

FFY 2021 ANNUAL REPORT

ZERO DEATHS
MARYLAND



TABLE OF CONTENTS

| | |
|--|----|
| ACRONYMS..... | 3 |
| MARYLAND HIGHWAY SAFETY OFFICE..... | 1 |
| Crashes are Preventable | 1 |
| Mission | 1 |
| Organizational Statement..... | 1 |
| Our Organization..... | 2 |
| THE CONTINUED IMPACT OF COVID-19..... | 3 |
| FUNDING | 4 |
| Awarded Grants and Funding | 5 |
| Grants and Spent Amounts..... | 7 |
| Law Enforcement, Outreach, and Education Grantees by Region and Emphasis Area..... | 15 |
| MARYLAND CRASH DATA..... | 20 |
| COMMUNICATIONS | 23 |
| PROGRAM AREAS..... | 25 |
| Aggressive Driving | 25 |
| Distracted Driving..... | 26 |
| Impaired Driving..... | 27 |
| Law Enforcement Services | 30 |
| Motorcycle Safety | 31 |
| Occupant Protection | 32 |
| Child Passenger Safety..... | 33 |
| Pedestrian and Bicycle Safety..... | 35 |
| Traffic Records..... | 37 |
| PARTNERSHIPS, RESOURCES, AND OUTREACH | 40 |
| SHSP MEASURES..... | 42 |
| Overall Statewide Targets | 42 |
| PROGRAM AREA PERFORMANCE MEASURES | 43 |

ACRONYMS

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

MARYLAND HIGHWAY SAFETY OFFICE

Crashes are Preventable

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

Mission

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

Organizational Statement

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

ZERO DEATHS
MARYLAND

Our Organization

Christine Nizer serves as the Governor's Highway Safety Representative and Administrator of the MDOT MVA. She provides overall leadership for the State's highway safety program.

Dr. Tim Kerns, MHSO Director, reports directly to Administrator Nizer and manages a team of almost 30 professionals, with the assistance of a Deputy Director.

The team also includes the following positions:

The Communications Manager and Content and Engagement Specialist establish the strategic direction for MHSO communication efforts, including education/media campaigns, correspondence, and social media platforms. The Communications Manager works closely with office staff, MDOT MVA Communications, and other partners to provide further exposure for highway safety efforts through public relations and earned media.

The Office Manager serves as administrative support to everyone in the office.

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

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

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

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

THE CONTINUED IMPACT OF COVID-19

In March 2020, the world experienced the COVID-19 pandemic, which contributed to significant changes in roadway travel and driver behavior. Reduced vehicle miles traveled (VMT) and open roadways resulted in an increase in speed and other risky driving behaviors. Consequently, 573 people died in traffic-related crashes on Maryland's roads, representing one of the highest totals of the last decade and an increase of more than 7 percent from the previous year's total of 535. Pedestrian and bicycle fatalities comprised more than one-quarter of the state's roadway deaths.

The National Highway Traffic Safety Administration (NHTSA) cited risky and dangerous behaviors as largely to blame for surging traffic fatalities. Drivers continued to take risks by speeding, getting behind the wheel after drinking or using drugs, and not wearing seat belts. The outlook for 2021 did not look positive. NHTSA announced preliminarily that 8,730 people died in car crashes in the first three months of 2021, compared with 7,900 deaths during the same period last year, representing a year-over-year increase of 10.5 percent despite a 2.1 percent drop in the number of miles driven.

In April 2021, NHTSA provided continued relief to states as outlined in the Notice Announcing Waiver of Certain FY 2021 Requirements for State Highway Safety Grant Programs. In the notice, NHTSA determined that the COVID-19 public health emergency continued to substantially impact the way states' support highway safety program statutes and regulations, and issued a blanket waiver covering maintenance of effort and local benefit requirements in FY 2021. Maryland was fortunate enough to not be impacted and was able to carry out their activities without requesting the waiver.

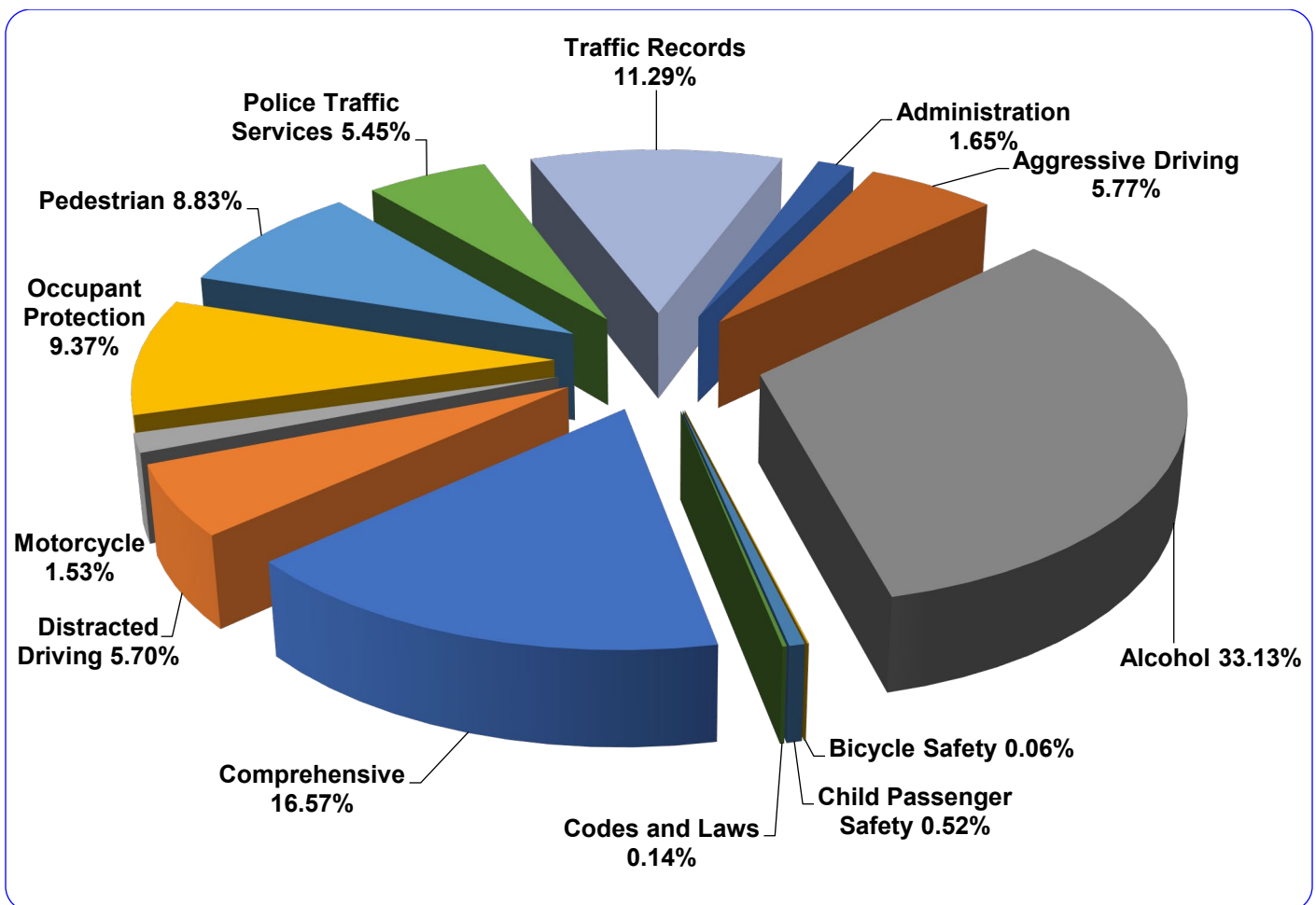
In the months following, vaccinations became readily available, and employees slowly returned to work on hybrid schedules. Although most schools in Maryland remained closed and offered virtual or hybrid scheduling for the 2020-2021 school year, the MHSO and their grantees found new ways to provide outreach and assistance to grantees through online platforms. Proactive traffic enforcement slowly resumed, along with limited traffic-related training classes for police. As people have been vaccinated and businesses return to more normal operations, the number of vehicle miles traveled is expected to return to pre-pandemic levels.

FUNDING

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

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

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



Awarded Grants and Funding

In FFY 2020, the Governors Highway Safety Association (GHSA) and the Foundation for Advancing Alcohol Responsibility (Responsibility.org) offered funding for states to address the threats of drug-impaired and high-risk impaired drivers. This grant continued into FFY 2021. MHSO applied and received the Driving Under the Influence of Drugs (DUID) grant, which funded training to increase the number of Drug Recognition Experts (DREs) and Advanced Roadside Impaired Driving Enforcement (ARIDE) certified law enforcement officers actively working to combat DUID. In addition, MHSO applied for and received the High-Risk Impaired Driving (HRID) grant, which helped fund activities originating from the 2019 High-Risk Impaired Drivers: Combating a Critical Threat report.

GHSA and Responsibility.org awarded the MHSO a second grant opportunity in FFY 2021. The grant, awarded in July 2021, allows the MHSO to continue to address the threats of drug-impaired and high-risk impaired drivers. The DUID portion of the grant will provide funding to train 20 additional Maryland DREs. The DUID grant will also allow MHSO to fund three Cannabis Intoxication Impaired Driving Labs, which will train 30–35 officers in the detection of cannabis-impaired drivers. The funds from the HRID portion of the grant will provide outsourced analysis of blood alcohol samples from the State Toxicology Unit.

Judge Marc Rasinsky continued his role as Maryland's State Judicial Outreach Liaison (SJOL). During FFY 2021, Judge Rasinsky provided assistance and training for several MHSO conferences, such as the DUI Institute for Prosecutors conducted by Maryland's Traffic Safety Resource Prosecutor (TSRP), and Maryland State Police (MSP) academy trainings and cannabis labs. Judge Rasinsky has also worked closely with the Montgomery County Police Department and Maryland judges to create a DUI (Driving Under the Influence) Treatment Court in Montgomery County. He has also worked closely with the American Bar Association (ABA) Region 3 Judicial Outreach Liaison and the ABA National Judicial Fellow to develop strategies for organizing the DUI Treatment Court.

In fall 2019, the MHSO received the GHSA and Insurance Institute for Highway Safety (IIHS) Speed Management Pilot Program grant. Unfortunately, soon after the award announcement, GHSA and IIHS made the decision to delay the project due to COVID-19. In May 2021, GHSA and IIHS activated the grants and work on the project commenced. For the project, the MHSO and MDOT State Highway Administration (MDOT SHA) selected a corridor in Bishopville, MD, located on Maryland's Eastern Shore.

While Bishopville does not have a very high population, the roadway is a popular route for traffic heading through Delaware to Maryland's beach communities. Prior to this project, the only speed mitigation tactics used on this roadway had been a reduction in the posted speed and sporadic speed enforcement. A control site was selected in Pinesburg, MD, which is located in Washington County. Like the pilot site, the control site also had not been treated with significant speed mitigation.

An engineering countermeasure used at the pilot site was pavement narrowing. Specially designed road markings were painted on the road, creating the stereoscopic illusion that the road was narrower than it truly was, with the intent to reduce speeds. Another engineering countermeasure was the use of radar-based speed feedback signs. To launch the campaign, community outreach professionals went to Bishopville immediately prior to the installation of these engineering countermeasures to educate the motoring public and citizens of Bishopville of the intended effect and the desired safety improvement. The Worcester County Sheriff's Office and the MSP were engaged in High Visibility Enforcement (HVE).

The MHSO used its media contractor to adapt creative assets and focus them on the pilot location. The messages were displayed through a variety of messaging channels. The use of this media augmented the enforcement waves and complemented the planned community outreach efforts; demographic targeting was segmented down to a zip code level.

IIHS is in the process of evaluating the impact of the pilot study. The findings from the pilot(s) will be used to develop a speed management program template for use by states and communities across the U.S.

The MHSO was the recipient of a State Farm's Good Neighbor Citizenship® Company Grant. These grants are offered to help build safer, stronger, and better-educated communities across the United States. They are focused on safety, education, and community development. Grant funds enabled the outreach department to purchase alcohol impairment goggles that were used with young drivers in high school and college settings to teach the dangers associated with drinking and driving. The grant also allowed the outreach department to fund the Save A Life Tour program, a comprehensive, high-impact safe driving awareness program that informs and demonstrates the potentially deadly consequences resulting from poor choices made by the impaired operator of a motor vehicle. This program was offered to high schools throughout the state.

Grants and Spent Amounts

The following is a list of MHSO's FFY 2021 grantees obligated and spent:

| Agency | Program Area | Total Obligated Amount | State Funds Spent | NHTSA Funds Spent | Total Spent |
|--|--------------------|------------------------|-------------------|-------------------|--------------|
| #DrivingItHome | Distracted Driving | \$13,620.00 | \$0.00 | \$0.00 | \$0.00 |
| Aberdeen Police Department | Impaired Driving | \$2,940.00 | \$0.00 | \$0.00 | \$0.00 |
| Aberdeen Police Department | Aggressive Driving | \$1,500.00 | \$0.00 | \$231.00 | \$231.00 |
| Aberdeen Police Department | Distracted Driving | \$1,428.00 | \$0.00 | \$231.00 | \$231.00 |
| Aberdeen Police Department | Pedestrian/Bicycle | \$924.00 | \$0.00 | \$0.00 | \$0.00 |
| Allegany County Sheriff's Office | Impaired Driving | \$3,000.00 | \$0.00 | \$2,990.00 | \$2,990.00 |
| Allegany County Sheriff's Office | Aggressive Driving | \$3,000.00 | \$0.00 | \$3,000.00 | \$3,000.00 |
| Annapolis Police Department | Impaired Driving | \$5,000.00 | \$0.00 | \$1,748.30 | \$1,748.30 |
| Annapolis Police Department | Aggressive Driving | \$3,000.00 | \$0.00 | \$2,336.34 | \$2,336.34 |
| Annapolis Police Department | Distracted Driving | \$2,000.00 | \$0.00 | \$863.64 | \$863.64 |
| Anne Arundel County Police Department | Impaired Driving | \$43,000.00 | \$0.00 | \$16,584.00 | \$16,584.00 |
| Anne Arundel County Police Department | Aggressive Driving | \$15,965.00 | \$0.00 | \$12,720.29 | \$12,720.29 |
| Anne Arundel County Police Department | Distracted Driving | \$32,000.00 | \$0.00 | \$24,064.74 | \$24,064.74 |
| Anne Arundel County Police Department | Pedestrian/Bicycle | \$7,000.00 | \$2,942.00 | \$0.00 | \$2,942.00 |
| Baltimore City Police Department | Impaired Driving | \$12,000.00 | \$0.00 | \$2,612.88 | \$2,612.88 |
| Baltimore City Police Department | Aggressive Driving | \$14,900.00 | \$0.00 | \$7,238.52 | \$7,238.52 |
| Baltimore City Police Department | Distracted Driving | \$9,960.00 | \$0.00 | \$1,200.00 | \$1,200.00 |
| Baltimore City Police Department | Pedestrian/Bicycle | \$3,000.00 | \$2,081.44 | \$0.00 | \$2,081.44 |
| Baltimore County Department of Health | Special Projects | \$7,250.00 | \$0.00 | \$0.00 | \$0.00 |
| Baltimore County Police Department | Distracted Driving | \$37,000.00 | \$0.00 | \$32,758.26 | \$32,758.26 |
| Baltimore County Police Department | Impaired Driving | \$189,992.74 | \$0.00 | \$158,832.15 | \$158,832.15 |
| Baltimore County Police Department | Pedestrian/Bicycle | \$37,000.00 | \$34,262.79 | \$0.00 | \$34,262.79 |
| Baltimore County Police Department | Aggressive Driving | \$29,000.00 | \$0.00 | \$27,397.24 | \$27,397.24 |
| Baltimore County Police Dept - Crash Recon | Special Projects | \$27,923.00 | \$0.00 | \$19,898.51 | \$19,898.51 |
| Baltimore Metropolitan Council | Special Projects | \$146,058.83 | \$101,912.74 | \$0.00 | \$101,912.74 |
| Baltimore Metropolitan Council | Pedestrian/Bicycle | \$381,000.00 | \$0.00 | \$377,998.60 | \$377,998.60 |
| Bel Air Police Department | Impaired Driving | \$4,000.00 | \$0.00 | \$0.00 | \$0.00 |
| Bel Air Police Department | Pedestrian/Bicycle | \$2,000.00 | \$0.00 | \$0.00 | \$0.00 |
| Bel Air Police Department | Distracted Driving | \$1,500.00 | \$0.00 | \$0.00 | \$0.00 |
| Bel Air Police Department | Aggressive Driving | \$1,500.00 | \$0.00 | \$0.00 | \$0.00 |

| Agency | Program Area | Total Obligated Amount | State Funds Spent | NHTSA Funds Spent | Total Spent |
|--|---------------------|------------------------|-------------------|-------------------|--------------|
| Berlin Police Department | Impaired Driving | \$3,000.00 | \$0.00 | \$2,165.01 | \$2,165.01 |
| Berlin Police Department | Aggressive Driving | \$2,000.00 | \$0.00 | \$1,899.89 | \$1,899.89 |
| Berlin Police Department | Occupant Protection | \$500.00 | \$0.00 | \$476.60 | \$476.60 |
| Calvert Alliance Against Substance Abuse, Inc. | Impaired Driving | \$5,180.00 | \$0.00 | \$3,321.30 | \$3,321.30 |
| Calvert County Sheriff's Office | Impaired Driving | \$17,300.00 | \$0.00 | \$10,007.34 | \$10,007.34 |
| Calvert County Sheriff's Office | Aggressive Driving | \$9,000.00 | \$0.00 | \$6,638.34 | \$6,638.34 |
| Calvert County Sheriff's Office | Distracted Driving | \$5,000.00 | \$0.00 | \$3,505.72 | \$3,505.72 |
| Caroline County Sheriff's Office | Aggressive Driving | \$4,972.00 | \$0.00 | \$2,926.29 | \$2,926.29 |
| Caroline County Sheriff's Office | Impaired Driving | \$9,476.00 | \$0.00 | \$4,700.26 | \$4,700.26 |
| Caroline County Sheriff's Office | Occupant Protection | \$968.00 | \$0.00 | \$335.25 | \$335.25 |
| Carroll County Health Department | Occupant Protection | \$1,909.36 | \$0.00 | \$0.00 | \$0.00 |
| Carroll County Sheriff's Office | Impaired Driving | \$20,000.00 | \$0.00 | \$16,104.48 | \$16,104.48 |
| Carroll County Sheriff's Office | Occupant Protection | \$5,000.00 | \$0.00 | \$2,726.48 | \$2,726.48 |
| Carroll County Sheriff's Office | Aggressive Driving | \$5,000.00 | \$0.00 | \$4,284.18 | \$4,284.18 |
| Carroll County Sheriff's Office | Pedestrian/Bicycle | \$2,500.00 | \$2,010.39 | \$0.00 | \$2,010.39 |
| Cecil County Sheriff's Office | Distracted Driving | \$6,000.00 | \$0.00 | \$1,524.02 | \$1,524.02 |
| Cecil County Sheriff's Office | Aggressive Driving | \$6,000.00 | \$0.00 | \$1,630.25 | \$1,630.25 |
| Cecil County Sheriff's Office | Impaired Driving | \$8,000.00 | \$0.00 | \$2,228.34 | \$2,228.34 |
| Cecil County Sheriff's Office | Pedestrian/Bicycle | \$3,500.00 | \$2,632.83 | \$0.00 | \$2,632.83 |
| Charles County Sheriff's Office | Distracted Driving | \$12,000.00 | \$0.00 | \$3,066.71 | \$3,066.71 |
| Charles County Sheriff's Office | Aggressive Driving | \$12,000.00 | \$0.00 | \$2,101.55 | \$2,101.55 |
| Charles County Sheriff's Office | Pedestrian/Bicycle | \$10,000.00 | \$5,670.22 | \$0.00 | \$5,670.22 |
| Charles County Sheriff's Office | Impaired Driving | \$36,000.00 | \$0.00 | \$13,924.45 | \$13,924.45 |
| Chesapeake Region Safety Council | Special Projects | \$332,532.08 | \$0.00 | \$230,176.58 | \$230,176.58 |
| Children's Safety Village | Pedestrian/Bicycle | \$8,869.50 | \$7,541.83 | \$0.00 | \$7,541.83 |
| City of Bowie | Pedestrian/Bicycle | \$2,000.00 | \$1,677.44 | \$0.00 | \$1,677.44 |
| City of Bowie | Distracted Driving | \$1,000.00 | \$0.00 | \$915.70 | \$915.70 |
| City of Bowie | Aggressive Driving | \$2,000.00 | \$0.00 | \$1,681.57 | \$1,681.57 |
| City of Bowie | Impaired Driving | \$3,000.00 | \$0.00 | \$2,114.47 | \$2,114.47 |
| City of Hyattsville Police Department | Impaired Driving | \$4,500.00 | \$0.00 | \$1,232.32 | \$1,232.32 |
| City of Hyattsville Police Department | Aggressive Driving | \$2,000.00 | \$0.00 | \$951.01 | \$951.01 |
| City of Hyattsville Police Department | Pedestrian/Bicycle | \$1,500.00 | \$1,290.26 | \$0.00 | \$1,290.26 |
| City of Hyattsville Police Department | Distracted Driving | \$2,000.00 | \$0.00 | \$640.94 | \$640.94 |

| Agency | Program Area | Total Obligated Amount | State Funds Spent | NHTSA Funds Spent | Total Spent |
|--|---------------------|------------------------|-------------------|-------------------|-------------|
| Crash Center for Research and Education (CORE) | Motorcycle | \$2,000.00 | \$0.00 | \$3,512.93 | \$3,512.93 |
| Crash Center for Research and Education (CORE) | Special Projects | \$8,446.77 | \$0.00 | \$6,639.37 | \$6,639.37 |
| Crash Center for Research and Education (CORE) | Special Projects | \$86,178.16 | \$0.00 | \$81,089.91 | \$81,089.91 |
| Crash Center for Research and Education (CORE) | Special Projects | \$110,000.00 | \$67,914.55 | \$0.00 | \$67,914.55 |
| Crash Center for Research and Education (CORE) | Special Projects | \$56,396.42 | \$0.00 | \$27,810.44 | \$27,810.44 |
| Cumberland Police Department | Occupant Protection | \$1,000.00 | \$0.00 | \$654.18 | \$654.18 |
| Cumberland Police Department | Impaired Driving | \$2,000.00 | \$0.00 | \$731.74 | \$731.74 |
| Denton Police Department | Impaired Driving | \$2,990.00 | \$0.00 | \$917.16 | \$917.16 |
| Denton Police Department | Occupant Protection | \$1,000.00 | \$0.00 | \$0.00 | \$0.00 |
| Denton Police Department | Aggressive Driving | \$1,000.00 | \$0.00 | \$0.00 | \$0.00 |
| DRIVE SMART Virginia | Distracted Driving | \$32,680.49 | \$0.00 | \$32,657.84 | \$32,657.84 |
| Easton Police Department | Impaired Driving | \$15,500.00 | \$0.00 | \$7,688.85 | \$7,688.85 |
| Easton Police Department | Aggressive Driving | \$4,200.00 | \$0.00 | \$3,475.32 | \$3,475.32 |
| Easton Police Department | Occupant Protection | \$2,800.00 | \$0.00 | \$761.52 | \$761.52 |
| Elkton Police Department | Impaired Driving | \$3,000.00 | \$0.00 | \$1,066.28 | \$1,066.28 |
| Elkton Police Department | Distracted Driving | \$2,500.00 | \$0.00 | \$1,540.00 | \$1,540.00 |
| Elkton Police Department | Aggressive Driving | \$2,500.00 | \$0.00 | \$1,328.12 | \$1,328.12 |
| Emergency Responder Safety Institute | Distracted Driving | \$7,890.80 | \$0.00 | \$4,387.00 | \$4,387.00 |
| Frederick County Health Department | Special Projects | \$77,643.36 | \$0.00 | \$58,190.18 | \$58,190.18 |
| Frederick Police Department | Impaired Driving | \$21,000.00 | \$0.00 | \$9,782.81 | \$9,782.81 |
| Frederick Police Department | Occupant Protection | \$4,200.00 | \$0.00 | \$1,752.42 | \$1,752.42 |
| Frederick Police Department | Aggressive Driving | \$14,800.00 | \$0.00 | \$10,054.29 | \$10,054.29 |
| Frostburg Police Department | Impaired Driving | \$1,000.00 | \$0.00 | \$781.74 | \$781.74 |
| Frostburg Police Department | Occupant Protection | \$1,000.00 | \$0.00 | \$249.88 | \$249.88 |
| Fruitland Police Department | Impaired Driving | \$3,996.00 | \$0.00 | \$3,540.75 | \$3,540.75 |
| Fruitland Police Department | Aggressive Driving | \$832.50 | \$0.00 | \$815.50 | \$815.50 |
| Fruitland Police Department | Occupant Protection | \$666.00 | \$0.00 | \$595.14 | \$595.14 |
| Gaithersburg Police Department | Impaired Driving | \$16,000.00 | \$0.00 | \$8,887.27 | \$8,887.27 |
| Greenbelt Police Department | Impaired Driving | \$13,000.00 | \$0.00 | \$1,939.60 | \$1,939.60 |
| Greenbelt Police Department | Pedestrian/Bicycle | \$2,000.00 | \$245.92 | \$0.00 | \$245.92 |
| Greenbelt Police Department | Aggressive Driving | \$4,000.00 | \$0.00 | \$118.44 | \$118.44 |

| Agency | Program Area | Total Obligated Amount | State Funds Spent | NHTSA Funds Spent | Total Spent |
|------------------------------------|---------------------|------------------------|-------------------|-------------------|----------------|
| Greenbelt Police Department | Distracted Driving | \$990.00 | \$0.00 | \$0.00 | \$0.00 |
| Hagerstown Police Department | Impaired Driving | \$6,060.00 | \$0.00 | \$1,848.36 | \$1,848.36 |
| Hagerstown Police Department | Occupant Protection | \$3,000.00 | \$0.00 | \$0.00 | \$0.00 |
| Hagerstown Police Department | Aggressive Driving | \$2,000.00 | \$0.00 | \$0.00 | \$0.00 |
| Hagerstown Police Department | Pedestrian/Bicycle | \$2,500.00 | \$0.00 | \$0.00 | \$0.00 |
| Hampstead Police Department | Aggressive Driving | \$1,500.00 | \$0.00 | \$780.40 | \$780.40 |
| Hampstead Police Department | Occupant Protection | \$1,000.00 | \$0.00 | \$557.25 | \$557.25 |
| Hampstead Police Department | Impaired Driving | \$2,500.00 | \$0.00 | \$1,016.66 | \$1,016.66 |
| Harford County Sheriff's Office | Distracted Driving | \$15,000.00 | \$0.00 | \$10,954.55 | \$10,954.55 |
| Harford County Sheriff's Office | Impaired Driving | \$60,400.00 | \$0.00 | \$37,842.26 | \$37,842.26 |
| Harford County Sheriff's Office | Aggressive Driving | \$12,500.00 | \$0.00 | \$11,300.42 | \$11,300.42 |
| Havre de Grace Police Department | Distracted Driving | \$990.00 | \$0.00 | \$540.00 | \$540.00 |
| Havre de Grace Police Department | Impaired Driving | \$1,980.00 | \$0.00 | \$380.24 | \$380.24 |
| Havre de Grace Police Department | Aggressive Driving | \$1,980.00 | \$0.00 | \$273.50 | \$273.50 |
| Havre de Grace Police Department | Pedestrian/Bicycle | \$1,980.00 | \$0.00 | \$0.00 | \$0.00 |
| Howard County Department of Police | Impaired Driving | \$35,000.00 | \$0.00 | \$28,621.93 | \$28,621.93 |
| Howard County Department of Police | Aggressive Driving | \$15,000.00 | \$0.00 | \$13,513.51 | \$13,513.51 |
| Howard County Department of Police | Distracted Driving | \$15,000.00 | \$0.00 | \$12,010.93 | \$12,010.93 |
| Laurel Police Department | Impaired Driving | \$9,990.00 | \$0.00 | \$4,002.41 | \$4,002.41 |
| Laurel Police Department | Aggressive Driving | \$4,000.00 | \$0.00 | \$1,507.88 | \$1,507.88 |
| Laurel Police Department | Distracted Driving | \$3,000.00 | \$0.00 | \$0.00 | \$0.00 |
| Laurel Police Department | Pedestrian/Bicycle | \$1,000.00 | \$287.30 | \$0.00 | \$287.30 |
| Maryland Chiefs of Police | Impaired Driving | \$96,110.00 | \$0.00 | \$42,654.70 | \$42,654.70 |
| Maryland Chiefs of Police | Special Projects | \$128,450.00 | \$0.00 | \$44,057.62 | \$44,057.62 |
| Maryland Department of Health | Occupant Protection | \$262,226.27 | \$0.00 | \$257,061.04 | \$257,061.04 |
| Maryland Highway Safety Office | Communications | \$1,485,540.68 | \$0.00 | \$1,193,556.84 | \$1,193,556.84 |
| Maryland Highway Safety Office | Special Projects | \$260,015.85 | \$216,227.39 | \$0.00 | \$216,227.39 |
| Maryland Highway Safety Office | MHSO Staffing | \$1,164,191.29 | \$0.00 | \$1,002,086.84 | \$1,002,086.84 |
| Maryland Highway Safety Office | MHSO Staffing 2 | \$536,807.12 | \$0.00 | \$354,859.88 | \$354,859.88 |
| Maryland Highway Safety Office | MHSO Staffing 3 | \$531,854.21 | \$305,293.31 | \$0.00 | \$305,293.31 |

| Agency | Program Area | Total Obligated Amount | State Funds Spent | NHTSA Funds Spent | Total Spent |
|--|-------------------------------|------------------------|-------------------|-------------------|--------------|
| Maryland Highway Safety Office | Planning & Administration | \$67,164.06 | \$0.00 | \$43,316.77 | \$43,316.77 |
| Maryland Highway Safety Office | Grant Management System (GPS) | \$401,050.00 | \$0.00 | \$399,651.00 | \$399,651.00 |
| Maryland Highway Safety Office | Communications | \$907,539.94 | \$0.00 | \$556,340.82 | \$556,340.82 |
| Maryland Highway Safety Office | Special Projects | \$43,400.00 | \$28,697.55 | \$0.00 | \$28,697.55 |
| Maryland Highway Safety Office | Special Projects | \$14,749.97 | \$7,125.00 | \$0.00 | \$7,125.00 |
| Maryland Highway Safety Office | Occupant Protection | \$3,705.00 | \$2,849.81 | \$0.00 | \$2,849.81 |
| Maryland Institute College of Art | Pedestrian/Bicycle | \$128,365.76 | \$124,531.07 | \$0.00 | \$124,531.07 |
| Maryland Institute for EMS Systems | Pedestrian/Bicycle | \$28,804.23 | \$27,055.16 | \$0.00 | \$27,055.16 |
| Maryland Institute for EMS Systems | Occupant Protection | \$88,759.08 | \$0.00 | \$83,489.91 | \$83,489.91 |
| Maryland Motor Vehicle Administration | Impaired Driving | \$120,585.00 | \$0.00 | \$40,191.00 | \$40,191.00 |
| Maryland Natural Resources Police | Distracted Driving | \$800.00 | \$0.00 | \$800.00 | \$800.00 |
| Maryland Natural Resources Police | Impaired Driving | \$1,000.00 | \$0.00 | \$0.00 | \$0.00 |
| Maryland Natural Resources Police | Aggressive Driving | \$800.00 | \$0.00 | \$400.00 | \$400.00 |
| Maryland Sheriffs' Association, Inc. | Impaired Driving | \$17,710.00 | \$0.00 | \$0.00 | \$0.00 |
| Maryland Sheriffs' Association, Inc. | Special Projects | \$3,080.00 | \$0.00 | \$2,518.85 | \$2,518.85 |
| Maryland State Police - DRE | Impaired Driving | \$367,159.18 | \$0.00 | \$159,355.98 | \$159,355.98 |
| Maryland State Police - Mobile Unit | Impaired Driving | \$36,800.00 | \$0.00 | \$4,160.98 | \$4,160.98 |
| Maryland State Police - SPIDRE | Impaired Driving | \$345,721.23 | \$0.00 | \$260,762.43 | \$260,762.43 |
| Maryland State Police - Statewide | Aggressive Driving | \$163,000.00 | \$0.00 | \$93,236.97 | \$93,236.97 |
| Maryland State Police - Statewide | Distracted Driving | \$79,500.00 | \$0.00 | \$29,036.71 | \$29,036.71 |
| Maryland State Police - Statewide | Impaired Driving | \$360,700.00 | \$0.00 | \$190,055.49 | \$190,055.49 |
| Maryland State Police - Statewide | Pedestrian/Bicycle | \$13,000.00 | \$9,881.52 | \$0.00 | \$9,881.52 |
| Maryland State's Attorneys' Association | Impaired Driving | \$209,594.89 | \$0.00 | \$172,149.47 | \$172,149.47 |
| Maryland Transportation Authority Police | Impaired Driving | \$42,000.00 | \$0.00 | \$28,897.56 | \$28,897.56 |
| Maryland Transportation Authority Police | Aggressive Driving | \$26,000.00 | \$0.00 | \$18,466.71 | \$18,466.71 |
| Maryland Transportation Authority Police | Distracted Driving | \$24,000.00 | \$0.00 | \$21,016.55 | \$21,016.55 |
| Metropolitan Washington Council of Governments | Pedestrian/Bicycle | \$250,000.00 | \$0.00 | \$250,000.00 | \$250,000.00 |
| MML PEA Committee 2020/2021 | Special Projects | \$5,500.00 | \$0.00 | \$5,245.80 | \$5,245.80 |
| Montgomery County Police Department | Aggressive Driving | \$68,000.00 | \$0.00 | \$24,678.97 | \$24,678.97 |

| Agency | Program Area | Total Obligated Amount | State Funds Spent | NHTSA Funds Spent | Total Spent |
|--|---------------------|------------------------|-------------------|-------------------|-------------|
| Montgomery County Police Department | Impaired Driving | \$120,000.00 | \$0.00 | \$81,088.03 | \$81,088.03 |
| Montgomery County Police Department | Distracted Driving | \$30,000.00 | \$0.00 | \$9,259.73 | \$9,259.73 |
| Montgomery County Sheriff's Office | Impaired Driving | \$8,997.50 | \$0.00 | \$3,729.40 | \$3,729.40 |
| Morgan State University | Distracted Driving | \$49,059.00 | \$0.00 | \$47,263.61 | \$47,263.61 |
| Mothers Against Drunk Driving | Impaired Driving | \$50,716.60 | \$0.00 | \$27,856.55 | \$27,856.55 |
| Mount Airy Police Department | Impaired Driving | \$2,000.00 | \$0.00 | \$1,886.80 | \$1,886.80 |
| Mount Airy Police Department | Aggressive Driving | \$1,000.00 | \$0.00 | \$940.25 | \$940.25 |
| Mount Airy Police Department | Occupant Protection | \$1,000.00 | \$0.00 | \$929.86 | \$929.86 |
| Ocean City Police Department | Impaired Driving | \$14,520.00 | \$0.00 | \$8,422.38 | \$8,422.38 |
| Ocean City Police Department | Occupant Protection | \$2,112.00 | \$0.00 | \$1,773.18 | \$1,773.18 |
| Ocean City Police Department | Pedestrian/Bicycle | \$13,332.00 | \$6,089.53 | \$0.00 | \$6,089.53 |
| Ocean City Police Department | Aggressive Driving | \$2,244.00 | \$0.00 | \$2,212.64 | \$2,212.64 |
| Ocean Pines Police Department | Impaired Driving | \$1,000.00 | \$0.00 | \$507.46 | \$507.46 |
| Ocean Pines Police Department | Aggressive Driving | \$800.00 | \$0.00 | \$430.60 | \$430.60 |
| Ocean Pines Police Department | Occupant Protection | \$800.00 | \$0.00 | \$496.00 | \$496.00 |
| Prince George's County Police Department | Distracted Driving | \$30,000.00 | \$0.00 | \$28,639.50 | \$28,639.50 |
| Prince George's County Police Department | Impaired Driving | \$116,964.60 | \$0.00 | \$88,447.64 | \$88,447.64 |
| Prince George's County Police Department | Pedestrian/Bicycle | \$20,000.00 | \$18,379.21 | \$0.00 | \$18,379.21 |
| Prince George's County Police Department | Aggressive Driving | \$33,000.00 | \$0.00 | \$30,968.28 | \$30,968.28 |
| Princess Anne Police Department | Impaired Driving | \$4,796.02 | \$0.00 | \$2,400.66 | \$2,400.66 |
| Princess Anne Police Department | Aggressive Driving | \$1,488.79 | \$0.00 | \$1,035.57 | \$1,035.57 |
| Princess Anne Police Department | Occupant Protection | \$1,508.13 | \$0.00 | \$1,277.07 | \$1,277.07 |
| Princess Anne Police Department | Pedestrian/Bicycle | \$2,996.93 | \$760.18 | \$0.00 | \$760.18 |
| Queen Anne's County Sheriff's Office | Aggressive Driving | \$4,448.00 | \$0.00 | \$4,196.40 | \$4,196.40 |
| Queen Anne's County Sheriff's Office | Impaired Driving | \$1,800.00 | \$0.00 | \$1,267.78 | \$1,267.78 |
| Queen Anne's County Sheriff's Office | Occupant Protection | \$1,440.00 | \$0.00 | \$517.96 | \$517.96 |
| Riverdale Park Police Department | Distracted Driving | \$3,000.00 | \$0.00 | \$1,261.20 | \$1,261.20 |
| Riverdale Park Police Department | Impaired Driving | \$8,500.00 | \$0.00 | \$4,085.17 | \$4,085.17 |
| Riverdale Park Police Department | Aggressive Driving | \$3,000.00 | \$0.00 | \$2,439.12 | \$2,439.12 |
| Riverdale Park Police Department | Pedestrian/Bicycle | \$1,000.00 | \$561.21 | \$0.00 | \$561.21 |
| Rockville Police Department | Impaired Driving | \$6,000.00 | \$0.00 | \$3,152.11 | \$3,152.11 |
| Rockville Police Department | Aggressive Driving | \$4,000.00 | \$0.00 | \$3,639.97 | \$3,639.97 |
| Rockville Police Department | Distracted Driving | \$3,000.00 | \$0.00 | \$1,882.02 | \$1,882.02 |
| SADD Inc. | Special Projects | \$48,220.54 | \$0.00 | \$17,811.93 | \$17,811.93 |

| Agency | Program Area | Total Obligated Amount | State Funds Spent | NHTSA Funds Spent | Total Spent |
|--|---------------------|------------------------|-------------------|-------------------|--------------|
| Salisbury Police Department | Impaired Driving | \$6,000.00 | \$0.00 | \$2,874.26 | \$2,874.26 |
| Salisbury Police Department | Occupant Protection | \$3,000.00 | \$0.00 | \$553.65 | \$553.65 |
| Salisbury Police Department | Aggressive Driving | \$4,000.00 | \$0.00 | \$2,127.37 | \$2,127.37 |
| Salisbury University Police Department | Occupant Protection | \$2,000.00 | \$0.00 | \$1,242.17 | \$1,242.17 |
| Seneca Valley High School PTSA | Impaired Driving | \$2,067.60 | \$0.00 | \$1,381.64 | \$1,381.64 |
| St. Mary's County Health Department | Impaired Driving | \$8,800.00 | \$0.00 | \$8,800.00 | \$8,800.00 |
| St. Mary's County Sheriff's Office | Aggressive Driving | \$7,000.00 | \$0.00 | \$6,695.36 | \$6,695.36 |
| St. Mary's County Sheriff's Office | Impaired Driving | \$13,000.00 | \$0.00 | \$9,153.94 | \$9,153.94 |
| St. Mary's County Sheriff's Office | Distracted Driving | \$3,000.00 | \$0.00 | \$1,987.47 | \$1,987.47 |
| Sykesville Police Department | Aggressive Driving | \$1,500.00 | \$0.00 | \$532.71 | \$532.71 |
| Sykesville Police Department | Occupant Protection | \$1,500.00 | \$0.00 | \$215.76 | \$215.76 |
| Sykesville Police Department | Impaired Driving | \$2,000.00 | \$0.00 | \$761.01 | \$761.01 |
| Talbot County Sheriff's Office | Impaired Driving | \$5,500.00 | \$0.00 | \$2,782.04 | \$2,782.04 |
| Talbot County Sheriff's Office | Occupant Protection | \$500.00 | \$0.00 | \$495.60 | \$495.60 |
| Talbot County Sheriff's Office | Aggressive Driving | \$500.00 | \$0.00 | \$478.27 | \$478.27 |
| Taneytown Police Department | Impaired Driving | \$2,000.00 | \$0.00 | \$0.00 | \$0.00 |
| Taneytown Police Department | Occupant Protection | \$1,000.00 | \$0.00 | \$693.02 | \$693.02 |
| Taneytown Police Department | Aggressive Driving | \$1,000.00 | \$0.00 | \$485.00 | \$485.00 |
| The Maryland National Capital Park and Planning Commission | Impaired Driving | \$1,000.00 | \$0.00 | \$566.29 | \$566.29 |
| Town of La Plata Police Department | Distracted Driving | \$1,000.00 | \$0.00 | \$0.00 | \$0.00 |
| Town of La Plata Police Department | Aggressive Driving | \$2,000.00 | \$0.00 | \$0.00 | \$0.00 |
| Town of La Plata Police Department | Impaired Driving | \$5,000.00 | \$0.00 | \$1,000.00 | \$1,000.00 |
| University of Maryland Baltimore, NSC | Occupant Protection | \$123,980.01 | \$0.00 | \$91,033.23 | \$91,033.23 |
| University of Maryland Baltimore, NSC | Traffic Records | \$292,955.01 | \$0.00 | \$244,776.22 | \$244,776.22 |
| University of Maryland Baltimore, NSC | Pedestrian/Bicycle | \$99,676.19 | \$87,120.78 | \$0.00 | \$87,120.78 |
| University of Maryland Department of Public Safety | Distracted Driving | \$2,000.00 | \$0.00 | \$0.00 | \$0.00 |
| University of Maryland Department of Public Safety | Aggressive Driving | \$3,000.00 | \$0.00 | \$0.00 | \$0.00 |
| University of Maryland Department of Public Safety | Pedestrian/Bicycle | \$2,000.00 | \$0.00 | \$0.00 | \$0.00 |
| University of Maryland Department of Public Safety | Impaired Driving | \$9,000.00 | \$0.00 | \$2,382.80 | \$2,382.80 |
| University of Maryland Medical System Foundation | Distracted Driving | \$34,729.99 | \$0.00 | \$324.99 | \$324.99 |

| Agency | Program Area | Total Obligated Amount | State Funds Spent | NHTSA Funds Spent | Total Spent |
|-------------------------------------|---------------------|------------------------|-------------------|-------------------|--------------|
| Washington College | Traffic Records | \$503,250.44 | \$0.00 | \$465,249.63 | \$465,249.63 |
| Washington College | Impaired Driving | \$99,538.84 | \$0.00 | \$92,696.48 | \$92,696.48 |
| Washington County Sheriff's Office | Aggressive Driving | \$7,610.00 | \$0.00 | \$7,610.00 | \$7,610.00 |
| Washington Regional Alcohol Program | Impaired Driving | \$243,151.19 | \$0.00 | \$103,843.50 | \$103,843.50 |
| Washington Regional Alcohol Program | Special Projects | \$39,864.00 | \$0.00 | \$0.00 | \$0.00 |
| Westminster Police Department | Impaired Driving | \$2,000.00 | \$0.00 | \$711.88 | \$711.88 |
| Westminster Police Department | Aggressive Driving | \$500.00 | \$0.00 | \$0.00 | \$0.00 |
| Westminster Police Department | Occupant Protection | \$1,500.00 | \$0.00 | \$463.86 | \$463.86 |
| Wicomico County Sheriff's Office | Impaired Driving | \$6,000.00 | \$0.00 | \$2,432.16 | \$2,432.16 |
| Wicomico County Sheriff's Office | Aggressive Driving | \$5,000.00 | \$0.00 | \$4,215.58 | \$4,215.58 |
| Wicomico County Sheriff's Office | Occupant Protection | \$2,000.00 | \$0.00 | \$1,002.80 | \$1,002.80 |
| Worcester County Health Department | Impaired Driving | \$3,791.70 | \$0.00 | \$3,515.82 | \$3,515.82 |
| Wor-Wic Community College | Special Projects | \$6,600.00 | \$0.00 | \$3,933.00 | \$3,933.00 |

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

The following is a list of MHSO's FFY 2021 grantees, listed by jurisdiction and by area:

| | | | Aggressive Driving | Distracted Driving | Impaired Driving | Occupant Protection | Pedestrian and Bicycle Safety | Special Projects |
|--|------------------------|---------------------------------------|--------------------|--------------------|------------------|---------------------|-------------------------------|------------------|
| Allegany | Law Enforcement | Allegany County Sheriff's Office | X | | X | | | |
| | | Cumberland Police Department | | | X | X | | |
| | | Frostburg Police Department | | | X | X | | |
| Anne Arundel | Law Enforcement | Annapolis Police Department | X | X | X | | | |
| | | Anne Arundel County Police Department | X | X | X | | X | |
| | Education and Outreach | Maryland Motor Vehicle Administration | | | X | | | |
| Baltimore City | Law Enforcement | Baltimore City Police Department | X | X | X | | X | |
| | Education and Outreach | Baltimore Metropolitan Council | | | | | X | X |
| | | Maryland Department of Health | | | | X | | |
| | | Maryland Institute College of Art | | | | | X | |
| | | Maryland Institute for EMS Systems | | | | X | X | |
| | | Morgan State University | | X | | | | |
| | | University of Maryland Baltimore, NSC | | | | X | X | X |
| University of Maryland Medical System Foundation | | X | | | | | | |
| Baltimore | Law Enforcement | Baltimore County Police Department | X | X | X | | X | |
| | | Maryland State Police - Mobile Unit | | | X | | | |
| | | Maryland State Police - SPIDRE | | | X | | | |
| | | Maryland State Police - Statewide | X | X | X | | X | |

| | | | | | | | | |
|----------|------------------------|--|---|---|---|---|---|---|
| | | Maryland Transportation Authority Police | X | X | X | | | |
| | Education and Outreach | Baltimore County Department of Health | | | | | | X |
| | | Baltimore County Police Dept - Crash Recon | | | | | | X |
| | | Chesapeake Region Safety Council | | | | | | X |
| | | Maryland State Police - DRE | | | X | | | |
| Calvert | Law Enforcement | Calvert County Sheriff's Office | X | X | X | | | |
| | Education and Outreach | Calvert Alliance Against Substance Abuse, Inc. | | | X | | | |
| Caroline | Law Enforcement | Caroline County Sheriff's Office | X | | X | X | | |
| | | Denton Police Department | X | | X | X | | |
| Carroll | Law Enforcement | Carroll County Sheriff's Office | X | | X | X | X | |
| | | Hampstead Police Department | X | | X | X | | |
| | | Mount Airy Police Department | X | | X | X | | |
| | | Sykesville Police Department | X | | X | X | | |
| | | Taneytown Police Department | X | | X | X | | |
| | | Westminster Police Department | X | | X | X | | |
| | Education and Outreach | Carroll County Health Department | | | | X | | |
| | | Maryland Chiefs of Police | | | X | | X | |
| Cecil | Law Enforcement | Maryland Sheriffs' Association, Inc. | | | X | | X | |
| | | Cecil County Sheriff's Office | X | X | X | | X | |
| | | Elkton Police Department | X | X | X | | | |

| | | | | | | | | |
|------------|------------------------|--|---|---|---|---|---|---|
| Charles | Law Enforcement | Charles County Sheriff's Office | X | X | X | | X | |
| | | Town of La Plata Police Department | X | X | X | | | |
| Frederick | Law Enforcement | Frederick Police Department | X | | X | X | | |
| | Education and Outreach | Frederick County Health Department | | | | | | X |
| Harford | Law Enforcement | Aberdeen Police Department | X | X | X | | X | |
| | | Bel Air Police Department | X | X | X | | X | |
| | | Harford County Sheriff's Office | X | X | X | | | |
| | | Havre de Grace Police Department | X | X | X | | X | |
| | | Maryland Natural Resources Police | X | X | X | | | |
| Howard | Law Enforcement | Howard County Department of Police | X | X | X | | | |
| | Education and Outreach | Crash Center for Research and Education (CORE) | | | | | | X |
| | | Maryland State's Attorneys' Association | | | X | | | |
| | | Mothers Against Drunk Driving | | | X | | | |
| Kent | Education and Outreach | Washington College | | | X | | X | |
| Montgomery | Law Enforcement | Gaithersburg Police Department | | | X | | | |
| | | Montgomery County Police Department | X | X | X | | | |
| | | Montgomery County Sheriff's Office | | | X | | | |
| | | Rockville Police Department | X | X | X | | | |
| | | The Maryland National Capital Park and Planning Commission | | | X | | | |

| | | | | | | | | |
|-----------------|------------------------|--|---|---|---|---|---|---|
| | Education and Outreach | Seneca Valley High School PTSA | | | X | | | |
| Out of State | Education and Outreach | DRIVE SMART Virginia | | X | | | | |
| | | Emergency Responder Safety Institute | | X | | | | |
| | | Metropolitan Washington Council of Governments | | | | | X | |
| | | SADD Inc. | | | | | | X |
| | | Washington Regional Alcohol Program | | | X | | | X |
| Prince George's | Law Enforcement | City of Bowie | X | X | X | | X | |
| | | City of Hyattsville Police Department | X | X | X | | X | |
| | | Greenbelt Police Department | X | X | X | | X | |
| | | Laurel Police Department | X | X | X | | X | |
| | | Prince George's County Police Department | X | X | X | | X | |
| | | Riverdale Park Police Department | X | X | X | | X | |
| | | University of Maryland Department of Public Safety | X | X | X | | X | |
| | Education and Outreach | #DrivingItHome | | X | | | | |
| Queen Anne's | Law Enforcement | Queen Anne's County Sheriff's Office | X | | X | X | | |
| Somerset | Law Enforcement | Princess Anne Police Department | X | | X | X | X | |
| St. Mary's | Law Enforcement | St. Mary's County Sheriff's Office | X | X | X | | | |
| | Education and Outreach | St. Mary's County Health Department | | | X | | | |
| Talbot | | Easton Police Department | X | | X | X | | |

| | | | | | | | | |
|------------|------------------------|--|---|--|---|---|---|---|
| | Law Enforcement | Talbot County Sheriff's Office | X | | X | X | | |
| | Education and Outreach | MML PEA Committee 2020/2021 | | | | | | X |
| Washington | Law Enforcement | Hagerstown Police Department | X | | X | X | X | |
| | | Washington County Sheriff's Office | X | | | | | |
| | Education and Outreach | Children's Safety Village | | | | | X | |
| Wicomico | Law Enforcement | Fruitland Police Department | X | | X | X | | |
| | | Salisbury Police Department | X | | X | X | | |
| | | Salisbury University Police Department | | | | X | | |
| | | Wicomico County Sheriff's Office | X | | X | X | | |
| | | Wor-Wic Community College | | | | | | X |
| Worcester | Law Enforcement | Berlin Police Department | X | | X | X | | |
| | | Ocean City Police Department | X | | X | X | X | |
| | | Ocean Pines Police Department | X | | X | X | | |
| | Education and Outreach | Worcester County Health Department | | | X | | | |

MARYLAND CRASH DATA

In 2020, 573 people were killed—a 7.1 percent increase from 2019—in 95,507 police-reported traffic crashes in Maryland, while 36,754 people were injured, and 69,630 crashes involved property damage only. In total, 349 drivers (268 vehicle drivers and 81 motorcycle operators), 153 non-motorists, and 71 passengers were killed on Maryland roads. The fatality rate for Maryland decreased from 0.93 in 2017 to 0.86 in 2018, then rose again to 0.89 in 2019 and to 1.13 in 2020. The increase in fatality rate is in part attributed to the reduction in VMT resulting from the pandemic.

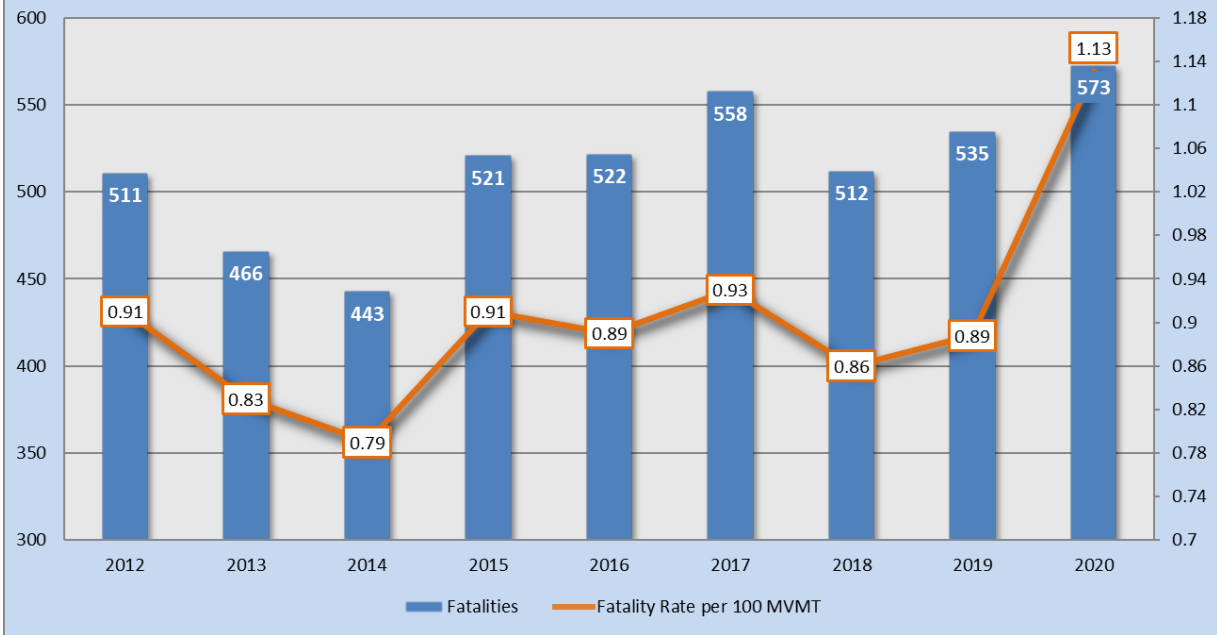
On average in 2020, one person was killed every 15 hours, 100 people were injured each day (four injured every hour), and 261 police-reported traffic crashes occurred every day.

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

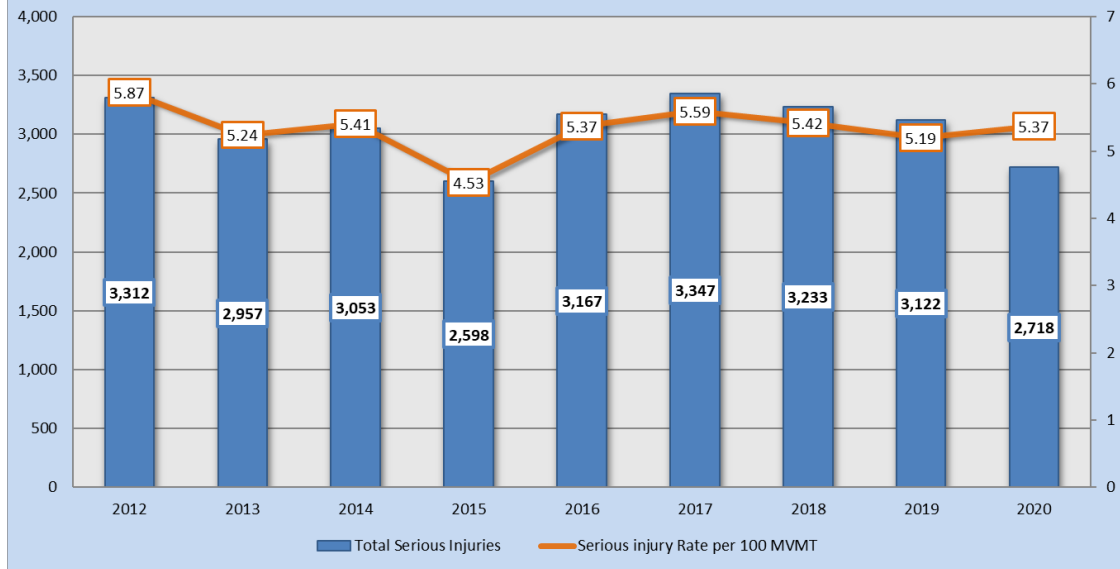
| | 2016 | 2017 | 2018 | 2019 | 2020 | 5 Year AVG. |
|-------------------------------------|---------|----------|---------|---------|--------|----------------|
| Fatal Crashes | 483 | 518 | 485 | 496 | 546 | 506 |
| Injury Crashes | 34,720 | 34,664 | 33,936 | 32,924 | 25,331 | 32,315 |
| Property Damage Only Crashes | 85,075 | 80,246 | 83,622 | 82,547 | 69,630 | 80,226 |
| Total Crashes | 120,278 | 115,4438 | 118,043 | 115,967 | 95,507 | 113,047 |
| Total of All Fatalities | 522 | 558 | 512 | 535 | 573 | 540 |
| Total Number Injured | 50,921 | 51,391 | 50,011 | 48,663 | 36,754 | 47,548 |

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

Maryland Traffic Fatalities and Fatality Rate 2012–2020



Maryland Traffic Serious Injuries and Serious Injury Rate 2012–2020



The projects included in this annual report were conducted at the end of Maryland's previous SHSP (2016-2020) and the start of the new SHSP (2021-2025). For the 2021-2025 SHSP, a new methodology is being applied to determine highway safety performance targets. Unlike the Toward Zero Deaths (TZD) design, annual targets for the new SHSP will be set using a two-pronged approach. Targets that are experiencing a decreasing trend over time are set using five-year rolling averages and an exponential trend line without a fixed endpoint to calculate future targets. By removing the fixed endpoint, it is anticipated that more practical performance measure targets will be computed by following historically decreasing data patterns. For those targets experiencing increasing trends, however, projections are based on a two percent decrease from the 2016-2020 five-year average, continuing with a two percent decrease for each successive five-year average.

Current targets through 2021-2025 are set using a baseline five-year average of 2004-2008, updated to include trend changes in 2016-2020, e.g., the 2021 target is the midpoint of the rolling five-year average target for 2019-2023; and the 2023 target is the midpoint of the rolling five-year average target for 2021-2025.

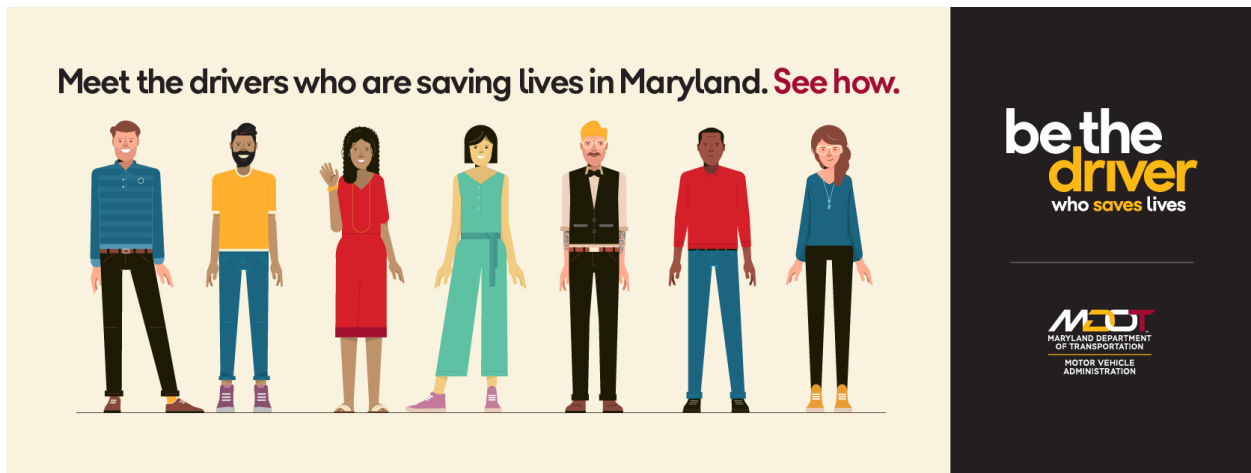
The revised method will be applied to the five performance measures required by the Federal Highway Administration (FHWA): fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries with the first three being identical in Maryland's HSP and HSIP (Highway Safety Improvement Plan).

To meet federal guidelines set forth in the FAST Act, annual targets for each of the SHSP's six emphasis areas and HSP program areas will also be set using an exponential trend line and five-year rolling averages to calculate future targets without a fixed endpoint.

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

COMMUNICATIONS

In FFY 2021, the MHSO expanded its overarching highway safety campaign *Be the Driver*, which launched in August 2020. The campaign depicts common situations drivers, riders, and pedestrians often face, along with each road users' personal responsibilities. Throughout the campaign, the Maryland Highway Safety Office is asking: Will you *Be the Driver* who helps eliminate deaths and serious injuries on Maryland roads?



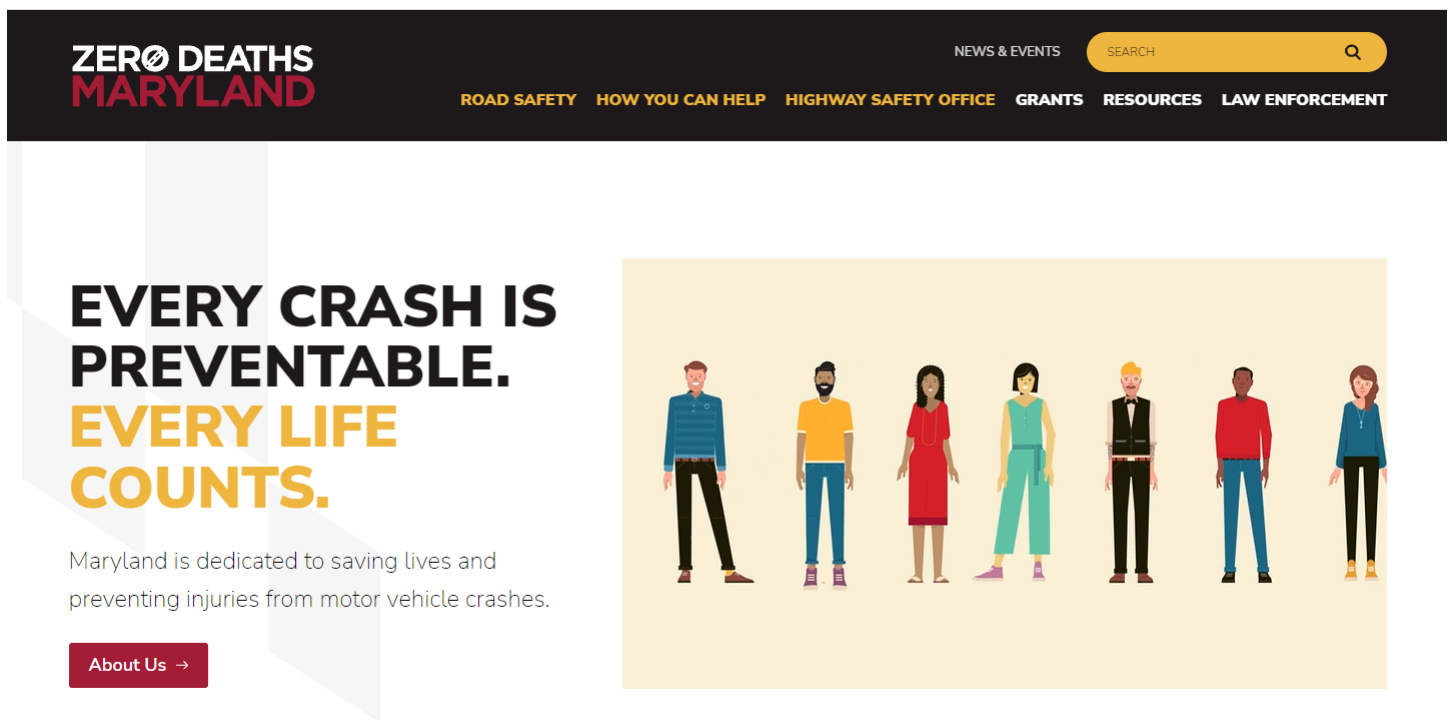
The campaign continues throughout the year, with a consistent look and feel and one of the seven sub-themes always in market. The paid media efforts were focused on streaming music platforms, billboards, social media, and digital platforms. The campaigns were coupled with HVE waves from state and local law enforcement.

| Program Area | Allotted Budget | Total Spent | Percentage Spent |
|-------------------------------|-----------------------|-----------------------|------------------|
| Speeding & Aggressive Driving | \$220,000.00 | \$177,607.10 | 80.73 % |
| Communications | \$647,540.68 | \$519,889.10 | 80.28 % |
| Distracted Driving | \$182,000.00 | \$136,378.10 | 74.93 % |
| Impaired Driving | \$754,580.60 | \$491,583.30 | 65.14 % |
| Motorcyclist Awareness | \$76,940.95 | \$53,281.38 | 69.25 % |
| Motorcycle – Impaired | \$152,959.34 | \$64,757.54 | 42.33 % |
| Occupant Protection | \$321,000.00 | \$272,978.80 | 85.04 % |
| Pedestrian & Bicyclist Safety | \$223,000 | \$179,211.50 | 80.36 % |
| Total: | \$2,578,021.57 | \$1,895,686.82 | 73.53% |

Facebook, Twitter, and Instagram continued to be the MHSO's main social media platforms. Most of the organic content included encouraging behavioral change, recognizing individuals and agencies, or sharing photos from sponsored events. The MHSO saw growth on all social media platforms with consistent posting throughout the year. The Zero Deaths MD Facebook page garnered more than 64.5 million impressions, 300,500 engagements, and nearly 180,000 link clicks between organic and paid media posts. The Zero Deaths MD Twitter account registered more than 1.1 million impressions and 10,000 engagements on organic content. The Zero Deaths MD Instagram page received nearly 39.4 million impressions, 600 engagements, and nearly 180,000 link clicks between organic and paid media posts.

After months of redeveloping the current website for easier navigation and a one-stop resource for highway safety, the new ZeroDeathsMD.gov was launched in June 2021. The new website is designed to ensure Marylanders have vital safety information right at their fingertips. Among the website features are easily accessible statewide crash data, updated on a monthly basis for the first time, resources, and toolkits that accompany state programs and safety themes. Target audiences for the website include law enforcement agencies, grantees, partners, and all road users.

Since the launch, almost 60,000 visitors have accessed the new website. The top five most visited pages, excluding the homepage, were Impaired Driving, Child Passenger Safety, Pedestrian and Bicyclist Safety, Crash Data, and Digital Resources.



In addition to *Be the Driver*, the MHSO led the development of a statewide campaign on what to do in a roadside emergency. Working with MDOT MVA, MDOT SHA, Maryland Transportation Authority (MDTA), MDTA Police, MSP, and Maryland Institute for Emergency Medical Services Systems (MIEMSS), the partners provided guidance for motorists to help keep them (and others) safe in the event of an emergency incident or minor vehicle crash.

To support the campaign, the MHSO and its partners created a press release and webpage. A special vanity URL, ZeroDeathsMD.gov/RoadsideSafety, was created to ensure quick access to roadside safety information. The below social media graphic was distributed to partners across the state and shared widely on social media.



PROGRAM AREAS

Aggressive Driving

In 2020, the number of fatal crashes involving aggressive driving increased by 48.6 percent, resulting in 56.4 percent, or 22, more fatalities than in 2019. The significant increase in fatalities and fatal crashes occurred even though the number of aggressive-driving-related crashes in 2020 declined by more than 1,000, or by 27.3 percent. During the latest five-year period, 2016 through 2020, aggressive drivers have been involved in an average of 4,038 crashes on Maryland roads each year. For the same five-year period, aggressive driving accounted for an annual average of 3.6 percent of all traffic crashes, 4.4 percent of all injury crashes, and 8.1 percent of all fatal crashes in Maryland. Aggressive driving was a factor in 4.8 percent of injuries and 8.3 percent of fatalities during the five-year period, and 4.6 percent of injuries and 10.4 percent of fatalities in 2020.

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

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

In Maryland, aggressive-driving-involved fatalities increased 56.4 percent from 39 fatalities in 2019 to 61 fatalities in 2020. Speed-involved fatalities increased 44.7 percent from 76 fatalities in 2019 to 110 fatalities in 2020. While there were fewer total crashes in 2020, excessive speed is likely to have caused more severe crashes resulting in more fatalities. The probability of death and debilitating injury grows with impacts at higher speeds—doubling for every 10 MPH over 50 MPH.

Be the SLOW DOWN Driver, a sub-theme of the *Be the Driver* campaign, was developed to specifically address speeding and other aggressive driving behaviors. The ad suggests that the only situation where speeding, tailgating, or aggressively passing other vehicles is acceptable is in video games. Through four paid media campaigns during the FFY, the campaign was responsible for nearly 14.5 million impressions and led to more than 74,000 clicks to the Speed and Aggressive Driving pages on ZeroDeathsMD.gov.

Law enforcement partners continued to actively enforce speed limits during HVE waves throughout the year.

As part of Maryland's Standardized Performance and Survey Measures, the total number of speeding citations that law enforcement issued during FFY 2021 grant-funded enforcement activities was 11,984.

Distracted Driving

Though the number of distracted driving crashes in 2020 fell by 20.0 percent from the previous year, the number of fatal crashes involving distracted driving increased by 12.0 percent. An average of more than 54,000 distracted driving crashes occurred on Maryland roads each year between 2016 and 2020. For this latest five-year period, distracted driving was a factor in approximately one-half of all traffic crashes (48.1 percent), more than half of all injury crashes (53.5 percent), and in excess of one third of all fatal crashes (37.4 percent).

Distracted driving is significantly over-represented in all crashes, particularly injury crashes. The difficulty in accurately capturing distracted driving—including cell phone use—as a cause of crashes, injuries, and fatalities indicates that the severity of this problem is potentially still under-reported. Preventing distracted driving through education and enforcement remains a major priority in Maryland.

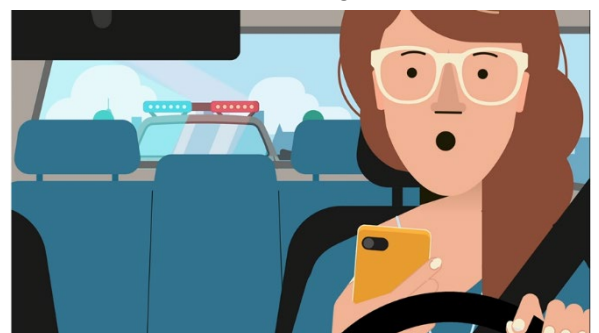
Morgan State University received grant funding for a distracted driving study that included participants from different socioeconomic backgrounds in the Baltimore metro area. Utilizing a simulator with and without various distractions, the objective was to determine sociodemographic characteristics of distracted drivers. Results of the study were used to raise awareness of the dangers of distracted driving.

The MHSO, in partnership with DRIVE SMART Virginia, hosted the first-ever virtual Maryland Distracted Driving Summit in April. The Summit was comprised of 18 webinars, with speakers from across the country sharing their expertise in law enforcement, research/data, and corporate/community strategies. More than 800 people attended the webinars throughout the month.

The University of Maryland Medical System Foundation received funding to produce a video that included distracted driving survivor testimonies to be used as a public service announcement. The video included emotional stories of people who have survived these crashes with one unified message: do not drive distracted.

Morgan State University received grant funding for research that used a three-part online survey to examine socio-demographic characteristics of Maryland distracted drivers. The first part consisted of basic driver information, and the second part asked what types of devices and technologies were used while driving. The last section was specifically designed for drivers who had experienced a crash, due to distraction, in the last two years. A sample of the results from the study included self-reported distractions higher among females than males; more distractions were reported among respondents between 16-19 and 20-34 than other age groups as well as participants who had more children in the household. In addition, several analyses were performed to assess the impact of various socio-demographic and driver behaviors on the likelihood of distraction while driving.

Our *Be the FOCUSED Driver* sub-theme of the *Be the Driver* campaign calls attention to the distraction cell phones cause while driving and the probable consequences – a citation or a crash. Through three paid media campaigns during the FFY, the campaign garnered more than 12.6 million impressions and led to nearly 20,000 clicks to the Distracted Driving pages on ZeroDeathsMD.gov.



Impaired Driving

The number of impaired driving crashes in 2020 decreased by approximately 10.4 percent since 2019, the lowest point for impaired driving crashes within the past five years. However, the data from 2020 still includes a relatively high number of ‘unknowns.’ Impaired driving crashes remained relatively unchanged during the prior two years (2018, 2019), and we expect similar findings once the 2020 data is complete.

While only one in 55 crashes involving driver-impairment resulted in a fatality in 2020, more than one-fifth (20.5 percent) of all fatal crashes in the state involved alcohol and/or drugs. Although every impaired driving crash does not result 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 on Maryland roadways has made impaired driving a major focus point for traffic safety and law enforcement professionals throughout the state.

The 17th annual Maryland Remembers ceremony was held on November 23, 2020, at the Visit Annapolis Offices in Annapolis. Due to restrictions on indoor, in-person events, the annual ceremony was turned into a hybrid model. Five speakers, including Governor Larry Hogan, Transportation Secretary Gregory Slater, MDOT MVA Administrator Christine Nizer, Superintendent Woodrow Jones from MSP, and a victim impact speaker, shared remarks. The event was livestreamed via Microsoft Teams and had more than 200 attendees. The MHSO, the Washington Regional Alcohol Program (WRAP), and Mothers Against Drunk Driving (MADD) coordinate this event each year to remember the lives lost at the hands of impaired drivers.

Prior to and during the St. Patrick’s Day weekend, transportation and law enforcement officials in Maryland and Delaware partnered to save lives on roadways. More than 20 agencies across the two states conducted HVE along US 13 (Ocean Highway) and US 113 (Worcester Highway) on the Delmarva Peninsula.

Participating agencies conducted saturation patrols, checkpoints, and coordinated enhanced enforcement of speeding, seat belt use, and distracted driving. A total of 447 stops—15 percent more than in 2020—were made along US 50, a major Maryland road. More than 2,700 citations were issued throughout the campaign.

MDOT MVA, and the MHSO, along with safety partners across MDOT and Maryland law enforcement agencies, joined to urge all travelers to put safety first during the Memorial Day weekend and all summer long. The *Keep Summer Alive* campaign was kicked off with a press conference near the William Preston Lane Jr. Memorial (Bay) Bridge. The campaign, in partnership with Department of Natural Resources (DNR) and DNR Police, was part of the overall *Be the Driver* initiative that stresses safe driving habits. The overall message stressed that driving sober is critical – if you plan to enjoy a day out on the water, ensure you have a sober ride home.



Campaign ads were shared throughout the summer on Facebook, Twitter, Instagram, Snapchat, billboards, and Pandora. The MHSO coordinated a regional HVE campaign focused on impaired driving during Memorial Day Weekend, Fourth of July, and Labor Day Weekend.

Be the Driver continued throughout FFY 2021. Sub campaigns *Be the SOBER Driver* and *Be the MAKE A PLAN Driver* focused messaging on common scenarios where drivers have a decision to make – to be the sober driver and consume no alcohol or plan ahead by using a rideshare or getting a ride home with another sober driver.

In FFY 2021, MHSO spent roughly \$326,000 for the *Be the SOBER Driver* and *Be the MAKE A PLAN Driver* campaigns and garnered more than 31 million impressions of the impaired driving message. The campaigns ran seven times throughout the year, with a heavy emphasis during the holiday season and again at the end of summer during Labor Day Weekend. The campaigns leveraged a multi-channel approach including billboards, Facebook, Instagram, Snapchat, Waze, Hulu, Spotify, Pandora, and iHeart Radio.

In FFY 2021, WRAP coordinated SoberRide, a safe ride service to prevent drunk driving on multiple holidays. Due to recommendations from the Center for Disease Control (CDC), the general SoberRide campaign was changed to *Safer at Home but If You Go Out Campaign*. The campaign provided 55 safe rides home for New Year's Eve, 88 safe rides home for St. Patrick's Day, 127 safe rides home for Cinco De Mayo, and 89 safe rides home for the Fourth of July.

In October, 125 Maryland law enforcement officers, eight of whom were Ace awardees with 100+ DUI arrests, with DUI awards. Twenty-seven officers were honored with DUI Meritorious Certificates. Additionally, 27 DRE-certified Maryland officers were honored, and 15 additional officers were awarded DRE Meritorious certificates. Corporal Jonathan Cranshaw of Hampstead Police Department was honored with the annual Noah Leotta award. In December, WRAP honored three Maryland law enforcement professionals at the 23rd Law Enforcement Awards of Excellence for Impaired Driving Prevention.

The TSRP assisted the Maryland General Assembly on several traffic-related bills during this grant year. Most notably, the TSRP drafted and provided expert testimony on three bills, including Criminal Negligence Resulting in Life-Threatening Injury. Effective October 1, 2021, this new law makes it a misdemeanor, punishable to up to a year in jail, for causing a life-threatening injury while driving in a criminally negligent manner. Throughout FFY 2021, the TSRP conducted and assisted a large number of trainings. These included, but weren't limited to, Stops, Searches, and Seizures; Legal Discovery for Prosecutors; Courtroom Testimony; and Sobriety Checkpoints. Approximately 30 trainings were conducted statewide for more than 600 police officers and prosecutors. The TSRP wrote ten legal articles encompassing a wide variety of traffic-related subjects for distribution to 1,500 law enforcement officers and prosecutors.

Maryland DREs conducted 1,145 enforcement evaluations in FFY 2021. This represents an 8.12 percent increase in enforcement evaluations from FFY 2020. There were 400 blood kits received from DREs in the field that were processed and sent to the Forensic Science Division for analysis. There are 170 DREs currently in the DRE program in Maryland as of the close of FFY 2021.

Seventeen ARIDE classes were conducted in FFY 2021, training a total of 295 officers and prosecutors from various jurisdictions statewide. ARIDE was created by NHTSA to address the gaps in training between the Standardized Field Sobriety Testing (SFST) and the DRE program.

In July 2020, ahead of the Fourth of July holiday weekend, the MHSO and MSP hosted a press conference and distributed a press release to kick off the eighth year of the State Police Impaired Driving Reduction Effort (SPIDRE) DUI Team. Funded by the MHSO, MSP, and MDOT, SPIDRE is a specially trained team of five troopers who work in targeted areas in the Baltimore and Washington metropolitan area where impaired driving is a leading cause of death and injury. SPIDRE has been responsible for more than 3,600 arrests since its inception in 2013. Team members train other state police troopers, local law enforcement officers, and agencies to reduce alcohol-related crashes throughout Maryland.

At the press conference, MADD volunteer Laura Murphy shared the story of how impaired driving affected her family. Murphy's 12-year-old nephew, Matthew, was hit and killed by a drug-impaired driver on a Sunday afternoon in April 2018 while he was walking on a sidewalk with his mother and younger brother.

The Mobile Breath Alcohol Testing (MBAT) Truck, funded in part by the MHSO, is designed to serve as a support vehicle with readily accessible breath testing during any type of high-visibility impaired driving enforcement event. In addition, the MBAT is used as an educational tool at public events to advise the public of the dangers of impaired driving. The MBAT was deployed four times to assist with MSP-lead or supported checkpoints or saturation patrols. The majority of these deployments were in the latter half of FY 2021 when restrictions were being eased and some normality was returning. During these events, 37 impaired drivers were removed from the roadways and a total of 2,493 vehicle contacts were made. The MBAT Truck assisted seven different MSP barracks or law enforcement agencies.

The Ignition Interlock Program (IIP) falls under the MDOT MVA. In FFY 2021, 4,700 drivers were assigned to participate in the IIP for the first time. More than 15,000 unique drivers participated in the IIP and 5,818 drivers successfully completed one or more referrals in FFY 2019 and had no other active referrals after this completion date (as of 9/30/2021). Between October 1, 2011, and September 30, 2021, 3,924 drivers re-entered the IIP after having been removed from the program for noncompliance.

In August 2019, the State of Maryland formally announced the launch of its partnership between MDOT MVA and the Automotive Coalition for Traffic Safety's DADSS (Driver Alcohol Detection System for Safety) Program. The partnership allows testing of advanced prototype driver alcohol detection sensors by installing them in select state-owned vehicles. In FFY 2020, six additional vehicles were instrumented with sensors, MDOT MVA employees who would use the vehicles the most were trained, and on-road data collection began in December. Due to the COVID-19 pandemic, limited opportunities arose for staff to drive the vehicles. The project was put on hold and extended for another year beginning in September 2021.

As part of Maryland's standardized performance and survey measures, the total number of DUI and DUID arrests that were made during the year's grant-funded enforcement activities was 618.



Law Enforcement Services

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

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

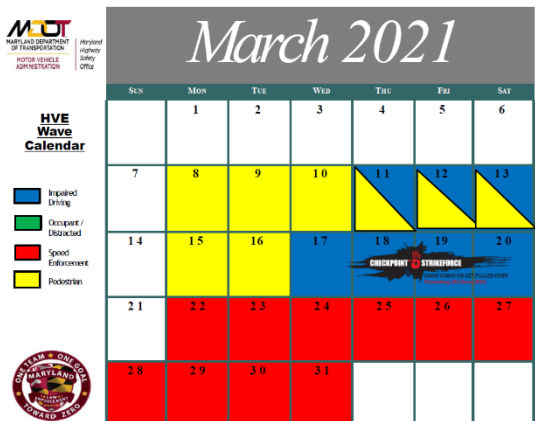
The Law Enforcement Services section employs a law enforcement program manager and funds four LELs who are tasked with implementing solutions to meet the needs of police agencies regarding traffic enforcement. The LELs work with these agencies on training and organizing enforcement efforts. In addition,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

The MHSO continued the implementation of Leading Effective Traffic Enforcement Programs (LETEP). LETEP focuses on providing law enforcement supervisors with advanced training regarding the use of highway safety data and countermeasures. It allows supervisors to provide law enforcement officers with the tools necessary to make quality traffic stops and arrests. A LETEP class was held virtually in March 2021 with 30 police officers across the State of Maryland attending.

In FFY 2020, the MHSO continued to make improvements to its Traffic Safety Specialist (TSS) Program to meet the increased demands made of law enforcement. The TSS designation is a statewide, uniform, and consistent recognition of police officers who have attained notable levels of experience in highway safety and traffic enforcement methods and procedures. Awarded by the MHSO, the program is open to all certified police officers, deputy sheriffs, and state troopers from Maryland law enforcement agencies. Federal law enforcement agencies that have jurisdiction in Maryland are also eligible to participate. There are three designations within the TSS Program, and each successive designation requires an increased level of experience, training, and skills proficiency as a traffic enforcement officer. There were 105 newly designated TSS Level I members and four TSS Level II members designated in FFY 2020. (October 2019 – September 2020) There are currently no TSS Level III officers.

A three-day regional conference was held by the Crash Reconstruction Committee in September 2021 to update law enforcement reconstructionist on investigation techniques, enabling them to collect, analyze, and disseminate accurate data that can be used to help identify the cause of crashes. More than 100 law enforcement officers attended.

Annual Sheriff Executive trainings were held in October 2020 and September 2021 and were attended by 35 executive leaders of the sheriff departments throughout the state. Dr. Tim Kerns addressed the group with a focus on traffic safety initiatives to reduce fatalities and serious injury crashes across the State of Maryland.



Motorcycle Safety

Compared to the previous year, motorcycle-involved crashes in 2020 increased by 2.3 percent, as fatality crashes increased by 9.5 percent during the same period. Between 2016 and 2020, an average of 1,357 motorcycle-involved crashes occurred on Maryland roads each year.

From 2016 through 2020 in Maryland, motorcycle-involved crashes accounted for 2.4 percent of injuries and 13.9 percent of fatalities. Thus, motorcycles are significantly over-represented in fatal crashes.

While a relatively low 5.4 percent of motorcycle crashes result in a fatality, the fact that 13.9 percent of all statewide fatalities involve a motorcycle demonstrates the vulnerability of motorcyclists and the reason Maryland places a significant focus on driver awareness of motorcyclists as well as rider training.

The MHSO funded a grant with Crash Core to conduct a motorcycle fatality review. Crash Core collected motorcycle fatality and crash injury reports, assembled a multi-disciplinary review team, and coordinated a case review for 10 motorcycle fatalities. Crash Core reviewed and documented the findings and recommended educational training opportunities to improve safety for all motorcyclists. Some of the findings include, but are not limited to, rider experience, lack of perception, hazard awareness, avoidance, and speed.

An additional grant with Crash Core assisted with the implementation of MD MOTORS, an educational program in which motorcyclists can spend a day with police motor officers who share insights on how to be a safer rider. The program is taught through classroom sessions, slow speed training courses, and group rides.



Crash Core worked with a team of motorcycle safety experts to develop the curriculum and produce a teaching manual for instructors. In addition, pre and post surveys were created along with a student take-away piece.

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

During September, MHSO staff participated in Ocean City Maryland’s BikeFest, the largest three-day motorcycle rally on the East Coast. Information on Maryland’s new motorcycle training program, along with safe motorcycling information, was made available to the more than 150,000 attendees. Wristbands that allowed free use of the city bus during the entire event were branded with a Ride Smart, Ride Sober message.

Be the LOOK TWICE Driver, a sub-theme of the *Be the Driver* campaign, was created to remind motorists to look twice before switching lanes. The ads depict a scene of a motorists’ rear mirror that is clear at first, and then a motorcyclist appears in the next scene. In addition to the Look Twice message, *Be the SOBER Driver* was modified for motorcycle impaired riding.

Between the two campaigns, more than eight million impressions were recorded across multiple channels including billboards, Pandora, Facebook, and iHeart Radio.



Occupant Protection

Maryland has traditionally observed an annual seat belt use rate exceeding 90 percent. In Maryland during 2020, nearly 2,050 unbelted occupants of passenger vehicles or light trucks were injured or killed in crashes. Despite increases in observed belt use rates in Maryland and across the nation, 22.3 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 45.0 percent and reduce the risk of moderate to critical injury by 50.0 percent.

Maryland worked with the National Study Center for Trauma and Research to conduct seat belt observations June 6-12, 2021. Maryland achieved a 91.4 percent usage rate representing a 1.5 percent increase compared to the previous survey.

In FFY 2021, MHSO spent roughly \$119,000 for the *Be the BUCKLED UP Driver*, a sub-theme of the *Be the Driver campaign*. The messaging addressed common excuses for not wearing a seat belt and clarified that no excuse is worth the risk of losing a life.

Through five campaigns during the FFY, *Be the BUCKLED UP Driver* messages reached more than 12 million people and resulted in nearly 43,000 clicks to the ZeroDeathsMD.gov website. The media selection included billboards, radio, Facebook, Instagram, Snapchat, Pandora, and Waze.

From May 24–June 6, 2021, 39 state and local law enforcement agencies across Maryland stepped up enforcement for motorists who weren't wearing their seat belts. Maryland participated in the four-hour Border-to-Border kick-off, a nationwide initiative aimed at increasing law enforcement participation of seat belt enforcement. This highly visible seat belt enforcement encourages drivers and passengers to buckle up at heavily traveled state border checkpoints.

The MHSO utilized its seat belt rollover simulator at the Maryland State Fair during the Labor Day holiday weekend and at National Night Out. Thousands of visitors were able to listen to a short educational presentation on the importance of buckling up correctly and were then able to watch the demonstration. The MHSO staff also took the rollover to Kent Island High School where students attended educational sessions throughout the day along with the rollover demonstration. Throughout the simulation, the vehicle is spun multiple times, illustrating a rollover crash, while a belted crash dummy remains safely in place. The crash dummy is then unbuckled and when the simulator turns, the mannequin is thrown from the vehicle. Students learned the importance of a properly worn seat belt, dangers of misuse, and how wearing a seat belt increases your chance of survival in a rollover traffic crash.



Maryland worked on numerous recommendations from the Occupant Protection Program Assessment, conducted by NHTSA, including making the number of fatalities and serious injuries available in a user-friendly format on ZeroDeathsMD.gov.

As part of Maryland's Standardized Performance and Survey Measures, the total number of seat belt citations that law enforcement issued during FFY 2021 grant-funded enforcement activities was 1,628.

Child Passenger Safety

Maryland's Child Passenger Safety (CPS) program largely originates from two grant-funded projects: Maryland Kids in Safety Seats (KISS) and MIEMSS. These two agencies form a specialized combination of CPS education, training, and outreach on behalf of MHSO. In FFY 2021, funding was also provided to Safe Kids Frederick County and Safe Kids Carroll County to increase the number of car seats available to low-income caregivers and to increase educational opportunities within the community.

As the pandemic continued, limited physical contact prevented a large number of face-to-face seat installations but the Video Car Seat Assistance Program (VCSAP), whose development was led by KISS in 2020, helped to fill the void. Utilizing videotelephony, 324 video calls and 356 seat checks were completed.

The MHSO provided 97 car seats to 63 Maryland law enforcement agencies to ensure they have valid child safety seats available to officers if they found themselves needing to transport children. An easy-to-use pictorial guide was developed by the MHSO and secured to each seat to assist law enforcement with proper installation. Officers were also encouraged to watch a short, pre-recorded presentation, also developed by the MHSO, with additional tips for properly securing the seat.

In September 2021, as part of Be the *BUCKLED UP* Driver campaign, creative was developed to ensure child safety seats are properly installed. During Child Passenger Safety Week, a campaign specifically targeting parents garnered nearly 1.5 million impressions and 9,000 clicks to the child passenger safety page on ZeroDeathsMD.gov.

During National Child Passenger Safety Week, the MHSO also partnered with MDOT MVA to develop five instructional videos to provide tips and tricks for properly installing child passenger seats. The videos were released each morning, starting with an overview of child safety seats and then moving on to new occupant protection topics. The videos included rear-facing car seat, forward-facing car seat, booster seats, and then the transition to seat belt only.

Frederick County Safe Kids hosted two in-person car seat check events in partnership with the MDOT MVA in Frederick and the Mental Health Association. A total of 48 seats were checked between the two events. Car seat inspection stations were available twice a week throughout the year, and 107 families participated in a virtual car seat assistance appointment. Frederick County Safe Kids also created a campaign to promote their car seat assistance program, a service that provides car and booster seats, at a minimal cost, to families who cannot afford to purchase them on their own. Ads ran on 12 busses and attracted 15 families who qualified for 22 seats.

KISS provided nearly 66,000 pieces of CPS educational materials; responded to 764 messages using a toll-free 800 Helpline; hosted a dedicated website that experienced more than 9,158 unique pageviews; and supported two in-person events during National CPS Week.

Additional KISS Highlights:

- Conducted two one-day CPS renewal courses, set up to give previously certified technicians the opportunity to renew their certification. A total of 10 previously lapsed technicians renewed their certifications.
- Conducted 24 live webinars that reached 314 participants.
- Distributed 671 car seats through the Car Seat Assistance Programs (CSAP) and Special Needs Loaner Programs throughout the State.

MIEMSS' CPS and Occupation Protection (OP) Healthcare Project educated EMS (Emergency Medical Services) and healthcare providers about proper and consistent use of car safety seats for children, seat belt use for older children and adults, and other OP measures. Their car seat distribution program through 14 hospital emergency departments grew this year with the addition of Greater Baltimore Medical Center and a second location at Sinai Hospital. Nurse and EMS professionals were able to increase their knowledge of transporting children safely through eight trainings coordinated by MIEMSS. Temperature displays that visually explain the dangers of leaving a child in a hot vehicle and the risk of pediatric vehicular heatstroke were utilized at 21 events across the state.



Additional MIEMSS Highlights:

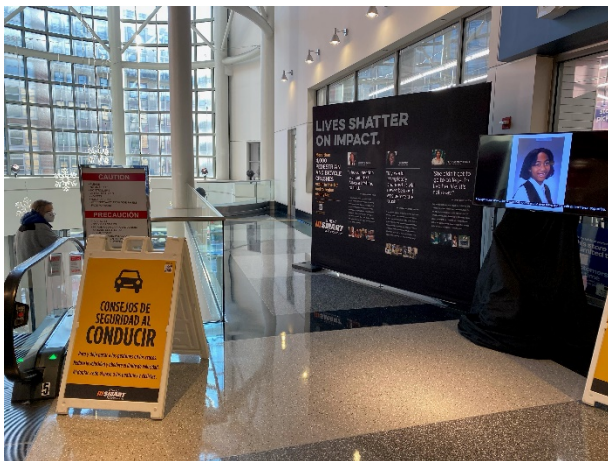
- Provided four live webinars to 260 participants. Two sessions taught CPS technicians and EMS providers about data sources and how to collect CPS data more accurately at crash scenes and seat checks. Archived webinars had 1,474 new views throughout the past year.
- Distributed 9,500 culturally relevant educational pieces to Maryland healthcare providers through 545 agencies.
- Wrote and/or published seven articles for the Maryland EMS News, TraumNet's webpage, and the Maryland American Academy of Pediatrics (AAP) online newsletter.
- Utilized social media to post 252 messages to the MIEMSS' Facebook and Twitter accounts, receiving 1,734 likes and 689 shares.

Pedestrian and Bicycle Safety

The incidence of pedestrian-involved crashes in Maryland in 2020 decreased by 25.3 percent since 2019, but fatalities increased by 5.6 percent (from 124 to 131 deaths) during the same period. Approximately 2,345 pedestrian-involved crashes occurred on Maryland roads in 2020, and an average of 3,142 crashes occurred per year between 2016 and 2020. Like motorcyclists and bicyclists, pedestrians are vulnerable road users and are a focal point in many of Maryland's education and enforcement efforts.

The 2020 incidence of bicycle-involved crashes in Maryland decreased by 15.5 percent when compared to 2019. However, bicycle-involved fatalities increased from 10 in 2019 to 16 in 2020. From 2016-2020, an average of 805 bicycle-involved crashes occurred on Maryland roadways each year. During the same period, 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 2.4 percent of statewide fatal crashes. Bicycle-involved crashes accounted for 1.5 percent of statewide injuries and 2.2 percent of statewide fatalities during the same period.

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



While the COVID-19 pandemic put a hold on in-person events, the *Lives Shatter on Impact* outreach display was placed in public locations including Metro stations and local malls. It featured photos, stories, and videos about local crashes. Paid media efforts resulted in 46,592,483 impressions, including more than 12.5 million impressions from digital ads that resulted in 6,782 clicks and 21,570 active post engagements (reactions, shares, and comments).

By adding earned and donated media and services to the original campaign budget of \$820,000, the 2021 Street Smart program value increased to more than \$3.1 million.

The MHSO continued to work with the Baltimore Metropolitan Council (BMC) and the *Look Alive MD* Signal Woman campaign. The FFY 2021 campaign utilized elements of the FFY 2019 campaign (billboards, transit, outdoor, gas pump toppers, online, and social media), combined with new 'signal people' who dressed up as Signal Woman and had mobile billboards on their backs. The signal people walked around pedestrian-heavy intersections and provided handouts. Local media coverage of fall enforcement waves resulted in eight online news stories and 25 mentions on TV. Between online and television coverage, the campaign had a total earned media publicity value of \$266,019 and 2.7 million impressions.

Paid media efforts of *Look Alive MD* resulted in 102 million impressions with ad placements located on bus tails, gas station televisions, Instagram, Twitter, YouTube, Pandora, and Spotify.

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

Following two years of development and success of the program, the MICA team launched the *Art in the Right of Way* Toolkit in Spring 2021. Seventy-five toolkit packages were sent to 31 zip codes and six *Art in the Right of Way* workshops were held with 60 workshop participants from 44 different community organizations, educational institutions, public offices, and advocacy groups.

The team worked with project advisors and community partners to further evolve the interventions and expand the project area. The team launched www.madeyoulookbaltimore.org, a home for all of the Made You Look pedestrian and bicyclist safety initiatives.

In FFY 2021, the MHSO and the National Study Center (NSC) finished the Pedestrian Fatality Review Team and provided a comprehensive report. The Pedestrian/Bicyclist Fatality Review Project was conducted to review Maryland's pedestrian and bicyclist fatalities from 2016 (N=123) and identify contributing factors and countermeasures by summer 2021. The top overall contributing factors identified were clothing not visible, poor street lighting, impairment, limited/lack of crossing facilities, pedestrians not in a crosswalk / crossing mid-block, pedestrian walking in travel lane, and driver vision obstructions. Countermeasures included:

1. Education -- focusing on the drivers, pedestrians, bicyclists, and the community
2. Engineering – lighting, increase crossing opportunities, evaluate speeds
3. Enforcement – increase enforcement of pedestrian safety laws for the drivers, pedestrians, and bicyclist

It was obvious to the review team that the detailed crash reports were by far the most robust source for case information. The review team learned that several agencies have implemented projects incorporating countermeasures discussed in the PFR. They include Prince George's County Department of Public Works and Transportation and Baltimore County Police Department.

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

In 2021, the MHSO ran one comprehensive pedestrian and bicyclist safety campaign from March 7 to May 15. The large campaign allowed for less overlap and competition in the ad space with partners like BMC and Street Smart. The spring *Be the SHARE THE ROAD Driver* campaign generated 25.8 million impressions across the State and led to 20,000 clicks to ZeroDeathsMD.gov.



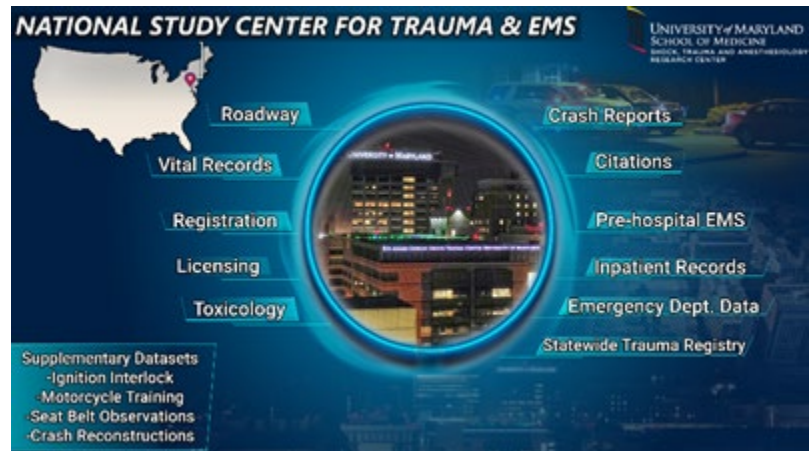
Traffic Records

Maryland employs a two-tiered TRCC, with both technical and executive councils that are comprised of data owners, data managers, and data users with oversight and interest in these datasets. MHSO staff serve on the TRCC Technical Council and subcommittees as well as advise the TRCC Executive Council. The TRCC Technical and Executive councils meet quarterly and biennially, respectively, to work toward the improvements outlined in Maryland's Traffic Records Strategic Plan (TRSP).

The MHSO's Traffic Records Program Manager coordinates updates to the TRSP and leads the implementation of recommendations provided in the 2019 NHTSA Traffic Records Assessment, including the development of performance measures for all six systems in the traffic records system. The current TRSP (2021–2025) is aligned with the 2021–2025 Maryland SHSP. Both plans took effect January 2021.

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

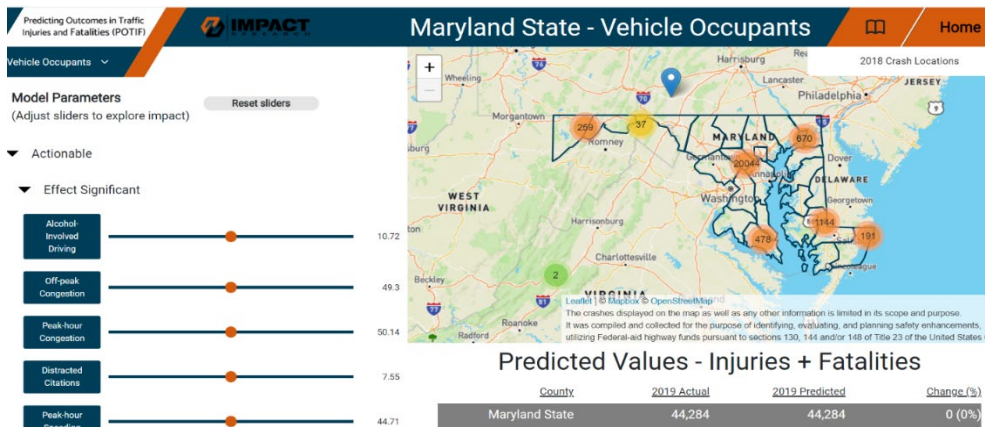
Throughout the FFY2021 grant period, NSC staff members utilized their data resources and staff personnel to respond to data requests made by both MHSO personnel and MHSO partners. NSC staff provided data support to the MHSO, local, state, and federal partners by providing maps, interpretative documents, crash files, citation files, licensing and registration information, and seat belt data. Analyses were provided in response to questions for legislative requests, annual reports, child passenger safety, and data trends for specific jurisdictions and communities, to name a few examples.



The NSC received and processed citation and adjudication data in February and August of 2021. New categories of citations were added to the report to track information on suspended licenses and uninsured vehicles in response to new legislation proposed in Maryland. NSC also continued to work with the Maryland Judiciary to streamline the data updates and understand changes in the data as the judiciary continues its transition to a new management system.

The NSC facilitated and attended TRCC meetings, attended and presented at Emphasis Area Team meetings, supported task force and special committee meetings related to traffic records systems, participated in the Traffic Records Forum, and made multiple presentations throughout the year. The NSC has also been actively participating in discussions surrounding the Qlik dashboard development, presenting on progress in understanding and utilizing the Qlik software. In support of a data-driven approach to MHSO's funding allocation decisions, NSC provides a breakdown of the number of crashes investigated and citations issued by jurisdiction.

The NSC also continued to support Crash Core on the continued development of the Maryland Predicting Outcomes in Traffic Injuries and Fatalities application. The goal of Maryland crash forecasting is to develop and implement a modeling instrument that can be used for predicting Maryland traffic-related crashes and severe injuries given projected changes in key factors. This tool can be used to identify the potential impact of future interventions to help set priorities within the MHSO.



More than 60 different factors/variables were tested in the models to understand their relationship with the outcomes (crashes, occupant injuries and fatalities, pedestrian injuries and fatalities, and motorcycle injuries and fatalities). The project then created a model for each outcome that best predicts the outcomes. These models were incorporated into the web-based app so that users can test a change in a factor to estimate the corresponding

change in the outcome.

The following variables were included in one or more of the final models:

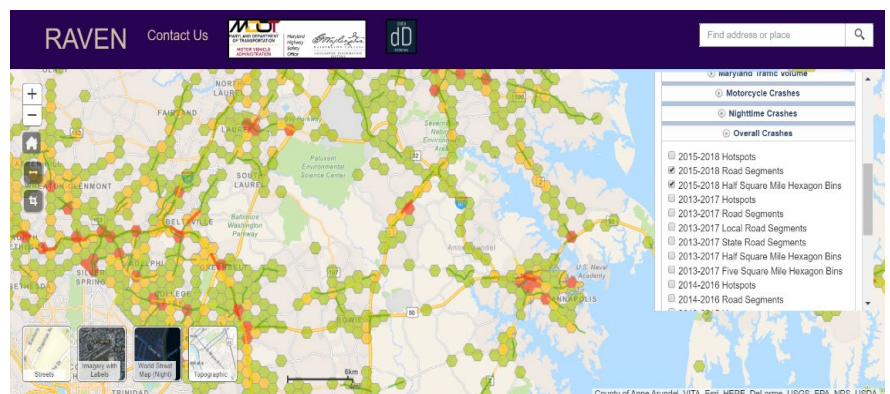
- Exposure: Vehicle miles travelled (included in all models)
- Citations: Alcohol, DUI conviction rate, distracted driving, speeding, unbelted, red light camera
- Alcohol consumption (measured with beer sales by county and month)
- Speeding (measured as the percent of time above the free flow speed)
- Demographic: Percentage of drivers 65+, number of drivers 16-19
- Economy: Median household income, percentage of people employed
- Population density/ruralness: Percentage who walk/bike to work, percentage of VMT on rural roads
- Other: Average visibility, percentage of daylight hours.

To better tease out citations as a measure of the problem (speeding and drunk driving) versus reducing the problem and preventing crashes, Crash Core created two new variables:

1. Speeding enforcement rate: The number of citations per amount of speeding measured as the percent of time above the free flow speed
2. Alcohol enforcement rate - Number of alcohol citations per amount of beer sales, where beer sales are a proxy measure for drunk driving

The Washington College GIS Program (WCGP) provides support to the MHSO to improve accessibility to traffic safety data and to improve the completeness and accuracy of these data. The program focuses on providing the MHSO and its partners with maps of crash, citation, and related traffic records data for program planning and evaluation as well as provides training to traffic safety professionals on the use of GIS (Geographic Information System) analytical tools. During this grant cycle, there were 787 traffic safety analysis products delivered to partners and 432 new layers added to the RAVEN (Risk Analysis of Vehicle Environmental Network) web mapping application.

Washington College GIS Program's web application RAVEN has been used in advertisements, newsletters, presentations, and training sessions throughout the State. The RAVEN tool has become crucial for safety program planning and for partners at the regional and local level in implementing enforcement and educational outreach activities, with more than 900 current registered users of the tool.



One of the primary goals of the grant is to support the MHSO and the TRCC in collecting traffic-safety-related datasets as well as performing data correction, analysis, quality control and assurance checks, management, mining, storage, and visualization. Once data are collected and corrected, WCGP uses GIS software and spatial analysis tools to create reports and analysis products to present findings to customers in a visual (mapping) and statistical (infographics/tables) format. The products display the information in a meaningful manner that can be easily interpreted. In this grant cycle, WCGP supported DUI teams and other law enforcement agencies that partner with the MHSO by providing products that determine appropriate areas for patrols, DUI interdiction, and checkpoints. There were 337 impaired driving analysis products delivered to partners during this grant cycle.

WCGP began testing a GeoEvent Server that would process the citation data in a streamlined effort to validate data quicker, reduce manual processing, and load the data directly into dashboards and web applications.

In addition to the evolving map component of products, other data visualization products have been implemented to provide a quality analysis. Linear infographics continue to provide a non-spatial way to display a linear route with a breakdown of crashes and ETIX (Electronic Traffic Information Exchange) citations along that roadway. Intersection infographics have been created to display and break down intersections of major routes; these can provide information on the direction of crashes and the liquor establishments near that intersection. Temporal topologies incorporate a high-level data visualization technique that can easily display important information about the day and time that crashes/citations are occurring. Alongside these physical data visualization products, an online interactive web mapping application—RAVEN—can display a variety of datasets to law enforcement for a quick analysis.

PARTNERSHIPS, RESOURCES, AND OUTREACH

The MHSO places a great deal of attention on the needs of the community when planning and scheduling educational initiatives. The PRO team, supervised by the Section Chief, consists of four managers, each responsible for a geographic region within the State. The team coordinates efforts with schools, employers, military installations, healthcare providers, community groups, and other partners to augment and support the MHSO's mission to reduce crashes, fatalities, and injuries. Outreach opportunities always focus on one or more of the MHSO's key emphasis areas as well as younger and older drivers. In addition, this team is responsible for supporting local SHSPs throughout the State by providing relevant data and partner-building expertise to counties and cities.

The MHSO staff, along with the BMC, continued their efforts to increase the number of local SHSPs throughout the state by hosting a virtual workshop. Participants heard from local jurisdictions who have successfully developed an SHSP, learned how to find local data and resources to support their plan, and received training on ways to measure progress. Attendees from Anne Arundel, Baltimore, Calvert, Harford, Howard, Frederick, Queen Anne's, and Worcester counties also learned how to find key stakeholders, ways to create reasonable timeframes, and the overall process to develop a workable plan.

In FFY 2021, the PRO section reached 7,900 people through 50 safety-related events. An additional 325 people were reached through nine virtual highway safety presentations throughout Maryland.

A variety of online resources were offered to schools as distance learning opportunities by the PRO section.

Teachers, parents, and caregivers were able to download virtual readings for a number of traffic-safety-related stories. The books and discussion questions focused on common scenarios for children such as riding bikes and crossing the street. Discussion questions were developed to supplement teachers' safety curriculums. The PRO section teamed up with MDOT MVA Administrator Nizer on Read Across America Day to help cultivate conversations about road safety. As a result of the media coverage, Anne Arundel County Public Library in

Annapolis contacted the MHSO to do a back-to-school virtual presentation. MHSO staff partnered with City of Annapolis Police, MDOT SHA, and the BMC to present Be a Street Smart Kid to more than 50 children and parents.

Working with Students Against Destructive Decisions (SADD), the PRO department facilitated a mid-year grant to help fund a statewide SADD coordinator. This new position will oversee all SADD chapters throughout Maryland and help student leaders to empower their peers, engage parents, and mobilize communities to promote young driver safety.

During the spring and summer months, the PRO team participated in nine bike safety events attended by almost 800 people on the Eastern Shore of Maryland. MHSO staff educated bicyclists and pedestrians while distributing helmets and safety incentives items. The team took part in more than 30 other traffic-safety-related events throughout the state, offering interactive learning stations for focused emphasis areas. Mock sobriety tests, where participants were asked to walk a straight line while wearing a pair of Fatal Vision® Impairment

YouTube

Search



Chrissy Nizer - "Pedestrian Safety" (Read Across America Day 2021)

Goggles, and the MHSO's tabletop distracted driving simulator provided teachable moments on the dangers of impaired and distracted driving.

The PRO team took part in seven National Night Out events across the state. These events enhance the relationship between neighbors and law enforcement while bringing back a true sense of community. The MHSO's rollover simulator, designed to demonstrate the drastic difference a properly buckled seat belt can make in a rollover crash, was available to participants at a National Night Out event in Cecil County. The MHSO's adult pedal kart and driving course was set-up at the Takoma Park to demonstrate the dangers of distractions while driving. Collectively, the events drew more than 1,400 participants.

The MHSO partnered with the Howard County Health Department and the Local Health Improvement Coalition to present a series of webinars that focused on safe driving behaviors. The four-part virtual series, *titled Be the Driver - Who Saves Lives*, included sessions on vulnerable road users, dangers of speeding, importance of seat belts, and how to keep young drivers safe. Discussions following the presentations focused on how drivers and pedestrians can work together to make decisions that save lives on Howard County's roadways. More than 70 attendees participated in the four-part series.



SHSP MEASURES

The projects included in this annual report were conducted at the end Maryland's previous SHSP (2016-2020) and the start of the new SHSP (2021-2025). For the 2021-2025 SHSP, a new methodology is applied to determine highway safety performance targets. Unlike the TZD design, annual targets for the new SHSP will be set using a two-pronged approach. Targets that are experiencing a decreasing trend over time are set using five-year rolling averages and an exponential trend line without a fixed endpoint to calculate future targets. By removing the fixed endpoint, it is anticipated that more practical performance measure targets will be computed by following historically decreasing data patterns. For those targets experiencing increasing trends, however, projections are based on a two percent decrease from the 2016-2020 five-year average, continuing with a two percent decrease for each successive five-year average.

Unless otherwise noted, all data are derived from MDOT SHA-SID and TANG based on crash reports submitted to, and processed by, the MSP-CRD utilizing eMAARS and ACRS. Data are subject to change. Effective January 1, 2015, all law enforcement agencies were mandated by the MSP to submit all crash reports via ACRS.

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

Overall Statewide Targets

| Performance Measure | Assessment of Results in Achieving Performance Targets for FY20 and FY21 | | | | | | | | |
|---|--|----------------|-----------------------|-------------------------------------|--|-----------------------|----------------|--------------------------------|---------------------|
| | Target Period | FY 2021 | | | | FY 2020 | | | |
| | | Target Year(s) | Target Value FY21 HSP | Data Source/ FY 21 Progress Results | On Track to Meet FY21 Target Y/N (in-progress) | Target Value FY20 HSP | Target Year(s) | Data Source/ FY21 Final Result | Met FY20 Target Y/N |
| C-1) Total Traffic Fatalities (FARS) | 5 year | 2017-2021 | 420.6 | 2016-2020 FARS ARF 538.8 | N | 425.7 | 2016-2020 | 2016-2020 FARS ARF 538.8 | N |
| C-2) Serious Injuries in Traffic Crashes (State) | 5 year | 2017-2021 | 2,905.8 | 2016-2020 State 3,117.4 | N | 3,029.4 | 2016-2020 | 2016-2020 State 3,117.4 | N |
| C-3) Fatalities/VMT (FARS) | 5 year | 2017-2021 | 0.742 | 2016-2020 FARS ARF 0.936 | N | 0.750 | 2016-2020 | 2016-2020 FARS ARF 0.936 | N |
| Serious Injury Rate (State) | 5 year | 2017-2021 | 5.077 | 2016-2020 State 5.389 | N | 5.372 | 2016-2020 | 2016-2020 State 5.389 | N |
| Non-motorized Fatalities and Serious Injuries (FARS + State) | 5 year | 2017-2021 | 467.7 | 2016-2020 FARS/State 654.0 | N | 465.8 | 2016-2020 | 2016-2020 FARS/State 654.0 | N |

PROGRAM AREA PERFORMANCE MEASURES

To meet federal guidelines set forth in the FAST Act, the annual targets for the following SHSP emphasis areas will be set using an exponential trend line and five-year rolling averages to calculate future targets without a fixed endpoint. Data are subject to change.

| Assessment of Results in Achieving Performance Targets for FY20 and FY21 | | | | | | | | | |
|--|---------------|----------------|-----------------------|-------------------------------------|--|-----------------------|----------------|--------------------------------|---------------------|
| Performance Measure | FY 2021 | | | | | FY 2020 | | | |
| | Target Period | Target Year(s) | Target Value FY21 HSP | Data Source/ FY 21 Progress Results | On Track to Meet FY21 Target Y/N (in-progress) | Target Value FY20 HSP | Target Year(s) | Data Source/ FY21 Final Result | Met FY20 Target Y/N |
| Aggressive Driving Fatalities (State) | 5 year | 2017-2021 | 34.2 | 2016-2020 State 45.2 | N | 40.7 | 2016-2020 | 2016-2020 State 45.2 | N |
| Aggressive Driving Serious Injuries (State) | 5 year | 2017-2021 | 144.1 | 2016-2020 State 179.2 | N | 266.8 | 2016-2020 | 2016-2020 State 179.2 | Y |
| Distracted Driving Fatalities (State) | 5 year | 2017-2021 | 152.2 | 2016-2020 State 200.2 | N | 178.2 | 2016-2020 | 2016-2020 State 200.2 | N |
| Distracted Driving Serious Injuries (State) | 5 year | 2017-2021 | 1,206.1 | 2016-2020 State 1,495.2 | N | 1,763.9 | 2016-2020 | 2016-2020 State 1,495.2 | N |
| Impaired (Alcohol and/or Drugs) Driving Serious Injuries (State) | 5 year | 2017-2021 | 360.7 | 2016-2020 State 466.0 | N | 427.7 | 2016-2020 | 2016-2020 State 466.0 | N |
| Unrestrained Serious Injuries (State) | 5 year | 2017-2021 | 312.5 | 2016-2020 State 416.0 | N | 281.4 | 2016-2020 | 2016-2020 State 416.0 | N |
| Pedestrian (01) Serious Injuries (State) | 5 year | 2017-2021 | 382.2 | 2016-2020 State 429.0 | N | 319.8 | 2016-2020 | 2016-2020 State 429.0 | N |
| Speed-Related Serious Injuries (State) | 5 year | 2017-2021 | 265.4 | 2016-2020 State 348.2 | N | 566.5 | 2016-2020 | 2016-2020 State 348.2 | Y |
| Bicyclist Serious Injuries (State) | 5 year | 2017-2021 | 63.9 | 2016-2020 State 71.4 | N | 56.7 | 2016-2020 | 2016-2020 State 71.4 | N |
| Motorcyclist Serious Injuries (State) | 5 year | 2017-2021 | 257.3 | 2016-2020 State 301.4 | N | 248.9 | 2016-2020 | 2016-2020 State 301.4 | N |
| Older Driver-Involved Fatalities (State) | 5 year | 2017-2021 | 93.7 | 2016-2020 State 95.6 | N | 68.1 | 2016-2020 | 2016-2020 State 95.6 | N |
| Older Driver-Involved Serious Injuries (State) | 5 year | 2017-2021 | 423.5 | 2016-2020 State 484.4 | N | 442.1 | 2016-2020 | 2016-2020 State 484.4 | N |

| | | | | | | | | | |
|--|--------|-----------|---------|----------------------------|---|-------|-----------|----------------------------|-----|
| Young Driver-Involved Serious Injuries (State) | 5 year | 2017-2021 | 300.1 | 2016-2020 State 408.6 | N | 528.2 | 2016-2020 | 2016-2020 State 408.6 | Y |
| Infrastructure Fatalities (State) | 5 year | 2017-2021 | 290.7 | 2016-2020 State 321.0 | N | N/A | 2016-2020 | 2016-2020 State 321.0 | N/A |
| Infrastructure Serious Injuries (State) | 5 year | 2017-2021 | 1,590.3 | 2016-2020 State 1,882.6 | N | N/A | 2016-2020 | 2016-2020 State 1,882.6 | N/A |
| Run-off-the-Road Fatalities (State) | 5 year | 2017-2021 | 147.2 | 2016-2020 State 166.8 | N | N/A | 2016-2020 | 2016-2020 State 166.8 | N/A |
| Run-off-the-Road Serious Injuries (State) | 5 year | 2017-2021 | 588.0 | 2016-2020 State 723.2 | N | N/A | 2016-2020 | 2016-2020 State 723.2 | N/A |
| Intersection Fatalities (State) | 5 year | 2017-2021 | 146.2 | 2016-2020 State 149.2 | N | N/A | 2016-2020 | 2016-2020 State 149.2 | N/A |
| Intersection Serious Injuries (State) | 5 year | 2017-2021 | 952.1 | 2016-2020 State 1,138.6 | N | N/A | 2016-2020 | 2016-2020 State 1,138.6 | N/A |
| Construction/Work Zone Fatalities (State) | 5 year | 2017-2021 | 9.0 | 2016-2020 State 9.2 | Y | N/A | 2016-2020 | 2016-2020 State 9.2 | N/A |
| Construction/Work Zone Serious Injuries (State) | 5 year | 2017-2021 | 35.5 | 2016-2020 State 45.2 | N | N/A | 2016-2020 | 2016-2020 State 45.2 | N/A |