnitude of highway safety problems. These analyses also support the development of performance targets for all the State's highway safety plans (HSP, SHSP, HSIP) and are used to evaluate the success of selected countermeasure strategies. The MHSO strives to administer a fiscally responsible and effective highway safety program that is data-driven, includes strategic partners and stakeholders, and addresses the State's specific safety characteristics and needs.

The projects funded through program support stress the importance of strong collaborations with State and local law enforcement agencies, support training of law enforcement officers and other highway safety partners, and support the update of the State's SHSP and the development of local highway safety plans that can be tailored to the specific needs of local jurisdictions.

Many projects that do not fall neatly into program focus areas are undertaken for their innate ability to help accomplish the goals of Maryland's overall traffic safety program, either alone or in conjunction with specific programs. For instance, the MHSO's Communications Program utilizes the problem identification statements from individual program areas as factors for creating and placing support messaging. The factors

considered include audience demographics such as age, gender, ethnicity, and even the types of media availability within a target audience's reach and are utilized to shape media messages that support traffic safety programs.

Maryland places significant emphasis on the use of paid and earned media to positively impact enforcement operations and educational programs coordinated throughout the State. Maryland has two large Designated Market Areas (DMA) in the Baltimore and Washington, D.C. metropolitan areas, and two smaller DMAs in the Hagerstown and Salisbury areas. Many of the MHSO's campaigns utilize a mix of media, and the mix depends upon the target demographic and budgets within individual programs.

The Maryland Strategic Highway Safety Plan (SHSP) is a data-driven guide developed to identify behaviors and crash types that are most prevalent in Maryland and to provide strategies and action steps to reduce and prevent their occurrence. The MHSO's program managers, outreach staff, and law enforcement liaisons focus their efforts on these program areas, specifically impaired driving, occupant protection, speed/aggressive driving, and pedestrian/bicycle safety. These focus areas are well defined using Maryland crash data and through the establishment of outreach and education efforts provide significant opportunity to reduce fatalities and serious injuries on Maryland's roadways.

Solution

The MHSO funds projects that help achieve Maryland's traffic safety goals overall and within individual programs. Program support projects funded in FFY 2021 will include grants to support the staffing of the MHSO Program Managers; media and communications projects that augment HVE; technical support for the SHSP; the continued development of the MHSO's electronic grants management system; funding for the MHSO's planning and administration costs (capped at 15 percent); and the salaries of Maryland's LELs.

Action Plan

Program support projects funded for FFY 2021 are listed below:

Project Agency: Maryland Highway Safety Office	
Program Area: Communications	**Project Number:** GN 21-035
Project Funds / Type: $956,000 / 402; $60,000 FA 405b OP; $75,000 FA 405f MC	
Countermeasures: • The MHSO's Communications grant will support a variety of countermeasures supported in NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • The MHSO's Communications grant will support all areas of the SHSP	
Project Description: This grant will support and facilitate projects within the Maryland Highway Safety Office's Communications Section to support new and on-going campaigns including those for impaired driving prevention, distracted driving prevention, occupant protection, speeding prevention, motorcycle safety, and pedestrian and bicyclist safety.	

Project Agency: Maryland Highway Safety Office	
Program Area: Communications – Ped/Bike	**Project Number:** GN 21-036

Project Funds / Type: $223,000 SMDF; $37,015.85 Bikeways
Countermeasures: • The MHSO's Communications – Ped/Bike grant will support a variety of countermeasures supported in NHTSA Countermeasures That Work (2017, 9th Edition)
SHSP Strategy: • The MHSO's Communications – Ped/Bike grant will support all pedestrian and bicyclist-related media and outreach strategies of the SHSP
Project Description: The MHSO Pedestrian and Bicycle Safety Program will implement media campaigns, outreach educational activities, and other projects statewide to change behaviors of drivers, pedestrians and bicyclists and reduce the number of traffic collisions involving pedestrians and bicyclists.

Project Agency: Baltimore Metropolitan Council	
Program Area: SHSP Development	**Project Number:** GN 21-084
Project Funds / Type: $146,058.83 / SMDF	
Countermeasures: • The BMC's SHSP Development grant will support a wide variety of traffic safety countermeasures.	
SHSP Strategy: • The BMC's SHSP Development grant will support a wide variety of statewide SHSP strategies.	
Project Description: To support each phase of strategic planning in each jurisdiction, this proposal will support a full-time position at the Baltimore Metropolitan Council to provide expert guidance, logistical support, and enhanced connections to the statewide SHSP. In FFY 2021, this will include implementation and interim evaluations for Carroll and Howard County plans, comprehensive evaluation and update of plan in Harford County, and completion of plans to seek executive approval in Anne Arundel County and Baltimore City. This proposal will also include costs to secure a meeting facility for the annual MHSO Traffic Safety Summit and SHSP Workshop. The BMC has worked closely with MHSO to plan and conduct those meetings for several years and proposes to continue that role.	

Project Agency: Washington Regional Alcohol Program	
Program Area: Special Projects	**Project Number:** GN 21-099
Project Funds / Type: $39,864.00 / 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • This grant provides training and other administrative support for numerous SHSP Emphasis Areas.	
Project Description: This project supports task force and training components of projects by providing meeting logistics and other program support as needed.	

Project Agency: Maryland Highway Safety Office	
Program Area: Staffing Grant	**Project Number:** GN 21-108
Project Funds / Type: $942,113.37 / FA 402; $76,424.12 FA 405b OP; $125, 657.47 / FA 405c TR	
Countermeasures: • MHSO Staffing grants support a wide variety of traffic safety countermeasures.	
SHSP Strategy: • MHSO Staffing grants support a wide variety of statewide SHSP strategies.	
Project Description: This grant provides the mechanism to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Program Area: Staffing Grant 2	**Project Number:** GN 21-109
Project Funds / Type: $154,290.24 FA 402; $249,206.09 FA 405d AL; $127,257.47 FA 405h NM	
Countermeasures: • MHSO Staffing grants support a wide variety of traffic safety countermeasures.	
SHSP Strategy: • MHSO Staffing grants support a wide variety of statewide SHSP strategies.	
Project Description: This grant provides the mechanism to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Program Area: Staffing Grant 3	**Project Number:** GN 21-110
Project Funds / Type: $122,027.48 SMDF; $406,801.73 State	
Countermeasures: • MHSO Staffing grants support a wide variety of traffic safety countermeasures.	
SHSP Strategy: • MHSO Staffing grants support a wide variety of statewide SHSP strategies.	
Project Description: This grant provides the mechanism to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Program Area: Planning & Administration (P&A)	**Project Number:** GN 21-119
Project Funds / Type: $67,164.47 / 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Use data-driven approaches to identify driver behaviors and target audiences to focus on highway safety issues. • Identify and implement effective engineering and technological solutions to reduce crashes, injuries, and deaths on Maryland highways. • Conduct public awareness, training, and media programs aimed at reducing high risk driving behaviors. • Promote and support legislation and adjudication to reduce high risk driving behaviors.	
Project Description: This grant provides a mechanism to track payments for everyday P&A costs such as travel, printing, and supplies. These funds are captured for MHSO reporting purposes with other federal funds.	

Project Agency: Maryland Highway Safety Office	
Program Area: MHSO GPS Grant System	**Project Number:** GN 21-203
Project Funds / Type: $200,400 / FA 402; $200,400 FA 405d AL	
Countermeasures: • The MHSO's GPS development grant will support all the MHSO's grants, therefore also supporting a variety of countermeasures.	
SHSP Strategy: • The MHSO's GPS development grant will support all areas of the SHSP	
Project Description: This grant will allow the Maryland Highway Safety office to track payments on the contract with INFOJINI for the system analyst and application developers to continue to work on building the grants management system. This includes design, programming, testing, implementation, and troubleshooting.	

Project Agency: Chesapeake Region Safety Council	
Program Area: Special Projects	**Project Number:** GN 21-225
Project Funds / Type: $240,202.60 FA 402; $90,176.90 FA 405d AL	
Countermeasures: • LELs communicate with MHSO partners on a variety of countermeasures supported in NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • LELs support all enforcement-related areas of the SHSP	
Project Description: This project will support the Maryland Highway Safety Office's Law Enforcement Services Section and the four LELs who oversee the MHSO's law enforcement grants and projects, promote and coordinate participation in the MHSO's high visibility enforcement waves, recruit, coordinate, and deliver training.	

Project Agency: Maryland Highway Safety Office	
Program Area: Communications - Impaired	**Project Number:** GN 21-269
Project Funds / Type: $785,000 / FA 405d AL	
Countermeasures: • The MHSO's Communications - Impaired grant will support a variety of countermeasures supported in NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • The MHSO's Communications grant will support all areas of the SHSP	
Project Description: This grant will facilitate impaired driving prevention projects within the Maryland Highway Safety Office's Communications Section to support new and on-going campaigns.	

Project Agency: Crash Center for Research and Education (CORE)	
Program Area: SHSP Development	**Project Number:** GN 21-272
Project Funds / Type: $110,000 / SMDF	
Countermeasures: • The MHSO's SHSP Development grant will support a variety of countermeasures supported in NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • The MHSO's SHSP Development grant will generate an update to Maryland's current SHSP and thereby will facilitate support all areas of the SHSP	
Project Description: This grant will facilitate the development of Maryland's statewide SHSP.	

Evaluation

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

The types of evaluative components include number of paid airings; total impressions; TRP/GRP; reach; frequency; social media engagement; press releases/articles distributed/aired; and numbers of materials distributed.

APPENDICES AND ATTACHMENTS

Appendix A: Sources and Crash Data Definitions

Unless otherwise noted, all crash data are derived from the MDOT SHA, based on reports submitted and processed by the Maryland State Police Central Records Division (MSP CRD) through the ACRS.

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

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

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

Aggressive Driving Related Crash: A crash in which a driver has one of the following values in both the primary and secondary contributing circumstance fields of the Maryland crash report: failed to yield right of way; failed to obey stop sign; failed to obey traffic signal; failed to obey other traffic control; failed to keep right of center; failed to stop for school bus; wrong way on one way; exceed speed limit; too fast for conditions; followed too closely; improper lane change; or improper passing; improper passing; failure to obey traffic signs, signals, or officer; disregarded other road markings; other improper action; or operated motor vehicle in erratic/reckless manner.

Distracted Driving Related Crash: At least one driver in the crash was reported to be distracted, defined by having values of either 'failure to give full time and attention' or 'cell phone in use' in any of the first four available contributing circumstance fields, or any of the following values in the driver distracted by field: looked but did not see; other electronic device (tablet, GPS, MP3 player, etc.); by other occupants; by moving object in vehicle; talking or listening on cellular phone; dialing cellular phone; adjusting audio and/or climate controls; using other device controls integral to vehicle; using device/object brought into vehicle (non-electronic); distracted by outside person, object, or event; eating or drinking; smoking related; other cellular phone related; lost in thought; or texting from a cellular phone.

Impaired Driving Related Crash: The Maryland definition of an impaired driving crash is: At least one driver in the crash is determined to be impaired by the investigating officer as indicated through the driver condition, blood alcohol content, substance use detected, and contributing factor fields on the Maryland crash report.

- person condition of 'had been drinking', 'using drugs', or 'influenced by medications and/or drugs and/or alcohol'; or
- blood alcohol concentration (BAC) between .01 and .50; or
- substance use of 'alcohol contributed', 'illegal drugs contributed', 'medication contributed', or 'combination contributed'; or
- contributing circumstance of 'under the influence of drugs', 'under the influence of alcohol', 'under the influence of medication', or 'under combined influence'.

Note: This number includes drug impairment as well as alcohol impairment and will not match alcohol-impaired fatality figures provided by NHTSA's Fatal Accident Reporting System (FARS), which measures only drivers with a recorded Blood Alcohol Content (BAC) greater than 0.08. Objectives for both State and federally defined impaired driving are included in the FFY 2021 HSP to maintain continuity with previous Maryland SHSP and HSPs, and to maintain a link with other state plans that exclusively use State crash data as the source for problem identification and program evaluation.

Occupant Protection (Unrestrained): An unrestrained occupant crash is defined as an occupant of a passenger vehicle (non-motorcycle) who is: less than 8 years of age recorded as not using a 'child/youth restraint'; 8 years of age or older recorded as not using a "lap and shoulder belt" or "air bag and belt".

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

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

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

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

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

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

Appendix B : NHTSA Core Performance Measures (Required)

To meet federal requirements as expressed in the FAST Act, the required minimum set of core performance measures are included below. 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 average and the exponential trend method described earlier. Additional sources include serious injury crash data derived from the SHA, based on reports submitted and processed by the Maryland State Police Central Records Division (MSP CRD) and through the ACRS; seat belt use rate obtained from the annual Maryland Observational Surveys of Safety Belt Use; and seat belt citations, DUI arrests, and speeding citations obtained through MHSO's grant management reporting system. 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 2017–2021.

Note: FARS 2018 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 five-year average number of fatalities on all roads in Maryland from 623 in 2004–2008 (*NHTSA FARS ARF*) to 420.6 (2017–2021 average) or fewer by December 31, 2020. (C-1)
• Reduce the five-year average number of serious injuries on all roads in Maryland from 6,171 in 2004–2008 to 2,905.8 (2017–2021 average) or fewer by December 31, 2020. (C-2)
• Reduce the number of traffic-related fatality rate on all roads in Maryland from 0.870 (2014–2018 average, FARS ARF) to 0.742 (2017–2021 average) or lower by December 31, 2020. (C-3)
• Reduce the five-year average number of unrestrained passenger vehicle occupant fatalities (all seat positions) on all roads in Maryland from 167 in 2004–2008 to 105.5 (2017–2021 average) or fewer by December 31, 2020. (C-4)
• Reduce the five-year average number of alcohol-related fatalities (BAC 0.08+) on all roads in Maryland from 178 in 2004–2008 to 117.6 (2017–2021 average) or fewer by December 31, 2020. (C-5)
• Reduce the five-year average number of speeding-related fatalities on all roads in Maryland from 222 in 2004–2008 to 128.9 (2017–2021 average) or fewer by December 31, 2020. (C-6)
• Reduce the five-year average number of motorcyclist fatalities on all roads in Maryland from 85 in 2004–2008 to 62.6 (2017–2021 average) or fewer by December 31, 2020. (C-7)
• Reduce the five-year average number of unhelmeted motorcyclist fatalities on all roads in Maryland from 11 in 2004–2008 to 7.5 (2017–2021 average) or fewer by December 31, 2020. (C-8)
• Reduce the five-year average number of drivers aged 20 or under involved in fatal crashes on all roads in Maryland from 103 in 2004–2008 to 49.4 (2017–2021 average) or fewer by December 31, 2020. (C-9)
• Reduce the five-year average number of pedestrian fatalities on all roads in Maryland from 105 in 2004–2008 to 85.7 (2017–2021 average) or fewer by December 31, 2020. (C-10)
• Reduce the five-year average number of bicyclist and other cyclist fatalities on all roads in Maryland from 8 in 2004–2008 to 5.7 (2017–2021 average) or fewer by December 31, 2020. (C-11)

Standardized Performance and Survey Measures
• 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. (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 Behavior Measure (State Data)	Year (Actual)						
	2014	2015	2016	2017	2018	2019	2020 (Target)[3]
Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey)	92.1	92.9	90.8	92.1	90.3	90.4	96.2

Core Outcome Measures (FARS)	Year (Actual)										
	2005-2009	2006-2010	2007-2011	2008–2012	2009–2013	2010–2014	2011-2015	2012-2016	2013-2017	2014-2018	2017-2021 target
Traffic Fatalities	604	580	547	526	501	480	485	492	501	509	420.6
Fatalities Per 100 Million Vehicle Miles Driven	1.08	1.04	0.98	0.94	0.89	0.85	0.86	0.86	N/A	N/A	N/A
Unrestrained Passenger Vehicle Fatalities (all seat positions)	389	369	336	323	306	388	291	292	104	103	105.5
Alcohol-Impaired Driving Fatalities (BAC=.08+)	168	166	161	158	156	149	150	146	150	147	117.6
Speeding-Related Fatalities	210	199	180	177	168	158	150	148	140	135	128.9
Motorcyclist Fatalities	85	84	83	79	73	73	72	72	74	74	62.6

[3] *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 counties for each successive year. Targets were set based on the 92.1% belt used rate in 2014.*

Core Outcome Measures (FARS)	Year (Actual)										
	2005-2009	2006-2010	2007-2011	2008–2012	2009–2013	2010–2014	2011-2015	2012-2016	2013-2017	2014-2018	2017-2021 target
Unhelmeted Motorcyclist Fatalities	11	11	11	10	9	9	8	8	9	10	7.5
Drivers Aged 20 or Under Involved in Fatal Crashes	100	90	81	73	62	51	48	46	44	46	49.4
Pedestrian Fatalities	109	109	110	106	105	102	101	102	106	110	85.7
Bicyclist and Other Cyclist Fatalities	7	8	7	7	7	6	6	9	10	10	5.7

Core Outcome Measures – Single Year Targets	2018	2019
Traffic Fatalities	432.5	420.6
Fatalities Per 100 Million Vehicle Miles Driven	N/A	N/A
Unrestrained Passenger Vehicle Fatalities (all seat positions)	107.9	105.5
Alcohol-Impaired Driving Fatalities (BAC=.08+)	122.1	117.6
Speeding-Related Fatalities	133.5	128.9
Motorcyclist Fatalities	64.2	62.6
Unhelmeted Motorcyclist Fatalities	7.7	7.5
Drivers Aged 20 or Under Involved in Fatal Crashes	51.3	49.4
Pedestrian Fatalities	87.4	85.7
Bicyclist and Other Cyclist Fatalities	5.9	5.7
Serious Injuries	107.9	105.5

Core Outcome Measure (State Data)	Year (Actual)										
	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	2016-2020 target
Serious Injuries	5,571	4,923	4,436	4,020	3,702	3,436	3,147	3,017	3,023	3,075	3,088

***Activity Measures (State Data: Grant-funded Only)	Grant Program Activity Reporting Federal Fiscal Year (FFY)							
	FFY2012	FFY2013	FFY2014	FFY2015	FFY2016	FFY2017	FFY2018	FFY2019
Number of seat belt citations issued during grant-funded enforcement activities	13,506	7,455	7,815	4,434	4,900	2,580	2,489	3,101
Number of impaired driving arrests made during grant-funded enforcement activities	2,088	1,510	2,096	1,620	1,894	1,097	1,217	1,018
Number of speeding citations issued during grant-funded enforcement activities	40,772	21,542	26,669	20,752	24,542	18,529	22,575	16,392

***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.

Appendix C: NHTSA Core Performance Report

Performance Report
• Reduce the number of traffic-related fatalities on all roads in Maryland from 507.0 (2014-2018 average, FARS ARF) to 420.6 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP fatalities target was 432.5 (2016-2020 average). The actual number of fatalities was 507.0 (2014-2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.
• Reduce the number of traffic-related fatality rate on all roads in Maryland from 0.870 (2014–2018 average, FARS ARF) to 0.742 (2017–2021 average) or lower by December 31, 2020. Maryland's FFY 2020 HSP fatality rate target was 0.763 (2016–2020 average). The actual fatality rate was 0.870 (2014-2018), which is higher than the target; therefore, Maryland is not progressing towards its target.
• Reduce the number of traffic-related serious injuries on all roads in Maryland from 3,075.0 (2014–2018 average) to 2905.8 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP serious injuries target was 3,024.4 (2016–2020 average). The actual number of serious injuries was 3,075.0 (2014–2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.
• Reduce the number of traffic-related serious injuries on all roads in Maryland from 3,075.0 (2014–2018 average) to 2905.8 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP serious injuries target was 3,024.4 (2016–2020 average). The actual number of serious injuries was 3,075.0 (2014–2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.
• Reduce the number of alcohol-impaired driving fatalities (BAC = .08+) on all roads in Maryland from 147.8 (2014–2018 average, FARS ARF) to 117.6 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP alcohol-impaired driving fatality target was 122.1 (2016–2020 average). The actual number of alcohol-impaired driving fatalities was 147.8 (2014-2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.
• Reduce the number of speeding-related fatalities on all roads in Maryland from 135.2 (2014–2018 average, FARS ARF) to 128.9 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP speeding-related fatality target was 133.5 (2016–2020 average). The actual number of speeding-related driving fatalities was 135.2 (2014-2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.
• Reduce the number of motorcyclist fatalities on all roads in Maryland from 73.8 (2014–2018 average, FARS ARF) to 62.6 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP motorcyclist fatality target was 64.2 (2016–2020 average). The actual number of motorcyclist fatalities was 73.8 (2014-2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.
• Reduce the number of unhelmeted motorcyclist fatalities on all roads in Maryland from 10.4 (2014–2018 average, FARS ARF) to 7.5 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP unhelmeted motorcyclist fatality target was 7.7 (2016–2020 average). The actual number of unhelmeted motorcyclist fatalities was 10.4 (2014-2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.
• Reduce the number of drivers age 20 or younger-involved fatalities on all roads in Maryland from 46.2 (2014–2018 average, FARS ARF) to 49.4 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP younger-involved fatality target was 51.3 (2016–2020 average). The actual number of younger-involved fatalities was 46.2 (2014-2018 average), which is lower than the target; therefore, Maryland has met its target.

Performance Report
• Reduce the number of pedestrian fatalities on all roads in Maryland from 110.2 (2014–2018 average, FARS ARF) to 85.7 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP pedestrian fatality target was 87.4 (2016–2020 average). The actual number of pedestrian fatalities was 110.2 (2014-2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.
• Reduce the number of bicyclist fatalities on all roads in Maryland from 9.6 (2014–2018 average, FARS ARF) to 5.7 (2017–2021 average) or fewer by December 31, 2020. Maryland's FFY 2019 HSP bicyclist fatality target was 5.9 (2016–2020 average). The actual number of bicyclist fatalities was 9.6 (2014-2018 average), which is higher than the target; therefore, Maryland is not progressing towards its target.
• 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. The target for 2020 is 96.2. The target submitted in the FFY2019 for 2019 was 95.5. The target for 2019 has not been met as the survey shows that the statewide observed belt use rate of front seat outboard occupants in passenger vehicles and light trucks in 2019 is 90.4.
• To report the number of seat belt citations issued during grant-funded enforcement activities.
• To report the number of impaired driving arrests made during grant-funded enforcement activities.
• To report the number of speeding citations issued during grant-funded enforcement activities.

Appendix D: MVA Match Documentation

MARYLAND DEPARTMENT OF TRANSPORTATION
MOTOR VEHICLE ADMINISTRATION

Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Secretary
Christine Nizer
Administrator

June 15, 2020

Mrs. Stephanie Hancock
Regional Administrator
National Highway Traffic Safety Administration – Mid-Atlantic Region
George H. Fallon Federal Building
31 Hopkins Plaza, Rm 902
Baltimore MD 21201

Re: Highway Safety Programs Match for NHTSA Federal Funds

Dear Stephanie,

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

In Federal Fiscal Year 2021, the MDOT MVA will obligate roughly $16.2 million toward highway safety programs and will be responsible for providing roughly $13.6 million of in-kind services as matching funds. The MDOT MVA's Central Operations and Safety Programs will designate the match solely for federal highway safety grants and will not be used to match other federal grant programs. Please refer to Attachment 1 for the breakdown of matching funds.

The MDOT MVA maintains the highest commitment to safety, driver services, and the effective management of our highway safety grants. If you have any additional questions or concerns, please contact me at 410-768-7830 or cnizer@mdot.state.md.us.

Sincerely,

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

cc: Dr. Timothy Kerns, Director, MHSO

Index	Index Title	Fund	Aobj	Aobj Title	Budget	Expenditures
21000	MEDICAL ADVISORY BOARD	0300	0101	SALARIES-REGULAR EARNINGS	280,744.00	330,093.71
21000	MEDICAL ADVISORY BOARD	0300	0151	FICA REGULAR	14,453.00	18,175.18
21000	MEDICAL ADVISORY BOARD	0300	0152	HOSPITAL INSURANCE	17,308.00	19,111.58
21000	MEDICAL ADVISORY BOARD	0300	0154	HEALTH INSURANCE RETIRED	10,212.00	9,838.03
21000	MEDICAL ADVISORY BOARD	0300	0162	PENSION	56,935.00	62,857.63
21000	MEDICAL ADVISORY BOARD	0300	0174	UNEMPLOYMENT	786.00	908.79
21000	MEDICAL ADVISORY BOARD	0300	0189	TURN OVER EXPECTANCY	(12,125.00)	
21000	MEDICAL ADVISORY BOARD	0300	0818	REGISTRATION FEES - CONF	233.00	
21000	MEDICAL ADVISORY BOARD	0300	0825	DOCTOR FEES/MEDICAL ADVIS	28,838.00	13,630.00
21000	MEDICAL ADVISORY BOARD	0300	0827	TRASH REMOVAL		300.00
21000	MEDICAL ADVISORY BOARD	0300	0846	COPIER LEASE	1,616.00	1,421.90
21000	MEDICAL ADVISORY BOARD	0300	0874	MEETING EXPENSES	1,550.00	1,582.31
21000	MEDICAL ADVISORY BOARD	0300	0902	OFFICE SUPPLIES	353.00	33.08
21000	MEDICAL ADVISORY BOARD	0300	0926	PERSONAL COMPUTER SUPPLIE	516.00	236.62
21000	MEDICAL ADVISORY BOARD	0300	0993	PRINTSHOP SUPPLIES	177.00	70.34
21000	MEDICAL ADVISORY BOARD	0300	1304	SUBSCRIPTIONS	90.00	
21000 Total					401,386.00	458,259.17
22000	DRIVER SAFETY DIVISION	0300	0101	SALARIES-REGULAR EARNINGS	240,629.00	128,334.63
22000	DRIVER SAFETY DIVISION	0300	0151	FICA REGULAR	17,518.00	9,294.39
22000	DRIVER SAFETY DIVISION	0300	0152	HOSPITAL INSURANCE	25,962.00	20,855.91
22000	DRIVER SAFETY DIVISION	0300	0154	HEALTH INSURANCE RETIRED	15,318.00	10,736.44
22000	DRIVER SAFETY DIVISION	0300	0162	PENSION	48,800.00	25,147.86
22000	DRIVER SAFETY DIVISION	0300	0174	UNEMPLOYMENT	674.00	340.09
22000	DRIVER SAFETY DIVISION	0300	0189	TURN OVER EXPECTANCY	(10,856.00)	
22000	DRIVER SAFETY DIVISION	0300	0401	TRVL-IN-ST-ROUT OPERATION	290.00	-
22000	DRIVER SAFETY DIVISION	0300	0818	REGISTRATION FEES - CONF	675.00	
22000	DRIVER SAFETY DIVISION	0300	0874	MEETING EXPENSES	356.00	
22000	DRIVER SAFETY DIVISION	0300	0902	OFFICE SUPPLIES	85.00	
22000	DRIVER SAFETY DIVISION	0300	0993	PRINTSHOP SUPPLIES	118.00	
22000 Total					339,569.00	194,709.32
26000	DRIVER PROGRAM	0300	0101	SALARIES-REGULAR EARNINGS	153,414.00	63,988.96
26000	DRIVER PROGRAM	0300	0151	FICA REGULAR	11,169.00	4,760.42
26000	DRIVER PROGRAM	0300	0152	HOSPITAL INSURANCE	17,308.00	7,446.55
26000	DRIVER PROGRAM	0300	0154	HEALTH INSURANCE RETIRED	10,212.00	3,832.12
26000	DRIVER PROGRAM	0300	0162	PENSION	31,112.00	12,544.63
26000	DRIVER PROGRAM	0300	0174	UNEMPLOYMENT	430.00	174.21
26000	DRIVER PROGRAM	0300	0189	TURN OVER EXPECTANCY	(6,939.00)	
26000	DRIVER PROGRAM	0300	0846	COPIER LEASE		477.90
26000 Total					216,706.00	93,224.79
26100	PC:DEL:ADMIN ADJUDICATION	0300	0101	SALARIES-REGULAR EARNINGS	2,731,773.00	2,331,848.91
26100	PC:DEL:ADMIN ADJUDICATION	0300	0102	SALARIES-STUDENTS	56,818.00	92,766.32
26100	PC:DEL:ADMIN ADJUDICATION	0300	0104	SALARIES-OVERTIME	12,751.00	149,131.77
26100	PC:DEL:ADMIN ADJUDICATION	0300	0112	RECLASSIFICATIONS		(445.00)
26100	PC:DEL:ADMIN ADJUDICATION	0300	0151	FICA REGULAR	198,802.00	188,097.93
26100	PC:DEL:ADMIN ADJUDICATION	0300	0152	HOSPITAL INSURANCE	622,993.00	509,811.68
26100	PC:DEL:ADMIN ADJUDICATION	0300	0154	HEALTH INSURANCE RETIRED	279,916.00	264,868.10
26100	PC:DEL:ADMIN ADJUDICATION	0300	0162	PENSION	554,006.00	461,405.10
26100	PC:DEL:ADMIN ADJUDICATION	0300	0174	UNEMPLOYMENT	7,652.00	6,884.75
26100	PC:DEL:ADMIN ADJUDICATION	0300	0189	TURN OVER EXPECTANCY	(190,933.00)	
26100	PC:DEL:ADMIN ADJUDICATION	0300	0304	MISCELLANEOUS COMMUNICATI		316.25
26100	PC:DEL:ADMIN ADJUDICATION	0300	0804	PRINTING/REPRODUCTION	137,030.00	
26100	PC:DEL:ADMIN ADJUDICATION	0300	0806	SCANNING / MICROFILMING	86,883.00	66,857.35
26100	PC:DEL:ADMIN ADJUDICATION	0300	0817	LEGAL SERVICES/TRANSCRIPT	10,100.00	19,361.29
26100	PC:DEL:ADMIN ADJUDICATION	0300	0825	DOCTOR FEES/MEDICAL ADVIS		-

26100	PC:DEL:ADMIN ADJUDICATION	0300	0831	OFFICE OF ADMINISTRATIVE	2,790,285.00	2,790,285.00
26100	PC:DEL:ADMIN ADJUDICATION	0300	0846	COPIER LEASE	9,951.00	7,858.21
26100	PC:DEL:ADMIN ADJUDICATION	0300	0902	OFFICE SUPPLIES	2,095.00	2,226.84
26100	PC:DEL:ADMIN ADJUDICATION	0300	0926	PERSONAL COMPUTER SUPPLIE	19,173.00	17,798.71
26100	PC:DEL:ADMIN ADJUDICATION	0300	0935	JANITORIAL SUPPLIES	494.00	499.88
26100	PC:DEL:ADMIN ADJUDICATION	0300	0993	PRINTSHOP SUPPLIES	6,865.00	8,248.95
26100	PC:DEL:ADMIN ADJUDICATION	0300	1046	REPLACEMENT OFFICE FURNIT		518.18
26100	PC:DEL:ADMIN ADJUDICATION	0300	1304	SUBSCRIPTIONS		59.95
26100 Total					7,336,653.00	6,918,400.17
26200	DRIVER WELLNESS & SAFETY	0300	0101	SALARIES-REGULAR EARNINGS	2,680,091.00	2,523,827.34
26200	DRIVER WELLNESS & SAFETY	0300	0102	SALARIES-STUDENTS		1,638.46
26200	DRIVER WELLNESS & SAFETY	0300	0104	SALARIES-OVERTIME	51,560.00	116,903.42
26200	DRIVER WELLNESS & SAFETY	0300	0151	FICA REGULAR	195,111.00	193,559.81
26200	DRIVER WELLNESS & SAFETY	0300	0152	HOSPITAL INSURANCE	493,278.00	437,223.96
26200	DRIVER WELLNESS & SAFETY	0300	0154	HEALTH INSURANCE RETIRED	291,042.00	224,759.66
26200	DRIVER WELLNESS & SAFETY	0300	0162	PENSION	543,521.00	484,872.19
26200	DRIVER WELLNESS & SAFETY	0300	0174	UNEMPLOYMENT	7,504.00	7,085.07
26200	DRIVER WELLNESS & SAFETY	0300	0189	TURN OVER EXPECTANCY	(125,680.00)	
26200	DRIVER WELLNESS & SAFETY	0300	0401	TRVL-IN-ST-ROUT OPERATION		61.85
26200	DRIVER WELLNESS & SAFETY	0300	0806	SCANNING / MICROFILMING	1,087.00	37,242.44
26200	DRIVER WELLNESS & SAFETY	0300	0902	OFFICE SUPPLIES	3,080.00	1,497.35
26200	DRIVER WELLNESS & SAFETY	0300	0909	MEDICAL SUPPLIES		89.62
26200	DRIVER WELLNESS & SAFETY	0300	0917	SMALL TOOLS		34.42
26200	DRIVER WELLNESS & SAFETY	0300	0926	PERSONAL COMPUTER SUPPLIE	25,889.00	13,906.78
26200	DRIVER WELLNESS & SAFETY	0300	0935	JANITORIAL SUPPLIES	387.00	342.37
26200	DRIVER WELLNESS & SAFETY	0300	0993	PRINTSHOP SUPPLIES	8,122.00	6,730.66
26200	DRIVER WELLNESS & SAFETY	0300	1046	REPLACEMENT OFFICE FURNIT		1,542.00
26200 Total					4,174,992.00	4,051,316.40
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0101	SALARIES-REGULAR EARNINGS	200,631.00	51,482.44
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0151	FICA REGULAR	14,606.00	4,090.41
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0152	HOSPITAL INSURANCE	34,616.00	149.98
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0154	HEALTH INSURANCE RETIRED	20,424.00	77.14
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0162	PENSION	40,688.00	10,489.21
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0174	UNEMPLOYMENT	562.00	149.79
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0189	TURN OVER EXPECTANCY	(9,354.00)	
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0401	TRVL-IN-ST-ROUT OPERATION		633.21
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0403	TRAVEL OUT ST-ROUT OPERAT		(107.54)
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0804	PRINTING/REPRODUCTION	1,821.00	
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0902	OFFICE SUPPLIES	78.00	
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0926	PERSONAL COMPUTER SUPPLIE	107.00	
26500 Total					304,179.00	66,964.64
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0101	SALARIES-REGULAR EARNINGS	67,640.00	36,804.81
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0151	FICA REGULAR	4,781.00	2,686.33
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0152	HOSPITAL INSURANCE	17,308.00	6,454.24
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0154	HEALTH INSURANCE RETIRED	9,713.00	3,263.07
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0162	PENSION	13,319.00	7,207.78
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0174	UNEMPLOYMENT	184.00	98.36
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0175	WORKERS COMPENSATION	1,816.00	1,816.00
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0189	TURN OVER EXPECTANCY	(3,333.00)	
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0333	POSTAGE-COMMERCIAL CARRIE		9.00
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0401	TRVL-IN-ST-ROUT OPERATION	3,578.00	4,099.15
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0403	TRAVEL OUT ST-ROUT OPERAT		2,755.76
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0702	MTR VEH-GAS OIL		134.63
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0703	MTR VEH-MAINT & REPAIR	840.00	2,028.25
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0801	ADVERTISING	4,250.00	5,269.00

26510	PC:DEL:MOTORCYCLE SAFETY	0300	0804	PRINTING/REPRODUCTION	4,345.00	22,005.38
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0808	OFFICE EQUIPMENT RENTAL		968.86
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0818	REGISTRATION FEES - CONF		1,105.00
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0819	TRAINING	4,783.00	
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0821	CONSULTANTS	853.00	
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0846	COPIER LEASE	2,505.00	1,716.05
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0857	OTHER DP HARDWARE		15.96
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0874	MEETING EXPENSES	3,770.00	
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0899	OTHER CONTRACTUAL SERV		13.00
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0902	OFFICE SUPPLIES	713.00	1,177.90
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0904	MAINT BLDG SUPPLIES	360.00	
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0914	INSTRUCTIONAL SUPPLIES	11,719.00	536.69
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0926	PERSONAL COMPUTER SUPPLIE	512.00	319.95
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0927	KIOSK SUPPLIES		290.18
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0993	PRINTSHOP SUPPLIES	128.00	
26510	PC:DEL:MOTORCYCLE SAFETY	0300	1146	ADDITIONAL OFFICE FURNITU		677.76
26510	PC:DEL:MOTORCYCLE SAFETY	0300	1305	ASSOCIATION DUES	1,333.00	1,200.00
26510 Total					151,117.00	102,653.11
26520	PC:DEL:DRIVER EDUCATION P	0300	0101	SALARIES-REGULAR EARNINGS	367,418.00	399,433.53
26520	PC:DEL:DRIVER EDUCATION P	0300	0104	SALARIES-OVERTIME		867.94
26520	PC:DEL:DRIVER EDUCATION P	0300	0151	FICA REGULAR	26,747.00	29,377.90
26520	PC:DEL:DRIVER EDUCATION P	0300	0152	HOSPITAL INSURANCE	51,924.00	52,038.62
26520	PC:DEL:DRIVER EDUCATION P	0300	0154	HEALTH INSURANCE RETIRED	30,636.00	26,514.41
26520	PC:DEL:DRIVER EDUCATION P	0300	0162	PENSION	65,316.00	78,362.67
26520	PC:DEL:DRIVER EDUCATION P	0300	0174	UNEMPLOYMENT	1,029.00	1,075.17
26520	PC:DEL:DRIVER EDUCATION P	0300	0189	TURN OVER EXPECTANCY	(16,863.00)	
26520	PC:DEL:DRIVER EDUCATION P	0300	0304	MISCELLANEOUS COMMUNICATI	3,753.00	998.67
26520	PC:DEL:DRIVER EDUCATION P	0300	0401	TRVL-IN-ST-ROUT OPERATION		135.92
26520	PC:DEL:DRIVER EDUCATION P	0300	0403	TRAVEL OUT ST-ROUT OPERAT		739.50
26520	PC:DEL:DRIVER EDUCATION P	0300	0702	MTR VEH-GAS OIL		113.00
26520	PC:DEL:DRIVER EDUCATION P	0300	0804	PRINTING/REPRODUCTION	13,449.00	
26520	PC:DEL:DRIVER EDUCATION P	0300	0808	OFFICE EQUIPMENT RENTAL		452.70
26520	PC:DEL:DRIVER EDUCATION P	0300	0902	OFFICE SUPPLIES	1,790.00	802.81
26520	PC:DEL:DRIVER EDUCATION P	0300	0926	PERSONAL COMPUTER SUPPLIE	2,410.00	788.58
26520	PC:DEL:DRIVER EDUCATION P	0300	0935	JANITORIAL SUPPLIES	86.00	40.75
26520	PC:DEL:DRIVER EDUCATION P	0300	0993	PRINTSHOP SUPPLIES	1,035.00	764.59
26520 Total					548,730.00	592,506.76
28000	MARYLAND HIGHWAY SAFETY	0300	0101	SALARIES-REGULAR EARNINGS	1,057,217.00	(896,035.26)
28000	MARYLAND HIGHWAY SAFETY	0300	0104	SALARIES-OVERTIME	-	(1,270.87)
28000	MARYLAND HIGHWAY SAFETY	0300	0151	FICA REGULAR	74,545.00	(65,648.29)
28000	MARYLAND HIGHWAY SAFETY	0300	0152	HOSPITAL INSURANCE	82,047.00	(152,145.32)
28000	MARYLAND HIGHWAY SAFETY	0300	0154	HEALTH INSURANCE RETIRED	44,670.00	(78,511.98)
28000	MARYLAND HIGHWAY SAFETY	0300	0162	PENSION	204,668.00	(162,527.21)
28000	MARYLAND HIGHWAY SAFETY	0300	0174	UNEMPLOYMENT	2,824.00	(2,402.96)
28000	MARYLAND HIGHWAY SAFETY	0300	0189	TURN OVER EXPECTANCY	(37,289.00)	
28000	MARYLAND HIGHWAY SAFETY	0300	0372	TELECOMM CELLULAR PHONES	-	-
28000	MARYLAND HIGHWAY SAFETY	0300	0401	TRVL-IN-ST-ROUT OPERATION	2,933.00	3,271.64
28000	MARYLAND HIGHWAY SAFETY	0300	0402	IN STATE CONFERENCES/SEMI	-	
28000	MARYLAND HIGHWAY SAFETY	0300	0403	TRAVEL OUT ST-ROUT OPERAT	4,940.00	6,585.11
28000	MARYLAND HIGHWAY SAFETY	0300	0703	MTR VEH-MAINT & REPAIR		-
28000	MARYLAND HIGHWAY SAFETY	0300	0801	ADVERTISING	9,009.00	615.00
28000	MARYLAND HIGHWAY SAFETY	0300	0804	PRINTING/REPRODUCTION	1,121.00	-
28000	MARYLAND HIGHWAY SAFETY	0300	0808	OFFICE EQUIPMENT RENTAL	5,440.00	-
28000	MARYLAND HIGHWAY SAFETY	0300	0818	REGISTRATION FEES - CONF	-	-
28000	MARYLAND HIGHWAY SAFETY	0300	0819	TRAINING	-	

28000	MARYLAND HIGHWAY SAFETY	0300	0821	CONSULTANTS	153,219.00	79,523.82
28000	MARYLAND HIGHWAY SAFETY	0300	0846	COPIER LEASE	-	-
28000	MARYLAND HIGHWAY SAFETY	0300	0854	DP SYSTEM SOFTWARE MAINT	-	-
28000	MARYLAND HIGHWAY SAFETY	0300	0874	MEETING EXPENSES	264.00	
28000	MARYLAND HIGHWAY SAFETY	0300	0893	METAL LICENSE PLATES	-	-
28000	MARYLAND HIGHWAY SAFETY	0300	0902	OFFICE SUPPLIES	1,262.00	-
28000	MARYLAND HIGHWAY SAFETY	0300	0904	MAINT BLDG SUPPLIES	-	-
28000	MARYLAND HIGHWAY SAFETY	0300	0914	INSTRUCTIONAL SUPPLIES	2,356.00	
28000	MARYLAND HIGHWAY SAFETY	0300	0926	PERSONAL COMPUTER SUPPLIE	-	-
28000	MARYLAND HIGHWAY SAFETY	0300	0936	JANITORIAL SUPPLIES	-	-
28000	MARYLAND HIGHWAY SAFETY	0300	0993	PRINTSHOP SUPPLIES	-	-
28000	MARYLAND HIGHWAY SAFETY	0300	1113	ADDITIONAL MAINT & BLDG E	479.00	479.00
28000	MARYLAND HIGHWAY SAFETY	0300	1199	ADDITIONAL EQUIPMENT MISC	-	-
28000	MARYLAND HIGHWAY SAFETY	0300	1202	PAYMENT TO POLITICAL SUBD	1,141,150.00	328,453.27
28000	MARYLAND HIGHWAY SAFETY	0300	1305	ASSOCIATION DUES	-	-
28000 Total					2,751,755.00	(941,614.14)
28009	MARYLAND HIGHWAY SAFETY (PAYROLL	0300	0101	SALARIES-REGULAR EARNINGS		1,434,957.84
28009	MARYLAND HIGHWAY SAFETY (PAYROLL	0300	0104	SALARIES-OVERTIME		1,124.43
28009	MARYLAND HIGHWAY SAFETY (PAYROLL	0300	0151	FICA REGULAR		105,668.54
28009	MARYLAND HIGHWAY SAFETY (PAYROLL	0300	0152	HOSPITAL INSURANCE		202,265.72
28009	MARYLAND HIGHWAY SAFETY (PAYROLL	0300	0154	HEALTH INSURANCE RETIRED		106,643.56
28009	MARYLAND HIGHWAY SAFETY (PAYROLL	0300	0162	PENSION		268,332.20
28009	MARYLAND HIGHWAY SAFETY (PAYROLL	0300	0174	UNEMPLOYMENT		3,867.46
28009 Total					-	2,122,769.74
Grand Total					16,225,087.00	13,659,179.96

Appendix E: Certifications and Assurances Part A

Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2021 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Maryland Fiscal Year: 2021

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  (i) the entity in the preceding fiscal year received—
    (I) 80 percent or more of its annual gross revenues in Federal awards;
    (II) $25,000,000 or more in annual gross revenues from Federal awards; and
  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION
(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies** Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.),* **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.),* as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.),* (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;

- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;

- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;

- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

  "During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

  a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;

c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;

d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

IE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

e State will provide a drug-free workplace by:

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

b. Establishing a drug-free awareness program to inform employees about:
   1. The dangers of drug abuse in the workplace;
   2. The grantee's policy of maintaining a drug-free workplace;
   3. Any available drug counseling, rehabilitation, and employee assistance programs;
   4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
   5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

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

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

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

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

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

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

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

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

5. The terms *covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (https://www.sam.gov/).

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

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

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

4. The terms *covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (https://www.sam.gov/).

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

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

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

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

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

BUY AMERICA ACT
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.

2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

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

4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)

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

6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
    - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
        - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
        - Increase use of seat belts by occupants of motor vehicles;
    - Submission of information regarding mobilization participation into the HVE Database;
    - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;

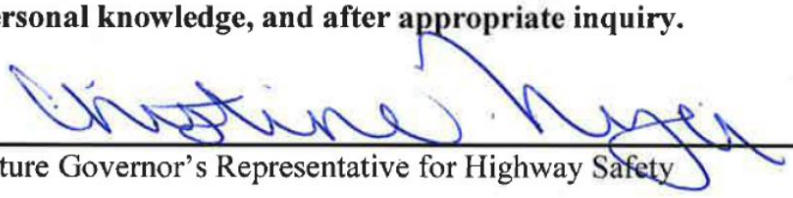
- An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

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

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

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



6/23/20

Signature Governor's Representative for Highway Safety — Date

Christine Nizer

Printed name of Governor's Representative for Highway Safety

Appendix F: Certifications and Assurances Part B

Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Maryland Fiscal Year: 2021

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

■ PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

[*Check the box above **only** if applying for this grant.*]

All States:

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

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at Occupant Protection Program pp 42-51 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at Occupant Protection Program pg 45 (location).
- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at Appendix G: Occupant Protection Grant (23 CFR 1300.21) Certification (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

- Countermeasure strategies and planned activities, as provided in the HSP at Appendix G: Occupant Protection Grant (23 CFR 1300.21) Certification (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat Belt Use States Only:

[*Check **at least 3 boxes** below and fill in **all** blanks under those checked boxes.*]

☐ The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
Legal citation(s):_____.

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

- _____ Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
- _____ Coverage of all passenger motor vehicles;
-
- _____ Minimum fine of at least $25;
- _____ Exemptions from restraint requirements.

☐ The countermeasure strategies and planned activities demonstrating the State's **seat belt enforcement plan** are provided in the HSP at _____ (location).

☐ The countermeasure strategies and planned activities demonstrating the State's **high risk population countermeasure program** are provided in the HSP at _____ (location).

☐ The State's **comprehensive occupant protection program** is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date _____ (date);

_____

- Multi-year strategic plan: HSP at _____(location);
- The name and title of the State's designated occupant protection coordinator is _____.
- List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at _____ (location).

☐ The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on _____ (date) (within 3 years of the application due date);

_____

■ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[*Check the box above **only** if applying for this grant.*]

All States:

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

[*Fill in **all** blank for each bullet below.*]

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at Appendix H: State Traffic Safety Information System Improvements Grants (location).
- The name and title of the State's Traffic Records Coordinator is Douglas Mowbray, Traffic Records Program Manager.
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at Appendix H: State Traffic Safety Information System Improvements Grants (location).
- The State Strategic Plan is provided as follows:
  - Description of specific, quantifiable and measurable improvements at Appendix H: State Traffic Safety Information System Improvements Grants (location);
  - List of all recommendations from most recent assessment at: Appendix H: State Traffic Safety Information System Improvements Grants (location);
  - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at Appendix H: State Traffic Safety Information System Improvements Grants (location);
  - Recommendations not to be addressed, including reasons for not implementing: HSP at N/A: Appendix H: State Traffic Safety Information System Improvements Grants (location).
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at pp 86-87 (location).
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on September 2019 (date).

■ PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[*Check the box above **only** if applying for this grant.*]

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

Mid-Range State Only:

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

□ The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____(date). Specifically –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____(location) contains the list of names, titles and organizations of all task force members;
- HSP at_____(location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

□ The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and continues to use this plan.

High-Range State Only:

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

□ The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically, –

- HSP at _____(location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____(location) contains the list of names, titles and organizations of all task force members;
- HSP at _____(location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at_____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP at _____(location) contains the planned activities, in detail, for spending grant funds;
- HSP at _____(location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

□ The State submits an updated Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the HSP at_____ (location).

■ PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[*Check the box above **only** if applying for this grant.*]

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

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on 10/1/2016 (date) and last amended on 10/1/2016 (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

MD Transp Code § 16-205 (2019)

□ PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[*Check the box above **only** if applying for this grant.*]

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

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

[*Check **at least one of the boxes** below and fill in **all** blanks under that checked box.*]

□ *Law citation.* The State provides citations to a law that authorizes a Statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

□ *Program information.* The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at _____ (location).

□ PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[*Check the box above **only** if applying for this grant and fill in **all** blanks.*]

Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State's driver's license examination in the HSP at _____ (location).

- **Prohibition on Texting While Driving**

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

  Legal citations:

  - _____ Prohibition on texting while driving;
  - _____ Definition of covered wireless communication devices;
  - _____ Minimum fine of at least $25 for an offense;
  - _____ Exemptions from texting ban.

- **Prohibition on Youth Cell Phone Use While Driving**

  The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues and requiring a minimum fine of at least $25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

  Legal citations:

  - _____ Prohibition on youth cell phone use while driving;
  - _____ Definition of covered wireless communication devices;
  - _____ Minimum fine of at least $25 for an offense;
  - _____ Exemptions from youth cell phone use ban.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

■ PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[*Check the box above **only** if applying for this grant.*]

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

□ **Motorcycle riding training course:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Christine Nizer, Administrator, Maryland MVA.
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula: [*Check at least one of the following boxes below and fill in any blanks.*]

  ■ Motorcycle Safety Foundation Basic Rider Course;
  □ TEAM OREGON Basic Rider Training;
  □ Idaho STAR Basic I;
  □ California Motorcyclist Safety Program Motorcyclist Training Course;
  □ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the HSP at pp 126-127 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

■ **Motorcyclist awareness program:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Christine Nizer, Administrator, Maryland MVA.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the HSP at Appendix I: Motorcyclist Safety Grant (23 CFR 1300.25) Certification (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the HSP at Maryland's Motorcycle Safety Program pp 65-68 (location), the countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions

where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

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

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at _____ (location).

- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

□ **Impaired driving program:**

- In the HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.

- In the HSP at _____ (location), countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

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

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at _____ (location).

- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

□ Use of fees collected from motorcyclists for motorcycle programs:

[*Check **one box only** below and fill in **all** blanks under the checked box **only**.*]

□ Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**

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

□ Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the HSP at
  _____ (location).

□ PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANTS (23 CFR 1300.26)

[*Check the box above **only** if applying for this grant.*]

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

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

Learner's Permit Stage –

Legal citations:

- _____ Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- _____ Applicant must pass vision test and knowledge assessment;
- _____ In effect for at least 6 months;
- _____ In effect until driver is at least 16 years of age;
- _____ Must be accompanied and supervised at all times;
- _____ Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- _____ Prohibits use of personal wireless communications device;
- _____ Extension of learner's permit stage if convicted of a driving-related offense;
- _____ Exemptions from learner's permit stage.

Intermediate Stage –

Legal citations:

- _____ Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- _____ Applicant must pass behind-the-wheel driving skills assessment;

- _____ In effect for at least 6 months;
- _____ In effect until driver is at least 17 years of age;
- _____ Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;
- _____ No more than 1 nonfamilial passenger younger than 21 years of age allowed;
- _____ Prohibits use of personal wireless communications device;
- _____ Extension of intermediate stage if convicted of a driving-related offense;
- _____ Exemptions from intermediate stage.

■ PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)

[*Check the box above **only** applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.*]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).

□ PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)

[*Check the box above **only** if applying for this grant.*]

[*Check one box **only** below and fill in **all** blanks under the checked box **only**.*]

□ In the HSP at _____(location), the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

□ In the HSP at _____(location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. (A State may not receive a racial profiling data collection grant by checking this box for more than 2 fiscal years.)

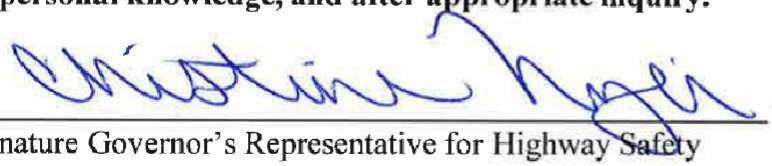
In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.

- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.

- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety

6/23/2020

Date

Christine Nizer

Printed name of Governor's Representative for Highway Safety

Appendix G: Occupant Protection Grant (23 CFR 1300.21) Certification

CERTIFICATION:

1. **Total number of planned inspection stations and/or events in the State – 22**
2. **Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:**
    - Populations served – urban: **9**
    - Populations served – rural: **14**
    - Populations served – at risk: **9**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

CERTIFICATION: Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

- Estimated total number of classes: **8**
- Estimated total number of technicians: **80**

NOTE: As of the writing of this report, the classes for FFY 2021 are TBD due to the complications caused by COVID-19. When classes are scheduled, information will be made available at https://phpa.health.maryland.gov/oehfp/kiss/Pages/Home.aspx.

Appendix H: State Traffic Safety Grants (23 CFR 1300.22) Certification

The following is a list of TRCC meetings for the 12 months prior to the submission of this document:

Executive Council	
July 29, 2019	11:00pm-1:00pm*
December 3, 2019	1:00pm-3:00pm**

General TRCC	
Wednesday, August 21, 2019	1:00pm-3:00pm
Wednesday, November 20, 2019	1:00pm-3:00pm
Wednesday, February 19, 2020	1:00pm-3:00pm

The following is a list if members of Maryland's TRCC:

TRCC Executive Council Full Members				
First Name	**Last Name**	**Title**	**Agency Name**	**Voting**
Oscar	Ibarra	Chief, Information Management and Program Administration	HSCRC	Yes
Jerry	Jones	Colonel; Secretary of State Police (Superintendent)	MSP	Yes
Michael	Leahy	Secretary	DoIT	Yes
John	Morrissey	Chief Judge, District Court of Maryland	Maryland Judiciary	Yes
Chrissy	Nizer	Administrator	MVA	Yes
Jim	Ports	Executive Director	MDTA	Yes
Dennis R.	Schrader	Secretary	MDH	Yes
Greg	Slater	Secretary	MDOT	Yes
Tim	Smith	Administrator	SHA	Yes
Theodore	Delbridge	Executive Director	MIEMSS	Yes
Proxy Members				
First Name	**Last Name**	**Title**	**Agency Name**	**Voting**
Steve	Kolbe	Deputy CIO	DoIT	Yes
Tawn	Gregory	Captain; Technology and Information Management	MSP	Yes
Howard	Haft	Deputy Secretary, Public Health Services	MDH	Yes
W. Lance	Schine	Deputy Secretary	DoIT	Yes

Specific, quantifiable and measurable improvements

System			
EMS	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Ensure that all data access requests for electronic Maryland EMS Data System® (eMEDS® -- the State's patient care reporting system) data/information are reviewed for appropriateness (non-confidentiality adherence) and facilitated within 30 days of request.	Number of Data Access Committee (DAC) related approved EMS data requests completed within 30 days over the total number of Data Access Committee related approved EMS data requests. Baseline is 95%. Goal is to maintain 95% or greater during the SFY 2021.	
Accuracy	Reduce the % Potential Motor Vehicle Crash (MVC) Transports with "Blank" Cause of Injury responses: Statewide CY 2017 Baseline – 18%	Number of MVC dispatch code records with a "Blank" Cause of Injury" over the total number MVC dispatch code records (by Emergency Medical Services Operational Program {EMSOP}). Baseline is 18% statewide average. Goal is to maintain an individual EMSOP average of 10% or less for all EMSOPS.	
Completeness	Increase the number of eMEDS® records that employ the use of the Computer-Aided Dispatch (CAD) data interface downloads. Increase the % match of patient account number in the Shock Trauma Center Toxicology database to the HSCRC Hospital and ED database. Increase the completeness percentage of MVC Cause on Injury data in eMEDS.	Number of eMEDS® records with CAD downloads over the total number of records. Baseline is 96%. Goal is to maintain 96% or greater during the SFY 2021. Increase from 87%-88% in 2015-2016 (the most recent years for which we have available data) to 95% by the year 2025. Increase the completeness percentage of MVC Cause on Injury data in eMEDS from 92% in 2017 to 99% in 2025.	EMS Data: Completeness MVC Cause of Injury: **1.1 percent improvement (2019 to 2020 comparison).**
Integration	Increase the percent of eMEDS that match existing records within Chesapeake Regional Information System for Patients (CRISP, the State's health information exchange).	Number of eMEDS records provided to CRISP resulted in a match of a record within CRISP. Baseline is 81%. Goal is to maintain 81% or greater during the SFY 2021.	
Timeliness	Reduce the amount of time from unit dispatch until an eMEDS® record is properly marked completed by the clinician.	The statewide goal is to have an eMEDS® report properly marked completed within 24 hours or less of a unit's dispatch. A per jurisdiction baseline will be established and measured monthly with a jurisdictional goal of 95%	

		of all calls being properly marked complete within 24 hours or less.	
Uniformity	Ensure compliance with the National Emergency Medical Services Information System (NEMSIS) standard data elements and responses through successful periodic submission to NEMSIS.	Number of eMEDS® records successfully submitted to NEMSIS over the total number of records submitted first time. Baseline is 100%. Goal is to maintain 100% during the SFY 2021.	
Trauma Registry	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Ensure that all data access requests for Maryland Trauma Registry (MTR) data/information are reviewed for appropriateness (non-confidentiality adherence) and facilitated within 30 days of agreement of request.	Number of Data Access Committee (DAC) related approved MTR data requests completed within 30 days of agreement over the total number of Data Access Committee related approved MTR data requests. Baseline is 95%. Goal is to maintain 95% or greater during the SFY 2021.	
Accuracy	Code of Maryland Regulations (COMAR) 30.08.05.21.I - Inter-Rater Reliability (IRR) monitoring of the trauma data entered into the MTR to ensure the quality, reliability, and validity.	COMAR 30.08.05.21.I - The Trauma Registry shall have a plan to ensure IRR of the data entered into the MTR at individual trauma centers. Ongoing review and evaluation shall ensure the quality, reliability, and validity of the institution's MTR registry data. A State baseline for IRR (15-20 trauma center records monthly) will be determined over SFY 2021; the minimum goal is 95% and a 99% stretch, to assess accuracy gaps at the data abstraction level.	
Completeness	Reduce the percentage of missing/unknown values in data elements (Patient Age-years, Glasgow Coma Score, Systolic Blood Pressure, Injury Severity Score) used for the calculation of Trauma Injury Severity Scores (TRISS).	Utilize the report, "Percent Date Completeness for Specific Data Elements" to identify qualifying records which TRISS elements are below a baseline of 86%. The goal is 95% for all elements, during the SFY 2021.	

Integration	Maryland trauma center submissions to the National Trauma Data Bank (NTDB) are included in the overall NTDB data repository.	Yearly comparisons of Maryland trauma centers with the rest of NTDB submittals nationwide. The baseline was Calendar Years 2010-2015 and comparing years thereafter to baseline and current year. Any differences that MIEMSS deems necessary will be investigated further.	
Timeliness	Verification of trauma records no later than 6 weeks after the end of each quarter.	All trauma patient records shall be submitted both quarterly and annually. Verification of counts and data element completeness shall be within six weeks after the end of each quarter. The goal is 100%.	
Uniformity	Ensure Maryland Trauma Registry (MTR) compliance with the National Trauma Data Bank (NTDB) standard data elements and responses through successful periodic submission to NTDB.	Each trauma center submits directly to the NTDB. MIEMSS currently does not receive feedback about the number of records successfully submitted on the first round. We are exploring a way to obtain this data over SFY 2021. The goal is 95%.	
ED/Inpatient Records	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Increase the number of users that report successfully accessing emergency department or inpatient discharge data for research purposes.	Increase the percent of data users to 85% from approx. 85 requests/year by 2021. Note: working with CRISP and other partners on this task- the outcome would be potentially more research done using hospital discharge data.	
Accuracy	Minimize the number of resubmissions for error corrections each quarter.	Reduce the error threshold from 10 % to 5 % for final quarterly submissions by 2022 (to be effective January 2021).	
Completeness	Reduce the percentage of missing/unknown values in data elements that do not have a state-level validation rule.	Reduce the percent of errors for important variables by 2-3% from an average of 6%.	
Integration	Increase the percentage of records with a traffic crash E-code and MAIS>1 that link to crash reports. Increase the percentage of records with an EMS transport that link to the EMS file.		

Timeliness	Reduce the number of days from the end of the quarter to when the file is ready for research/dissemination.	Reduce data processing time by 5 days by streamlining processing programs and edit checks July 2020, October 2020 and January 2021 - Data can be shared with external users sooner.	
Uniformity	Increase compliance with the most recent Uniform Billing Standard.		
Roadway	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Increase the number of local engineering users that report successfully accessing state roadway data for research purposes.	Increase the number of local engineering users that report successfully accessing state roadway data for research purposes from 40% to 100% by December 31, 2025.	
Accuracy	Increase the percentage of correct/accurate values in data elements that do not have a state-level validation rule.	Increase the percentage of correct/accurate values in data elements that do not have a state-level validation rule from 75% to 100% by December 31, 2025.	
Completeness	Increase the percentage of Baltimore City streets and/or alleys captured in the state file. Increase the percentage of Baltimore City streets and/or alleys captured in the state file.	Increase the percentage of Baltimore City streets and/or alleys captured in the state file from 60% to 100% by December 31, 2020. Increase the percentage of Baltimore City streets and/or alleys captured in the state file from 70% to 100% by December 31, 2025.	
Integration	Increase the percentage of crash reports with location information that matches the state roadway file.	Increase the percentage of crash reports with location information that matches the state roadway file from 50% to 85% by December 31, 2025.	
Timeliness	Reduce the number of days needed to incorporate roadway changes/additions to the state file.	Reduce the number of days needed to incorporate roadway changes/additions to the state file from 365 to fewer than 90 days by December 31, 2025.	

Uniformity	Increase compliance with the Model Inventory for Roadway Elements guidelines and Fundamental Data Elements— Number of MIRE Fundamental Data Elements for Non-Local (based on functional classification) Paved Roads; Number of MIRE Fundamental Data Elements for Local (based on functional classification) Paved Roads; Number of MIRE Fundamental Data Elements for Unpaved Roads.	Increase the percentage of MIRE Compliant FDEs in the state file from 80% to 100% by December 31, 2025.	
Crash	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Increase the number of users that report successfully accessing crash report data from RAVEN/Washington College/National Study Center.	Increase the percentage of customers (data users) who report satisfaction in the timeliness of the data analysis request fulfillment, and the comfortability level in the use of the data.	
Accuracy	Increase the percentage of crash reports with a citation number that matches the corresponding record numbers in the citation file (indicate an association with a crash (PD, PI, fatal)). Decrease the number of crash reports marked as "off road." Increase the percentage of crashes with longitude and latitude coordinates (i.e., x/y) with values inside the state of Maryland (where the crashes would have had to occur). Maintain a "good" rating in accuracy for commercial vehicle crashes uploaded to the FMCSA SAFETYNET database.	Increase the citation issued flag response rate in the Crash file from 91% in 2018 to 99% by 2025. Increase the valid driver date of birth captured in the Crash file from 82% complete in 2018 to 95% complete by 2025. Decrease the proportion of cases with an invalid vehicle year in the crash-related Vehicle file from 6% in 2018 to 1% by 2025. Decrease the number of crash reports marked as "off road" from 19.75% in 2018 to less than 5% by 2025.	FFY2019-FFY2020 Comparison Off Road: Crash Data: Accuracy: **0.14 percent improvement**
Completeness	Reduce the percentage of missing/unknown values on crash reports that should have a citation number (as identified in the citation file). Maintain a "good" rating in completeness for commercial vehicle crashes uploaded to the FMCSA SAFETYNET database.		
Integration	Increase the percentage of injury (KABCO 2-5) crash records that link to an EMS record.		

Timeliness	Reduce the number of days from the end of the quarter to when the data is posted on the Open Data Portal. Achieve and maintain a "good" rating in timeliness for commercial vehicle crashes uploaded to the FMCSA SAFETYNET database.		
Uniformity	Increase compliance with the Model Minimum Uniform Crash Criteria and ANSI D.16.		
Citation/Adjudication	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Determine through a survey the usefulness and timeliness of appropriate users accessing and using JPORTAL data.		
Accuracy	Increase the percentage of citations that indicate an association with a crash (PD, PI, fatal) that will match a corresponding crash record (citation number listed on crash report).	Decrease the proportion of invalid case license numbers in the Citation file from 3% in 2018 (approximately 15,000 records) to 1% by 2025.	
Completeness	Reduce the percentage of missing/unknown values on crash reports that should have a citation number (as identified in the citation file). Reduce the number of missing x/y coordinates on citations issued to motorists. Percent cases in the Citation database with missing gender. Percent cases in the Citation database with missing DOB (Age).	Reduce the number of missing x/y coordinates on citations issued to motorists. Decrease the proportion of invalid case license numbers in the Citation file from 3% in 2018 (approximately 15,000 records) to 1% by 2025. Decrease the percent of missing genders in the citation /adjudication database. Decrease the percent of missing age (DOB) in the citation /adjudication database.	FFY2019-FFY2020 comparisons: Citation Data: X/Y Completeness: **0.80 percent improvement** **0.0249% decrease in missing values for gender** **0.0035% decrease in missing values for DOB (age)**
Integration	Increase the percentage of citations given to Maryland drivers that may be linked to the correct driver record.		
Timeliness	Reduce the amount of time between the violation being issued and inclusion in the court file (and available to judges).		

Uniformity	Improve the uniformity of coding traffic violation information in citations database.	Increase the correct coding of citations issued for alcohol and/or drug use in the Citation file from 30% in 2018 to 75% by 2025. Increase the uniformity of missing license data. The current percentage will be determined using the 2018 data and a goal will be set.	
Driver	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Increase the number of users that report successfully accessing driver record data electronically, including law enforcement, courts, employers and individuals.		
Accuracy	Reduce the rate of validation errors for critical driver record transactions.		
Completeness	Reduce the percentage of missing/unknown values in critical driver records, including actions for commercial driver licenses/commercial vehicle-related offenses.		
Integration	Increase the number of systems that are integrated to produce real-time transactions/record updates.		
Timeliness	Increase the percentage of error records that are corrected and resubmitted within 24 hours.		
Uniformity	Increase the number of vehicle data elements that are entered automatically after validation and improve consistency among driver-related fields in that are entered into the vehicle data system manually.		
Vehicle	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Increase the number of users that report successfully accessing vehicle registration data electronically, including law enforcement, courts, employers and individuals.		

Accuracy	Increase the percentage of records with values that are compliant with system standards for critical elements in the vehicle file (e.g., vehicle body type and fuel type).		
Completeness	Reduce the percentage of missing/unknown/mismatched values in the vehicle file (e.g., vehicle body type and fuel type).		
Integration	Increase the percentage of vehicle records that successfully link to external data systems.		
Timeliness	Increase the percentage of vehicle transactions posting to the state file within 30 days of the sale of vehicle.		
Uniformity	Increase the number of vehicle data elements that are entered automatically after validation and improve consistency among vehicle-related fields in that are entered into the vehicle data system manually.		

Traffic Records Program Assessment—NHTSA Recommendations

To continue to assess progress toward the State's goals and determine the priorities for the 2021–2025 TRSP, a follow-up Traffic Records Program Assessment was completed in September 2019. Under federal regulations for traffic records funding (405(c)), states must include all recommendations from the most recent Traffic Records Program Assessment in the TRSP.

The Maryland 2021–2025 TRSP incorporates recommendations and considerations from the 2019 NHTSA Assessment, from FHWA's Maryland State Roadway Safety Data Capability Assessment Action Plan (January 2019), and from the TRCC Technical and Executive Councils, and the 2021-2025 TRSP must be ratified for submission to NHTSA by July 1, 2020.

TRCC Recommendation

- None.

Strategic Planning Recommendation

- None.

Crash Recommendations

- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

- Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

- Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation /Adjudication Recommendations

- Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS/Injury Surveillance Recommendations

- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

MARYLAND TRAFFIC RECORDS ASSESSMENT RECOMMENDATIONS September 2019								
REC LABEL	RECOMMENDATION	Not Addressed	No Progress	Pending Action	Some Progress	Significant Progress	Complete	Notes
Crash1	Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.				✓			MSP Central Records Division (CRD) continues to provide feedback to local law enforcement agencies on issues with reporting elements such as off-road and missing BAC. MHSO developed a training session on unknown safety equipment use in ACRS and delivered to a couple hundred law enforcement supervisors.
Crash2	Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.				✓			MSP and SHA continue to work together to update ACRS with the most recent roadway inventory information to have improved location information and the ability to integrate other roadway attributes into the crash database.
Vehicle1	Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		MDOT MVA continued the development of the Customer Connect system, which unifies and modernizes vehicle records operations. The vehicle records systems are scheduled for deployment in July 2020. Improvements include additional UI data controls and automated enforcement of business rules and elimination of some manual processes.

Vehicle2	Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		Customer Connect interfaces include the automation of NMVTIS checks for each title transaction, and modernization of existing interfaces with local jurisdictions, law enforcement systems, and vehicle business partners. Customer Connect will also offer significantly improved data reporting capability, to enable enhanced data quality performance monitoring.
REC LABEL	**RECOMMENDATION**	**Not Addressed**	**No Progress**	**Pending Action**	**Some Progress**	**Significant Progress**	**Complete**	**Notes**
Driver1	Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		MDOT MVA continues to develop improvements for the driver records system in Customer Connect, schedule for deployment in 2022. Additionally, MDOT MVA has initiated working groups to monitor data quality for CDLIS/CDL driver records and for administrative adjudication and sanction functions.
Driver2	Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		MDOT MVA has completed improvements to the Driver Licensing System to enable additional transaction types and make more transactions available via kiosk and web, increasing the accessibility of driver records and timeliness of delivery for these transactions.
Roadway 1	Improve the applicable guidelines for the Roadway data system to reflect best practices					✓		MDOT SHA continues to improve QC processes and is working to ensure the roadway files are accessible and useful.

	identified in the Traffic Records Program Assessment Advisory.							
Roadway 2	Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.					✓		MDOT SHA continues to improve QC processes and is working to ensure the roadway files are accessible and useful
REC LABEL	**RECOMMENDATION**	**Not Addressed**	**No Progress**	**Pending Action**	**Some Progress**	**Significant Progress**	**Complete**	**Notes**
Citation1	Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.				✓			The District Court working with MSP and local law enforcement agencies have developed processes to reduce errors entering the system.
Citation2	Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.			✓				No new interfaces have since been developed; we are still working on system functionality issues.
ISS2	Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.					✓		For the Injury Surveillance System components, Emergency Medical Services and Trauma Registry, each have been assigned all six Advisory data quality control measurements (including goals, baselines and measurements). These were developed

								in conjunction with respective user groups for State Fiscal Year 2021 implementation and address Motor Vehicle Crash related patients directly or indirectly.

2019 Assessment Recommendations

	Number	%
Not addressed	0	0%
No progress	0	0%
Pending Action	1	9%
Some Progress	3	27%
Significant Progress	7	64%
Complete	0	0%
Total	11	100%

Appendix I: Motorcyclist Safety Grant (23 CFR 1300.25) Certification

Maryland qualifies for two out of six motorcycle safety eligibility criteria under the FAST Act Motorcyclist Safety Grant Program. The State is submitting the following Motorcycle Safety Countermeasures Application for FFY 2021 funding under this program, demonstrating continued compliance with the eligibility criteria for motorcycle rider training courses and motorcyclist awareness programs.

Motorcycle rider training course: Yes
Motorcyclist awareness program: Yes
Reduction of fatalities and crashes: No
Impaired driving program: No
Reduction of impaired fatalities and accidents: No
Use of fees collected from motorcyclists: No

Motorcycle Rider Training Information
State authority agency: Maryland Motor Vehicle Administration
State authority name/title: Christine Nizer; Administrator
Approved Curricula: (i) Motorcycle Safety Foundation Basic Rider Course

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Motorcyclist Awareness Information
State authority agency: Maryland Motor Vehicle Administration
State authority name/title: Christine Nizer; Administrator

CERTIFICATION: The State's motorcyclist awareness program was developed in coordination with the State authority having jurisdiction over motorcyclist safety issues.

The following is a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records. The State will offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

MARYLAND MVA

MOTORCYCLE REGISTRATIONS

as of June 3, 2020

COUNTY	COUNT
ALLEGANY	2,191
ANNE ARUNDEL	12,651
BALTIMORE CITY	3,521
BALTIMORE	13,157
CALVERT	3,139
CAROLINE	1,179
CARROLL	6,612

CECIL	3,667
CHARLES	4,234
DORCHESTER	686
FREDERICK	7,917
GARRETT	1,193
HARFORD	7,147
HOWARD	4,535
KENT	533
MONTGOMERY	10,886
PRINCE GEORGE'S	9,504
QUEEN ANNE'S	1,492
ST. MARY'S	3,553
SOMERSET	469
TALBOT	815
WASHINGTON	4,587
WICOMICO	2,076
WORCESTER	1,610
TOTAL	***107,354***

State crash data has been used to identify the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle. That list is as follows:

County/Jurisdiction	Motorcycle Involved Crashes 2018
Baltimore	212
Prince George's	167
Anne Arundel	140
Montgomery	124
Baltimore City	118
Subtotal	**761**
Frederick	61
Washington	51
Charles	50
Cecil	46
Harford	46
Howard	41
St. Mary's	37
Carroll	31
Wicomico	31
Worcester	25
Calvert	21
Allegany	18
Queen Anne's	14
Talbot	11
Garrett	10
Dorchester	6
Somerset	4
Caroline	3
Kent	1
Subtotal	**507**
Total Crashes	**1,268**

This data is used to develop performance measures and corresponding performance targets for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

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

In compliance with 23 U.S.C. 405(f)(3(B), Maryland continues to use State data to identify and prioritize the State's motorcyclist awareness problem areas. The State continues to encourage collaboration among agencies and organizations responsible for, or impacted by, motorcycle safety issues, including motorcycle riders, clubs, and organizations.

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

While motorcyclist safety is not an emphasis area of the SHSP, motorcyclists are considered a vulnerable user group in the conceptual framework of the plan, which includes several emphasis areas like impaired driving and aggressive driving. The work of the MHSO to develop a motorcycle-specific strategic plan is coordinated with and supports the goals of the SHSP and is formulated under NHTSA's Uniform Guideline #3 for Motorcycle Safety.

Appendix J: Highway Safety Plan Transaction (HSP-1)

6/11/2020 Highway Safety Plan Transaction

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

State: Maryland

Highway Safety Plan Transaction

2021-HSP-1

For Approval

Page: 1

Report Date: 06/11/2020

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA								
FAST Act NHTSA 402								
Planning and Administration								
	207 Plan		PA-2021-G1-08-SW	MHSO - Staffing Grant 1	$.00	$80,669.76	$.00	$.00
	208 Plan		PA-2021-G1-19-SW	MHSO - Planning and Administration	$.00	$65,664.47	$.00	$.00
	209 Plan		PA-2021-MA-TC-H1	FAST Act NHTSA 402 Match	$146,334.23	$.00	$.00	$.00
Planning and Administration Total					**$146,334.23**	**$146,334.23**	**$.00**	**$.00**
Alcohol								
	127 Plan		AL-2021-G0-17-LC	Worcester Co Health - Impaired Driving	$.00	$3,542.00	$.00	$3,542.00
Alcohol Total					**$.00**	**$3,542.00**	**$.00**	**$3,542.00**
Motorcycle Safety								
	176 Plan		MC-2021-G0-82-SW	CORE - Motorcycle	$.00	$21,560.95	$.00	$.00
	177 Plan		MC-2021-G2-20-SW	CORE - Special Projects	$.00	$7,586.38	$.00	$.00
	178 Plan		MC-2021-L1-45-LC	MSP-Statewide - BikeSafe Maryland	$.00	$151,950.00	$.00	$151,950.00
Motorcycle Safety Total					**$.00**	**$181,097.33**	**$.00**	**$151,950.00**
Occupant Protection								
	179 Plan		OP-2021-G0-11-LC	Frederick Co Health Dept. - Special Proj	$.00	$7,497.19	$.00	$7,497.19
	180 Plan		OP-2021-G0-35-LC	MHSO - Media & Internal Projects	$.00	$255,000.00	$.00	$255,000.00
	181 Plan		OP-2021-L0-03-LC	Taneytown PD - Occupant/Distracted	$.00	$1,000.00	$.00	$1,000.00
	182 Plan		OP-2021-L0-07-LC	Talbot Co Sheriff - Occupant Protection	$.00	$500.00	$.00	$500.00
	183 Plan		OP-2021-L0-16-LC	Easton PD - Occupant Protection	$.00	$2,800.00	$.00	$2,800.00
	184 Plan		OP-2021-L0-20-LC	Ocean City PD - Occupant Protection	$.00	$2,112.00	$.00	$2,112.00
	185 Plan		OP-2021-L0-22-LC	Cumberland PD - Occupant Protection Gran	$.00	$1,000.00	$.00	$1,000.00
	186 Plan		OP-2021-L0-27-LC	Frederick PD - Occupant Protection/Speed	$.00	$4,200.00	$.00	$4,200.00

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

State: Maryland

Highway Safety Plan Transaction

2021-HSP-1

Report Date: 06/11/2020

For Approval

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
	187	Plan	OP-2021-L0-58-LC	Carroll Co Sheriff - Buckle Up & Phone D	$.00	$5,000.00	$.00	$5,000.00
	188	Plan	OP-2021-L0-64-LC	Fruitland PD - Occupant/Distracted	$.00	$666.00	$.00	$666.00
	189	Plan	OP-2021-L0-78-LC	Salisbury Univ PD - Occupant Protection	$.00	$2,000.00	$.00	$2,000.00
	190	Plan	OP-2021-L0-88-LC	Worcester Co Sheriff - Occupant Protecti	$.00	$884.82	$.00	$884.82
	191	Plan	OP-2021-L0-94-LC	Berlin PD - BPD HWY Safety Occupant	$.00	$500.00	$.00	$500.00
	192	Plan	OP-2021-L1-06-LC	Wicomico Co Sheriff - Occupant Protectio	$.00	$2,000.00	$.00	$2,000.00
	193	Plan	OP-2021-L1-17-LC	Westminster PD - FFY 2021 Occupant Prote	$.00	$1,500.00	$.00	$1,500.00
	194	Plan	OP-2021-L1-22-LC	Queen Anne Sheriff - Occupant Protection	$.00	$1,440.00	$.00	$1,440.00
	195	Plan	OP-2021-L1-30-LC	Mt. Airy PD - Occupant Protection	$.00	$1,000.00	$.00	$1,000.00
	196	Plan	OP-2021-L1-32-LC	Salisbury PD - Distracted Driving Applic	$.00	$3,000.00	$.00	$3,000.00
	197	Plan	OP-2021-L1-37-LC	Princess Anne PD - OCCUPANT PROTECTION 2	$.00	$1,508.13	$.00	$1,508.13
	198	Plan	OP-2021-L1-58-LC	Sykesville PD - stay in your lane	$.00	$1,500.00	$.00	$1,500.00
	199	Plan	OP-2021-L1-78-LC	Caroline Co Sheriff - Occupant Protectio	$.00	$968.00	$.00	$968.00
	200	Plan	OP-2021-L1-81-LC	MSP-Statewide - Distracted Driving	$.00	$3,000.00	$.00	$3,000.00
	201	Plan	OP-2021-L1-94-LC	Hampstead PD - Distracted Driving	$.00	$1,000.00	$.00	$1,000.00
	202	Plan	OP-2021-L2-05-LC	Hagerstown PD - Occupant Protection	$.00	$3,000.00	$.00	$3,000.00
	203	Plan	OP-2021-L2-09-LC	Hagerstown PD - FY21 MHSO Speed Enforcem	$.00	$720.00	$.00	$720.00
	204	Plan	OP-2021-L2-14-LC	Frostburg PD - Occupant Protection	$.00	$1,000.00	$.00	$1,000.00
	205	Plan	OP-2021-L2-16-LC	Dent PD - Be Safe 2021	$.00	$1,000.00	$.00	$1,000.00
	206	Plan	OP-2021-L2-42-LC	Ocean Pines PD - Click it or Ticket	$.00	$800.00	$.00	$800.00
Occupant Protection Total					**$.00**	**$306,596.14**	**$.00**	**$306,596.14**
Pedestrian/Bicycle Safety								
	210	Plan	PS-2021-G0-11-LC	Frederick Co Health Dept. - Special Proj	$.00	$6,039.00	$.00	$6,039.00
	274	Plan	PS-2021-G1-99-LC	Baltimore Metropolitan Council	$.00	$313,393.00	$.00	$313,393.00

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

State: Maryland

Highway Safety Plan Transaction

2021-HSP-1

Report Date: 06/11/2020

For Approval

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
Pedestrian/Bicycle Safety Total					**$.00**	**$319,432.00**	**$.00**	**$319,432.00**
Police Traffic Services								
	211 Plan		PT-2021-G0-10-SW	Balt Co PD-Crash Recon - Special Project	$.00	$27,923.00	$.00	$.00
	212 Plan		PT-2021-G0-99-SW	WRAP - FY 2021 MHSO Meetings Support	$.00	$7,794.00	$.00	$.00
	213 Plan		PT-2021-G1-08-SW	MHSO - Staffing Grant 1	$.00	$254,463.08	$.00	$.00
	214 Plan		PT-2021-G1-49-LC	MCPA - Training & Conferences	$.00	$128,450.00	$.00	$128,450.00
	215 Plan		PT-2021-G1-53-SW	MD Sheriffs - MSA Training & Conferences	$.00	$7,700.00	$.00	$.00
	216 Plan		PT-2021-G2-25-SW	Chesapeake Reg Safety - GN-- 2021	$.00	$240,202.60	$.00	$.00
Police Traffic Services Total					**$.00**	**$666,532.68**	**$.00**	**$128,450.00**
Traffic Records								
	268 Plan		TR-2021-G2-48-SW	Washington College - Traffic Records	$.00	$339,703.17	$.00	$.00
Traffic Records Total					**$.00**	**$339,703.17**	**$.00**	**$.00**
Community Traffic Safety Project								
	128 Plan		CP-2021-G0-11-LC	Frederick Co Health Dept. - Special Proj	$.00	$63,802.88	$.00	$63,802.88
	129 Plan		CP-2021-G0-35-LC	MHSO - Media & Internal Projects	$.00	$316,000.00	$.00	$316,000.00
	130 Plan		CP-2021-G0-40-SW	MIEMSS - Occupant Protection	$.00	$1,975.00	$.00	$.00
	131 Plan		CP-2021-G0-47-SW	Children and Parent Res Grp	$.00	$60,000.00	$.00	$.00
	132 Plan		CP-2021-G0-99-SW	WRAP - FY 2021 MHSO Meetings Support	$.00	$32,070.00	$.00	$.00
	133 Plan		CP-2021-G1-08-SW	MHSO - Staffing Grant 1	$.00	$581,505.83	$.00	$.00
	134 Plan		CP-2021-G1-09-SW	MHSO - Staffing Grant 2	$.00	$154,290.24	$.00	$.00
	135 Plan		CP-2021-G2-03-SW	MHSO - GPS Grant System	$.00	$200,400.00	$.00	$.00
	136 Plan		CP-2021-G2-40-SW	DRIVE SMART VA - Distracted Driving Summ	$.00	$8,625.00	$.00	$.00
	137 Plan		CP-2021-G2-44-SW	UM Medical System - Distracted Driving	$.00	$29,304.00	$.00	$.00
	138 Plan		CP-2021-G2-68-SW	MADD - Power Of Youth	$.00	$1,870.00	$.00	$.00

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

State: Maryland

Highway Safety Plan Transaction

2021-HSP-1

Report Date: 06/11/2020

For Approval

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
	139	Plan	CP-2021-G2-70-LC	Driving it home - #DrivingItHome	$.00	$3,200.00	$.00	$3,200.00
	140	Plan	CP-2021-MA-TC-H1	FAST Act NHTSA 402 Match	$1,066,102.76	$.00	$.00	$.00
Community Traffic Safety Project Total					**$1,066,102.76**	**$1,453,042.95**	**$.00**	**$383,002.88**
Speed Enforcement								
	217	Plan	SE-2021-G0-35-LC	MHSO - Media & Internal Projects	$.00	$220,000.00	$.00	$220,000.00
	218	Plan	SE-2021-L0-04-LC	Taneytown PD - Speed Enforcement	$.00	$1,000.00	$.00	$1,000.00
	219	Plan	SE-2021-L0-14-LC	Easton PD - 2020-2021 Speed Enforcement	$.00	$4,200.00	$.00	$4,200.00
	220	Plan	SE-2021-L0-29-LC	Charles Co Sheriff - Speed Enforcement	$.00	$12,000.00	$.00	$12,000.00
	221	Plan	SE-2021-L0-38-LC	Ocean City PD - Aggressive Driving	$.00	$2,244.00	$.00	$2,244.00
	222	Plan	SE-2021-L0-39-LC	St. Mary's Co Sheriff - Speed Enforcemen	$.00	$7,000.00	$.00	$7,000.00
	223	Plan	SE-2021-L0-41-LC	Frederick PD - Speed Enforcement	$.00	$14,800.00	$.00	$14,800.00
	224	Plan	SE-2021-L0-45-LC	Baltimore Co PD - Speed Enforcement	$.00	$29,000.00	$.00	$29,000.00
	225	Plan	SE-2021-L0-50-LC	La Plata PD - Speed	$.00	$2,000.00	$.00	$2,000.00
	226	Plan	SE-2021-L0-54-LC	Laurel PD - Aggressive Driving	$.00	$4,000.00	$.00	$4,000.00
	227	Plan	SE-2021-L0-59-LC	Carroll Co Sheriff - Slow Down	$.00	$5,000.00	$.00	$5,000.00
	228	Plan	SE-2021-L0-63-LC	Fruitland PD - Speed Enforcement OT	$.00	$832.50	$.00	$832.50
	229	Plan	SE-2021-L0-70-LC	Cecil Co Sheriff - Speed Enforcement	$.00	$6,000.00	$.00	$6,000.00
	230	Plan	SE-2021-L0-75-LC	Baltimore City PD - Speed	$.00	$14,900.00	$.00	$14,900.00
	231	Plan	SE-2021-L0-81-LC	Elkton PD - Slow Down	$.00	$2,500.00	$.00	$2,500.00
	232	Plan	SE-2021-L0-87-LC	Worcester Co Sheriff - Aggressive Drivin	$.00	$2,642.35	$.00	$2,642.35
	233	Plan	SE-2021-L0-91-LC	MD Natural Resources Police - Task Force	$.00	$800.00	$.00	$800.00
	234	Plan	SE-2021-L0-93-LC	Berlin PD - BPD HWY Safety Speed	$.00	$2,000.00	$.00	$2,000.00
	235	Plan	SE-2021-L0-95-LC	Queen Anne Sheriff - Speed Enforcement	$.00	$1,440.00	$.00	$1,440.00
	236	Plan	SE-2021-L1-02-LC	City of Bowie - Bowie City Speed Enforce	$.00	$2,000.00	$.00	$2,000.00

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

State: Maryland

Highway Safety Plan Transaction

2021-HSP-1

For Approval

Report Date: 06/11/2020

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
	237	Plan	SE-2021-L1-05-LC	Wicomico Co Sheriff - Speed Enforcement	$.00	$5,000.00	$.00	$5,000.00
	238	Plan	SE-2021-L1-07-LC	Anne Arundel Co PD - Speed Enforcement	$.00	$16,000.00	$.00	$16,000.00
	239	Plan	SE-2021-L1-14-LC	Bel Air PD - Speed/Crash reduction	$.00	$1,500.00	$.00	$1,500.00
	240	Plan	SE-2021-L1-16-LC	Westminster PD - FFY 2021 Speed Enforcem	$.00	$500.00	$.00	$500.00
	241	Plan	SE-2021-L1-21-SW	Annapolis PD - Speed Enforcement	$.00	$3,000.00	$.00	$.00
	242	Plan	SE-2021-L1-26-LC	Montgomery Co PD - Aggressive Driving	$.00	$58,000.00	$.00	$58,000.00
	243	Plan	SE-2021-L1-29-LC	Mt. Airy PD - Speed Enforcement	$.00	$1,000.00	$.00	$1,000.00
	244	Plan	SE-2021-L1-33-LC	Salisbury PD - Speed Enforcement Applica	$.00	$4,000.00	$.00	$4,000.00
	245	Plan	SE-2021-L1-36-LC	Princess Anne PD - 402 SPEED 2021	$.00	$1,488.79	$.00	$1,488.79
	246	Plan	SE-2021-L1-39-LC	Howard Co PD - FY21 Speed	$.00	$15,000.00	$.00	$15,000.00
	247	Plan	SE-2021-L1-41-LC	Talbot Co Sheriff - Aggressive Driving	$.00	$500.00	$.00	$500.00
	248	Plan	SE-2021-L1-42-LC	Washington Co Sheriff - Aggressive Drivi	$.00	$7,610.00	$.00	$7,610.00
	249	Plan	SE-2021-L1-50-LC	MSP-Statewide - Aggressive Driving	$.00	$147,000.00	$.00	$147,000.00
	250	Plan	SE-2021-L1-56-LC	Sykesville PD - slow down	$.00	$1,500.00	$.00	$1,500.00
	251	Plan	SE-2021-L1-57-LC	Caroline Co Sheriff - Aggressive Driving	$.00	$4,972.00	$.00	$4,972.00
	252	Plan	SE-2021-L1-62-LC	MDTA - Speed	$.00	$22,000.00	$.00	$22,000.00
	253	Plan	SE-2021-L1-70-LC	UMCP PD - Speed Enforcement	$.00	$3,000.00	$.00	$3,000.00
	254	Plan	SE-2021-L1-71-LC	Greenbelt PD - Speed Enforcement	$.00	$4,000.00	$.00	$4,000.00
	255	Plan	SE-2021-L1-75-LC	Gaithersburg PD - Speed Enforcement	$.00	$7,000.00	$.00	$7,000.00
	256	Plan	SE-2021-L1-84-LC	Calvert Co Sheriff - Speed Enforcement	$.00	$9,000.00	$.00	$9,000.00
	257	Plan	SE-2021-L1-90-LC	Rockville PD - Speed Enforcement	$.00	$4,000.00	$.00	$4,000.00
	258	Plan	SE-2021-L1-93-LC	Hampstead PD - Speed Enforcement	$.00	$1,500.00	$.00	$1,500.00
	259	Plan	SE-2021-L1-96-LC	City of Hyattsville PD - Aggressive Driv	$.00	$2,000.00	$.00	$2,000.00
	260	Plan	SE-2021-L2-09-LC	Hagerstown PD - FY21 MHSO Speed Enforcem	$.00	$1,280.00	$.00	$1,280.00

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	261	Plan	SE-2021-L2-19-LC	Allegany Co Sheriff - Aggressive Driving	$.00	$3,000.00	$.00	$3,000.00
	262	Plan	SE-2021-L2-37-SW	Riverdale Park PD - speed	$.00	$3,000.00	$.00	$.00
	263	Plan	SE-2021-L2-41-LC	Ocean Pines PD - Speed Enforcement	$.00	$800.00	$.00	$800.00
	264	Plan	SE-2021-L2-54-LC	Harford Co Sheriff - Aggressive Driving	$.00	$12,500.00	$.00	$12,500.00
	265	Plan	SE-2021-L2-58-LC	Havre de Grace PD - Speed Enforcement	$.00	$1,980.00	$.00	$1,980.00
	266	Plan	SE-2021-L2-62-LC	Dent PD - Operation Slow	$.00	$1,000.00	$.00	$1,000.00
	267	Plan	SE-2021-L2-65-LC	Aberdeen PD - speed enforcment	$.00	$1,500.00	$.00	$1,500.00
Speed Enforcement Total					**$.00**	**$678,989.64**	**$.00**	**$672,989.64**
Distracted Driving								
	141	Plan	DD-2021-G0-35-LC	MHSO - Media & Internal Projects	$.00	$165,000.00	$.00	$165,000.00
	142	Plan	DD-2021-G1-08-SW	MHSO - Staffing Grant 1	$.00	$25,474.70	$.00	$.00
	143	Plan	DD-2021-G1-19-SW	MHSO - Planning and Administration	$.00	$1,500.00	$.00	$.00
	144	Plan	DD-2021-G2-40-SW	DRIVE SMART VA - Distracted Driving Summ	$.00	$25,705.43	$.00	$.00
	145	Plan	DD-2021-G2-46-SW	Morgan State - Distracted Driving	$.00	$44,100.00	$.00	$.00
	146	Plan	DD-2021-G2-70-LC	Driving it home - #DrivingItHome	$.00	$10,420.00	$.00	$10,420.00
	147	Plan	DD-2021-L0-28-LC	Charles Co Sheriff - Distracted Driving	$.00	$12,000.00	$.00	$12,000.00
	148	Plan	DD-2021-L0-42-LC	Baltimore Co PD - Distracted Driving	$.00	$37,000.00	$.00	$37,000.00
	149	Plan	DD-2021-L0-49-LC	La Plata PD - Distracted Driving	$.00	$1,000.00	$.00	$1,000.00
	150	Plan	DD-2021-L0-55-LC	Laurel PD - Distracted Driving	$.00	$3,000.00	$.00	$3,000.00
	151	Plan	DD-2021-L0-67-LC	St. Mary's Co Sheriff - Buckle Up, Phone	$.00	$3,000.00	$.00	$3,000.00
	152	Plan	DD-2021-L0-69-LC	Cecil Co Sheriff - Distracted Driving	$.00	$6,000.00	$.00	$6,000.00
	153	Plan	DD-2021-L0-76-LC	Baltimore City PD - Distracted Driving	$.00	$9,960.00	$.00	$9,960.00
	154	Plan	DD-2021-L0-77-LC	Gaithersburg PD - Distracted Driving	$.00	$3,000.00	$.00	$3,000.00
	155	Plan	DD-2021-L0-80-LC	Elkton PD - Buckle Up & Pay Attention	$.00	$2,500.00	$.00	$2,500.00

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	156	Plan	DD-2021-L0-89-LC	MD Natural Resources Police - Task Force	$.00	$800.00	$.00	$800.00
	157	Plan	DD-2021-L1-01-LC	City of Bowie - Bowie City Distracted Dr	$.00	$1,000.00	$.00	$1,000.00
	158	Plan	DD-2021-L1-13-LC	Bel Air PD - Distracted	$.00	$1,500.00	$.00	$1,500.00
	159	Plan	DD-2021-L1-23-LC	Anne Arundel Co PD - Distracted Driving	$.00	$32,000.00	$.00	$32,000.00
	160	Plan	DD-2021-L1-40-LC	Howard Co PD - FY21 Distracted	$.00	$15,000.00	$.00	$15,000.00
	161	Plan	DD-2021-L1-46-LC	Montgomery Co PD - Distracted Driving/OP	$.00	$30,000.00	$.00	$30,000.00
	162	Plan	DD-2021-L1-64-LC	MDTA - Distracted Driving Enforcement	$.00	$24,000.00	$.00	$24,000.00
	163	Plan	DD-2021-L1-68-LC	UMCP PD - Distracted Driving	$.00	$2,000.00	$.00	$2,000.00
	164	Plan	DD-2021-L1-74-LC	Greenbelt PD - Distracted	$.00	$990.00	$.00	$990.00
	165	Plan	DD-2021-L1-81-LC	MSP-Statewide - Distracted Driving	$.00	$76,500.00	$.00	$76,500.00
	166	Plan	DD-2021-L1-83-LC	Annapolis PD - Distracted Driving	$.00	$2,000.00	$.00	$2,000.00
	167	Plan	DD-2021-L1-85-LC	Calvert Co Sheriff - Distracted Driving	$.00	$5,000.00	$.00	$5,000.00
	168	Plan	DD-2021-L1-91-LC	Rockville PD - Distracted Driving	$.00	$3,000.00	$.00	$3,000.00
	169	Plan	DD-2021-L1-98-LC	City of Hyattsville PD - Distracted Driv	$.00	$2,000.00	$.00	$2,000.00
	170	Plan	DD-2021-L2-07-LC	Prince George's Co PD - Distracted Drivi	$.00	$30,000.00	$.00	$30,000.00
	171	Plan	DD-2021-L2-28-LC	Prince George's Co PD - Aggressive Drivi	$.00	$33,000.00	$.00	$33,000.00
	172	Plan	DD-2021-L2-34-LC	Riverdale Park PD - Distracted	$.00	$3,000.00	$.00	$3,000.00
	173	Plan	DD-2021-L2-52-LC	Harford Co Sheriff - Distracted Driving	$.00	$15,000.00	$.00	$15,000.00
	174	Plan	DD-2021-L2-56-LC	Havre de Grace PD - Distracted Driving	$.00	$990.00	$.00	$990.00
	175	Plan	DD-2021-L2-66-LC	Aberdeen PD - Distracted Driver	$.00	$1,428.00	$.00	$1,428.00
	271	Plan	DD-2021-G1-48-SW	Emergency Responder Safety Institute	$.00	$7,972.25	$.00	$.00
Distracted Driving Total					**$.00**	**$636,840.38**	**$.00**	**$532,088.00**
FAST Act NHTSA 402 Total					***$1,212,436.99***	***$4,732,110.52***	***$.00***	***$2,498,050.66***
FAST Act 405b OP High								
405b High Community CPS Services								
	269	Plan	M1CPS-2021-G0-37-SW	Maryland DOH - Maryland Kids In Safety S	$.00	$6,094.00	$.00	$.00

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	270	Plan	M1CPS-2021-G0-40-SW	MIEMSS - Occupant Protection	$.00	$2,650.00	$.00	$.00
405b High Community CPS Services Total					**$.00**	**$8,744.00**	**$.00**	**$.00**
405b High CSS Purchase/Distribution								
	1	Plan	M1CSS-2021-G0-37-SW	Maryland DOH - Maryland Kids In Safety S	$.00	$19,698.80	$.00	$.00
	2	Plan	M1CSS-2021-G0-40-SW	MIEMSS - Occupant Protection	$.00	$16,092.00	$.00	$.00
	3	Plan	M1CSS-2021-G2-47-LC	Carroll Co Health - Buckle Up Carroll Co	$.00	$2,139.50	$.00	$2,139.50
405b High CSS Purchase/Distribution Total					**$.00**	**$37,930.30**	**$.00**	**$2,139.50**
405b OP High								
	4	Plan	M1X-2021-G0-35-LC	MHSO - Media & Internal Projects	$.00	$60,000.00	$.00	$60,000.00
	5	Plan	M1X-2021-G0-37-SW	Maryland DOH - Maryland Kids In Safety S	$.00	$234,582.24	$.00	$.00
	6	Plan	M1X-2021-G0-40-SW	MIEMSS - Occupant Protection	$.00	$68,502.80	$.00	$.00
	7	Plan	M1X-2021-G1-08-SW	MHSO - Staffing Grant 1	$.00	$76,424.12	$.00	$.00
	8	Plan	M1X-2021-G1-43-SW	UMB NSC - Seat Belt Observation Project	$.00	$100,588.06	$.00	$.00
	9	Plan	M1X-2021-MA-TC-H1	FAST Act 405b OP High Match	$146,692.88	$.00	$.00	$.00
405b OP High Total					**$146,692.88**	**$540,097.22**	**$.00**	**$60,000.00**
FAST Act 405b OP High Total					***$146,692.88***	***$586,771.52***	***$.00***	***$62,139.50***
FAST Act 405c Data Program								
405c Data Program								
	10	Plan	M3DA-2021-G1-08-SW	MHSO - Staffing Grant 1	$.00	$125,657.47	$.00	$.00
	11	Plan	M3DA-2021-G1-55-SW	UMB NSC - Traffic Records and Survey Pro	$.00	$293,011.97	$.00	$.00
	12	Plan	M3DA-2021-G2-48-SW	Washington College - Traffic Records	$.00	$129,656.18	$.00	$.00
	13	Plan	M3DA-2021-G2-64-SW	CORE - Special Projects	$.00	$86,203.87	$.00	$.00
	14	Plan	M3DA-2021-MA-TC-H1	FAST Act 405c Data Program Match	$158,632.37	$.00	$.00	$.00
405c Data Program Total					**$158,632.37**	**$634,529.49**	**$.00**	**$.00**

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FAST Act 405c Data Program Total					***$158,632.37***	***$634,529.49***	***$.00***	***$.00***
FAST Act 405d Impaired Driving Low								
405d Low Other Based on Problem ID								
	79	Plan	M6OT-2021-G2-03-SW	MHSO - GPS Grant System	$.00	$200,400.00	$.00	$.00
405d Low Other Based on Problem ID Total					**$.00**	**$200,400.00**	**$.00**	**$.00**
405d Impaired Driving Low								
	80	Plan	M6X-2021-G0-13-LC	MML PEA - Annual Conference Training	$.00	$5,500.00	$.00	$5,500.00
	81	Plan	M6X-2021-G0-32-SW	MSAA - Traffic Safety Resource Prosecuto	$.00	$194,628.10	$.00	$.00
	82	Plan	M6X-2021-G0-48-LC	CAASA - Impaired Driving Activities	$.00	$5,180.00	$.00	$5,180.00
	83	Plan	M6X-2021-G0-86-LC	St. Mary's Co Health Dept - Impaired Dri	$.00	$8,800.00	$.00	$8,800.00
	84	Plan	M6X-2021-G0-98-LC	WRAP - Impaired Driving	$.00	$242,017.19	$.00	$242,017.19
	85	Plan	M6X-2021-G1-09-SW	MHSO - Staffing Grant 2	$.00	$249,206.09	$.00	$.00
	86	Plan	M6X-2021-G1-34-LC	Sykesville Freedom FD - Every 15 Minutes	$.00	$7,170.00	$.00	$7,170.00
	87	Plan	M6X-2021-G2-25-SW	Chesapeake Reg Safety - GN-- 2021	$.00	$90,176.90	$.00	$.00
	88	Plan	M6X-2021-G2-32-SW	MSP-DRE - DRE Training	$.00	$303,039.34	$.00	$.00
	89	Plan	M6X-2021-G2-43-LC	Seneca Valley High - School PTSA After P	$.00	$2,067.60	$.00	$2,067.60
	90	Plan	M6X-2021-G2-45-LC	Baltimore Co Health - After Prom	$.00	$10,500.00	$.00	$10,500.00
	91	Plan	M6X-2021-G2-50-SW	Washington College - Impaired Driving	$.00	$21,863.27	$.00	$.00
	92	Plan	M6X-2021-G2-68-SW	MADD - Power Of Youth	$.00	$56,782.44	$.00	$.00
	93	Plan	M6X-2021-G2-69-LC	MHSO - Communications	$.00	$785,000.00	$.00	$785,000.00
	94	Plan	M6X-2021-L0-01-LC	MDTA - Impaired Driving Enforcement	$.00	$1,008.00	$.00	$1,008.00
	95	Plan	M6X-2021-L0-06-LC	Talbot Co Sheriff - 2021 Impaired Drivin	$.00	$500.00	$.00	$500.00
	96	Plan	M6X-2021-L0-12-LC	Easton PD - Impaired Driving	$.00	$500.00	$.00	$500.00
	97	Plan	M6X-2021-L0-25-LC	Montgomery Co Sheriff - Impaired Driving	$.00	$997.50	$.00	$997.50

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	98 Plan		M6X-2021-L0-31-LC	Charles Co Sheriff - Impaired Driving	$.00	$6,013.00	$.00	$6,013.00
	99 Plan		M6X-2021-L0-43-LC	Baltimore Co PD - Impaired Driving	$.00	$10,000.00	$.00	$10,000.00
	100 Plan		M6X-2021-L0-56-LC	Carroll Co Sheriff - Drive Sober	$.00	$1,500.00	$.00	$1,500.00
	101 Plan		M6X-2021-L0-65-LC	Anne Arundel Co PD - Impaired Driving	$.00	$7,950.00	$.00	$7,950.00
	102 Plan		M6X-2021-L0-66-LC	St. Mary's Co Sheriff - Saturation Patro	$.00	$1,044.00	$.00	$1,044.00
	103 Plan		M6X-2021-L1-03-LC	City of Bowie - Bowie City Impaired and	$.00	$1,500.00	$.00	$1,500.00
	104 Plan		M6X-2021-L1-27-LC	Montgomery Co PD - Impaired Driving	$.00	$10,000.00	$.00	$10,000.00
	105 Plan		M6X-2021-L1-31-LC	Calvert Co Sheriff - Impaired Driver	$.00	$3,299.00	$.00	$3,299.00
	106 Plan		M6X-2021-L1-38-LC	Howard Co PD - FY21 Impaired	$.00	$5,000.00	$.00	$5,000.00
	107 Plan		M6X-2021-L1-60-LC	Caroline Co Sheriff - Impaired Driving	$.00	$500.00	$.00	$500.00
	108 Plan		M6X-2021-L1-67-LC	Greenbelt PD - Impaired	$.00	$990.00	$.00	$990.00
	109 Plan		M6X-2021-L1-76-LC	Gaithersburg PD - Impaired Driving	$.00	$1,000.00	$.00	$1,000.00
	110 Plan		M6X-2021-L1-80-LC	MSP-SPIDRE - SPIDRE Team	$.00	$322,545.00	$.00	$322,545.00
	111 Plan		M6X-2021-L1-82-LC	MSP-Statewide - Impaired Driving	$.00	$15,000.00	$.00	$15,000.00
	112 Plan		M6X-2021-L2-01-LC	Hagerstown PD - FY21 MHSO Impaired Drivi	$.00	$1,500.00	$.00	$1,500.00
	113 Plan		M6X-2021-L2-17-LC	Hampstead PD - Alcohol OT	$.00	$500.00	$.00	$500.00
	114 Plan		M6X-2021-L2-18-LC	Allegany Co Sheriff - Impaired Driving	$.00	$3,000.00	$.00	$3,000.00
	115 Plan		M6X-2021-L2-26-LC	Prince George's Co PD - Impaired Driving	$.00	$9,975.02	$.00	$9,975.02
	116 Plan		M6X-2021-L2-33-LC	MSP-Mob Unit - Mobile Alcohol Testing Tr	$.00	$750.00	$.00	$750.00
	117 Plan		M6X-2021-L2-36-LC	Riverdale Park PD - Impaired	$.00	$1,395.00	$.00	$1,395.00
	118 Plan		M6X-2021-L2-53-LC	Harford Co Sheriff - Impaired Driving	$.00	$8,000.00	$.00	$8,000.00
	119 Plan		M6X-2021-L2-60-LC	MD National Capital Park and Planning	$.00	$1,000.00	$.00	$1,000.00
	120 Plan		M6X-2021-MA-TC-H1	FAST Act 405d Impaired Driving Low Match	$993,007.41	$.00	$.00	$.00
405d Impaired Driving Low Total					**$993,007.41**	**$2,397,397.45**	**$.00**	**$1,481,701.31**

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405d Low HVE								
	26 Plan		FDLHVE-2021-L0-01-LC	MDTA - Impaired Driving Enforcement	$.00	$40,992.00	$.00	$40,992.00
	27 Plan		FDLHVE-2021-L0-02-LC	Taneytown PD - Impaired Driving	$.00	$2,000.00	$.00	$2,000.00
	28 Plan		FDLHVE-2021-L0-06-LC	Talbot Co Sheriff - 2021 Impaired Drivin	$.00	$5,000.00	$.00	$5,000.00
	29 Plan		FDLHVE-2021-L0-12-LC	Easton PD - Impaired Driving	$.00	$15,000.00	$.00	$15,000.00
	30 Plan		FDLHVE-2021-L0-19-LC	Ocean City PD - Impaired Driving	$.00	$14,520.00	$.00	$14,520.00
	31 Plan		FDLHVE-2021-L0-24-LC	Cumberland PD - DUI reduction and educat	$.00	$2,000.00	$.00	$2,000.00
	32 Plan		FDLHVE-2021-L0-25-LC	Montgomery Co Sheriff - Impaired Driving	$.00	$8,000.00	$.00	$8,000.00
	33 Plan		FDLHVE-2021-L0-26-LC	Frederick PD - Impaired Driving	$.00	$21,000.00	$.00	$21,000.00
	34 Plan		FDLHVE-2021-L0-31-LC	Charles Co Sheriff - Impaired Driving	$.00	$29,987.00	$.00	$29,987.00
	35 Plan		FDLHVE-2021-L0-34-LC	Baltimore City PD - Impaired Driving	$.00	$12,000.00	$.00	$12,000.00
	36 Plan		FDLHVE-2021-L0-43-LC	Baltimore Co PD - Impaired Driving	$.00	$177,000.00	$.00	$177,000.00
	37 Plan		FDLHVE-2021-L0-51-LC	La Plata PD - impaired	$.00	$5,000.00	$.00	$5,000.00
	38 Plan		FDLHVE-2021-L0-53-LC	Laurel PD - Impaired Driving	$.00	$9,990.00	$.00	$9,990.00
	39 Plan		FDLHVE-2021-L0-56-LC	Carroll Co Sheriff - Drive Sober	$.00	$18,500.00	$.00	$18,500.00
	40 Plan		FDLHVE-2021-L0-61-LC	Fruitland PD - DUI OT	$.00	$3,996.00	$.00	$3,996.00
	41 Plan		FDLHVE-2021-L0-65-LC	Anne Arundel Co PD - Impaired Driving	$.00	$35,050.00	$.00	$35,050.00
	42 Plan		FDLHVE-2021-L0-66-LC	St. Mary's Co Sheriff - Saturation Patro	$.00	$11,956.00	$.00	$11,956.00
	43 Plan		FDLHVE-2021-L0-71-LC	Cecil Co Sheriff - DUI Enforcement	$.00	$8,000.00	$.00	$8,000.00
	44 Plan		FDLHVE-2021-L0-79-LC	Elkton PD - Don't Drive Impaired	$.00	$3,000.00	$.00	$3,000.00
	45 Plan		FDLHVE-2021-L0-85-LC	Worcester Co Sheriff - Impaired Driving	$.00	$1,000.00	$.00	$1,000.00
	46 Plan		FDLHVE-2021-L0-90-LC	MD Natural Resources Police - Task Force	$.00	$1,000.00	$.00	$1,000.00
	47 Plan		FDLHVE-2021-L0-92-LC	Berlin PD - BPD HWY Safety Impaired	$.00	$3,000.00	$.00	$3,000.00
	48 Plan		FDLHVE-2021-L0-97-LC	Queen Anne Sheriff - Impaired Driving	$.00	$1,800.00	$.00	$1,800.00

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
	49	Plan	FDLHVE-2021-L1-03-LC	City of Bowie - Bowie City Impaired and	$.00	$1,500.00	$.00	$1,500.00
	50	Plan	FDLHVE-2021-L1-04-LC	Wicomico Co Sheriff - Impaired Driving	$.00	$6,000.00	$.00	$6,000.00
	51	Plan	FDLHVE-2021-L1-11-LC	Bel Air PD - DUI Enforcement	$.00	$4,000.00	$.00	$4,000.00
	52	Plan	FDLHVE-2021-L1-15-LC	Westminster PD - FFY 2021 Impaired Drivi	$.00	$2,000.00	$.00	$2,000.00
	53	Plan	FDLHVE-2021-L1-20-LC	Annapolis PD - Impaired Driving	$.00	$5,000.00	$.00	$5,000.00
	54	Plan	FDLHVE-2021-L1-25-LC	Salisbury PD - Impaired Driving Applicat	$.00	$6,000.00	$.00	$6,000.00
	55	Plan	FDLHVE-2021-L1-27-LC	Montgomery Co PD - Impaired Driving	$.00	$110,000.00	$.00	$110,000.00
	56	Plan	FDLHVE-2021-L1-28-LC	Mt. Airy PD - Impaired Driving	$.00	$2,000.00	$.00	$2,000.00
	57	Plan	FDLHVE-2021-L1-31-LC	Calvert Co Sheriff - Impaired Driver	$.00	$14,001.00	$.00	$14,001.00
	58	Plan	FDLHVE-2021-L1-35-LC	Princess Anne PD - DUI 2021	$.00	$4,799.88	$.00	$4,799.88
	59	Plan	FDLHVE-2021-L1-38-LC	Howard Co PD - FY21 Impaired	$.00	$27,000.00	$.00	$27,000.00
	60	Plan	FDLHVE-2021-L1-44-LC	Frostburg PD - DWI/DUI Grant	$.00	$1,000.00	$.00	$1,000.00
	61	Plan	FDLHVE-2021-L1-59-LC	Sykesville PD - Call a ride	$.00	$2,000.00	$.00	$2,000.00
	62	Plan	FDLHVE-2021-L1-60-LC	Caroline Co Sheriff - Impaired Driving	$.00	$8,976.00	$.00	$8,976.00
	63	Plan	FDLHVE-2021-L1-67-LC	Greenbelt PD - Impaired	$.00	$10,010.00	$.00	$10,010.00
	64	Plan	FDLHVE-2021-L1-73-LC	UMCP PD - Impaired Driving Enforcement	$.00	$9,000.00	$.00	$9,000.00
	65	Plan	FDLHVE-2021-L1-76-LC	Gaithersburg PD - Impaired Driving	$.00	$15,000.00	$.00	$15,000.00
	66	Plan	FDLHVE-2021-L1-82-LC	MSP-Statewide - Impaired Driving	$.00	$328,200.00	$.00	$328,200.00
	67	Plan	FDLHVE-2021-L1-89-LC	Rockville PD - Impaired Driving	$.00	$6,000.00	$.00	$6,000.00
	68	Plan	FDLHVE-2021-L1-95-LC	City of Hyattsville PD - Impaired Drivin	$.00	$4,500.00	$.00	$4,500.00
	69	Plan	FDLHVE-2021-L2-01-LC	Hagerstown PD - FY21 MHSO Impaired Drivi	$.00	$4,560.00	$.00	$4,560.00
	70	Plan	FDLHVE-2021-L2-13-LC	Dent PD - Operation Drive Safe V	$.00	$2,990.00	$.00	$2,990.00
	71	Plan	FDLHVE-2021-L2-17-LC	Hampstead PD - Alcohol OT	$.00	$2,000.00	$.00	$2,000.00
	72	Plan	FDLHVE-2021-L2-26-LC	Prince George's Co PD - Impaired Driving	$.00	$102,200.00	$.00	$102,200.00

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

State: Maryland

Highway Safety Plan Transaction

2021-HSP-1

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
	73	Plan	FDLHVE-2021-L2-33-LC	MSP-Mob Unit - Mobile Alcohol Testing Tr	$.00	$36,050.00	$.00	$36,050.00
	74	Plan	FDLHVE-2021-L2-36-LC	Riverdale Park PD - Impaired	$.00	$5,105.00	$.00	$5,105.00
	75	Plan	FDLHVE-2021-L2-38-LC	Ocean Pines PD - Impaired Driving	$.00	$1,000.00	$.00	$1,000.00
	76	Plan	FDLHVE-2021-L2-53-LC	Harford Co Sheriff - Impaired Driving	$.00	$50,000.00	$.00	$50,000.00
	77	Plan	FDLHVE-2021-L2-57-LC	Havre de Grace PD - Impaired Driving	$.00	$1,980.00	$.00	$1,980.00
	78	Plan	FDLHVE-2021-L2-63-LC	Aberdeen PD - impaired driving	$.00	$2,940.00	$.00	$2,940.00
405d Low HVE Total					**$.00**	**$1,205,602.88**	**$.00**	**$1,205,602.88**
405d Low Drug and Alcohol Training								
	16	Plan	FDLDATR-2021-G1-47-SW	MCPA - DUI Institute	$.00	$96,110.00	$.00	$.00
	17	Plan	FDLDATR-2021-G1-52-LC	MD Sheriffs - DUI Institute	$.00	$17,710.00	$.00	$17,710.00
	18	Plan	FDLDATR-2021-L0-43-LC	Baltimore Co PD - Impaired Driving	$.00	$3,000.00	$.00	$3,000.00
	19	Plan	FDLDATR-2021-L1-38-LC	Howard Co PD - FY21 Impaired	$.00	$3,000.00	$.00	$3,000.00
	20	Plan	FDLDATR-2021-L1-67-LC	Greenbelt PD - Impaired	$.00	$2,000.00	$.00	$2,000.00
	21	Plan	FDLDATR-2021-L1-80-LC	MSP-SPIDRE - SPIDRE Team	$.00	$5,000.00	$.00	$5,000.00
	22	Plan	FDLDATR-2021-L1-82-LC	MSP-Statewide - Impaired Driving	$.00	$17,500.00	$.00	$17,500.00
	23	Plan	FDLDATR-2021-L2-26-LC	Prince George's Co PD - Impaired Driving	$.00	$4,825.00	$.00	$4,825.00
	24	Plan	FDLDATR-2021-L2-36-LC	Riverdale Park PD - Impaired	$.00	$2,000.00	$.00	$2,000.00
	25	Plan	FDLDATR-2021-L2-53-LC	Harford Co Sheriff - Impaired Driving	$.00	$2,400.00	$.00	$2,400.00
405d Low Drug and Alcohol Training Total					**$.00**	**$153,545.00**	**$.00**	**$57,435.00**
405d Low Codes and Laws								
	15	Plan	FDL*CL-2021-G0-32-SW	MSAA - Traffic Safety Resource Prosecuto	$.00	$15,084.30	$.00	$.00
405d Low Codes and Laws Total					**$.00**	**$15,084.30**	**$.00**	**$.00**
FAST Act 405d Impaired Driving Low Total					***$993,007.41***	***$3,972,029.63***	***$.00***	***$2,744,739.19***
FAST Act 405f Motorcycle Programs								
405f Motorcyclist Awareness								
	121	Plan	M9MA-2021-G0-35-LC	MHSO - Media & Internal Projects	$.00	$75,000.00	$.00	$75,000.00

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405f Motorcyclist Awareness Total					**$.00**	**$75,000.00**	**$.00**	**$75,000.00**
405f Motorcycle Programs								
	122	Plan	M9X-2021-MA-TC-H1	FAST Act 405f Motorcycle Programs Match	$18,750.00	$.00	$.00	$.00
405f Motorcycle Programs Total					**$18,750.00**	**$.00**	**$.00**	**$.00**
FAST Act 405f Motorcycle Programs Total					***$18,750.00***	***$75,000.00***	***$.00***	***$75,000.00***
FAST Act 405h Nonmotorized Safety								
405h Training								
	124	Plan	FHTR-2021-G1-09-SW	MHSO - Staffing Grant 2	$.00	$1,000.00	$.00	$.00
405h Training Total					**$.00**	**$1,000.00**	**$.00**	**$.00**
405h Public Education								
	123	Plan	FHPE-2021-G0-73-LC	WASHCOG - Pedestrian/Bicycle	$.00	$250,000.00	$.00	$250,000.00
	272	Plan	FHPE-2021-G1-99-LC	Baltimore Metropolitan Council	$.00	$64,607.00	$.00	$64,607.00
405h Public Education Total					**$.00**	**$314,607.00**	**$.00**	**$314,607.00**
405h Nonmotorized Safety								
	125	Plan	FHX-2021-G1-09-SW	MHSO - Staffing Grant 2	$.00	$126,257.47	$.00	$.00
	126	Plan	FHX-2021-MA-TC-H1	FAST Act 405h Nonmotorized Safety Match	$94,314.37	$.00	$.00	$.00
	273	Plan	FHX-2021-G1-99-LC	Baltimore Metropolitan Council	$.00	$3,000.00	$.00	$3,000.00
405h Nonmotorized Safety Total					**$94,314.37**	**$129,257.47**	**$.00**	**$3,000.00**
FAST Act 405h Nonmotorized Safety Total					***$94,314.37***	***$444,864.47***	***$.00***	***$317,607.00***
NHTSA Total					***$2,623,834.02***	***$10,445,305.63***	***$.00***	***$5,697,536.35***
Total					***$2,623,834.02***	***$10,445,305.63***	***$.00***	***$5,697,536.35***

Appendix K: Maintenance of Effort Report

Maintenance of Effort - 2019

MDOT Motor Vehicle Administration's (MVA) Highway Safety Office (MHSO)

The MDOT Motor Vehicle Administration (MVA) is the Maryland Highway Safety Office's (MHSO) lead agency for Maintenance of Effort. MOE requires States to only use direct expenditures that can be tied back to specific expenditures within Impaired Driving, Traffic Records, and Occupant Protection. The MDOT MVA expends a substantial sum on research, training, media messaging, and maintaining and improving data related to driver behavior on Maryland roads. FAST Act requires that we demonstrate that the state has expended the same or more on efforts in the areas of Occupant Protection (OP), Impaired Driving (AL), and Improving Data Systems (TR) compared to the average efforts in the baseline years of 2014 and 2015.

In determining direct expenditures to be applied to the various program areas of OP, AL, and TR, a large portion of the funds generally attributed to Maintenance of Effort involve the salaries/benefits of people working in various safety efforts within MVA. In circumstances that an employee performs activities in multiple areas, there is no way to determine specific days/hours that the employee was directly working on a particular highway safety program, so we excluded the salary expenditures with the exception of Impaired Driving. A unit with the Driver Wellness and Safety Division of the MVA works exclusively (100%) in the area of oversight and monitoring of the Ignition Interlock Program. The Driver Wellness and Safety Division acquired the expenditures from FMIS (Maryland's system of record for financial management) for the salaries of these employees from 2014 and 2015 for our MOE baseline. Driver Wellness and Safety Division also provided the expenditures for our 2019 Maintenance of Effort Report.

For Traffic Records, we were able to pinpoint specific expenditures that were for maintaining and improving the computer systems for Ignition Interlock. The Project Management Office provided information and invoices related to consultant services to maintain and improve the data systems related to tracking and monitoring within the Ignition Interlock program at MVA. This information was related to only regular and ongoing direct expenditures for the Ignition Interlock system.

For the Occupant Protection Baseline, the only direct expenditures through MVA are related to the CarFit Program. These expenditures involved the participation of Driver Safety Program staff in "Train the Trainer" events. Because the staff do not keep activity logs, there is no way to clearly document the days/hours that were directly related to Occupant Protection activities. We reviewed other expenses for the Driver Safety Program to determine if there were other direct expenses which could be attributed to Occupant Protection. We reviewed invoices for the two-year baseline period and were unable to find any expenditures clearly related to Occupant Protection. Therefore, we have a $0 baseline for Occupant Protection.

Below are the direct expenses for Occupant Protection (OP), Impaired Driving (AL), and Improving Data Systems (TR) for both the baseline period and 2019.

MOE Baseline Determination

	Maryland MVA Expenditures		Total of 2014/2015	Average for Baseline
	2014 Actuals	2015 Actuals		
PROJECT MANAGEMENT - TR	$8,533.08	$338.90	$8,871.98	$4,435.99
DRIVER WELLNESS - ID	$473,402.00	$506,758.00	$980,160.00	$490,080.00
DRIVER SAFETY - OP	$0.00	$0.00	$0.00	$0.00

MOE 2019 Expenditure Compared to Baseline

	Maryland MVA Expenditures 2018 Actuals	Baseline Amount	Amount Above Baseline
PROJECT MANAGEMENT - TR	$50,164.28	$4,435.99	$45,728.29
DRIVER WELLNESS - ID	$668,430.00	$490,080.00	$178,350.00
DRIVER SAFETY - OP	$0.00	$0.00	$0.00