Maryland Highway Safety Plan

Federal Fiscal Year 2022

Contents

Executive Summary

On behalf of the Maryland Department of Transportation (MDOT), I am pleased to present Maryland's Highway Safety Plan (HSP) for Federal Fiscal Year (FFY) 2022. This plan outlines the upcoming activities and priority areas for the Maryland Highway Safety Office (MHSO), which is housed within the MDOT's Motor Vehicle Administration (MDOT MVA), under the guidance of the MDOT MVA Administrator, Ms. Christine Nizer, who also serves as Maryland's Governor's Representative for Highway Safety.

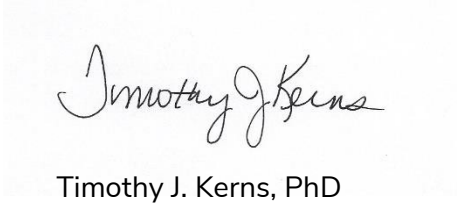
In 2020, the world experienced the COVID-19 pandemic which contributed to significant changes in roadway travel and driver behavior. Reduced vehicle miles traveled, and open roadways resulted in an increase in speed and other risky driving behaviors. Consequently, 574 people died in traffic-related crashes on Maryland's roads, representing an increase of more than seven percent from the previous year's total of 535 with pedestrian and bicycle fatalities comprising over one-quarter of the State's roadway deaths.

One of the biggest developments in 2020 was the completion of the new Strategic Highway Safety Plan (SHSP) which will serve as an overarching guide to Maryland's safety programs over the next five years. The SHSP continues its focus on core emphasis areas such as impaired driving, speeding, occupant protection, and pedestrian and bicycle safety and incorporates new areas of focus including autonomous vehicles. The SHSP strengthens the collaborative efforts between MDOT agencies and incorporates tenets of the Vision Zero program that was adopted in 2019. The SHSP continues to use a data-driven approach to set safety targets, to guide our investments, and to maximize the use of our resources to improve highway safety in the State.

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

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

Sincerely,



Timothy J. Kerns, PhD

Highway Safety Plan

Organizational Structure

Serving as the Governor's Highway Safety Representative and Administrator of the MDOT MVA, Christine Nizer provides overall leadership for the State's highway safety program. Dr. Tim Kerns, MHSO Director, reports directly to Administrator Nizer and manages a team of nearly 30 professionals, with the assistance of Deputy Director, Myra Wieman.

The MHSO team also includes a Communications Manager; an Educational Support Manager, a Business Services Specialist; a Safety Programs Section; a Law Enforcement Services Section; a Partnership, Resources, and Outreach Section; and a Finance Section.

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

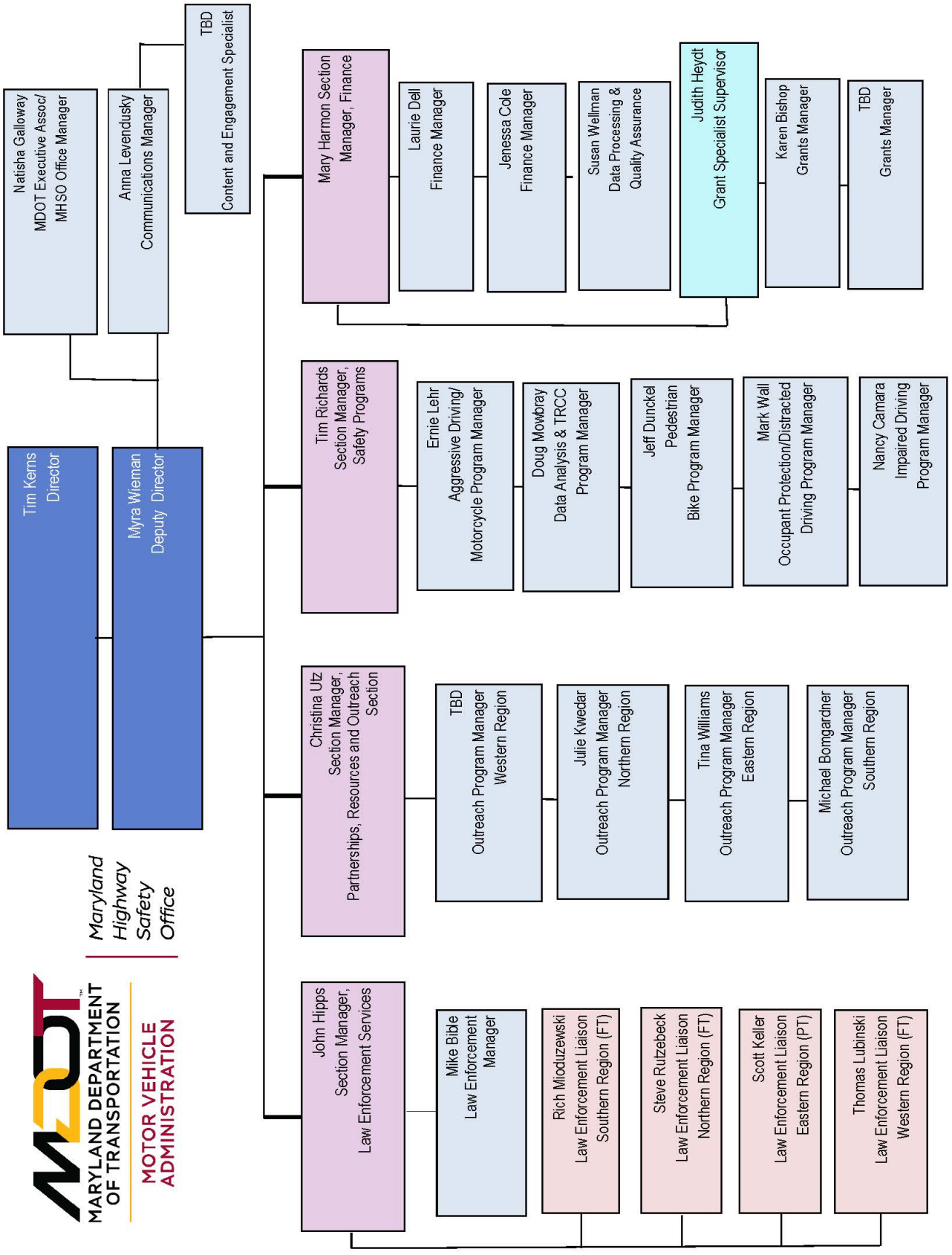
Safety Programs is comprised of a Section Manager and four Program Managers who specialize in Occupant Protection/Distracted Driving Prevention, Impaired Driving Prevention, Aggressive Driving Prevention/ Motorcycle Safety, and Pedestrian/Bicyclist Safety. This section also includes a Traffic Records 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. Led 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. The staff manages outreach programs for large employers, military installations, schools and universities, and young 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.

A full organizational chart for the MHSO is pictured below:


MARYLAND DEPARTMENT OF TRANSPORTATION
MOTOR VEHICLE ADMINISTRATION
Maryland Highway Safety Office
Tim Kerns
Director
Myra Wieman
Deputy Director
Natisha Galloway
MDOT Executive Assoc/
MHSO Office Manager
Anna Levendusky
Communications Manager
TBD
Content and Engagement Specialist
Mary Harmon Section Manager, Finance
Laurie Dell
Finance Manager
Jenessa Cole
Finance Manager
Susan Wellman
Data Processing & Quality Assurance
Judith Heydt
Grant Specialist Supervisor
Karen Bishop
Grants Manager
TBD
Grants Manager
Tim Richards
Section Manager, Safety Programs
Ernie Lehr
Aggressive Driving/ Motorcycle Program Manager
Doug Mowbray
Data Analysis & TRCC Program Manager
Jeff Dunckel
Pedestrian Bike Program Manager
Mark Wall
Occupant Protection/Distracted Driving Program Manager
Nancy Camara
Impaired Driving Program Manager
Christina Utz
Section Manager, Partnerships, Resources and Outreach Section
TBD
Outreach Program Manager Western Region
Julie Kwedar
Outreach Program Manager Northern Region
Tina Williams
Outreach Program Manager Eastern Region
Michael Bomgardner
Outreach Program Manager Southern Region
John Hipps
Section Manager, Law Enforcement Services
Mike Bible
Law Enforcement Manager
Rich Mioduzewski
Law Enforcement Liaison Southern Region (FT)
Steve Rutzebeck
Law Enforcement Liaison Northern Region (FT)
Scott Keller
Law Enforcement Liaison Eastern Region (PT)
Thomas Lubinski
Law Enforcement Liaison Western Region (FT)

Highway Safety Planning Process

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

Month	Activity
January	• Problem identification – review program data and targets to identify safety issues to be corrected with previous and new grant partners. • Debrief and analyze the previous year's program results with grant partners. • Apply funding formula and algorithms to allocate potential local funding to jurisdictional partners. • Open the MHSO grant application period.
February–March	• Convene grant-writing training and discussion sessions to assist potential grantees with grant submission. • Identify any gaps in existing problem-area strategies and request feedback as needed from stakeholders for further analysis. • Develop MHSO internal projects. • Begin drafting the HSP components.
April–May	• Determine estimated revenues and establish a draft HSP budget. • Review grants and make selections. • Annual highway safety summit and fatality media release.
June	• Review selected grants with GR for approval. • Conduct MHSO final internal review of the HSP to verify compliance with federal requirements, competencies, and accuracy. • Submit HSP for approval to the GR and then to the National Highway Traffic Safety Administration (NHTSA) by June 30.
July–September	• Notify chosen grant applicants and obtain final agreements. • Conduct pre- and post-award meetings with chosen grantees. • Problem identification – review new program data and targets to identify safety issues to be corrected and determine funding distribution and overall direction of the programs. • Debrief and analyze the previous year's program results with MHSO teams.
October–December	• Begin implementation of approved HSP as of October 1. • Implement new Federal Fiscal Year grants. • Develop Annual Report. • Continue conducting post-award meetings. • Submit Annual Report by December 31. • Identify partners, program goals and priorities, program area direction, overall strategies and direction of Maryland's traffic safety policy and program, and potential individual program strategies.

Problem Identification Process

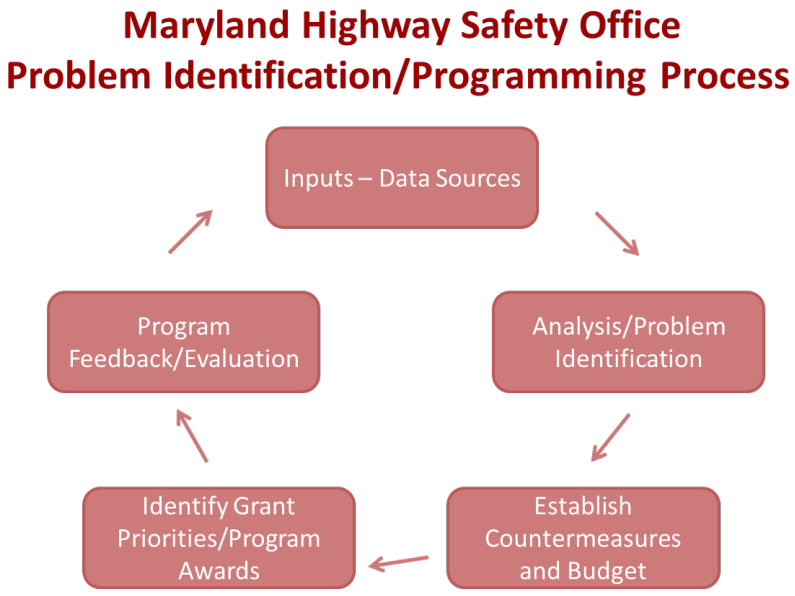
The MHSO's HSP development process is designed to target highway safety problems by using relevant data sources, estimates of funding levels, identification of potential partners in the HSP process, and prioritization of potential grant programs by their ability to address federal- and State-designated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

The purpose of the HSP problem identification process is to:

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

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

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



Data Sources & Processes

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

- **Maryland District Court** – Citation data.
- **Maryland Institute for Emergency Medical Services Systems** – Emergency Medical Services (EMS) data information network; statewide trauma registry.
- **Maryland Trauma Registry** – Trauma registry, injury data, and EMS databases.
- **MDOT Motor Vehicle Administration (MVA)** – Vehicle and driver information, including the State's driver license, vehicle registration, and citation/conviction files.
- **MDOT State Highway Administration (SHA) –** Crash data are obtained from the SHA, which maintains a database derived from crash reports submitted to, and processed and approved by, the Maryland State Police (MSP), along with data on average daily traffic counts and vehicle miles traveled (VMT).
- **National Study Center (NSC)** – CODES; observational seat belt use surveys.
- **NHTSA** – Federal Fatality Analysis Reporting System (FARS), and Fatality and Injury Reporting System Tool (FIRST).
- **Office of the Chief Medical Examiner (OCME)** – Medical examiner data.
- **Program Information and Evaluation Surveys (PIES)** – Survey that captures the attitudes, behaviors, and knowledge of Maryland drivers and non-motorist populations.

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

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

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

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

Problem Analysis/Countermeasures Identification

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

The following questions are among the most critical to data analysis and problem identification:

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

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

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

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

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

Allocation Formula & Process

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

Several categories of traffic records data were compiled over years 2015–2019 (serious [KABCO=K, A, B] crashes, impaired crashes, speed-involved crashes, crashes with unrestrained occupants, moving violations) for each of Maryland's 24 jurisdictions. Following the weighting of serious crashes in terms of 0.75 – fatal, 0.20 – serious injury, 0.05 – moderate injury, the jurisdictions were split into three categories based on the frequency of serious crashes (8 jurisdictions of highest frequency, 8 jurisdictions of medium frequency, and 8 jurisdictions of lowest frequency). Statisticians determined the weighting based on best practices to identify jurisdictions that account for most fatal and serious injury crashes.

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

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

Process Participants

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

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

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

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

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

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

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

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

implementation of local grants programs. The MHSO also utilizes data provided by the Maryland Department of Health (MDH), the Maryland Institute for Emergency Medical Services Systems (MIEMSS), and the Statewide EMS Advisory Council.

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

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

- **Court System** – The MHSO funds a Traffic Safety Resource Prosecutor (TSRP) that focuses solely on clarifying and assisting with traffic enforcement issues and prosecutions in ways designed to increase conviction rates of criminal drivers, and to provide partners within the court system for adjudication support. This TSRP provides training to prosecutors and law enforcement officers, and conducts outreach and assistance to judges, all to facilitate services to the Maryland Judiciary and create safer traffic environments on all roadways. A Statewide Judicial Outreach Liaison (SJOL) was added in FFY 2021 through a grant with NHTSA/ABA to support education efforts with the State's judges. The SJOL will continue to provide outreach to Maryland judges and court officials throughout FFY 2022 and beyond.

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

Throughout the grant year, the MHSO coordinates a wide range of activities and interactions with partner agencies, including governmental entities and private, not-for-profit groups.

Communications among these partner agencies include regular contact and planning exchanges directly with the MHSO staff through inclusion in traffic safety task forces, SHSP EATs, scheduled planning meetings, conference calls, and individual interactions through correspondence such as email. Ongoing input and feedback from these partners are vital to establishing a clear direction for statewide strategies and complementary efforts throughout Maryland.

In some cases, agencies serve as direct grantees to the MHSO, with closely planned and monitored activities coordinated by those entities. For example, private and not-for-profit partners such as Mothers Against Drunk Driving (MADD) and the Washington Regional Alcohol Program (WRAP) have established programs to coordinate a variety of statewide impaired driving prevention activities through MHSO grants. The MHSO funded a project with Drive Smart VA for a virtual distracted driving summit in April 2021 and this new grantee proved particularly valuable in continuing operations and outreach during pandemic-related conditions. As a matter of course, these entities are often consulted on initiatives, and they regularly provide valuable work to the MHSO.

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

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

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

Methods for Project Selection

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

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

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

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

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

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

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

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

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

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

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

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

- Has a traffic safety-related problem been adequately identified and appropriately described in the problem statement?
- Does the proposal clearly address a strategy contained within the SHSP?

- Does the proposal clearly show how the project is expected to address the problem along with expected outcomes?
- Did the applicant include a measurable evaluation plan?
- Are action steps clearly organized and well-defined, especially in terms of countermeasures to be used?
- Does each action step have a correlating measurable goal?
- Are timelines reasonable and achievable?
- Are considerations that might affect grantee performance identified and addressed?
- Is Past performance reviewed and risk assessment completed?

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

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

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

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

Development & Integration of Maryland's SHSP

On January 1, 2021, the new 2021 – 2025 Maryland SHSP went into effect. Legislation that went into effect on October 1, 2019, dramatically shifted the overall statewide traffic safety goals in terms of fatalities and serious injuries, which are now reflected in the current version of the SHSP. Under the GR's leadership, the MHSO provides the day-to-day coordination for Maryland's SHSP. The Maryland SHSP is governed by an Executive Council that includes:

- The Secretary of the MDOT
- The MDOT MVA Administrator/GR
- The MDOT SHA Administrator
- The Secretary of the Maryland State Police (Superintendent)
- The Executive Director of the Maryland Institute for Emergency Medical Services Systems (MIEMSS)
- The Executive Director of the Maryland Transportation Authority (MDTA)

In early 2020, Maryland contracted a Maryland-based, non-profit research organization dedicated to transportation safety to lead the 2021-2025 SHSP development effort. To begin, the development team conducted one-on-one interviews with key traffic safety partners across Maryland. Safety partners included leaders from government agencies, education and outreach professionals, local law enforcement, emergency services agencies, and Emphasis Area (EA) team chairpersons. During the interviews, the team solicited insight into the status of traffic safety initiatives and current and future safety priorities for Maryland roadways. Questions focused on several topics including traffic safety needs in engineering, education, enforcement, and emergency medical services (the four Es of transportation safety); the utility of the current SHSP in the stakeholder's activities (including the progress and feasibility of existing action steps) ; the level of involvement in the ongoing Emphasis Area team meetings and activities; and their view of what should be included in the 2021-2025 SHSP.

The information gleaned from all the interviews aided in the development of an online survey that was distributed to a broader group of safety partners. Information gathered from this safety partner survey helped refine goals, solicit new/ updated action steps, identify emerging issues, and examine the progress of each SHSP Emphasis Area.

After collecting information from the safety partner survey, the SHSP development team met with each EA team to present the plan for the development of the 2021-2025 MD SHSP, providing another opportunity to solicit the group's priorities. The conversation focused on the EA team's vision for the updated SHSP, related goals, emerging traffic safety issues, measuring SHSP progress, and thoughts about how to maintain the relevance of the action plan throughout the 2021-2025 term.

The development team planned a safety partner workshop to further discuss and obtain consensus on strategies and action plans for the 2021-2025 SHSP in late March 2020. The onset of the COVID-19 pandemic — and restrictions placed on Maryland residents by the Governor — resulted in virtual workshops to replace the in-person workshop. A virtual workshop was held for each EA and was attended by the EA team members and representatives from a variety of stakeholder groups

including State and local government agencies, non-governmental organizations, private businesses and advocates, and law enforcement, among others.

After the workshops, a second online survey was distributed to attendees to obtain feedback on the proposed Emphasis Area strategies and action steps developed through the previously described interviews, survey, and workshops. This feedback survey solicited opinions about priorities within the action plan, performance measure development and potential agencies that could spearhead or collaborate to carry out the EA action plans. Several more virtual meetings with the EA teams refined the strategies and action plans that would later be presented for approval.

The SHSP strategy and action plan development culminated with the delivery of findings from interviews, meetings, and workshops to the SHSP's Steering Committee (MHSO management) for feedback and approval for use in the 2021-2025 SHSP. Subsequently, the Executive Council, Steering Committee, and EA Team Chairpersons met to review the proposed strategies and action steps.

The 2021-2025 SHSP encompasses the essence of the previous plan and further incorporates systemic enhancements, innovation and implementation that is data driven. The result is an evidence-based approach that culminated in the confirmation of the plan's six EAs and six key groups.

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

Performance Plan

Highway Safety Program Target-Setting Process

In previous SHSPs, Maryland had set highway safety performance targets that are quantifiable and data driven, maintaining the Toward Zero Deaths (TZD) approach in recent years by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent over two decades, starting with a baseline of 2008 to an end goal in 2030.

Five-year rolling averages were used to calculate five-year-average targets for fatalities and serious injuries, e.g., 2014–2018 actual crash data are used to determine targets for 2018–2022 (five-year average). (However, it should be noted that due to significant declines in serious injuries in recent years, and a recent change in the Maryland crash report definition of injury severity, the use of historical trends currently puts the State at or below current targets for serious injuries.)

For the 2021-2025 SHSP, a revised methodology will be 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 2% decrease from the 2015-2019 five-year average, continuing with a 2% decrease for each successive five-year average.

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.

To meet federal guidelines set forth in the Fixing America's Surface Transportation (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, the SHA's HSIP, and the 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 the SHA's Safety Information Databases (SHA-SID) and Traffic Analysis Network Garage (TANG) based on crash reports submitted to, and processed by, the Maryland State Police Central Records Division (MSP-CRD) utilizing the Enhanced Maryland Automated Accident Reporting System (eMAARS) and the Automated Crash Reporting System (ACRS). Data are subject to change. Effective January 1, 2015, the MSP mandated all law enforcement agencies submit all crash reports via ACRS.

Highway Safety Performance Measures

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

Overall Statewide Traffic Safety Targets and Measures for Maryland

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

Target: Reduce traffic-related fatalities to 466.6 (2018 - 2022 rolling average) by 2022.

Outcome: Target not met. The 2015–2019 average number of traffic fatalities was 526.6, an increase from the 2014–2018 average of 510.6.

Target: Reduce serious traffic injuries to 2,263.9 (2018 – 2022 rolling average) by 2022

Outcome: Target not met. The 2015–2019 average number of serious traffic injuries was 3,079.6, an increase from the 2014–2018 average of 3,025.2.

Target: Reduce fatalities/100 MVMT to 0.774 (2018 -2022 rolling average) by 2022.

Outcome: Target met. The 2015–2019 average number of serious injury rate was 5.221, a decrease from the 2014–2018 average of 5.265.

Target: Reduce the serious injury rate to 3.815 (2018 - 2022 rolling average) by 2022.

Outcome: Target met. The 2015–2019 average number of serious injury rate was 5.221, a decrease from the 2014–2018 average of 5.265.

Target: Reduce the non-motorized fatalities and serious injuries to 554.7 (2018 – 2022 rolling average) by 2022.

Outcome: Target not met. The 2015–2019 average number of non-motorized fatalities and serious injuries was 634.4, an increase from the 2014–2018 average of 612.0.

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

Performance Measures	Target Period	Target Year(s)	Target Value FFY 21 HSP	Data Source*/FFY 21 Progress Results	On Track to Meet FFY 21 Target
C-1) Total Traffic Fatalities	5-year	2017-2021	473.2	2015-2019 FARS 526.6	No
C-2) Serious Injuries in Traffic Crashes	5-year	2017-2021	2,406.3	2015-2019 State 3,093.4	No
C-3) Fatalities/VMT	5-year	2017-2021	0.791	2015-2019 FARS 0.887	No
Serious Injury Rate Target	5-year	2017-2021	4.075	2015-2019 State 5.221	No
Non-Motorized Fatalities and Serious Injuries	5-year	2017-2021	558.0	2015-2019 FARS + State 634.4	No

PERFORMANCE PLAN CHART			BASE YEARS				
			2015 2011 2015	2016 2012 2016	2017 2013 2017	2018 2014 2018	2019 2015 2019
C-1	Traffic Fatalities	FARS Annual (2019 -ARF)	520	522	558	512	521
	Reduce total fatalities to 466.6 (2018 - 2022 rolling average) by 2022	5-Year Rolling Avg.	484.6	492.0	501.4	510.8	526.6
C-2	Serious Injuries in Traffic Crashes	State	2,598	3,167	3,347	3,233	3,122
	Reduce serious traffic injuries to 2,263.9 (2018 – 2022 rolling average) by 2022	5-Year Rolling Avg.	3,154.4	3.025.0	3.025.2	3,079.6	3,093.4
C-3	Fatalities/100M VMT	FARS Annual (2019-ARF)	0.900	0.880	0.930	0.860	0.866
	Reduce fatalities/100 MVMT to 0.774 (2018 - 2022 rolling average) by 2022.	5-Year Rolling Avg.	0.852	0.856	0.862	0.870	0.887
	Serious Injury Rate	State	4.533	5.370	5.588	5.422	5.192
	Reduce the serious injury rate to 3.815 (2018 - 2022 rolling average) by 2022	5-Year Rolling Avg.	5.586	5.299	5.230	5.265	5.221
	Non-motorized fatalities and serious injuries	FARS + State	497	632	701	682	660
	Reduce the non-motorized fatalities and serious injuries to 554.7 (2018 – 2022 rolling average) by 2022	5-Year Rolling Avg.	521.2	540.2	579.0	612.0	634.4

Highway Safety Strategies and Projects

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

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

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

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

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

A listing of the MHSO's approved projects for FFY 2022 can be found in the Program Area sections of this document.

Maryland's Evidence-Based Traffic Enforcement Program

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

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

Data-Driven Problem Identification

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

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

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

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

Implementation of Evidence-Based Strategies

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

Such an effort typically includes uniformed law enforcement officers saturating a high-risk crash or incidence area and engaging the driving public by stopping as many violators as possible to serve as a deterrent to improper and dangerous driving. This highly visible approach provides a public perception of risk that driving without following the law can and will result in a traffic stop, resulting

in a citation, or an arrest in the case of impaired driving. This comprehensive statistical and partner-based approach, often in concurrence with associated national crackdowns or campaigns and mobilizations, helps Maryland provide continuous Specific and General Deterrence of improper and unsafe driving from the causal factors outlined above.

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

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

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

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

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

Continuous Monitoring

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

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

Areas of Focus for FFY 2022

The performance measures within individual program areas that were not met, as described in the Annual Report, will be areas of focus for FFY 2022. Details regarding different approaches and enhancements can be found in the individual Maryland Safety Program Areas of this HSP (ex: Occupant Protection, Impaired Driving, etc.) For example, Prince George's County Department of Public Works and Transportation will work to reduce pedestrian and bicycle fatalities by using a data-driven approach to identifying high incident areas and then target safety and education efforts in communities with age groups that have the highest need. Bicycle helmets will be distributed through Title I schools through educational programming and formalized helmet fitting events. Additionally, several new grantees will supply new car seats to low-/mid-income and minority populations that are within the ALICE (Asset Limited, Income Restrained, Employed) guidelines. MHSO has also begun a partnership with the MD Soybean Board to create a public awareness campaign in Fiscal Year 2022 focusing on sharing the road with farm vehicles. Addressing the unique needs of rural communities will play a role in driving down MD crashes. The creation of a new motorcycle education curriculum, with an accompanying evaluation piece will also be new in 2022. The goal of providing education and skill assessments for motorcyclists will help keep everyone safe on Maryland roadways. Additionally, as the reliance on automated enforcement grows throughout the State, a new evaluation project will evaluate the effectiveness of speed cameras in preventing crashes and will help law enforcement determine effective camera locations. These new grantees and partners will help the MHSO to reduce crashes, serious injuries, and fatalities on Maryland's roadways. Maryland has also requested a NHTSA Ped/Bike Assessment to be completed in FY22. Non-motorized fatalities continue to increase in the State and the considerations provided by this assessment will provide a comprehensive template to strengthen our safety programs.

Non-Federal Funding Sources

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

Agency	Funding Source	Activities Funded
AAA	Private funds	Implements training programs for mature drivers in coordination with local partners throughout the State. Offers school and community-based programs such as School Safety Patrol and other traffic safety programs. Lobbies for highway safety legislation.
AARP	Private, non-profit	AARP Smart Driver Training and other older driver training programs.
Department of Health and Mental Hygiene, Alcohol and Drug Abuse Administration (ADAA)	State funds and other solicited/awarded federal funding sources	Support to the Maryland Strategic Prevention Framework and continued maintenance of the treatment and pharmacy data through the Statewide Automated Record Tracking system, the Prescription Drug Monitoring Program, and the Controlled Dangerous Substance Integration Unit.
Department of Public Safety and Correctional Services (DPSCS)	State funds	Responsible for the Criminal Justice Information (CJI) System for the Maryland criminal justice community, including the courts; local, State, and federal law enforcement agencies; local detention centers; state prisons; state's attorneys; and parole and probation officers. The CJI System provides official records on persons arrested and convicted in Maryland. Agency also houses the MPCTC, which oversee the certification of enforcement officers for the State.
District Court of Maryland (DCM) and Judicial Information Systems (JIS)	State funds	Responsible for formatting and printing Maryland Uniform Complaint and Citation forms, setting pre-payable fine amounts, adjudicating traffic cases, and maintaining disposition data.
Governor's Office of Crime Control and Prevention (GOCCP)	State and federal funds	Responsible for improving public safety and administration of justice, and reducing/preventing crime, violence, delinquency and substance abuse. To these ends, it helps draft legislation, policies, plans, programs and budgets. Administers enforcement and community safety grants. Publishes race-based traffic stop data analysis and race-based traffic stop data dashboard annually.

Agency	Funding Source	Activities Funded
Health Services Cost Review Commission	State funds	Responsible for the regulation of hospital rates. Provides support and maintenance of the statewide integration system for all hospitals.
Local jurisdiction, and municipal Public Works and Transportation Departments	Jurisdiction specific, local and municipal funds	Support and maintenance of the collection of roadway data such as roadway maintenance, design, and other infrastructure information.
Maryland Chiefs of Police Association (MCPA)	Member dues, fees	Provides training and promotes professional standards for local enforcement officials. Association includes executive law enforcement officers, prosecutors, police legal advisers, members of the State Police Training Commission, private security directors and interested citizens.
Maryland Department of Health and Mental Hygiene – Kids in Safety Seats (KISS)	State funds	Administrative, technical and programmatic support for the KISS program, educational efforts aimed at the correct use of seat belts and child safety seats. These partners provide the training and certification of CPS technicians and instructors, and the promotion of child safety seat fitting stations.
Maryland Department of Health and Mental Hygiene, Office of the Chief Medical Examiner	State funds	Support and continued maintenance of the collection of data on drivers involved in fatal crashes, and data provision to the Maryland State Police.
Maryland Department of Information and Technology (DoIT)	State funds	The designated State entity responsible for information technology across State agencies. Provides coordination for the purchase and management of all telecommunications devices and systems utilized by State agencies.
Maryland Department of Transportation Motor Vehicle Administration's Maryland Highway Safety Office (General Funds)	State funds	State funds pay salary and benefits for the following MHSO positions: Director, Deputy Director, Finance Section Manager, two finance managers, and the Data Processing and Quality Assurance Specialist.
Maryland Department of Transportation Motor Vehicle Administration (MDOT MVA)	State funds	Central Operations and Innovation and Safety Divisions staff salary and benefits: MVA manages the State Ignition Interlock Program; monitors Maryland graduated drivers licensing laws; manages Medical Advisory Board and Motorcycle Safety Program; and supports systems for driver records, vehicle registrations and violations.

Agency	Funding Source	Activities Funded
Maryland Department of Transportation State Highway Administration	State funds	Staff salary and benefits from the Office of Traffic and Safety, which includes the Motor Carrier Division, Traffic Operations, and the Traffic Safety Analysis Division. These divisions support data collection and traffic records initiatives, including engineering improvements through the design, construction, operation and maintenance of engineering measures, and coordination of electronic display boards. The SHA is also responsible for leading the SHSP Infrastructure Safety Emphasis area of the State's SHSP.
Maryland Fire and EMS stations	Jurisdiction specific, local and municipal funds	Outreach on occupant protection issues including the statewide CIOT effort, and support of CPS fitting stations.
Maryland Institute for Emergency Medical Services Systems	State funds	Outreach on occupant protection issues and the statewide CIOT effort; support and maintenance for all statewide EMS data and coordination of the trauma registry.
Maryland Judicial Training Center	State funds	Coordination of statewide efforts related to training and education involving the prosecution and adjudication of DUI cases, the promotion and use of specialized DUI Courts, and interaction with the Judiciary.
Maryland Safe Kids	National Safe Kids funds	Child passenger safety activities, including provision of child safety seats and bicycle helmets for under-privileged populations.
Maryland Sheriffs' Association (MSA)	Member dues, fees	In most areas of the State, Sheriffs' Offices provide traffic safety law enforcement support. MSA presents information to Sheriff executives to promote professional standards.
Maryland State Police	State and federal funds	Support and maintenance of Maryland's citation systems comes from a combination of federal, State and local funds. Law enforcement agencies maintain and utilize the ACRS and are responsible for collecting crash data and issuing citations for traffic violations.
Maryland State Police Statewide Enforcement and Training and Maryland Police and Correctional Training Commissions	State funds	Ongoing training for Standardized Field Sobriety Testing; the coordination, training and management of the State Drug Recognition Expert Program; Checkpoint Management training and coordination; year-round speed enforcement activities.

Agency	Funding Source	Activities Funded
Maryland State Police, Maryland Transportation Authority Police, local jurisdiction, and municipal law enforcement agencies – Enforcement Mobilization Projects	State, local and municipal funds	Maryland State Police, Maryland Transportation Authority Police, local jurisdictions, and municipal funding for regular duty pay/benefits, office space, supplies and equipment, court overtime, vehicles and vehicle use on State, local and municipal roadways. In addition, these partners provide support to Child Passenger Safety fitting stations throughout the State by training and certifying CPS Technicians and by conducting child safety seat inspections. They also support and maintain systems tracking traffic citations and arrests, used in project evaluation and analysis.
Maryland State's Attorneys' Association	Member dues, fees	Coordination of statewide efforts to improve prosecution and adjudication of DUI cases.
Maryland Transit Administration (MTA)	State and federal funds	Provides and supports accessible statewide public transportation networks and services that are customer-focused, safe, appealing, reliable and efficient. Provides security and law-enforcement services, is a key provider of traffic safety information, and uses traffic records to determine day of week and hour of day for best customer service and safety enforcement opportunities. Engages in research, development, and implementation of roadside data-capture technology to expedite the flow and safety of mass transit customers.
Mothers Against Drunk Driving (MADD)	Private, non-profit	School and community-based traffic safety information programs.
Office of Administrative Hearings (OAH) and courts in local jurisdictions	Jurisdiction, local and municipal funds	Support and maintenance of hearings for the opt-in option under a points assignment associated with mandates for repeat offenders.
Regional Integrated Transportation Information System, Center for Advanced Transportation Technology Laboratory, University of Maryland	State and federal funding	Support and maintenance of automated data sharing, dissemination, and archiving system to communicate information among agencies and to the public.

Agency	Funding Source	Activities Funded
University of Maryland School of Pharmacy	State funds and other solicited/awarded federal funding sources such as Substance Abuse and Mental Health Services Administration	Support and continued maintenance of Maryland Statewide Epidemiologic Outcomes Workgroup (SEOW) and the Maryland Strategic Prevention Framework (MSPF) in 24 jurisdictions across the State.
Washington College	Private institution funds; other solicited/awarded federal funding sources	Direct support to highway safety programs incorporating geo-located traffic safety data.
Washington Regional Alcohol Program (WRAP)	Private, non-profit	School and community-based traffic safety information programs.

Maryland Statewide Crash Summary

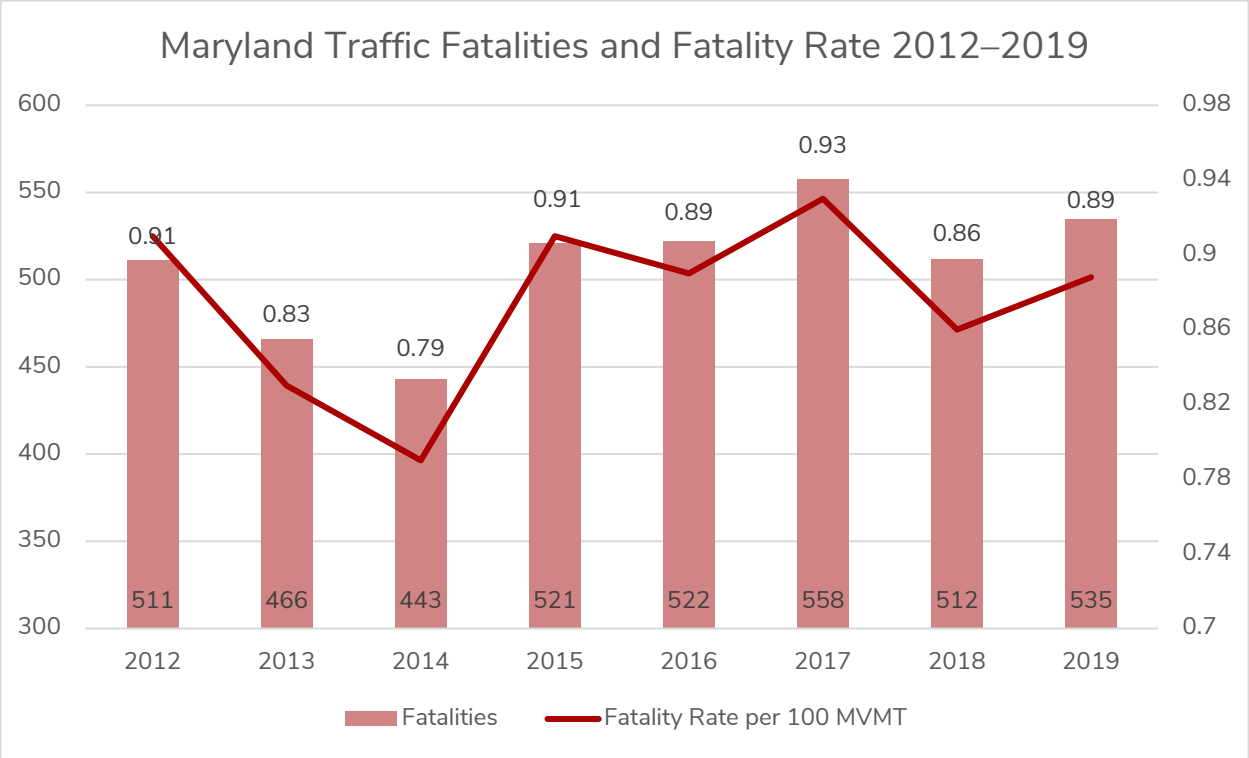
In 2019, 535 people were killed—a 4.5% increase from 2018—in 115,916 police-reported traffic crashes in Maryland, while 48,658 people were injured, and 82,511 crashes involved property damage only. In total, 304 drivers (233 vehicle drivers and 71 motorcycle operators), 135 non-motorists, and 96 passengers were killed on Maryland roads. On average, one person was killed every 16 hours, 133 people were injured each day (6 injuries every hour), and 318 police-reported traffic crashes occurred every day.

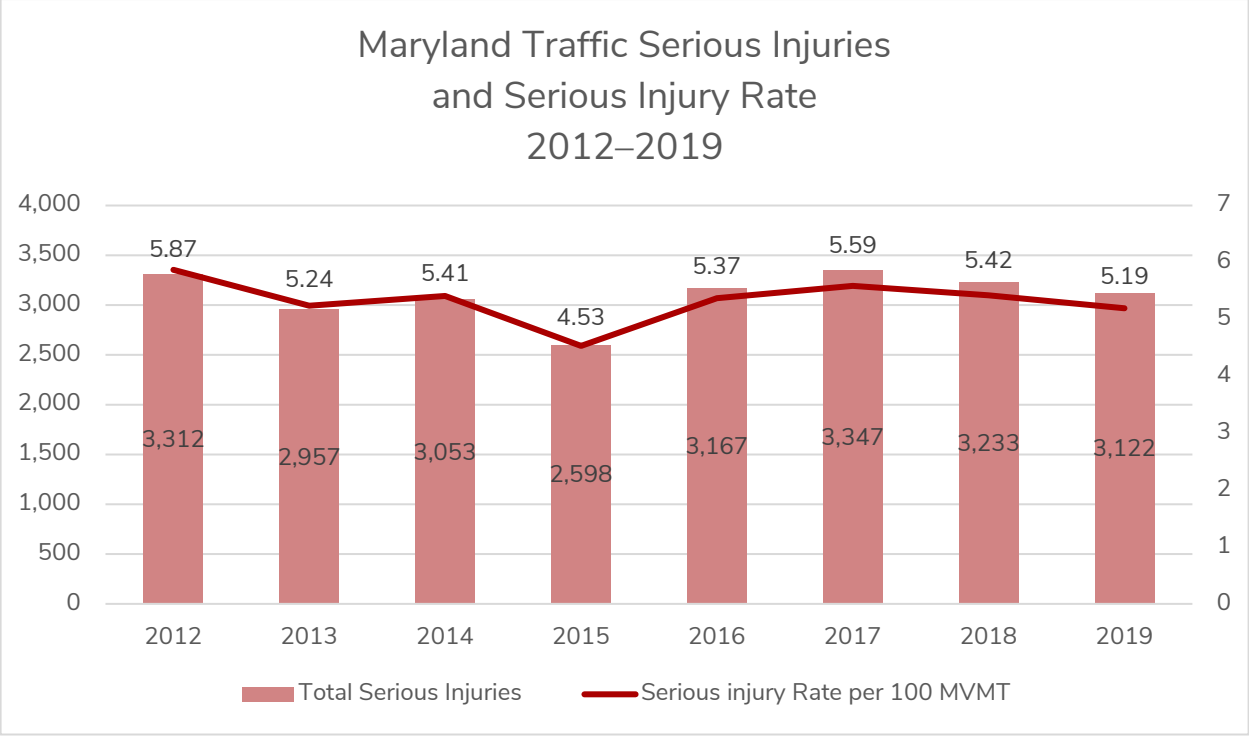
The fatality rate for Maryland decreased from 0.93 in 2017 to 0.86 in 2018, then rose again to 0.89 in 2019. The overall fatality rate has consistently been lower than the national fatality rates every year since 1992.

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

	2015	2016	2017	2018	2019	5-Year Average
Fatal Crashes	480	483	518	485	496	492
Injury Crashes	30,721	34,720	34,6664	33,930	32,919	33,391
Property Damage Crashes	76,917	85,075	80,247	83,611	82,511	81,672
Total Crashes	108,118	120,278	115,429	118,026	115,926	115,555
Total of All Fatalities	521	522	558	512	535	530
Total Number Injured	44,929	50,921	51,391	50,003	48,658	49,180

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


Maryland Traffic Fatalities and Fatality Rate 2012–2019
600
550
500
450
400
350
300
0.98
0.94
0.9
0.86
0.82
0.78
0.74
0.7
0.91
0.83
0.79
0.91
0.89
0.93
0.86
0.89
511
466
443
521
522
558
512
535
2012
2013
2014
2015
2016
2017
2018
2019
Fatalities
Fatality Rate per 100 MVMT


Maryland Traffic Serious Injuries
and Serious Injury Rate
2012–2019
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
7
6
5
4
3
2
1
0
5.87
5.24
5.41
4.53
5.37
5.59
5.42
5.19
3,312
2,957
3,053
2,598
3,167
3,347
3,233
3,122
2012
2013
2014
2015
2016
2017
2018
2019
Total Serious Injuries
Serious injury Rate per 100 MVMT

On average, crashes in the Baltimore and Washington metropolitan regions account for 90.0% of the state's annual crashes.[2] More than 20,000 crashes occurred in Baltimore and Prince George's Counties in 2019, accounting for over 36% of all crashes reported statewide. Prince George's County was also the site of the greatest number of fatal crashes in Maryland in 2019.

Crashes occurred consistently through the year on Maryland's roadways, spread relatively evenly through the calendar year. On average, however, slightly fewer crashes occurred in January, February, March, and April. Crashes tended to increase significantly in May but occurred most frequently in October, November, and December. Regardless of the month, more crashes occurred on Fridays and during afternoon or early evening hours in Maryland. Nine percent of daily crashes occurred from midnight to 5 am.

Young adult drivers, ages 21 to 29, represented approximately one in every five drivers (19.4%) involved in Maryland crashes. These young adults also comprised a large share of injuries (23.0%) and deaths (23.0%) resulting from crashes on Maryland roadways.

Females accounted for one-third (32.8%) of drivers involved in crashes yet accounted for nearly half (49.4%) of the drivers injured. Males accounted for 47.4% of drivers involved in crashes yet accounted for over three-quarters (77.4%) of fatally injured drivers.

[2] Baltimore Region: Anne Arundel, Baltimore, Carroll, Harford, Howard, Queen Anne's, Baltimore City
Washington Region: Calvert, Charles, Frederick, Montgomery, Prince George's, St. Mary's

General Crash Factors (2015 2019 Averages)		
Factor	**Variable**	**Percentage**
Age (drivers)	21–34	29% of involved; 34% of injured; 32% of killed
Sex (drivers)	Male	48% of involved; 49% of injured; 77% of killed
Month	October–December (total crashes); May–July (injury crashes); May–July (fatal crashes)	Oct.–Dec., total crashes – 27% May–July, injury crashes – 26% Oct.-Dec., fatal crashes – 36%
Day of Week	Friday (total and injury crashes); Saturday (fatal crashes)	Fri. total crashes – 16% Fri. injury crashes – 16% Sat. fatal crashes – 18%
Time of Day	2 p.m.–7 p.m. (total/injury crashes); 9 p.m.–4 a.m. (fatal crashes)	Total crashes – 34% Injury crashes – 36% Fatal crashes – 28%
Road Type	State Roads (IS, US, MD)	Total crashes – 46% Injury crashes – 53% Fatal crashes – 70%
Jurisdiction	Baltimore City; Baltimore, Montgomery, and Prince George's Counties (total and injury crashes) Baltimore and Prince George's Counties (fatal crashes)	Total crashes – 64% Injury crashes – 61% Fatal crashes – 31%

Source: Based on Maryland State Police crash data provided by the MDOT SHA.

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

Maryland's Impaired Driving Program

Problem Identification

Impaired driving crashes have increased by approximately nine percent since 2015, which was the lowest point for impaired driving crashes within the past five years. However, impaired driving crashes have remained relatively steady over the past two years, declining by 0.7% since 2018.

While only one in 50 crashes involving driver impairment resulted in a fatality in 2019, over one-fourth (26.5%) 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 and fatalities on Maryland roadways has made impaired driving a crucial focus point for traffic safety and law enforcement professionals throughout the state.

In 2019, Maryland law enforcement officers issued 52,588 citations for impaired driving (total of all citations issued, not total persons cited; in a single stop, an impaired driver may be cited for two or three violations), which translates to a total of 18,620 arrested drivers. This is compared to 18,447 in 2018 and 18,903 arrests in 2017. Comparably, the MHSO and its SHSP EAT partners are turning more attention to drugged driving in Maryland. In 2019, there were 7,827 citations issued to drivers for operating a vehicle while impaired by drugs or controlled dangerous substances (CDS), compared to 6,907 written in 2018 and 6,005 written in 2017.

Frequency of Impaired Crashes

For 2015 through 2019, impaired driving crashes (both total and injury) occurred consistently throughout the year, with a slight increase in May. A higher percentage of fatal crashes involving impairment occurred in April and August. But, for the full seven-month period from April through October, incorporating the typical warm-weather driving months, more than half of all impaired driving crashes (59 percent), and about two in every three impaired fatal crashes (63 percent) occurred.

More than half (56 percent) of total impaired crashes, and injury crashes (52 percent), occurred between 8 p.m. and 4 a.m., an eight-hour period reflecting one-third of the 24-hour day. A similar proportion (56 percent) of all fatal crashes occurred during the same eight-hour, late-night period.

A total of 58 percent of impaired crashes occurred from Friday through early Sunday morning. More than two in three (69%) of all impaired crashes occurred from Thursday through Sunday.

Typical Profile of Impaired Driver/High-Risk Crash Locations

On average, the typical impaired Maryland driver involved in a crash was male, aged 21 to 34 (42 percent in all crashes), and 38 percent of impaired drivers and their passengers killed in impaired

crashes were not wearing a seat belt. In comparison, in overall crashes, 27 percent of drivers killed were not wearing their seat belts, indicating that impaired drivers are less inclined to buckle up.

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

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

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

Solution

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

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

The MHSO will continue to fund the State Police Impaired Driving Reduction Effort (SPIDRE), including a new team dedicated to the Washington Metro Region and will invest heavily in accompanying education and media components to prevent drivers from getting behind the wheel after consuming alcohol. The MHSO's new campaign, Be the Driver, has a subtheme focused on impaired driving that encourages personal responsibility for drivers to either Be the SOBER Driver or Be the MAKE A PLAN Driver. The MHSO provides resources to encourage people to join the fight against impaired driving by providing or securing safe rides for friends. targeting educational efforts primarily to identified high-risk driving populations, ages 21–34.

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

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

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

High-Visibility Enforcement

As outlined in the problem identification/solution, the FFY 2022 Maryland Impaired Driving Enforcement Plan is based on crash and citation data that is analyzed and mapped for State, county, and municipal law enforcement agencies, to support impaired driving enforcement operations in the highest-risk areas for impaired crashes. This plan is intended to provide grant-funded overtime enforcement resources to State and local law enforcement agencies within a required framework for impaired-driving countermeasures during high-visibility enforcement periods, while maintaining year-round enforcement visibility, including occupant protection enforcement as appropriate during these periods.

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

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

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

Action Plan

The impaired driving projects funded for FFY 2022 are representative of research-based countermeasures and address the impaired driving issue using a multifaceted approach.

Project Agency: Anne Arundel County Department of Health	
Program Area: Impaired Driving	**Project Number:** GN 22-274
Project Funds / Type: $39,900.00 / FA 405d AL	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on the concerns of the impaired by alcohol and drugged driving emphasis area.	
Project Description: Grant funding will be used to increase community awareness of the dangers of alcohol consumption and the benefits of safe serving/ selling and drinking practices by developing a community driven incentive program targeting specific areas of the community describing their roles in contributing to a safer environment. Strategies used will include TIPS Training, underage alcohol compliance checks at establishments that sell alcohol, and partnerships throughout Anne Arundel County at participating businesses. Establishments will be contacted by the coalitions based upon participation in the alcohol seller/ server survey and compliance check history.	

Project Agency: Calvert Alliance Against Substance Abuse, Inc.	
Program Area: Impaired Driving	**Project Number:** GN 22-145
Project Funds / Type: $5,260.00 / FA 405d AL	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on the concerns of the impaired by alcohol and drugged driving emphasis area.	
Project Description: This effort includes a presentation before the Calvert County Board of County Commissioners with awards and information disseminated to the public about local and state impaired driving crashes and arrests. Media will be present, and the event will be televised. CAASA will partner with Calvert County Public Schools, local law enforcement agencies, local businesses, and community agencies to provide education outreach to students regarding the dangers of underage drinking and impaired driving. Efforts include graduation messaging that may include messaging at the ceremony location, local media ads, awareness information to local businesses on not selling to minors, encouraging local hotels not to rent to those underage, underage drinking alerts to be distributed at sobriety checkpoints, and provide underage drinking awareness information to parents and students at school events. Grant funding is being requested to support Project Graduation events held on graduation night. These events provide alcohol-free and drug-free activities for the seniors from the county's four public high schools.	

Project Agency: Chesapeake Region Safety Council	
Program Area: Special Projects	**Project Number:** GN 22-063
Project Funds / Type: $91,154.23 / FA 405d AL (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $8,286.75 / FA 405d AL
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on the concerns of the impaired by alcohol and drugged driving emphasis area.	
Project Description: This project will support the Maryland Highway Safety Office's Law Enforcement Services Section. The section coordinates directly with office's largest group of grantee's--law enforcement. The law enforcement community across Maryland is a critical component of the state's strategy regarding highway safety. This project will support the hiring of	

four Law Enforcement Liaisons (LEL). The LEL's will ensure active engagement and collaboration between the MHSO and the local law enforcement community.

Project Agency: Garrett County Liquor Control Board	
Program Area: Impaired Driving	**Project Number:** GN 22-293
Project Funds / Type: $5,152.97 / FA 405d AL	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on the concerns of the impaired by alcohol and drugged driving emphasis area.	
Project Description: The Garrett County Liquor Control Board would like to see every alcohol establishment in Garrett County to be found in compliance during FFY 2022. Compliance checks will be conducted by law enforcement agencies to determine those establishments found to be in 100 percent compliance. Those establishments found in compliance will be invited to participate in a compliance recognition breakfast/luncheon to be recognized for their success. The Liquor Control Board will also use this as an opportunity to educate licensees and staff on updated compliance and alcohol laws in an effort to reduce impaired driving and underage alcohol consumption.	

Project Agency: Mothers Against Drunk Driving	
Program Area: Impaired Driving	**Project Number:** GN 22-190
Project Funds / Type: $53,941.80 / FA 405d AL (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $4,903.80 / FA 405d AL
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on the concerns of the impaired by alcohol and drugged driving emphasis area.	
Project Description: This project will provide ongoing opportunities to fulfill MADD's mission to stop drunk driving, support victims of this violent crime, and prevent underage drinking by educating and equipping youth to talk with each other about alcohol. During the grant year MADD will work with	

schools, community groups, and local area partners to talk to teens and teach them why it is important to say no to alcohol.

Project Agency: Maryland Chiefs of Police	
Program Area: Impaired Driving	**Project Number:** GN 22-244
Project Funds / Type: $135,110.00 / FA 405d AL (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $10,010.00 / FA 405d AL
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on the concerns of the impaired by alcohol and drugged driving emphasis area. • Support the enforcement of laws pertaining to the impaired by alcohol and drugged driving emphasis area, as well as support enforcement initiatives that promote safe behaviors.	
Project Description: The MCPA will sponsor the University of Maryland's DUI Institute and DUI Conference. The registrations and awards offered by the MCPA allow patrol officers from across the State who excel in DUI enforcement to be trained in all aspects of the issues surrounded DUI enforcement and recognized for their efforts. This training is not designed to teach officers how to find, test and apprehend suspected impaired drivers, but is designed to look at the bigger picture and issues surrounding DUI arrest.	

Project Agency: Maryland Sheriffs' Association, Inc.	
Program Area: Impaired Driving	**Project Number:** GN 22-242
Project Funds / Type: $17,710.00 / FA 405d AL (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $1,610.00 / FA 405d AL
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on the concerns of the impaired by alcohol and drugged driving emphasis area. • Support the enforcement of laws pertaining to the impaired by alcohol and drugged driving emphasis area, as well as support enforcement initiatives that promote safe behaviors.	

Project Description: The MSA will sponsor the University of Maryland's DUI Institute and DUI Conference. The registrations and awards offered by the MCPA allow patrol officers from across the State who excel in DUI enforcement to be trained in all aspects of the issues surrounded DUI enforcement and recognized for their efforts. This training is not designed to teach officers how to find, test and apprehend suspected impaired drivers, but is designed to look at the bigger picture and issues surrounding DUI arrest.

Project Agency: MML PEA Committee 2020/2021	
Program Area: Special Projects	**Project Number:** GN 22-051
Project Funds / Type: $5,500.00 / FA 405d AL	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on reducing distracted driving. • Support the enforcement of laws pertaining to the impaired by alcohol and drugged driving emphasis area, as well as support enforcement initiatives that promote safe behaviors.	
Project Description: The Maryland Municipal League Police Executive Association Training Conference held in April is the start of bridging the gap of these training needs. The top level executives are offered a variety of educational sessions. MML-PEA has partnered with MHSO to promote the states goal of "Zero Deaths". One 90-minute plenary training session along with a lunch speaker is planned to help educate the executives on new and emerging traffic safety issues, countermeasures and the goals of the " Zero Deaths" campaign.	

Project Agency: Maryland State's Attorneys' Association	
Program Area: Impaired Driving	**Project Number:** GN 22-031
Project Funds / Type: $199,162.68 / FA 405d AL; $9,517.97 / FA 405d Flex (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $16,923.88 / FA 405d AL
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on the concerns of the impaired by alcohol and drugged driving emphasis area.	

Project Description: This project supports Maryland's TSRP Program. The TSRP Program consists of a full-time attorney who provides statewide training, education, and technical support to traffic crimes prosecutors and law enforcement agencies. The project also includes funds for prosecutors to attend the DUI Institute for Prosecutors at the University of Maryland, a program developed in collaboration with the MSAA, and the MHSO. The TSRP also serves as a regular participant on the Impaired Driving, Speeding/Aggressive Driving, and Distracted Driving Emphasis Area Team committees, as well as on the Crash Reconstruction and Traffic Safety committees.

Project Agency: Maryland State Police - DRE	
Program Area: Impaired Driving	**Project Number:** GN 22-088
Project Funds / Type: $513,041.88 / FA 405d AL	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on the concerns of the impaired by alcohol and drugged driving emphasis area. • Support the enforcement of laws pertaining to the impaired driving Emphasis Area, as well as support enforcement initiatives that promote safe behaviors.	
Project Description: This grant will fund the statewide DRE Coordinator and the statewide efforts to train, retrain, and certify drug recognition experts and drug recognition expert instructors. Space at the existing FSD facility in Hagerstown has been allocated for a second Toxicology Unit, and the Governor's FY22 Supplemental Budget is funding the purchase of the three major instruments to outfit the new unit. The items requested in this grant application are needed to support these instruments so that the new laboratory can be brought online. The expansion of the lab will create redundancy to keep their operation running in the event of equipment failure. This planned expansion will increase the testing capacity of the State's laboratory and reduce the turnaround time for the lab to report results to the field. All of the planned upgrades to the state lab will help reduce the need for outsourcing toxicology cases and the reliance on out-of-state witnesses. evaluations completed by Maryland DREs.	

Project Agency: St. Mary's County Health Department	
Program Area: Impaired Driving	**Project Number:** GN 22-303
Project Funds / Type: $10,000.00 / FA 405d AL	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	

SHSP Strategy:

- Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on the concerns of the impaired by alcohol and drugged driving emphasis area.

Project Description: The St. Mary's County Health Department will provide overtime funds for the St. Mary's County Sheriff's Alcohol Enforcement unit as well as educational compliance checks through a contractual vendor to supplement the law enforcement compliance checks. The St. Mary's County Health Department facilitates the Community Alcohol Coalition (CAC). The CAC works with retailers, law enforcement agency representatives, hospital, treatment providers, local colleges, and other parties to conquer the issues related to underage drinking.

Project Agency: Seneca Valley High School PTSA	
Program Area: Impaired Driving	**Project Number:** GN 22-247
Project Funds / Type: $2,100.00 / FA 405d AL	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	

SHSP Strategy:
Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on the concerns of the impaired by alcohol and drugged driving emphasis area.

Project Description: This grant will fund after-prom events at Seneca Valley High School. Surveys will be distributed, and education programs will be provided before the event.

Project Agency: Wheaton High School PTSA	
Program Area: Impaired Driving	**Project Number:** GN 22-306
Project Funds / Type: $2,100.00 / FA 405d AL	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	

SHSP Strategy:

- Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on the concerns of the impaired by alcohol and drugged driving emphasis area.

Project Description: Wheaton High School hosts an after-prom party, specifically to avoid tragic crashes. This event, much like others around Montgomery County, begins when Prom ends and goes to 3am. The party is staffed by parent volunteers, school administration and the SRO, as well as Montgomery County police officers. Strict protocols are in place to prevent attendees from bringing alcohol to the event.

Project Agency: Worcester County Health Department	
Program Area: Impaired Driving	**Project Number:** GN 22-141
Project Funds / Type: $3,439.70 / FA 405d AL (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $312.70 / FA 405d AL
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on the concerns of the impaired by alcohol and drugged driving emphasis area.	
Project Description: This project supports a recognition event for liquor license establishments that pass compliance checks by undercover cadets. At least 200 compliance checks are conducted under this program, many of them in the Ocean City resort area. Certificates will be mailed to the recognized alcohol licensees.	

Project Agency: Washington Regional Alcohol Program	
Program Area: Impaired Driving	**Project Number:** GN 22-120
Project Funds / Type: $244,009.55 / FA 405d AL (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $40,668.26 / FA 405d AL
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on the concerns of the impaired by alcohol and drugged driving emphasis area.	
Project Description: WRAP's individual programs include youth, parental, and adult outreach as well as law enforcement recognition, the SoberRide campaign, and the "Maryland Remembers" memorial.	

WRAP is an active member of Maryland's SHSP Team. Additionally, WRAP's President co-chairs the SHSP Impaired Driving EAT.

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

Project Agency: Various (see below)	
Program Area: Impaired Driving Prevention	**Project Number:** Various (see below)
Project Funds / Type: $1,719,504.42 / FA 405d AL	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Support the enforcement of laws pertaining to the impaired driving Emphasis Area, as well as support enforcement initiatives that promote safe behaviors.	
Project Description: HVE for impaired driving prevention.	

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 22-233	Aberdeen Police Department	Impaired Driving	Impaired Operator Campaign	$1,485.00
LE 22-135	Annapolis Police Department	Impaired Driving	Impaired Driving	$5,000.00
LE 22-198	Anne Arundel County Police Department	Impaired Driving	Impaired Driving	$34,970.00
LE 22-065	Baltimore City Police Department	Impaired Driving	Baltimore Police Impaired Driving	$10,000.00
LE 22-058	Baltimore County Police Department	Impaired Driving	Impaired Driving	$175,085.00
LE 22-225	Bel Air Police Department	Impaired Driving	Impaired Driving	$4,000.00
LE 22-074	Berlin Police Department	Impaired Driving	BPD Impaired Grant FY22	$3,000.00
LE 22-269	Bladensburg Police Department	Impaired Driving	Impaired	$3,000.00
LE 22-180	Calvert County Sheriff's Office	Impaired Driving	Impaired Driving	$15,500.00
LE 22-026	Caroline County Sheriff's Office	Impaired Driving	CCSO Impaired Driving Grant	$9,284.00
LE 22-102	Carroll County Sheriff's Office	Impaired Driving	Drive Sober	$20,000.00
LE 22-257	Cecil County Sheriff's Office	Impaired Driving	Impaired Driving	$5,995.00

LE 22-159	Charles County Sheriff's Office	Impaired Driving	Impaired Driving	$37,000.00
LE 22-178	Chestertown Police Department	Impaired Driving	Impaired/Drunk Driving Enforcement	$1,470.00
LE 22-060	City of Bowie Police Department	Impaired Driving	Bowie City Impaired and DRE	$3,500.00
LE 22-223	City of Hyattsville Police Department	Impaired Driving	Impaired Driving	$5,000.00
LE 22-037	Cumberland Police Department	Impaired Driving	DUI Enforcement	$2,000.00
LE 22-124	Denton Police Department	Impaired Driving	Arrive Alive in 2021	$2,990.00
LE 22-036	Dorchester County Sheriff's Office	Impaired Driving	DUI Enforcement	$7,052.00
LE 22-046	Easton Police Department	Impaired Driving	Impaired Driving	$14,720.00
LE 22-203	Elkton Police Department	Impaired Driving	Stay Sober	$3,000.00
LE 22-042	Frederick Police Department	Impaired Driving	Impaired Driving	$21,000.00
LE 22-069	Frostburg City Police Department	Impaired Driving	Impaired Driving Grant 2021-2022	$1,000.00
LE 22-008	Fruitland Police Department	Impaired Driving	DUI Overtime	$3,999.06
LE 22-109	Gaithersburg Police Department	Impaired Driving	Impaired Driving Enforcement	$15,000.00
LE 22-152	Greenbelt Police Department	Impaired Driving	Impaired Driving	$13,000.00
LE 22-294	Hagerstown Police Department	Impaired Driving	FY22 MHSO Impaired Driving	$5,000.00
LE 22-012	Hampstead Police Department	Impaired Driving	Alcohol OT	$2,500.00
LE 22-052	Harford County Sheriff's Office	Impaired Driving	Harford County Sheriff's Office Traffic Safety	$61,938.19
LE 22-016	Havre de Grace Police Department	Impaired Driving	DUI Enforcement	$2,000.00
LE 22-156	Howard County Department of Police	Impaired Driving	Impaired Driving	$38,000.00
LE 22-130	Laurel Police Department	Impaired Driving	Impaired Driving	$10,000.00
LE 22-002	Manchester Police Department	Impaired Driving	DUI Patrol	$999.00

LE 22-251	Maryland Natural Resources Police	Impaired Driving	Harford County Task Force	$1,000.00
LE 22-281	Maryland State Police - Mobile Unit	Impaired Driving	Mobile Alcohol Testing Truck	$35,450.00
LE 22-167	Maryland State Police - Statewide	Impaired Driving	Saturation Patrols, DRE Callouts, DUI Warrants	$382,900.00
LE 22-166	Maryland State Police – SPIDRE	Impaired Driving	SPIDRE team	$383,192.00
LE 22-068	Maryland Transportation Authority Police	Impaired Driving	Impaired Driving Enforcement	$40,000.00
LE 22-132	Montgomery County Maryland	Impaired Driving	Impaired Driving	$115,000.00
LE 22-163	Montgomery County Sheriff's Office	Impaired Driving	Montgomery County Sheriff's Office Law Enforcement Grant FFY 2022	$9,000.00
LE 22-032	Mount Airy Police Department	Impaired Driving	Impaired Driving	$2,000.00
LE 22-075	Ocean City Police Department	Impaired Driving	OCPD FY22 Highway Safety Grant - Impaired Driving	$19,008.00
LE 22-079	Ocean Pines Police Department	Impaired Driving	Drive sober or get pulled over	$1,500.00
LE 22-158	Perryville Police Department	Impaired Driving	Perryville DUI patrols	$1,449.42
LE 22-276	Prince George's County Police Department	Impaired Driving	2022 Impaired Driving Grant	$115,000.00
LE 22-139	Princess Anne Police Department	Impaired Driving	DUI 2022	$3,984.75
LE 22-232	Queen Anne's County Sheriff's Office	Impaired Driving	Impaired driving	$7,003.00
LE 22-005	Riverdale Park Police Department	Impaired Driving	Impaired	$6,000.00
LE 22-189	Rockville Police Department	Impaired Driving	Impaired Driving	$6,000.00
LE 22-165	Salisbury Police Department	Impaired Driving	Impaired Driving Application	$6,000.00
LE 22-096	St. Mary's County Sheriff's Office	Impaired Driving	Saturation Patrols	$13,500.00
LE 22-252	Sykesville Police Department	Impaired Driving	Call a ride	$2,000.00

LE 22-219	Takoma Park Police Dept	Impaired Driving	Impaired Driving Program	$3,000.00
LE 22-033	Talbot County Sheriff's Office	Impaired Driving	2022 Impaired Driving	$3,500.00
LE 22-028	The Maryland National Capital Park and Planning Commission	Impaired Driving	DRE Call-outs 2022	$1,000.00
LE 22-095	Town of La Plata Police Department	Impaired Driving	Drive Sober	$5,500.00
LE 22-112	University of Maryland Department of Public Safety	Impaired Driving	Impaired Driving Enforcement	$9,000.00
LE 22-237	Westminster Police Department	Impaired Driving	FFY 2022 Impaired Driving Enforcement	$1,980.00
LE 22-097	Wicomico County Sheriff's Office	Impaired Driving	Impaired Driving	$6,000.00
LE 22-310	Worcester County Sheriff's Office	Impaired Driving	Impaired Driving	$1,050.00

Evaluation

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

Outcome Measures

Target: Reduce alcohol impaired driving fatalities 11.9 percent from 162.8 (2015-2019 rolling average) to 143.5 (2018 – 2022 rolling average) by 2022.

Outcome: Target not met. The 2015–2019 average number of alcohol impaired driving fatalities was 162.8, an increase from the 2014–2018 average of 159.4.

PERFORMANCE PLAN CHART			BASE YEARS				
			2015 2011 2015	2016 2012 2016	2017 2013 2017	2018 2014 2018	2019 2015 2019
C-5	Alcohol-Impaired Driving Fatalities	State	181	149	191	142	151
	Reduce alcohol impaired driving fatalities 11.9 percent from 162.8 (2015-2019 rolling average) to 143.5 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	167.0	159.8	162.6	159.4	162.8

Performance Measures	Target Period	Target Year(s)	Target Value FFY 21 HSP	Data Source*/FFY 21 Progress Results	On Track to Meet FFY 21 Target
C-5) Alcohol-Impaired Driving Fatalities	5-year	2017-2021	147.0	2015-2019 State 162.8	No

Maryland's Occupant Protection Program

Problem Identification

In Maryland during 2019, nearly 2,200 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, 20% 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% and reduce the risk of moderate to critical injury by 50.0%.

In 2019, Maryland law enforcement agencies issued a total of 29,666 citations for seat belt use violations (which includes 3,788 child safety seat violations), reflecting the first increase in belt use citations issued within several years. There were 27,342 such citations issued in 2018 (3,689 of which were for child safety seat violations) and 30,791 issued in 2017 (3,947 for child safety seat violations). The MHSO will continue to analyze these data trends and work with its law enforcement partners to understand the changes seen in law enforcement interventions for traffic violations.

Frequency of unrestrained Occupant Crashes

In 2019, there were 112 unrestrained occupants killed in crashes. These unbelted motor vehicle occupants represented one third of all vehicle occupants fatally injured in crashes statewide and 21 percent of all statewide traffic fatalities.

Maryland crashes involving unrestrained occupants have occurred rather consistently on average throughout the year. Over 50 percent of all crashes involving unrestrained occupants occurred in the six-month period from April through September, corresponding to typically warm weather driving periods.

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

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

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

Typical Profile of Unrestrained Occupants

On average in Maryland, 48 percent of unrestrained or improperly restrained occupants involved in crashes were younger than age 16, with children between the ages of newborn and 7 years old

accounting for the highest proportion (26 percent). Safety initiatives that have been effective in the past for other age groups, including education/awareness/training and enforcement efforts, are necessary for child passengers and should be considered for enhancement. Of all unrestrained drivers, more than one-half were male (55 percent).

Child Passenger Safety Results

Analysis of child passenger safety results for motor vehicle occupants under age eight indicated that, in 2019 in Maryland, 10,618 children were involved in crashes, with 78 percent of those riding in the back seat and 47 percent not properly restrained. If children are reported as using any restraint other than an appropriate child safety seat, they are considered improperly restrained or unrestrained. Of the unrestrained, 85 percent were uninjured and 15 percent were injured, with 1 child fatality of age seven or younger. By comparison, 80 percent of properly restrained children were uninjured, 20 percent were injured, and seven were killed.

By age, proper restraint use was more common among younger children of child seat age (at least 57 percent up to age 4, and 42 percent at age five), while proper restraint use dropped among booster seat age children (28 percent at age six, and 23 percent at age seven).

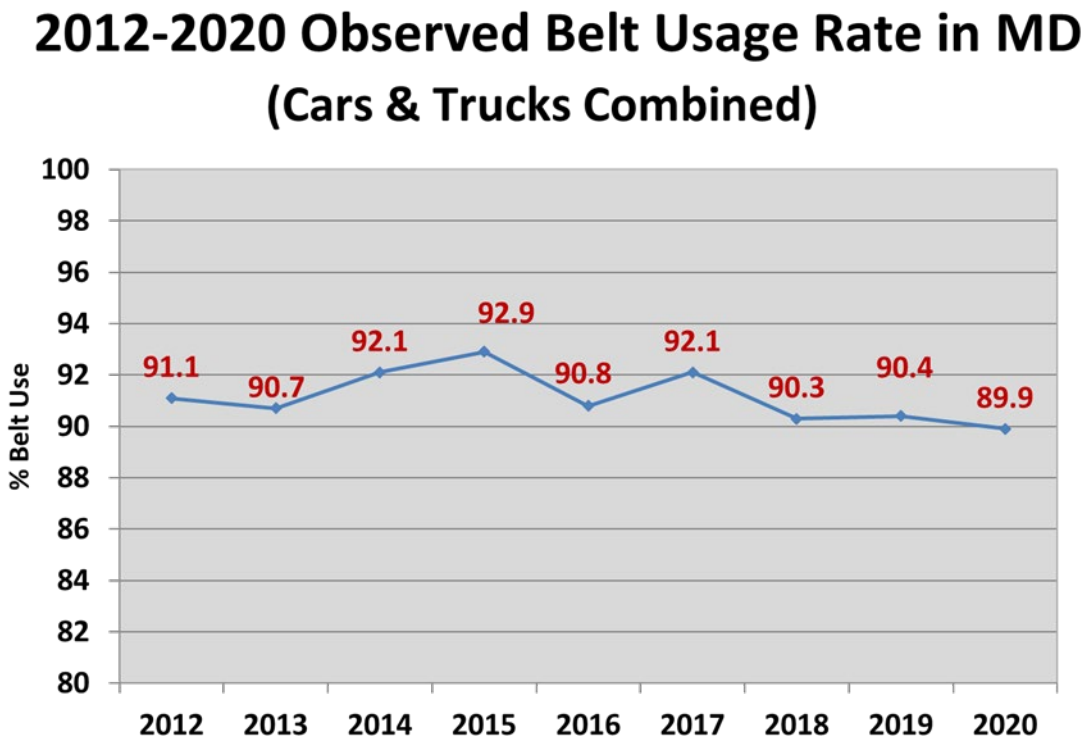
Observational Occupant Protection Survey Results

The overall observed seat belt usage rate for drivers and right front seat passengers in the State of Maryland in 2020, after weighting by probability of roadway selection and jurisdictional roadway specific VMT, was 89.9%, representing a 0.5 percentage point decrease from the previous year. The Statewide standard error of 0.7% was well below the NHTSA threshold of 2.5%, yielding a 95% confidence interval of 88.5% to 91.3% for the combined usage rate. These rates were based on observation of 42,031 vehicles and 52,458 occupants, representing 29.6% and 30.5% increases, respectively, in the number of vehicles and occupants observed in the 2019 survey.

Belt use was highest among passenger cars and SUVs relative to pick-up trucks (90.9% vs. 85.0%, respectively). Seat belt usage was also highest among all front seat occupants traveling on Primary roads relative to Secondary and Local roads (91.8% vs. 89.6% and 80.6%). The roadway rates represented an increase since 2019 for Primary roads (0.2 percentage points), but no change for Secondary roads and a large decrease for Local roads (-7.2).

Howard County (97.1%) had the highest usage rate among Maryland's 13 NHTSA jurisdictions, followed by Montgomery (94.6%), Carroll (93.8%), and Harford (93.8%) Counties. There were seven jurisdictions with combined rates of at least 90%; Baltimore County (85.9%), Wicomico County (84.8%), and Baltimore City (77.9%) experienced the lowest rates. Overall, six of the 13 jurisdictions experienced an increase in combined usage rates over the past year. For occupants of passenger cars or SUVs, eight jurisdictions had usage rates of at least 90%. Among occupants of pick-up trucks, two jurisdictions had a usage rate above 90% (Howard and Washington Counties), and two jurisdictions (Wicomico County and Baltimore County) experienced rates below 80%. Unweighted analysis indicated that drivers had a slightly higher Statewide usage rate (91.7%) than front seat passengers (90.4%).

	Year (Actual)						
Core Behavior Measure (State Data)	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021 (Target)[3]**
Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey)	92.9	90.8	92.1	90.3	90.4	89.9	91.3



Solution

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

Chances of crash survival plummet when vehicle occupants are ejected during crashes, but chances of survival and injury reduction are greatly increased if restraints are used properly. Hence, Maryland

[3] The proposed seat belt use rate targets estimate a reduction in the number of observed unbelted motor vehicle occupants by at least 25 in each of the observation counties for each successive year. Targets are set several years in advance to align with SHSP/HSIP methodology. The target for 2020 was based on the 89.9% belt used rate in 2020.

will continue to vigorously support national and State policies on occupant protection, specifically the consistent use of proper restraints.

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

Child Passenger Safety (CPS) efforts also form a key component of Maryland's Occupant Protection Program as the State continues to certify and support trained CPS technicians and instructors at fitting stations throughout the State, especially in jurisdictions with high risk groups. Child safety seats are distributed through CPS partners and local health departments. Virtual car seat events are also available where in-person activities are limited.

Outreach is coordinated with hospitals and other CPS partners that continue to promote child passenger safety (both best practices and Maryland law) to care providers of children from birth to age 8.

Occupant Protection Program Assessment

Maryland hosted an occupant protection program assessment from January 27-31, 2020. The assessment provided an opportunity for Maryland's Highway Safety Office staff and partners to present successes and challenges to a subject matter expert team provided by NHTSA. Recommendations made by the assessment team continue to be implemented including the distribution of car seats to law enforcement agencies, the development of a new messaging campaign, Be the Driver, and the launch of a new website, ZeroDeathsMD.gov which hosts more content and information to support highway safety partners and their activities. Several larger considerations have been incorporated in the State's SHSP and will be implemented over the next several years.

Click It or Ticket

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

In FFY 2021 the following agencies participated in CIOT enforcement and are expected to participate in FFY 2022.

- Aberdeen Police Department
- Anne Arundel County Police Department
- Baltimore City Police Department
- Baltimore County Police Department
- Bel Air Police Department
- Berlin Police Department
- Calvert County Police Department
- Carroll County Police Department
- Cecil County Police Department
- Charles County Police Department
- Cumberland Police Department
- Denton Police Department
- Easton Police Department
- Frederick Police Department
- Fruitland Police Department
- Hagerstown Police Department
- Hampstead Police Department
- Harford County Police Department
- Howard County Police Department
- Ocean City Police Department
- Ocean Pines Police Department
- Prince George's County Police Department
- La Plata Police Department
- Maryland State Police
- Maryland Transportation Authority Police
- Montgomery County Police Department
- Mt. Airy Police Department
- Princess Anne Police Department
- Queen Anne's County Police Department
- Riverdale Police Department
- Salisbury Police Department
- Salisbury University Police Department
- Sykesville Police Department
- Talbot County Police Department
- Taneytown Police Department
- Westminster Police Department
- Wicomico County Police Department
- Worcester County Police Department

Maryland's plan to support CIOT for FFY 2022 is as follows:

Wave Dates	Activity
November 8-28, 2021	**Media:** Fall CIOT paid and earned
November 14-28, 2021	**Enforcement Period:** CIOT enforcement around Thanksgiving travel
December 2021 – April 2022	**Campaign Pre-planning:** For May 2021 effort
May 9- June 16, 2022	**Media:** CIOT paid and earned
May 23-June 5, 2022	**Enforcement Period:** CIOT
May 9--18, 2022	**Media:** CIOT press event; date and speakers TBD
June 6-13, 2021	**Survey:** Seat belt observation survey
July 2022	**Media:** Seat belt message included with paid media for aggressive and occupant protection prevention campaign
September 2022	**Media:** Press release to announce the State use rate and enforcement data (citations and warnings issued); goal is to achieve broadcast through the Governor's Office and to report data to NHTSA.
August–September 2022	**Media:** Seat belt messaging included as a component of paid DUI prevention campaigns

Additional Occupant Protection Programs in Maryland

Child Restraint Inspection Station Network

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

According to 2010 Census Data (at the time of writing, 2020 census data was not available), more than 3.7 million people live in the Baltimore and Washington metropolitan regions of Maryland, representing more than 80 percent of Maryland's population. These metropolitan regions include:

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

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

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

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

Child Passenger Safety Classes

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

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

- Scheduling or assistance with 6 national child passenger safety certification courses throughout Maryland
- Scheduling four CEU trainings
- Scheduling one annual Renewal Course
- Scheduling one statewide instructor update
- Scheduling one Special Needs Training
- Scheduling100 video car seat assistance appoints throughout the state
- Maintaining technician re-certification, with a goal of retaining more than 50 percent among those eligible to re-certify
- Enabling technicians to enter sign-offs/CEU information at events

Action Plan

The Occupant Protection projects funded for FFY 2022 are representative of research-based countermeasures and address occupant protection issues using a multifaceted approach.

Project Agency: Prince George's Child Resource Center, Inc.	
Program Area: Occupant Protection	**Project Number:** GN 22-312
Project Funds / Type: $5,000.00 / FA 405b OP	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on adult and child occupant protection.	
Project Description: This grant will supply car seats to at risk families in Prince George's County.	

Project Agency: Maryland Department of Health	
Program Area: Occupant Protection	**Project Number:** GN 22-111
Project Funds / Type: $235,781.62 / FA 405b OP $1,150 / FA 402	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy:	

• Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on adult and child occupant protection.
Project Description: To address the plethora of needs across the State, Kids in Safety Seats proposes a multi-prong approach to ensure the program works as effectively and efficiently as possible. This grant includes child safety seat outreach, training, certification of technicians and instructors, and a comprehensive program to educate parents and caregivers. Virtual seat events are also offered, enabling residents in every county of the State to receive car seat installation assistance.

Project Agency: Maryland Institute for EMS Systems	
Program Area: Occupant Protection	**Project Number:** GN 22-086
Project Funds / Type: $89,874.58 / FA 405b OP	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on adult and child occupant protection.	
Project Description: This project seeks to reduce the incidence of injuries and deaths in Maryland due to vehicle crashes through a variety of occupant protection (OP) interventions. This project will promote proper and consistent use of car safety seats among children, seatbelt use among youth and caregivers, and occupant protection measures taken by healthcare and EMS personnel to keep themselves and their patients as safe as possible. In addition, the project will disseminate up-to-date and culturally relevant OP and CPS information. Data and research on OP will inform the planning of interventions, and evaluation will refine the process.	

Project Agency: Morgan State University	
Program Area: Occupant Protection	**Project Number:** GN 22-193
Project Funds / Type: $34,965 / FA 402	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy:	

• Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on adult and child occupant protection.
Project Description: This project will create two informative OP webinars that covers all current and available vehicle technologies to protect all occupants (children, older adults, etc), cutting-edge and future vehicle safety features, and cell phone apps that increase the safety of occupants. In addition, the webinars will address technologies created to protect occupants with different types of disabilities.

Project Agency: University of Maryland Baltimore, NSC	
Program Area: Occupant Protection	**Project Number:** GN 22-211
Project Funds / Type: $142,402.57 / FA 405b OP (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $30,907.80 / FA 405b OP
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on adult and child occupant protection.	
Project Description: The NSC will compile and analyze seat belt observational survey data to report seat belt use by drivers and front seat outboard passengers traveling in passenger vehicles. Following guidance by NHTSA, new site locations will be chosen in FY22. Using the most recent Fatality Analysis Reporting System (FARS) data available, the NSC will determine the jurisdictions accounting for 85% of the passenger vehicle crash-related fatalities. Using a database provided by NHTSA, roadway sites will then be randomly selected within these jurisdictions using probability proportion to size methodology. These roadways will serve as the NHTSA designated sites for the 2022-2026 observational surveys. Additionally, an instruction guide will be developed to document the process of developing the maps and coordinating the random dates, times, and lanes for observations. Seat belt usage rates will be observed using a standard methodology across the newly identified locations. The project will provide materials related to the newly selected roadway sites, assist with quality control, compile, analyze and interpret the observational seat belt survey data, submit a final report, and create a presentation of the final results.	

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

Project Agency: Various (see below)	
Program Area: Occupant Protection	**Project Number:** Various (see below)

Project Funds / Type: $49,114.76 / FA 402
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)
SHSP Strategy: • Support the improved enforcement of occupant protection laws, as well as support enforcement initiatives that promote safe roadway behaviors • Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on adult and child occupant protection.
Project Description: HVE for occupant protection enforcement.

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 22-083	Berlin Police Department	Occupant Protection	BPD Occupant Grant FY22	$1,000.00
LE 22-029	Caroline County Sheriff's Office	Occupant Protection	CCSO Occupant Protection Grant	$572.00
LE 22-104	Carroll County Sheriff's Office	Occupant Protection	Buckle Up	$5,000.00
LE 22-258	Cecil County Sheriff's Office	Occupant Protection	Occupant Protection	$5,995.00
LE 22-090	Chestertown Police Department	Occupant Protection	Seatbelt Enforcement	$490.00
LE 22-040	Cumberland Police Department	Occupant Protection	Occupant Protection	$1,000.00
LE 22-288	Denton Police Department	Occupant Protection	Seat belt	$1,040.00
LE 22-041	Dorchester County Sheriff's Office	Occupant Protection	Dorchester Occupant Protection enforcement	$2,064.00
LE 22-047	Easton Police Department	Occupant Protection	Occupant Protection / Distracted Driving	$2,208.00
LE 22-044	Frederick Police Department	Occupant Protection	Occupant Protection	$5,000.00
LE 22-073	Frostburg City Police Department	Occupant Protection	Occupant Protection Grant 2021-2022	$1,000.00
LE 22-009	Fruitland Police Department	Occupant Protection	Distracted/Occupant OT	$998.81
LE 22-296	Hagerstown Police Department	Occupant Protection	FY22 MHSO Distracted and Occupant Protection	$2,000.00
LE 22-014	Hampstead Police Department	Occupant Protection	Distracted Driving and Occupant Protection	$1,000.00
LE 22-034	Mount Airy Police Department	Occupant Protection	Occupant Protection	$1,000.00

LE 22-147	Ocean City Police Department	Occupant Protection	OCPD FY22 Highway Safety Grant - Occupant Protection/Distracted Driving	$3,036.00
LE 22-077	Ocean Pines Police Department	Occupant Protection	Seatbelt/Distracted Driving	$720.00
LE 22-196	Princess Anne Police Department	Occupant Protection	OCCUPANT 2022	$1,489.95
LE 22-138	Queen Anne's County Sheriff's Office	Occupant Protection	MDOT Highway Safety	$987.00
LE 22-172	Salisbury Police Department	Occupant Protection	Distracted Driving	$3,000.00
LE 22-116	Salisbury University Police Department	Occupant Protection	Increasing Safety through Seatbelt Enforcement and Distracted Driving	$1,964.00
LE 22-254	Sykesville Police Department	Occupant Protection	stay in your lane	$1,500.00
LE 22-066	Talbot County Sheriff's Office	Occupant Protection	2022 Distracted Driving	$500.00
LE 22-122	Taneytown Police Department	Occupant Protection	Taneytown PD Occupant/Distracted	$1,000.00
LE 22-238	Westminster Police Department	Occupant Protection	FFY 2022 Occupant Protection	$1,500.00
LE 22-143	Wicomico County Sheriff's Office	Occupant Protection	Occupant Protection / Distracted Driving	$2,000.00
LE 22-309	Worcester County Sheriff's Office	Occupant Protection	Occupant Protection	$1,050.00

Evaluation

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

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

Outcome Measures

Target: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 23.9 percent from 106.8 (2015-2019 rolling average) to 81.3 (2018 – 2022 rolling average) by 2022.

Outcome: Target not met. The 2015–2019 average number of unrestrained passenger vehicle occupant fatalities, all seat positions was 106.8, an increase from the 2014–2018 average of 104.2.

PERFORMANCE PLAN CHART			BASE YEARS				
			2015 2011 2015	2016 2012 2016	2017 2013 2017	2018 2014 2018	2019 2015 2019
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	State	74	123	117	108	112
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 23.9 percent from 106.8 (2015-2019 rolling average) to 81.3 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	103.2	101.8	103.8	104.2	106.8

Performance Measures	Target Period	Target Year(s)	Target Value FFY 21 HSP	Data Source*/FFY 21 Progress Results	On Track to Meet FFY 21 Target
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5-year	2017-2021	85.4	2015-2019 State 106.8	No

Maryland's Distracted Driving Program

Problem Identification

Over 55,000 distracted driving crashes occurred on Maryland roads each year between 2015 and 2019. For this latest five-year period, distracted driving was a factor in an annual average of one-half of all traffic crashes (48%), more than half of all injury crashes (53.7%), and about one third of all fatal crashes (34.3%). Distracted driving was a factor in 54.3% of injuries and 34.2% of fatalities. Thus, distracted driving is significantly over-represented in all crashes, and even more so in injury crashes. However, the difficulty in accurately capturing distracted driving as a cause on crash reports would indicate that distracted driving is, potentially, still under-reported. Combined with the significant contribution of identified crashes, distracted driving is most likely a larger problem than currently indicated. Hence, distracted driving is a major focus for traffic safety professionals in Maryland and across the nation.

In 2019, Maryland law enforcement officers issued 31,036 citations for cell phone use and 2,370 citations for texting while driving. These numbers represent a slight increase over those of the previous year, the first such increase observed in several years, following the 2013 law that banned the use of cell phones without a hands-free device on Maryland roadways. In 2018, there were 30,782 handheld cell phone citations issued along with 2,173 texting citations. In 2017, there were 33,560 handheld cell phone citations and 2,577 texting citations.

Frequency of Distracted Driving Crashes

Due to the large proportion of all crashes identified as distracted related, distracted driving crashes occurred consistently throughout the year and every day of the week. A slight increase occurred on Fridays. From day to day, the afternoon rush hour (3 to 6 p.m.; 23 percent) accounted for a significant proportion of distracted crashes, including injury crashes.

Typical Profile of Distracted Driver

Crash data revealed the typical profile of a distracted Maryland driver involved in a crash as male, ages 21 to 29, and using a seat belt restraint. 79 percent of distracted drivers killed were male, and 33 percent of distracted drivers were unrestrained.

Typical Distracted Driving Crash Locations

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

Solution

Maryland developed a campaign called Be the FOCUSED Driver that reminds motorists to put the distractions away and only focus on driving. While cell phone use is the leading cause of distracted driving, other distractions including eating, tending to children, and adjusting music are also distractions that will be addressed by the campaign. The subtheme is part of the overarching campaign Be the Driver which has an 'always-on approach' with consistent messaging in market

throughout the year. The campaign materials for Be the FOCUSED Driver are distributed to Maryland's traffic safety partners across the State during the national and State HVE mobilizations.

Action Plan

Distracted driving projects funded for FFY 2022 are representative of research-based countermeasures and address the distracted driving issue using a multifaceted approach.

Project Agency: Chesapeake Region Safety Council	
Program Area: Distracted Driving	**Project Number:** GN 22-319
Project Funds / Type: $22,100.00 / FA 402	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on reducing distracted driving.	
Project Description: Chesapeake Region Safety Council will plan and execute fully developed, realistic crash scenes, with first responder arrival, extrication, treatment, arrest, and victim removal for local high schools. Each scene will focus on a risk-taking behavior such as distracted driving, with each crash having a different level of severity, agreed upon with school leadership. Immediately following the crash scene, a question and answer session between attendees and first responders will occur with the option to include court-related sentencing program later.	

Project Agency: DRIVE SMART Virginia	
Program Area: Distracted Driving	**Project Number:** GN 22-270
Project Funds / Type: $33,168.18 FA 402 DisDr (Note: Total includes Indirect Cost)	**Indirect Costs / Type: $2,288.02**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on reducing distracted driving.	
Project Description: DRIVE SMART Virginia proposes to host a Distracted Driving Summit in Maryland in 2022. This Summit will bring together industry leaders, scientists, educators, safety professionals, the public sector, victim families, law enforcement and more to share ideas, gather information, learn about best practices and forge solutions for distracted driving. In 2021, DRIVE SMART is hosted a virtual Maryland Distracted Driving Summit that included 18 webinars over the month of April.	

Project Agency: Morgan State University	
Program Area: Distracted Driving	**Project Number:** GN 22-192
Project Funds / Type: $33,795.00 / FA 402 (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $2,295.00 / FA 402
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on reducing distracted driving.	
Project Description: Morgan State will educate drivers through different methods, including developing and distributing informative brochures and an online webinar about the dangers of distracted driving. They will also evaluate different technologies that can prevent drivers from distraction in the driving simulator, which can replicate realistic real-world situations without endangering drivers. The goal is to evaluate 2 scenarios, with and without distraction, through measuring at least 3 Measure of Effectiveness (MOE), including speed, acceleration, brake, etc.	

Project Agency: University of Maryland Medical System Foundation	
Program Area: Distracted Driving	**Project Number:** GN 22-304
Project Funds / Type: $40,180.38 / FA 402	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on reducing distracted driving.	
Project Description: Addresses the issues of distracted driving through presentations and outreach to students and Parents/Guardians with two similar programs. The Trauma Prevention Assembly program will show a video showing the dangers of distracted driving, impaired driving, or failure to wear a seat belt, followed by a opportunity for students to test their abilities to "drive" while distracted or while "under the influence". The PTA Presentation program will follow a similar format with the videos, but then will be followed by the testimony of a trauma survivor or a parent whose child is a trauma survivor.	

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

Project Agency: Various (see below)	
Program Area: Distracted Driving	**Project Number:** Various (see below)
Project Funds / Type: $307,811.80 / FA 402	

Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)
SHSP Strategy: • Support the improved enforcement of distracted driving laws, as well as support enforcement initiatives that promote safe behaviors. • Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on reducing distracted driving.
Project Description: HVE for distracted driving prevention.

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 22-136	Annapolis Police Department	Distracted Driving	Distracted Driving	$2,000.00
LE 22-007	Anne Arundel County Police Department	Distracted Driving	Distracted Driving	$27,960.00
LE 22-064	Baltimore City Police Department	Distracted Driving	Baltimore Police Distracted Driving	$7,500.00
LE 22-055	Baltimore County Police Department	Distracted Driving	Distracted Driving	$35,052.00
LE 22-226	Bel Air Police Department	Distracted Driving	Distracted Driving	$2,000.00
LE 22-179	Calvert County Sheriff's Office	Distracted Driving	Distracted/OP Enforcement	$6,000.00
LE 22-146	Charles County Sheriff's Office	Distracted Driving	Distracted Driving	$6,000.00
LE 22-059	City of Bowie	Distracted Driving	Bowie City Distracted Driving	$1,000.00
LE 22-222	City of Hyattsville Police Department	Distracted Driving	Distracted Driving	$2,000.00
LE 22-204	Elkton Police Department	Distracted Driving	Watch the Road	$2,500.00
LE 22-150	Greenbelt Police Department	Distracted Driving	Distracted	$1,000.00
LE 22-054	Harford County Sheriff's Office	Distracted Driving	Harford County Sheriff's Office Traffic Safety	$15,000.00
LE 22-017	Havre de Grace Police Department	Distracted Driving	Distracted Driving Enforcement	$1,500.00
LE 22-155	Howard County Department of Police	Distracted Driving	Distracted Driving	$15,000.00

LE 22-129	Laurel Police Department	Distracted Driving	Distracted Driving/Occupant Protection	$2,000.00
LE 22-089	Maryland Capitol Police	Distracted Driving	Safe Streets	$1,999.80
LE 22-302	Maryland Natural Resources Police	Distracted Driving	Task Force	$800.00
LE 22-164	Maryland State Police - Statewide	Distracted Driving	Distracted Driving	$80,000.00
LE 22-176	Maryland Transportation Authority Police	Distracted Driving	Distracted	$23,000.00
LE 22-133	Montgomery County Maryland	Distracted Driving	Distracted/OP	$30,000.00
LE 22-275	Prince George's County Police Department	Distracted Driving	2022 Distracted Driving Grant	$30,000.00
LE 22-174	Riverdale Park Police Department	Distracted Driving	Distracted Driving	$3,000.00
LE 22-187	Rockville Police Department	Distracted Driving	Distracted Driving	$3,500.00
LE 22-125	St. Mary's County Sheriff's Office	Distracted Driving	Buckle Up, Phone Down	$4,000.00
LE 22-279	Takoma Park Police Dept	Distracted Driving	Phones Down Eyes Up	$2,000.00
LE 22-100	Town of La Plata Police Department	Distracted Driving	Distracted Driving	$1,000.00
LE 22-110	University of Maryland Department of Public Safety	Distracted Driving	Distracted Driving	$2,000.00

Evaluation

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

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

Outcome Measures

Target: Reduce distracted driving fatalities 28.4 percent from 180.6 (2015-2019 rolling average) to 129.3 (2018 – 2022 rolling average) by 2022.

Outcome: Target not met. The 2015–2019 average number of distracted driving fatalities was 180.6, a increase from the 2014–2018 average of 169.0.

PERFORMANCE PLAN CHART			BASE YEARS				
			2015 2011 2015	2016 2012 2016	2017 2013 2017	2018 2014 2018	2019 2015 2019
	Distracted Driving Fatalities	State	120	179	219	189	196
	Reduce distracted driving fatalities 28.4 percent from 180.6 (2015-2019 rolling average) to 129.3 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	183.4	173.0	167.6	169.0	180.6

Performance Measures	Target Period	Target Year(s)	Target Value FFY 21 HSP	Data Source*/FFY 21 Progress Results	On Track to Meet FFY 21 Target
Distracted Driving Fatalities	5-year	2017-2021	137.7	2015-2019 State 180.6	No

Maryland's Aggressive Driving Prevention Program

Problem Identification

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

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

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

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

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

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

During the latest five-year period, 2015 through 2019, aggressive drivers have been involved in an average of 4,195 crashes on Maryland roads each year. For the same five-year period, aggressive driving accounted for an annual average of 3.6% of all traffic crashes, 4.5% of all injury crashes, and 7.1% of all fatal crashes in Maryland. Aggressive driving was a factor in 4.9% of injuries and 7.4% of fatalities.

In 2019, Maryland law enforcement officers issued 825 citations statewide for aggressive driver violations, compared to 762 in 2018 and 781 in 2017. Difficulties exist in obtaining convictions for violating the aggressive driving statute because of the requirement that officers observe three separate driving violations to issue an aggressive driving citation. This requirement almost certainly contributes to the low number of citations written each year for aggressive driving in Maryland, since law enforcement officers are typically trained to take immediate action upon seeing a violation. Waiting to observe two or more additional offenses before taking enforcement action is counter intuitive to officers. It is suspected that many of the aggressive driving citations are directly related to police pursuits.

Frequency of Aggressive Driving Crashes

Aggressive driving crashes overall were most common between the months of October and December (28 percent). Injury crashes involving aggressive driving typically increased during May and June, with another increase in October. Maryland averaged 35 fatal aggressive driving crashes per year during the latest five-year period (2015-2019), with more fatal crashes tending to occur in March and May. Most crashes, including both fatal and injury crashes, occurred on Fridays. Over one-third of fatal crashes (36 percent) occurred during weekends (Saturday and Sunday). The afternoon rush hour time (2 to 6 p.m.) accounted for 32 percent of aggressive driving crashes, with similar trends in including injury and fatal crashes.

Typical Profile of Aggressive Drivers

Data revealed the common profile of an aggressive Maryland driver involved in a crash as male, ages 21 to 29, and generally using a seat belt restraint, except in fatal crashes where the aggressive driver killed was unrestrained in 33 percent of fatal crashes. Most of these drivers were involved in crashes in Baltimore, Anne Arundel, Montgomery, and Prince George's counties, and Baltimore City. This high-risk driver will be a major focus of statewide education and media campaigns, as well as increased enforcement efforts.

Ongoing Enforcement Efforts

Among the 12 individual acts that comprise aggressive driving outlined in Maryland law, enforcement officers in 2019 cited 6,440 drivers for failing to yield, 40,772 for failing to obey traffic control devices (such as stopping for red lights and stop signs), and 13,437 drivers for lane violations. By comparison, in 2018 officers wrote 6,874 citations for failing to yield, 39,560 for failing to obey traffic control devices, and 12,982 drivers for lane violations.

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

Excessive Speed

Between 2015 and 2019, an average of 9,810 speed-related crashes occurred on Maryland roadways each year. For the same five-year period, speeding was involved in an annual average of 8.5% of all traffic crashes, 9.3% of all injury crashes, and 15.0% of all fatal crashes in Maryland. In addition, driver speed was a factor in 9.3% of injured persons and 15.3% of fatalities. In 2019, 9,179 speed involved crashes occurred across the State, resulting in a 13.8% reduction in the number of crashes that occurred in 2018.

Frequency of Speed-Involved Crashes

Speed-involved crashes were most common during the months of December and January. Increases in injury crashes tended to occur from October through January. Excessive speed caused an average of 74 fatal crashes annually from 2015 through 2019, with 55 percent occurring from April through September. Speed-involved crashes, including injury crashes, occurred most likely on Tuesdays and Thursdays, and fatal crashes were most common on weekends (Saturday-Sunday). The afternoon rush hour period from 2 to 7 p.m. accounted for a large proportion (33 percent) of speed-involved crashes than any other part of the day. Fatal crashes also increased during the late-night hours of 10 p.m. to 2 a.m.

Typical Profile of Speeding Driver

Crash data showed the profile of the typical speeding Maryland driver involved in a crash as male, ages 21 to 34, and using a seat belt restraint, except in fatal crashes where 31 percent of speeding drivers killed were not restrained. Most of these drivers were involved in crashes in Baltimore, Prince George's, Montgomery, and Anne Arundel Counties, mainly urban areas. This high-risk driver, like all aggressive drivers, should be a major focus of statewide education and media campaigns, as well as increased enforcement efforts.

In 2019, Maryland law enforcement officers issued 182,322 citations to drivers for speeding violations, compared to 195,659 in 2018 and 206,485 in 2017. The number of speed-related citations issued in 2019 represent a 6.8% decrease from the previous year and an 11.7% decrease since 2017.

The steady decline in speed citations is somewhat of a cause for concern but Maryland also has a robust speed camera program at the State (for work zones only) and local (in school zones) levels for cars going at least 12 MPH over the speed limit. The decrease in officer-written citations seemingly correlates with the growth in the speed camera program. Statistics for the number of speed camera violations are available from MDOT MVA, and show 161,985 automated speed violations in 2016, 193,036 in 2017, and 214,135 in 2018, and a continual increase to 230,006 in 2019. NOTE: No HSP Federal Funds are used to support the State's Automated Speed Enforcement program.

Solution

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

The largest component of the Speeding/Aggressive Driving Prevention Program is the Be the SLOW DOWN Driver subtheme of the MHSO's Be the Driver campaign, which is a combination of enforcement and education, during concentrated mobilizations, that seeks to eliminate the dangers posed by speeding and aggressive drivers.

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

Action Plan

Speeding/Aggressive driving prevention projects funded for FFY 2022 are representative of research-based countermeasures and address speeding- and aggressive driving-related issues primarily relying on HVE efforts.

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

Project Agency: Various (see below)	
Program Area: Aggressive Driving	**Project Number:** Various (see below)
Project Funds / Type: $498,551.62 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Support the improved enforcement of speed and aggressive driving laws, as well as support enforcement initiatives that promote safe behaviors.	
Project Description: HVE for aggressive driving prevention and speeding prevention.	

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 22-003	Manchester Police Department	Speed Enforcement	Aggressive Driving Patrol	$999.00
LE 22-010	Fruitland Police Department	Speed Enforcement	Speed Enforcement OT	$1,000.72
LE 22-013	Hampstead Police Department	Speed Enforcement	Speed Enforcement	$1,500.00
LE 22-015	Havre de Grace Police Department	Speed Enforcement	Speed Enforcement	$1,500.00
LE 22-027	Caroline County Sheriff's Office	Speed Enforcement	CCSO Speed Enforcement Grant	$7,524.00
LE 22-035	Mount Airy Police Department	Speed Enforcement	Speed Enforcement	$1,000.00
LE 22-038	Dorchester County Sheriff's Office	Speed Enforcement	Dorchester County Speed enforcement	$2,964.00

LE 22-043	Frederick Police Department	Speed Enforcement	Speed Enforcement	$14,000.00
LE 22-048	Easton Police Department	Speed Enforcement	Speed Enforcement	$6,072.00
LE 22-053	Harford County Sheriff's Office	Speed Enforcement	Harford County Sheriff's Office Traffic Safety	$15,000.00
LE 22-057	Baltimore County Police Department	Speed Enforcement	Speed Enforcement	$35,050.00
LE 22-062	City of Bowie	Speed Enforcement	Bowie City Speed Enforcement	$2,000.00
LE 22-067	Talbot County Sheriff's Office	Speed Enforcement	2022 Speed Enforcement/Distracted Driving	$500.00
LE 22-078	Ocean Pines Police Department	Speed Enforcement	Speed Enforcement	$780.00
LE 22-082	Baltimore City Police Department	Speed Enforcement	Speed	$7,500.00
LE 22-084	Berlin Police Department	Speed Enforcement	BPD Speed Grant FY22	$2,000.00
LE 22-099	Wicomico County Sheriff's Office	Speed Enforcement	Speed Enforcement	$7,000.00
LE 22-101	Town of La Plata Police Department	Speed Enforcement	Speed	$2,000.00
LE 22-107	Carroll County Sheriff's Office	Speed Enforcement	Slow Down	$5,000.00
LE 22-123	Taneytown Police Department	Speed Enforcement	Taneytown PD Speed Enforcement	$1,000.00
LE 22-126	St. Mary's County Sheriff's Office	Speed Enforcement	Speed Enforcement	$6,000.00
LE 22-127	Chestertown Police Department	Speed Enforcement	Aggressive Driving Enforcement	$490.00
LE 22-128	Laurel Police Department	Speed Enforcement	Speed Enforcement	$4,980.00
LE 22-134	Montgomery County Maryland	Speed Enforcement	Speed/Aggressive	$54,000.00
LE 22-137	Annapolis Police Department	Speed Enforcement	Speed Enforcement	$3,000.00
LE 22-140	Queen Anne's County Sheriff's Office	Speed Enforcement	Speed Enforcement	$7,050.00
LE 22-148	Ocean City Police Department	Speed Enforcement	OCPD FY21 Highway Safety Grant - Speed Enforcement	$1,848.00

LE 22-151	Greenbelt Police Department	Speed Enforcement	Speed Enforcement	$4,000.00
LE 22-154	Howard County Department of Police	Speed Enforcement	Speed Enforcement	$15,000.00
LE 22-160	Charles County Sheriff's Office	Speed Enforcement	Speed Enforcement	$18,000.00
LE 22-162	Maryland State Police - Statewide	Speed Enforcement	Speed Enforcement	$164,000.00
LE 22-168	Riverdale Park Police Department	Speed Enforcement	Speed	$3,000.00
LE 22-171	Salisbury Police Department	Speed Enforcement	Speed Enforcement Application	$4,000.00
LE 22-181	Calvert County Sheriff's Office	Speed Enforcement	Speed Enforcement	$9,000.00
LE 22-188	Rockville Police Department	Speed Enforcement	Speed Enforcement	$3,500.00
LE 22-194	Princess Anne Police Department	Speed Enforcement	SPEED 2022	$1,489.95
LE 22-197	Anne Arundel County Police Department	Speed Enforcement	Speed Enforcement	$19,980.00
LE 22-202	Elkton Police Department	Speed Enforcement	Slow Down	$2,500.00
LE 22-221	Washington County Sheriff's Office	Speed Enforcement	Washington County Speed Enforcement Equipment	$4,965.00
LE 22-224	Bel Air Police Department	Speed Enforcement	Speed Enforcement	$1,000.00
LE 22-229	City of Hyattsville Police Department	Speed Enforcement	Aggressive Driving	$2,000.00
LE 22-230	Aberdeen Police Department	Speed Enforcement	Speed Enforcement Campaign	$720.00
LE 22-239	Westminster Police Department	Speed Enforcement	FFY 2022 Speed Enforcement	$824.00
LE 22-253	Sykesville Police Department	Speed Enforcement	slow down	$1,500.00
LE 22-255	University of Maryland Department of Public Safety	Speed Enforcement	Speed Enforcement	$3,000.00
LE 22-256	Cecil County Sheriff's Office	Speed Enforcement	Speed Enforcement	$0.00

LE 22-271	Prince George's County Police Department	Speed Enforcement	2022 Speed Enforcement Grant	$40,000.00
LE 22-280	Allegany County Sheriff's Office	Speed Enforcement	SPEED (Stop Problems by Eliminating Excessive Driving) Initiative	$2,999.95
LE 22-287	Denton Police Department	Speed Enforcement	Denton Speed Enforcement	$975.00
LE 22-297	Hagerstown Police Department	Speed Enforcement	FY22 MHSO Speed Enforcement	$1,000.00
LE 22-301	Maryland Natural Resources Police	Speed Enforcement	Task Force	$800.00
LE 22-307	Worcester County Sheriff's Office	Speed Enforcement	Aggressive Driving	$1,540.00
LE 22-314	Takoma Park Police Dept	Speed Enforcement	Speed	$1,000.00

Evaluation

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

Outcome Measures

Target: Reduce speeding-related fatalities by 24.8 percent from 81.4 (2015-2019 rolling average) to 61.2 (2018 – 2022 rolling average) by 2022.

Outcome: Progressing toward goal but target not met. The 2015–2019 average number of speeding-related fatalities by was 81.4, decrease from the 2014–2018 average of 84.4.

Target: Reduce aggressive driving fatalities 25.6 percent from 39.0 (2015-2019 rolling average) to 29.0 (2018 – 2022 rolling average) by 2022.

Outcome: Target not met. The 2015–2019 average number of distracted driving fatalities was 39.0, an increase from the 2014–2018 average of 36.4.

PERFORMANCE PLAN CHART			BASE YEARS				
			2015 2011 2015	2016 2012 2016	2017 2013 2017	2018 2014 2018	2019 2015 2019
C-6	Speeding-Related Fatalities	State	71	77	107	76	76
	Reduce speeding-related fatalities by 24.8 percent from 81.4 (2015-2019 rolling average) to 61.2 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	104.2	95.8	91.2	84.4	81.4
	Aggressive Driving Fatalities	State	30	39	55	32	39
	Reduce aggressive driving fatalities 25.6 percent from 39.0 (2015-2019 rolling average) to 29.0 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	41.6	40.6	40.6	36.4	39.0

Performance Measures	Target Period	Target Year(s)	Target Value FFY 21 HSP	Data Source*/FFY 21 Progress Results	On Track to Meet FFY 21 Target
C-6) Speeding-Related Fatalities	5-year	2017-2021	66.3	2015-2019 State 81.4	In Progress
Aggressive Driving Fatalities	5-year	2017-2021	30.8	2015-2019 State 39.0	No

Maryland's Motorcycle Safety Program

Problem Identification

Compared to the previous year, motorcycle-involved crashes in 2019 decreased by 1.7%, though fatality crashes increased by 32.1% over the same period. During the 2015-2019 five-year period, an average of 1,400 motorcycle-involved crashes occurred on Maryland roads each year.

From 2015 through 2019 in Maryland, motorcycle-involved crashes accounted for 2.4% of injuries and 13.8% of fatalities. Thus, motorcycles are significantly over-represented in fatal crashes.

While a relatively low 5.0% of motorcycle crashes result in a fatality, the fact that 13.8% of all statewide fatalities involve a motorcycle is cause for concern among traffic safety experts. This significant involvement of motorcycles in fatal crashes and their effects on overall traffic fatalities in Maryland indicate the need for greater motorcycle safety efforts such as awareness, education, training, and enforcement.

Frequency of Motorcycle Crashes

Warmer weather is conducive to motorcycle riding, so it is not surprising that higher proportions of motorcycle-involved crashes occurred during the warm-weather months of May through September. Crashes were significantly more common during the weekend days, with more than half (55 percent) occurring Friday through Sunday. Motorcycle-involved crashes were most common between 2 and 8 p.m. (48 percent).

Crash data in recent years have shown that more than 1 in 3 of fatal motorcycle crashes involved only the motorcycle. Inattention and speed are frequent causal factors in motorcycle crashes, with alcohol impairment a higher occurrence in fatal motorcycle crashes.

Typical Profile of Motorcycle Operators in Crashes

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

Helmet-Law Violations in Maryland

Maryland has had a comprehensive mandatory helmet law for decades, but the accurate capturing of helmet use on the crash report may be in question. Crash data for 2018 indicated that 10 percent of injured motorcycle operators in a crash were known to not be wearing a helmet and 7 percent of operator fatalities were unhelmeted.

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

Solution

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

A component of the Motorcycle Safety emphasis area is the Be the SHARE THE ROAD Driver subtheme of the MHSO's Be the Driver campaign. Media campaigns will be coordinated to increase awareness of motorcycle safety issues and will use a variety of communications techniques to reach targeted audiences. In addition to public information and education, adequate rider training and licensure are major components of Maryland's efforts to decrease motorcycle-involved crashes, in addition to improved enforcement of the State's traffic safety laws.

Numerous rider courses are offered through the Maryland Motorcycle Safety Program. The State's goals are to improve rider skill and to increase awareness levels and "share the road" among motorcyclists and other vehicle drivers. In FFY 2022, the MHSO will be assuming much of the motorcycle rider outreach formerly conducted by the MVA, including the acquisition of a motorcycle simulator and other items that will be used for training an outreach activity throughout the year. In addition, a new motorcycle course developed by the Maryland State Police Motor Unit will be continued in FFY 2022.

Action Plan

The Motorcycle Safety projects funded for FFY 2022 are representative of research-based countermeasures and address motorcycle safety issues using a multifaceted approach.

<table>
<tr><td colspan="2">Project Agency: Crash Center for Research and Education (CORE)</td></tr>
<tr><td>Program Area: Motorcycle</td><td>Project Number: GN 22-199</td></tr>
<tr><td>Project Funds / Type: $33,724.25 / FA 405f MC
(Note: Total includes Indirect Cost)</td><td>Indirect Costs / Type: $3,456.57 / FA 405f MC</td></tr>
<tr><td colspan="2">Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)</td></tr>
<tr><td colspan="2">SHSP Strategy:
• Strategies to drive down motorcycle-related fatalities and injuries include public outreach, motorist education and awareness campaigns, and enhanced motorcycle safety training.</td></tr>
<tr><td colspan="2">Project Description:
Crash Core proposes a data analysis and full-scale crash review for fatal motorcycle crashes that occurred on Maryland roadways in 2017-2019. This is a continuation from the pilot study conducted in 2021. The data analysis will paint a high-level picture of the motorcycle fatality problem in Maryland while the case reviews will zero in on crash factors specific to motorcycle skill, knowledge,</td></tr>
</table>

and experience in the pre-crash event. The review will uncover intervention and countermeasure objectives and provide the examples needed to communicate the underlying concerns in motorcycle safety.

Project Agency: Crash Center for Research and Education (CORE)	
Program Area: Special Projects	**Project Number:** GN 22-250
Project Funds / Type: $15,092.52 / FA 402 (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $1,546.91 / FA 402
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Strategies to drive down motorcycle-related fatalities and injuries include public outreach, motorist education and awareness campaigns, and enhanced motorcycle safety training.	
Project Description: In the next phase of MD MOTORS, Crash Core will continue to carry out the designed pre-/post-program evaluation comparing the participants' knowledge with that of a control group. The objectives of the study and evaluation are to determine if the program was implemented as intended; support expansion and replication efforts; evaluate the effectiveness of the program on improved knowledge and awareness; and evaluate the effectiveness of the program on improved riding skills.	

Project Agency: Maryland State Police - Statewide	
Program Area: Special Projects	**Project Number:** GN 22-157
Project Funds / Type: $147,475 / FA 405f MC	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Strategies to drive down motorcycle-related fatalities and injuries include public outreach, motorist education and awareness campaigns, and enhanced motorcycle safety training.	
Project Description: The Maryland State Police Motorcycle Unit will implement the new Maryland Motors program that will replace the Bike Safe program. Police officers will help with the program creation and teach the class to licensed motorcyclists throughout the State.	

Evaluation

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

Outcome Measures

Target: Reduce motorcyclist fatalities by 10 (9.971) percent from 71.2 (2015-2019 rolling average) to 64.1 (2018 – 2022 rolling average) by 2022.

Outcome: Target not met. The 2015–2019 average number of motorcyclist fatalities was 71.2, increase from the 2014–2018 average of 69.4.

Target: Reduce unhelmeted motorcyclist fatalities 6 percent from 10.0 (2015-2019 rolling average) to 9.4 (2018 – 2022 rolling average) by 2022.

Outcome: Progressing toward goal but target not met. The 2015–2019 average number of unhelmeted motorcyclist fatalities was 10.0, a decrease from the 2014–2018 average of 11.0.

PERFORMANCE PLAN CHART			BASE YEARS				
			2015 2011 2015	2016 2012 2016	2017 2013 2017	2018 2014 2018	2019 2015 2019
C-7	Motorcyclist Fatalities	State	70	72	82	57	75
	Reduce motorcyclist fatalities by 10 (9.971) percent from 71.2 (2015-2019 rolling average) to 64.1 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	68.0	68.8	70.2	69.4	71.2
C-8	Unhelmeted Motorcyclist Fatalities	State	9	8	17	9	7
	Reduce unhelmeted motorcyclist fatalities 6 percent from 10.0 (2015-2019 rolling average) to 9.4 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	12.2	10.6	11.0	11.0	10.0

Performance Measures	Target Period	Target Year(s)	Target Value FFY 21 HSP	Data Source*/FFY 21 Progress Results	On Track to Meet FFY 21 Target
C-7) Motorcyclist Fatalities	5-year	2017-2021	65.0	2015-2019 State 71.2	No
C-8) Unhelmeted Motorcyclist Fatalities	5-year	2017-2021	9.6	2015-2019 State 10.0	In Progress

Maryland's Pedestrian and Bicycle Safety Programs

Problem Identification

Pedestrian-Involved Crashes

The incidence of pedestrian on foot-involved crashes in Maryland has increased by 1.3% since 2015 (not accounting for population changes in the state), but fatalities have increased by 25.9% over the same period. Approximately 3,150 pedestrian-involved crashes occurred on Maryland roads in 2019, and an average of 3,300 such crashes occurred per year between 2015 and 2019.

For the same five-year period, pedestrians were involved in an annual average of 2.8% of all traffic crashes, 8.7% of injury crashes, and more than one in five (23.2%) of fatal crashes. Pedestrians involved in crashes accounted for 6.7% of injuries and 21.7% of all fatalities, although only 3.5% of pedestrian-involved crashes resulted in a fatality. These facts alone show cause for concern among safety professionals, as pedestrians are significantly over-represented in fatal crashes. The apparent risk to pedestrians involved in Maryland crashes calls for improved pedestrian safety as a major focus for traffic safety professionals across the State.

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

Frequency of Pedestrian-Involved Crashes

Pedestrian-involved crashes tended to occur consistently through the first eight months of the year, but more than one-third of pedestrian-involved crashes (38 percent) occurred in the fall and early winter months, September through December, corresponding to the time of year when 43 percent of fatal pedestrian crashes occurred. May and June alone accounted for an additional 16 percent of total pedestrian crashes, including 12 percent of fatal crashes.

Three in every four pedestrian-involved crashes (76 percent) occurred on a weekday, Monday through Friday. 41 percent of all pedestrian-involved crashes occurred Friday through Sunday, and nearly half of all fatal crashes (43 percent) took place from Friday through Sunday.

Close to half (49 percent) of pedestrian-involved crashes occurred between the hours of 2 and 9 p.m. Over half of all fatal crashes involving pedestrians took place later in the evening, from 5 p.m. to midnight (52 percent).

Typical Profile of Pedestrians Involved in Crashes

The profile of Maryland pedestrians involved in overall crashes included ages 20–29, male, and being struck on the road but not in a crosswalk (31 percent), compared to fatal crashes where 58 percent of pedestrians were on the road and not in a crosswalk. Traditional school aged children (ages 5-19)

were involved in 19 percent of pedestrian crashes and seven percent of fatal crashes. By contrast, older age groups tended to be involved in more serious pedestrian crashes, often later at night. The age range of 40 to 59-year-olds accounted for about one in four (27 percent) of all pedestrians involved in crashes, but more than one in three (36 percent) of all pedestrian fatalities. Pedestrians of age 60 or older accounted for 15 percent of all pedestrians involved in crashes, but 25 percent of all pedestrian fatalities.

Data showed that 58 percent of fatally injured pedestrians were struck on the roadway, but not in a crosswalk. More than half of all pedestrians struck were crossing the roadway (30 percent at an intersection and 22 percent not at an intersection). 27 percent of pedestrian crashes occurred on state-maintained roads, compared to 36 percent on county roads, and 13 on parking lots. Contrastingly, 72 percent of fatal crashes occurred on state-maintained roads (higher speeds), whereas 21 percent of pedestrian fatal crashes occurred on county roads.

Typical Locations of Pedestrian-Involved Crashes

One-third of pedestrian crashes (32 percent) took place in Baltimore City, but these crashes accounted for only 14 percent of fatal crashes.

55 percent of all pedestrian-involved crashes occurred in six Maryland counties: Anne Arundel, Baltimore, Harford, Howard, Montgomery, and Prince George's. These same six counties accounted for more than two in every three fatal crashes involving pedestrians (65 percent).

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

In 2019, 359 pedestrians were cited in Maryland for violating traffic laws, in comparison to 410 pedestrians cited in 2018, and 441 cited in 2017. Also, in 2019, 995 drivers were cited for violating pedestrian traffic laws, compared with 828 drivers cited in 2018, and 1,260 cited in 2017.

Bicycle-Involved Crashes

The 2019 incidence of bicycle-involved crashes in Maryland increased by less than one percent when compared to 2015. From 2015-2019, an average of approximately 830 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%) of all statewide traffic crashes, 2.0% of statewide injury crashes, and 2.2% of statewide fatal crashes. Bicycle-involved crashes accounted for just over 1.4% of injuries and two percent of fatalities.

Bicycle crashes are more likely to involve younger than older riders. Over one-quarter (28.7%) of crashes in 2019 involved children of age 17 or under. By contrast, bicycle riders aged 20 to 29 accounted for 19.8% of all crashes and riders aged 40 to 54 accounted for 15.2% of all crashes.

Bicycle riders, like pedestrians, do not have the structural protection afforded by vehicles, are not as visible as other vehicles, and are (generally) not motorized. These factors together put bicycles at a great disadvantage on roadways, especially where motorized vehicles are traveling at much higher rates of speed. From 2015-2019, more than half of all bicycle-involved crashes (57.4%) occurred on state, county, and federal roadways, but 81.8% of all fatal crashes involving bicycles occurred on the same roadways.

Frequency of Bicycle-Involved Crashes

Bicycle crashes were more common from May through October, when 71 percent of all such crashes occurred, most likely due to warmer/drier weather encouraging greater use of bicycles for travel or commuting, as well as increased recreational riding.

Most fatal bicycle crashes (70 percent) occurred from June through November. Close to half (49 percent) of fatal bicycle-involved crashes occurred Friday through Sunday, although those same three days accounted for nearly 40 percent of total crashes.

Approximately two in three bicycle-involved crashes (66 percent) and nearly one-half of fatal crashes (45 percent) occurred between noon and 9 p.m.

Typical Profile of Crash-Involved Bicycle Rider

Maryland crash data indicated a typical profile for a bicyclist involved in a crash as male between ages 10 to 29; 42 percent of all bicyclists struck were riding in the roadway (25 percent with traffic and 10 percent against traffic). Riders of ages 10 to 29 accounted for 48 percent of all riders involved in and injured in crashes and 30 percent of fatalities. Riders between ages 50 and 64 accounted for 17 percent of all riders involved in crashes and 17 percent of those who were injured, but 37 percent of bicycle fatalities.

More than one-fourth (26 percent) of bicycle crashes occurred in Baltimore City, where nine (9) percent of fatal crashes occurred. 54 percent of total bicycle crashes occurred in five counties: Anne Arundel, Baltimore, Montgomery, Prince George's, and Worcester Counties, and these same five counties accounted for 49 percent of fatal crashes.

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

Solution

Maryland has three principal campaigns for pedestrian and bicycle safety in the Washington,

D.C. and Baltimore metropolitan areas. The first one is the Be The Driver subtheme, Be the SHARE THE ROAD Driver. The campaign reminds all road users that no matter how you travel to your destination, we should work together to get there safely. This includes stopping for pedestrians, giving bicyclists at least 3 feet of space when passing and using crosswalks or intersections. The second campaign is known as Street Smart and has been historically focused around metropolitan Washington, D.C., including numerous Maryland counties. The third effort, known as Look Alive has

been adopted in the Baltimore metropolitan area. Pedestrian safety funds will be coordinated with all campaigns to coincide with media-centered awareness, education, and enforcement efforts. Local safety partners and others distribute educational material throughout the year. The MHSO also supports National Walk to School Day events, designed to improve education and awareness for children and parents.

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

Action Plan

The pedestrian and bicycle safety projects funded for FFY 2022 are representative of research-based countermeasures and address pedestrian and bicycle safety issues using a multifaceted approach.

Project Agency: Baltimore City Department of Transportation	
Program Area: Pedestrian/Bicycle	**Project Number:** GN 22-173
Project Funds / Type: $8,500.00 / SMDF; $7,500.00 / SMDF	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on pedestrian and bicycle safety.	
Project Description: This grant will pilot models to solicit buy-in for in-community pop-ups focusing on bicycle and pedestrian safety in order to evaluate which is more effective for future years. These events will be brought to neighborhoods where crashes are occurring at alarming rates. Geo-targeted online advertising and existing safety PSAs will complement the events. Programming will be a mix of community –led activities and education led by BCDOT staff.	

Project Agency: Baltimore Metropolitan Council	
Program Area: Pedestrian/Bicycle	**Project Number:** GN 22-200
Project Funds / Type: $251,000.00 / FA 402; $251,000.00 / FA 405h NM	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	

SHSP Strategy: Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on pedestrian and bicycle safety.
Project Description: This project supports and expands the Baltimore Metropolitan Region's Look Alive pedestrian and bicycle safety education and media campaign. This campaign, featuring "Signal Woman" aims to provide educational outreach for pedestrians, bicyclists, and drivers to raise awareness of the rules that protect the most vulnerable road users. The cornerstone of the campaign this year are two video spots (15 and 30 second) featuring Signal Woman on a major arterial in an urban setting where more crashes happen with specific messaging targeting drivers. Built around these two video spots are a whole range of advertising and outreach campaign materials such as billboards, bus tails, and other forms of transit advertising.

Project Agency: Children's Safety Village	
Program Area: Pedestrian/Bicycle	**Project Number:** GN 22-072
Project Funds / Type: $4,000.00 / SMDF	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on pedestrian and bicycle safety.	
Project Description: Children's Village of Washington County will provide free bike, pedestrian, and traffic safety education through skills building exercises to more than 2,500 students per week. Classes consist of take-home informational material, presentations, and checklists to review with parents. This grant will support the restriping of the instructional roadway course.	

Project Agency: Maryland Institute College of Art	
Program Area: Pedestrian/Bicycle	**Project Number:** GN 22-292
Project Funds / Type: $166,095.60 / SMDF (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $51,546.91 / SMDF
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on pedestrian and bicycle safety.	

Project Description: This grant funds MICA's *Made You Look* pedestrian safety program. Phase IV of this project includes three primary goals to build upon, expand, sustain and evaluate the project. First, the Made You Look Toolkit contents and process will be more widely available to diverse audiences. Second, to collaborate with community organizations to serve as long-term "homes" for implementing and sustaining the Made You Look Toolkit, reflective streetwear, and The Underline. Third, to collect and synthesize qualitative and quantitative data and community/user feedback to document the effectiveness and impact of each component and collective impact of the Made You Look initiative.

Project Agency: Prince George's County - Department of Public Works and Transportation	
Program Area: Pedestrian/Bicycle	**Project Number:** GN 22-231
Project Funds / Type: $10,059.30 / SMDF	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on pedestrian and bicycle safety.	
Project Description: This grant will target safety and education to communities that have the highest pedestrian and bicycle fatalities with the Be Seen, Be Alert, Be Safe campaign.	

Project Agency: Prince George's County - Department of Public Works and Transportation	
Program Area: Special Projects	**Project Number:** GN 22-318
Project Funds / Type: $19,500.00 / FA 402	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on pedestrian and bicycle safety.	
Project Description: This grant will fund the Street Smart Testimonial Wall display at high schools and malls throughout Prince George's county. The 8' tall Wall is a static exhibit that tells the stories of car crash victims in a way that engages audiences of all ages. Complementing the Wall are small sandwich board signs with safety tips for walking, biking, and driving.	

Project Agency: Metropolitan Washington Council of Governments	
Program Area: Pedestrian/Bicycle	**Project Number:** GN 22-105
Project Funds / Type: $250,000.00 / FA 405h NM	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on pedestrian and bicycle safety.	
Project Description: This project supports the Washington Metropolitan Region's *Shattered Lives* pedestrian and bicycle safety education and media campaign by providing advertising, public relations support, and other tools to its member jurisdictions. These jurisdictions then carry out the necessary engineering and enforcement elements.	

Project Agency: Maryland Institute for EMS Systems	
Program Area: Pedestrian/Bicycle	**Project Number:** GN 22-076
Project Funds / Type: $29,116.40 / Bikeways	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on pedestrian and bicycle safety.	
Project Description: This project seeks to reduce the incidence of significant head injury and death in Maryland due to bicycle crashes through coordination of the production of educational materials, frequent social media communications, development of new partnership and maintaining existing ones, and distribution of bike helmets through Safe Kids partnerships in Maryland. Bicycle safety education and helmet distribution will be provided to high-risk areas of the state to support existing local experts.	

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

Project Agency: Various (see below)	
Program Area: Pedestrian/Bicyclist Safety	**Project Number:** Various (see below)
Project Funds / Type: $137,346.59 / SMDF	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	

SHSP Strategy:

- Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on pedestrian and bicycle safety.
- Support the improved enforcement of pedestrian and bicycle-related laws, as well as support enforcement initiatives that promote safe behaviors.

Project Description: HVE for pedestrian and bicyclist safety.

Application Number	Agency	Program Area	Project Title	Obligated Amount
LE 22-201	Anne Arundel County Police Department	Pedestrian/Bicycle	Pedestrian/Bicycle	$9,960.00
LE 22-087	Baltimore City Police Department	Pedestrian/Bicycle	Pedestrian	$3,000.00
LE 22-056	Baltimore County Police Department	Pedestrian/Bicycle	Pedestrian/Bicycle	$37,084.00
LE 22-227	Bel Air Police Department	Pedestrian/Bicycle	Pedestrian/Bicycle	$2,000.00
LE 22-182	Calvert County Sheriff's Office	Pedestrian/Bicycle	Pedestrian/Bicycle Safety	$3,000.00
LE 22-106	Carroll County Sheriff's Office	Pedestrian/Bicycle	Look Both Ways	$2,500.00
LE 22-259	Cecil County Sheriff's Office	Pedestrian/Bicycle	Pedestrian/Bicycle	$3,500.00
LE 22-161	Charles County Sheriff's Office	Pedestrian/Bicycle	Pedestrian/Bicycle	$10,000.00
LE 22-061	City of Bowie	Pedestrian/Bicycle	Bowie City Ped	$2,000.00
LE 22-228	City of Hyattsville Police Department	Pedestrian/Bicycle	Pedestrian/Bicycle	$1,500.00
LE 22-153	Greenbelt Police Department	Pedestrian/Bicycle	Street Smart	$2,000.00
LE 22-295	Hagerstown Police Department	Pedestrian/Bicycle	FY22 MHSO Pedestrian/Bicycle Safety	$500.00
LE 22-018	Havre de Grace Police Department	Pedestrian/Bicycle	Pedestrian	$2,000.00
LE 22-131	Laurel Police Department	Pedestrian/Bicycle	Pedestrian Enforcement	$1,000.00
LE 22-115	Maryland Capitol Police	Pedestrian/Bicycle	Safe Streets	$999.90
LE 22-170	Maryland State Police - Statewide	Pedestrian/Bicycle	Pedestrian Safety	$13,000.00

LE 22-149	Ocean City Police Department	Pedestrian/Bicycle	OCPD FY22 Highway Safety Grant - Ped/Bike	$14,916.00
LE 22-142	Perryville Police Department	Pedestrian/Bicycle	Pedestrian/Bicycle Enforcement detail	$1,406.79
LE 22-272	Prince George's County Police Department	Pedestrian/Bicycle	2022 Pedestrian Grant	$20,000.00
LE 22-195	Princess Anne Police Department	Pedestrian/Bicycle	PED/BIKE 2022	$2,979.90
LE 22-169	Riverdale Park Police Department	Pedestrian/Bicycle	Pedestrian/Bicycle	$1,000.00
LE 22-117	Town of La Plata Police Department	Pedestrian/Bicycle	Pedestrian	$1,000.00
LE 22-114	University of Maryland Department of Public Safety	Pedestrian/Bicycle	Pedestrian and Bicycle Enforcement	$2,000.00

Evaluation

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

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

Outcome Measures

Target: Reduce pedestrian fatalities by 5.9 percent from 114.2 (2015-2019 rolling average) to 107.5 (2018 – 2022 rolling average) by 2022.

Outcome: Target not met. The 2015–2019 average number of pedestrian fatalities was 114.2, a increase from the 2014–2018 average of 109.8.

PERFORMANCE PLAN CHART			BASE YEARS				
			2015 2011 2015	2016 2012 2016	2017 2013 2017	2018 2014 2018	2019 2015 2019
C-10	Pedestrian (01 only) Fatalities	State	99	107	111	130	124
	Reduce pedestrian fatalities by 5.9 percent from 114.2 (2015-2019 rolling average) to 107.5 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	102.4	102.8	105.8	109.8	114.2

Performance Measures	Target Period	Target Year(s)	Target Value FFY 21 HSP	Data Source*/FFY 21 Progress Results	On Track to Meet FFY 21 Target
C-10) Pedestrian Fatalities	5-year	2017-2021	109.7	2015-2019 State 114.2	No

Target: Reduce bicyclist fatalities 5.6 percent from 10.8 (2015-2019 rolling average) to 10.2 (2018 – 2022 rolling average) by 2022.

Outcome: Target not met. The 2015–2019 average number of bicyclist fatalities was 10.8, a increase from the 2014–2018 average of 9.8.

PERFORMANCE PLAN CHART			BASE YEARS				
			2015 2011 2015	2016 2012 2016	2017 2013 2017	2018 2014 2018	2019 2015 2019
C-11	Bicyclist Fatalities	State	11	16	11	6	10
	Reduce bicyclist fatalities 5.6 percent from 10.8 (2015-2019 rolling average) to 10.2 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	6.6	8.8	10.0	9.8	10.8

Performance Measures	Target Period	Target Year(s)	Target Value FFY 21 HSP	Data Source*/FFY 21 Progress Results	On Track to Meet FFY 21 Target
C-11) Bicyclist Fatalities	5-year	2017-2021	10.4	2015-2019 State 10.8	No

Maryland's Young and Older Driver Safety Program

Problem Identification

Young-Driver Involved

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

For the five-year period from 2015 through 2019, the incidence of young-driver involved crashes increased by 12 percent in Maryland compared to 2010 to 2014, with over 13,682 young-driver involved crashes having occurred on Maryland roads in 2019.

From 2015 through 2019, young drivers were involved in an average of one in eight (12 percent) of all traffic crashes, 14 percent of injury crashes, and 10 percent of fatal crashes. young driver-involved crashes accounted for 14 percent of injuries and 10 percent of fatalities.

Frequency of Young-Driver Involved Crashes

Higher proportions of young-driver involved crashes occurred during summer and fall months (May through October) when 53 percent of all such crashes and 57 percent of fatal crashes took place, perhaps reflecting greater exposure on roadways during summer vacations from high school and college.

Crashes involving young drivers were most common during weekdays, but Friday through Sunday accounted for 43 percent of all young driver involved crashes and 47 percent of fatal crashes. Three in four (75 per percent) young drivers involved in a crash were of ages 18–20, including about 81 percent of the fatally injured drivers in the 16–20-year demographic.

Crashes involving young drivers were most common from 12 p.m. to 8 p.m., when 58 percent of total and injury crashes occurred, and when 39 percent of all fatal crashes occurred involving the age group. The fact that drivers aged 16 and 17 accounted for 25 percent of the crash-involved drivers in the age group would indicate the relative effectiveness of night-time driving restrictions imposed during the Graduated Driver Licensing process in Maryland, prohibiting young drivers from driving after midnight, when 19 percent of fatal young-driver involved crashes occurred (midnight to 6 a.m.).

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

Typical Profile of Crash-Involved Young Drivers

Crash data revealed the most typical profile of a young Maryland driver involved in a crash was male, of ages 18 to 20 (27 percent were age 20) and using a seat belt restraint, except in fatal crashes

where 1 in 3 young drivers killed were unrestrained. 76 percent of all driver fatalities in this age group were male drivers.

Most crashes involving young Maryland drivers (69 percent) occurred in Anne Arundel, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery, and Prince George's. 59 percent of fatal crashes in the age group occurred in these eight counties. Baltimore City accounted for nine percent of overall crashes involving young drivers, and about seven percent of all fatal crashes in the age group.

Older-Driver Involved

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

For the five-year period from 2015 through 2019, the incidence of older driver involved crashes increased by 37 percent compared to 2010 to 2014. There were 15,795 crashes involving older drivers on Maryland roads in 2019.

From 2015 through 2019, older drivers were involved in an average of more than one in eight (13 percent) of all traffic crashes, 17 percent of injury crashes, and 18 percent of fatal crashes annually. Older drivers were involved in crashes that accounted for one in six injuries (17 percent) and 18 percent of fatalities.

Frequency of Crashes Involving Older Drivers

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

About one-third of crashes involving older drivers, including fatal crashes, occurred on Thursday and Friday. Crashes involving older drivers were most common from 11 a.m. to 6 p.m., when 58 percent of all crashes and 51 percent of fatal crashes in the age group took place.

Typical Profile of Crash-Involved Older Drivers

Crash data outlined the typical profile of an older Maryland driver involved in a crash as male, between ages 65 to 79 (17 percent were 80 or older) and using a seat belt restraint, though notably in fatal crashes, the older drivers killed were unrestrained 22 percent of the time.

Most crashes (69 percent) involving older drivers occurred in the same eight counties outlined for young driver-involved crashes, including 62 percent of fatal crashes.

Solution

The MHSO and its partners address the issue of young driver safety through parent involvement programs and driver instructional efforts. The MHSO raises awareness and educates young drivers and their parents through grant-funded programs at high schools and other venues with victim

advocates, safety professionals and law enforcement. Young drivers (ages 16–20) are a core component within MHSO traffic safety initiatives and much of the collateral material and publicity surrounding the State's traffic safety marketing efforts are directed at young drivers via social media, educational and other outlets.

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

Action Plan

Projects that refer to young and older driver safety that are funded for FFY 2022 are contained within individual program areas, specifically projects intended to reduce impaired driving by Young drivers. The MHSO partners with many organizations to promote programs and projects targeting both young and older drivers.

<table>
<tr><td colspan="2">Project Agency: Baltimore County Department of Health</td></tr>
<tr><td>Program Area: Special Projects</td><td>Project Number: GN 22-085</td></tr>
<tr><td>Project Funds / Type: $15,000.00 / FA 402</td><td>Indirect Costs / Type:</td></tr>
<tr><td colspan="2">Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)</td></tr>
<tr><td colspan="2">SHSP Strategy:
This grant will support multiple SHSP strategies</td></tr>
<tr><td colspan="2">Project Description: This grant will fund a student-driven media campaign directed at high school age youth in Baltimore County with a focus on the senior classes that encourages the improvement of skills and positive decisions regarding highway safety topics. In addition, the grant will fund after prom alcohol-free events for those high schools that hold specified highway safety activities throughout the school year.</td></tr>
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Evaluation

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

Outcome Measures

Target: Reduce drivers aged 20 or younger-involved in fatalities by 35.9 percent from 52.4 (2015-2019 rolling average) to 33.6 (2018 - 2022 rolling average) by 2022.

Outcome: Target not met. The 2015–2019 average number of drivers aged 20 or younger-involved in fatalities was 52.4, a increase from the 2014–2018 average of 51.0.

PERFORMANCE PLAN CHART			BASE YEARS				
			2015 2011 2015	2016 2012 2016	2017 2013 2017	2018 2014 2018	2019 2015 2019
C-9	Drivers Aged 20 or Younger- Involved Fatalities	State	51	57	54	54	46
	Reduce drivers aged 20 or younger-involved in fatalities by 35.9 percent from 52.4 (2015-2019 rolling average) to 33.6 (2018 - 2022 rolling average) by 2022.	5-Year Rolling Avg.	52.4	50.6	48.8	51.0	52.4

Performance Measures	Target Period	Target Year(s)	Target Value FFY 21 HSP	Data Source*/FFY 21 Progress Results	On Track to Meet FFY 21 Target
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5-year	2017-2021	36.5	2015-2019 State 52.4	No

Target: Reduce older driver-involved fatalities 5.9 percent from 98.2 (2015-2019 rolling average) to 92.4 (2018 – 2022 rolling average) by 2022.

Outcome: Target not met. The 2015–2019 average number of older driver-involved fatalities was 98.2, a increase from the 2014–2018 average of 94.4.

PERFORMANCE PLAN CHART			BASE YEARS				
			2015 2011 2015	2016 2012 2016	2017 2013 2017	2018 2014 2018	2019 2015 2019
	Older Driver-Involved Fatalities	State	104	104	93	85	105
	Reduce older driver-involved fatalities 5.9 percent from 98.2 (2015-2019 rolling average) to 92.4 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	84.0	89.0	91.4	94.4	98.2

Performance Measures	Target Period	Target Year(s)	Target Value FFY 21 HSP	Data Source*/FFY 21 Progress Results	On Track to Meet FFY 21 Target
Older Driver Involved Fatalities	5-year	2017-2021	94.3	2015-2019 State 98.2	No

Maryland's Traffic Safety Information System Improvement Program

Problem Identification

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

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

MHSO's Traffic Records Program Manager coordinates updates to Maryland's Traffic Records Strategic Plan (TRSP) and leads the implementation of recommendations provided in the most recent NHTSA Traffic Records Assessment, including the development of performance measures for all six systems in the traffic records system. The current TRSP (2021-2025) is aligned with the 2021-2025 Maryland Strategic Highway Safety Plan (SHSP), and members from both the Executive and Technical Councils frequently discuss related topics and meet twice a year in back-to-back meetings.

Solution

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

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

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

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

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

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

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

In FFY 2022, MHSO will work to implement recommendations from the Maryland Crash Data System GO Team that were developed during FFY 2021 but were not available at the time of this report.

Action Plan

Traffic safety information system projects funded for FFY 2022 are listed below, each referencing the TRSP strategy and the NHTSA Traffic Records Assessment recommendation addressed:

<table>
<tr><td colspan="2">Project Agency: Crash Center for Research and Education (CORE)</td></tr>
<tr><td>Program Area: Special Projects</td><td>Project Number: GN 22-315</td></tr>
<tr><td>Project Funds / Type: $115,778.07 / FA 402
(Note: Total includes Indirect Cost)</td><td>Indirect Costs / Type: $11,866.68 / FA 402</td></tr>
<tr><td colspan="2">Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)</td></tr>
<tr><td colspan="2">SHSP Strategy:
• The grant will support multiple SHSP strategies.</td></tr>
<tr><td colspan="2">Project Description: This grant will be used to fund a public facing Maryland Crash Forecasting application that will be made available for use by the MHSO and other partner organizations. The application will be user restricted and allow for forecasting of crash populations given changes in environmental, behavioral and vehicle-based factors. Assumptions about behavioral or policy related changes can be made to compute the resulting change in injuries and deaths by MD jurisdiction.</td></tr>
</table>

Project Agency: Center for Injury Research and Policy	
Program Area: Traffic Records	**Project Number:** GN 22-264
Project Funds / Type: $66,542.82 / FA 402 (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $11,090.47 / FA 402
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: Use the collection, analysis and evaluation of data on all roads in Maryland to identify impaired by alcohol and drugged driving emphasis area safety issues, target audiences and locations of concern, as well as support the improvement of data quality (timeliness, accuracy, completeness, uniformity, accessibility, integration) of impaired driving related data.	
Project Description: This grant will compare drug testing results across three data sources – FARS, Medical Examiner, and Immunalysis for a sample of cases of people killed in crashes in Maryland between March 2011 to May 2018.A comprehensive report will be prepared documenting the prevalence of impairing substances found among deceased drivers in the state across the three data sources.	

Project Agency: University of Maryland Baltimore, NSC	
Program Area: Traffic Records	**Project Number:** GN 22-210
Project Funds / Type: $268,916.42 / FA 405c TR Data (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $55,490.69 / FA 405c TR Data
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • The grant will support multiple SHSP strategies.	
Project Description: This project supports data analysis to the MHSO and statewide and partners, and administrative support for MHSO's Traffic Records Program. In conjunction with Washington College, this project will assist MHSO in developing dashboards on Qlik systems, managed by MDOT using MSCAN data.	

Project Agency: Washington College	
Program Area: Traffic Records	**Project Number:** GN 22-313

Project Funds / Type: $538,261.40 / FA 405c TR Data (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $97,030.45 / FA 405c TR Data
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • The grant will support multiple SHSP strategies.	
Project Description: This project will focus on strategies that will improve the ability to use data-driven analysis to reduce crashes and deaths on Maryland roads. This project also includes attendance at conferences to promote highway safety projects and practices in Maryland, and provides training sessions, presentations, webinars, and technical support to MHSO staff, LEA partners, EA teams, etc. on all products/services provided by Washington College, in addition to GIS techniques and processes for traffic safety related datasets. The web application Traffic Safety Portal will be maintained, updated, and expanded to promote RAVEN.	

Evaluation

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

Performance Measures

1.Citation Data: Completeness:

a. Completeness, Stops Outside of Maryland: 1,903 fewer records outside Maryland state boundaries

b. Completeness, Percentage of Mappable Stops: 4.20% improvement in mappable stops

c. Completeness, Percentage of Mappable Citations: 2.81% improvement in mappable citations

d. Completeness, Percentage of Missing x/y coordinates for stops: 0.14% decline

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

ETIX Citation/Stop Location Analysis April 1st 2020 to March 31st 2021				
Citation/Stop Data	Location In Maryland	Outside of Maryland's Boundary's	No XYS	Total
Raw Citation Data with Updated XYs	293,766	288	297,337	591,391
Raw Stop Data with Updated Xys	159,662	143	127,356	287,161

Reduction of Stops Located Outside of Maryland	
April 1st 2019 to March 31st 2020	2,046
April 1st 2020 to March 31st 2021	143
	1,903

Updated Percentage for Mappable Stops	
April 1st 2019 to March 31st 2020	51.40%
April 1st 2020 to March 31st 2021	55.60%
	4.20%

Updated Percentage for No Xys (STOPS ONLY)	
April 1st 2019 to March 31st 2020	21.40%
April 1st 2020 to March 31st 2021	21.53%
	0.14%

Updated Percentage for Mappable Citations	
April 1st 2019 to March 31st 2020	46.87%
April 1st 2020 to March 31st 2021	49.67%
	2.81%

2. Crash Data: Accuracy: No Improvement Made In Recent Measurement Cycle

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

```
SELECT round(count(A.ReportNumber)/tot_crashes * 100 ,2) PERCENTAGE_2015
FROM ACRS_QUEUE A,  (SELECT count(ReportNumber) tot_crashes FROM acrs_QUEUE d WHERE
type_id=2 and CRASH_DATE between '01-APR-15' and '01-APR-16' )
where type_id=2 and CRASH_DATE between '01-APR-15' and '01-APR-16'
and STATUS_ID in ('03','04')
GROUP BY tot_crashes;
---------------------------------------
                    43.28

SELECT round(count(A.ReportNumber)/tot_crashes * 100 ,2) PERCENTAGE_2016
FROM ACRS_QUEUE A,  (SELECT count(ReportNumber) tot_crashes FROM acrs_QUEUE d WHERE
type_id=2 and CRASH_DATE between '01-APR-16' and '01-APR-17' )
where type_id=2 and CRASH_DATE between '01-APR-16' and '01-APR-17'
and STATUS_ID in ('03','04')
GROUP BY tot_crashes;
---------------------------------------
                    29.91

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

19.75

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

14.89

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

17.3

```
SELECT round(count(A.ReportNumber)/tot_crashes * 100 ,2) PERCENTAGE_2020
FROM acrs.ACRS_QUEUE A,  (SELECT count(ReportNumber) tot_crashes FROM acrs.acrs_QUEUE d WHERE
type_id=2 and CRASH_DATE between '01-APR-20' and '01-APR-21')
where type_id=2 and CRASH_DATE between '01-APR-20' and '01-APR-21'
and STATUS_ID in ('03','04')
GROUP BY tot_crashes;
```

3. Citation/Adjudication Data: Completeness:

- 0.4125% increase in invalid driver's license number
- 0.0120% percent improvement: decrease in cases with missing sex
- 0.0035% percent improvement: decrease in cases with missing values for DOB (age)

	Jan-June 2019		Jan-June 2020		July-Dec 2019		July-Dec 2020	
	n	%	n	%	n	%	n	%
Cases with Invalid Dr. lic num	19961	3.7165	12500	3.6190	19186	3.8529	16199	4.7815
Cases with missing sex	490	0.0912	209	0.0605	304	0.0610	234	0.0691
Cases with missing age	308	0.0573	179	0.0518	341	0.0685	226	0.0667
Total Citations	537096		345396		497957		338785	

	Calendar Year 2019		Calendar Year 2020	
	n	%	n	%
Cases with Invalid Dr. lic num	39147	3.7821	28699	4.19465
Cases with missing sex	794	0.076711	443	0.064749
Cases with missing age	649	0.062702	405	0.059195
Total Citations	1035053		684181	

	Change from 2019 to 2020		
	Jan-June	July-Dec	Calendar Year
Cases with Invalid Dr. lic num	-0.0974	0.9286	0.4125
Cases with missing sex	-0.0307	0.0080	-0.0120
Cases with missing age	-0.0055	-0.0018	-0.0035

Maryland's Police Traffic Services Program

Problem Identification

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

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

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

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

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

Solution

Throughout FFY 2022, the MHSO will support law enforcement training through grants and will collaborate with the MCPA, MSA, and the Maryland Police and Correctional Training Commission on training and officer recognition. The MHSO coordinates a TSS certification for law enforcement officers, and the program will continue to be expanded throughout the coming year.

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

Action Plan

Police traffic services projects funded for FFY 2022 are listed below:

Project Agency: Baltimore County Police Dept - Crash Recon	
Program Area: Special Projects	**Project Number:** GN 22-022
Project Funds / Type: $54,000.00 / FA 402	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: This grant supports multiple SHSP strategies.	
Project Description: This project supports training to Maryland's Crash Reconstructionist personnel throughout the State by Maryland's Crash Reconstruction Committee. The program provides students with updates in this technology-driven field of crash reconstructions and ensures courses are highly specialized and effective.	

Project Agency: Maryland Chiefs of Police	
Program Area: Special Projects	**Project Number:** GN 22-245
Project Funds / Type: $120,250.00 / FA 402 (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $9,750.00 / FA 402
Project Funds / Type: $128,450.00 / FA 402	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: This grant supports multiple SHSP strategies.	
Project Description: The Maryland Chiefs of Police Annual Training Conference held in October 2021 and again in September 2022, is the start of bridging the gap of training needs. The top-level executives are offered a verity of educational sessions, including information on the State's Vision Zero goal. Training session are planned to help educate the executives on traffic safety issues, new and emerging trends, countermeasures, and the goals of the SHSP. Leading Effective Traffic Enforcement Programs (LETEP) training is also scheduled to take place in November 2021 and March 2022. This grant also supports Maryland's Traffic Safety Specialist Program, Annual Governor's Highway Safety Association Conference attendance, Highway Safety Training for Patrol Supervisors, the annual DUI Conference, and DRE Conference.	

Project Agency: Maryland Sheriffs' Association, Inc.	
Program Area: Special Projects	**Project Number:** GN 22-243
Project Funds / Type: $6,050.00 / FA 402 (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $550.00 / FA 402
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: This grant supports multiple SHSP strategies.	
Project Description: The grant will support traffic records training for law enforcement officers to enhance enforcement efforts by attending the Traffic Records Forum event. Attendees can participate in sessions for the latest safety data collection methods and best practices and learn how to: improve the accuracy of traffic records and highway safety data, apply performance goals/measures in traffic records system improvements, implement a model traffic records system, organize and operate a successful traffic records committee, recognize the importance of standards and guidelines for traffic records systems, become acquainted with new technologies and ideas, network with a variety of transportation and highway safety professionals, and discover how better data can help save lives.	

Project Agency: Wor-Wic Community College	
Program Area: Special Projects	**Project Number:** GN 22-098
Project Funds / Type: $6,600.00 / FA 402	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: This grant supports multiple SHSP strategies.	
Project Description: This project provides law enforcement training for law enforcement officials on the Eastern Shore who are unable to travel to trainings offered elsewhere.	

Project Agency: Washington Regional Alcohol Program	
Program Area: Special Projects	**Project Number:** GN 22-119
Project Funds / Type: $1,800.00 / FA 402 (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $300.00 / FA 402
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	

SHSP Strategy: This grant supports multiple SHSP strategies.
Project Description: Provide support for task force, executive, and other training meetings.

Evaluation

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

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

Program Support

Problem Identification

Many projects that do not fall neatly into program focus areas are undertaken for their innate ability to help accomplish the goals of Maryland's overall traffic safety program, either alone or in conjunction with specific programs. For instance, the MHSO's Communications Program utilizes the problem identification statements from individual program areas as factors for creating and placing support messaging. The factors considered include audience demographics such as age, gender, ethnicity, and even the types of media availability within a target audience's reach and are utilized to shape media messages that support traffic safety programs.

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

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

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

Solution

The MHSO funds projects that help achieve Maryland's traffic safety goals overall and within individual programs. Program support projects funded in FFY 2022 will include grants to support the staffing of the MHSO Program Managers; media and communications projects that augment HVE; technical support for the SHSP; the continued development of the MHSO's electronic grants management system; funding for the MHSO's planning and administration costs; and the salaries of Maryland's LELs.

Action Plan

Program support projects funded for FFY 2022 are listed below:'

Project Agency: Maryland Highway Safety Office	
Program Area: Communications	**Project Number:** GN 22-285
Project Funds / Type: $1,426,000.00 / 402; $60,000 FA 405f MC	
Countermeasures: The MHSO's Communications grant will support a variety of countermeasures supported in NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • The MHSO's Communications grant will support Distracted Driving, Occupant Protection, Motorcycle Safety, Speed/Aggressive SHSP strategies.	
Project Description: This grant will support and facilitate projects within the Maryland Highway Safety Office's Communications Section to support new and on-going campaigns including distracted driving prevention, occupant protection, speeding prevention, and motorcycle safety.	

Project Agency: Maryland Highway Safety Office	
Program Area: Communications – Ped/Bike	**Project Number:** GN 22-316
Project Funds / Type: $368,116.40 SMDF; $36,883.60 Bikeways	
Countermeasures: The MHSO's Communications – Ped/Bike grant will support a variety of countermeasures supported in NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy:	

• The MHSO's Communications – Ped/Bike grant will support all pedestrian and bicyclist-related media and outreach strategies of the SHSP
Project Description: The MHSO Pedestrian and Bicycle Safety Program will implement media campaigns, outreach educational activities, and other projects statewide to change behaviors of drivers, pedestrians and bicyclists and reduce the number of traffic collisions involving pedestrians and bicyclists.

Project Agency: Maryland Highway Safety Office	
Program Area: Communications (DUI)	**Project Number:** GN 22-289
Project Funds / Type: $80,000.00 / FA 402MCycle; $905,000.00 /405d	
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)**:**	
SHSP Strategy: The MHSO's Communications grant will support Impaired Driving prevention SHSP strategies.	
Project Description: This grant will support and facilitate projects within the Maryland Highway Safety Office's Communications Section to support new and on-going campaigns including impaired driving prevention and impaired rider prevention.	

Project Agency: Baltimore City Department of Transportation	
Program Area: Pedestrian/Bicycle	**Project Number:** GN 22-173
Project Funds / Type: $14,000.00 / SMDF	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: Promote a systemic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on pedestrian and bicycle safety.	
Project Description: Baltimore City Department of Transportation will take on a grassroots approach to connect with communities using culturally specific and age-appropriate outreach that considers the unique cultures, circumstances, and diversity of persons. The pop-up community events will be brought to the neighborhoods where crashes are occurring at alarming rates and where DOT lacks lines of communication with residents.	

Project Agency: Baltimore Metropolitan Council	
Program Area: Special Projects	**Project Number:** GN 22-020
Project Funds / Type: $141,970.20 / SMDF	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: This grant will support multiple SHSP strategies	
Project Description: To support each phase of strategic planning in each jurisdiction, this project will support a full-time position at the Baltimore Metropolitan Council (BMC) to provide expert guidance, logistical support, and enhanced connections to the statewide SHSP. In FY 2022, this will include implementation and interim evaluations for Baltimore, Carroll, Harford and Howard County plans, comprehensive evaluation of the previous plan in Harford County, and completion of plans to seek executive approval in Anne Arundel County and Baltimore City.	

Project Agency: Crash Center for Research and Education (CORE)	
Program Area: Special Projects	**Project Number:** GN 22-299
Project Funds / Type: $53,955.98 / FA 402 (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $5,530.22 / FA 402
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)**:**	
SHSP Strategy: Use the collection, analysis and evaluation of data on all roads in Maryland to identify speed and aggressive driving related issues, target audiences and locations of concern, as well as support the improvement of the data quality (timeliness, accuracy, completeness, uniformity, accessibility, integration).	
Project Description: Crash Core proposes to evaluate the effectiveness of speed cameras (moveable and permanent) in a) reducing measurable speeds and b) preventing crashes using a before and after intervention (with speed camera) roadway versus comparison roadway (without speed camera) study design.	

Project Agency: Frederick County Health Department	
Program Area: Special Projects	**Project Number:** GN 22-023

Project Funds / Type: $93,942.61 / FA 402; (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $106.10 / FA 402
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • Promote a systematic safety culture through the support of outreach initiatives including public awareness, education, training, and media campaigns focused on adult and child occupant protection.	
Project Description: This grant will fund a variety of activities intended to promote the safety of children, including car seat distribution, inspection stations, promotion of the use of car restraint use at schools, pedestrian and bicycle safety efforts, and a variety of other activities.	

Project Agency: Maryland Soybean Board	
Program Area: Special Projects	**Project Number:** GN 22-248
Project Funds / Type: $74,599.40 / FA 402	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: Promote a systemic safety culture through the support/solicitation of outreach initiatives including public awareness, education, training, and media campaigns focused on reducing speed and aggressive driving behaviors.	
Project Description: The Maryland Soybean Board (MSB) has been working to address the growth of dangerous encounters between passenger vehicle drivers and drivers of slow-moving vehicles on public roads. This grant proposal outlines several projects with the primary goal of informing the general driver of a passenger vehicle about slow moving vehicles and how to safely share the road with these vehicles. The projects will utilize the “Find Me Driving” campaign resources and mascot, SAM, to call attention to the slow-moving vehicles on the road and improve rural road safety.	

Project Agency: Maryland Highway Safety Office	
Program Area: MHSO Staffing	**Project Number:** GN 22-234
Project Funds / Type: $847,127.54 FA 402; $79,412.02 / FA 405bOP; $132,823.57 / FA 405c TR Data	**Indirect Costs / Type:**
Countermeasures: MHSO Staffing grants support a wide variety of traffic safety countermeasures	
SHSP Strategy: MHSO Staffing grants support a wide variety of statewide SHSP strategies.	
Project Description: This grant provides the mechanism to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Program Area: MHSO Staffing 2	**Project Number:** GN 22-235
Project Funds / Type: $156,589.45 / FA 402; $103,662.44 / FA 405h NM; $229,606.97 / FA 405d AL	**Indirect Costs / Type:**
Countermeasures: MHSO Staffing grants support a wide variety of traffic safety countermeasures	
SHSP Strategy: MHSO Staffing grants support a wide variety of statewide SHSP strategies**.**	
Project Description: This grant provides the mechanism to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Program Area: MHSO Staffing 3	**Project Number:** GN 22-236
Project Funds / Type: $94,926.81 / SMDF Int; $8,000 / SMDFGEN Comp; $406,802 / STATE Int	**Indirect Costs / Type:**
Countermeasures: MHSO Staffing grants support a wide variety of traffic safety countermeasures	
SHSP Strategy: MHSO Staffing grants support a wide variety of statewide SHSP strategies.	
Project Description: This grant provides the mechanism to pay the salaries and benefits of the MHSO staff and be reimbursed by NHTSA for federal expenditures.	

Project Agency: Maryland Highway Safety Office	
Program Area: Planning & Administration	**Project Number:** GN 22-320
Project Funds / Type: $67,164.06 / FA 402	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: This grant will support multiple SHSP strategies	
Project Description: This grant will allow the MHSO to track payments on the contract with INFOJINI for the system analyst and application developers to continue to work on building the grants management system. This includes design, programming, testing, implementation, and troubleshooting.	

Project Agency: Maryland Highway Safety Office	
Program Area: Grant Management System (GPS)	**Project Number:** GN 22-321
Project Funds / Type: $200,525 / FA 402; $200,525 / 405d	**Indirect Costs / Type:**
Countermeasures: The MHSO GPS Development grant will support all of the MHSO's grants, therefore also supporting a variety of countermeasures.	
SHSP Strategy: The MHSO GPS Development grant will support all areas of the SHSP.	
Project Description: This grant will allow the MHSO to track payments on the contract with INFOJINI for the system analyst and application developers to continue to work on building the grants management system. This includes design, programming, testing, implementation, and troubleshooting.	

Project Agency: SADD Inc.	
Program Area: Special Projects	**Project Number:** GN 22-305
Project Funds / Type: $120,533.73 / FA 402 (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $10,821.25 / FA 402

Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)
SHSP Strategy: This grant will support multiple SHSP strategies
Project Description: This project will continue SADD's preliminary work in FY21 in funding peer-to-peer chapters in schools and communities across the State. SADD, Inc is responsible for creating education messaging that promotes safe teen driving, establishing new chapters, and supporting existing chapters. Students are empowered to help identify problems within their school and community and be in charge of delivering the intervention(s), participating in activities, and running their local SADD chapter. In addition to the SADD coordinator, funds will support peer-to-peer programming and technical support.

Project Agency: Washington Regional Alcohol Program	
Program Area: Special Projects	**Project Number:** GN 22-119
Project Funds / Type: $38,064.00 / FA 402 (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $6,344.00 / FA 402
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: • This grant provides training and other administrative support for numerous SHSP Emphasis Areas	
Project Description: This project supports task force and training components of projects by providing meeting logistic and other program support as needed.	

Project Agency: Chesapeake Region Safety Council	
Program Area: Special Projects	**Project Number:** GN 22-063
Project Funds / Type: $246,846.73 / FA 402 (Note: Total includes Indirect Cost)	**Indirect Costs / Type:** $22,440.61 / FA 402
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: This grant will support multiple SHSP strategies	
Project Description: This project will support the Maryland Highway Safety Office's Law Enforcement Services Section. The section coordinates directly with office's largest group of grantee's--law enforcement. The law enforcement community across Maryland is a critical component of the state's strategy regarding highway safety. This project will support the hiring of four Law Enforcement Liaisons (LEL). The LEL's will ensure active engagement and collaboration between the MHSO and the local law enforcement community. They will oversee the MHSO's law enforcement grants (approx. 90 grants) and projects, promote and coordinate participation in the MHSO's high visibility enforcement waves, recruit, coordinate and deliver training. It will also be the LEL's responsibilities to ensure alignment of law enforcement priorities within Maryland's Strategic Highway Safety Plan.	

Project Agency: Washington College/National Study Center/Maryland State Police	
Program Area: Special Projects	**Project Number:** TBD
Project Funds / Type: 1906	**Indirect Costs / Type:**
Countermeasures: NHTSA Countermeasures That Work (2017, 9th Edition)	
SHSP Strategy: This grant would provide training and other analytical support for numerous SHSP Emphasis Areas	
Project Description: These funds will be used initially to provide increased support for the review and analysis of traffic stop data with special emphasis on federal highway safety funded enforcement operations Grant funding will also be used to provide local law enforcement agencies with training, technical assistance, equipment, and software upgrades to improve the collection, efficiency, and timeliness of the required traffic stop data. These funds will also be used to enhance our current analytical system to identify other factors that may impact racial and ethnic disparities in traffic stops. Those other factors might include an	

improved understanding driver behavior, special enforcement campaigns (i.e. buckle up/phone down, distracted driving, click-it or ticket), crime, or crash rates across racial and ethnic groups. MHSO staff and partners will continue to collaborations to develop analytical tools to better understand how to best identify racial and ethnic disparities in traffic stops. Additional analysis may involve mapping traffic stops and analyzing information by neighborhood.

Evaluation

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

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

Appendices and Attachments

Appendix A: Sources and Crash Data Definitions

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

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

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

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

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

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

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

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

Note: This number includes drug impairment as well as alcohol impairment and will not match alcohol-impaired fatality figures provided by NHTSA's Fatal Accident Reporting System (FARS), which measures only drivers with a recorded Blood Alcohol Content (BAC) greater than 0.08. Objectives for both State and federally defined impaired driving are included in the FFY 2022 HSP to maintain continuity with previous Maryland SHSP and HSPs, and to maintain a link with other state plans that exclusively use State crash data as the source for problem identification and program evaluation.

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

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

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

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

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

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

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

Appendix B: NHTSA Core Performance Measures

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

All targets below are set using a five-year average and the exponential trend method described earlier. Additional sources include serious injury crash data derived from the SHA, based on reports submitted and processed by the Maryland State Police Central Records Division (MSP CRD) and through the ACRS; seat belt use rate obtained from the annual Maryland Observational Surveys of Safety Belt Use; and seat belt citations, DUI arrests, and speeding citations obtained through MHSO's grant management reporting system. As with the SHSP, the end-year targets (by December 31, 2022) and single year targets are derived from the midpoint of the 5-year average for the years 2018–2022.

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

			BASE YEARS				
PERFORMANCE PLAN CHART			2015 2011 2015	2016 2012 2016	2017 2013 2017	2018 2014 2018	2019 2015 2019
C-1	Traffic Fatalities	FARS Annual (2019 -ARF)	520	522	558	512	521
	Reduce total fatalities to 466.6 (2018 - 2022 rolling average) by 2022	5-Year Rolling Avg.	484.6	492.0	501.4	510.8	526.6
C-2	Serious Injuries in Traffic Crashes	State	2,598	3,167	3,347	3,233	3,122
	Reduce serious traffic injuries to 2,263.9 (2018 – 2022 rolling average) by 2022	5-Year Rolling Avg.	3,154.4	3.025.0	3.025.2	3,079.6	3,093.4
C-3	Fatalities/100M VMT	FARS Annual (2019-ARF)	0.900	0.880	0.930	0.860	0.866
	Reduce fatalities/100 MVMT to 0.774 (2018 - 2022 rolling average) by 2022.	5-Year Rolling Avg.	0.852	0.856	0.862	0.870	0.887

PERFORMANCE PLAN CHART			BASE YEARS				
			2015 2011 2015	2016 2012 2016	2017 2013 2017	2018 2014 2018	2019 2015 2019
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	State	74	123	117	108	112
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 23.9 percent from 106.8 (2015-2019 rolling average) to 81.3 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	103.2	101.8	103.8	104.2	106.8
C-5	Alcohol-Impaired Driving Fatalities	State	181	149	191	142	151
	Reduce alcohol impaired driving fatalities 11.9 percent from 162.8 (2015-2019 rolling average) to 143.5 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	167.0	159.8	162.6	159.4	162.8
C-6	Speeding-Related Fatalities	State	71	77	107	76	76
	Reduce speeding-related fatalities by 24.8 percent from 81.4 (2015-2019 rolling average) to 61.2 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	104.2	95.8	91.2	84.4	81.4
C-7	Motorcyclist Fatalities	State	70	72	82	57	75
	Reduce motorcyclist fatalities by 10 (9.971) percent from 71.2 (2015-2019 rolling average) to 64.1 (2018 –	5-Year Rolling Avg.	68.0	68.8	70.2	69.4	71.2

PERFORMANCE PLAN CHART			BASE YEARS				
			2015 2011 2015	2016 2012 2016	2017 2013 2017	2018 2014 2018	2019 2015 2019
	2022 rolling average) by 2022.						
C-8	Unhelmeted Motorcyclist Fatalities	State	9	8	17	9	7
	Reduce unhelmeted motorcyclist fatalities 6 percent from 10.0 (2015-2019 rolling average) to 9.4 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	12.2	10.6	11.0	11.0	10.0
C-9	Drivers Aged 20 or Younger- Involved Fatalities	State	51	57	54	54	46
	Reduce drivers aged 20 or younger-involved in fatalities by 35.9 percent from 52.4 (2015-2019 rolling average) to 33.6 (2018 - 2022 rolling average) by 2022.	5-Year Rolling Avg.	52.4	50.6	48.8	51.0	52.4
C-10	Pedestrian (01 only) Fatalities	State	99	107	111	130	124
	Reduce pedestrian fatalities by 5.9 percent from 114.2 (2015-2019 rolling average) to 107.5 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	102.4	102.8	105.8	109.8	114.2
C-11	Bicyclist Fatalities	State	11	16	11	6	10
	Reduce bicyclist fatalities 5.6 percent from 10.8 (2015-2019 rolling average) to 10.2 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	6.6	8.8	10.0	9.8	10.8

PERFORMANCE PLAN CHART			BASE YEARS				
			2015 2011 2015	2016 2012 2016	2017 2013 2017	2018 2014 2018	2019 2015 2019
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) (Percentage)	State Annual	90.8	92.1	90.3	90.4	89.9
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 1.5 percent from 89.9 percent in 2020 to 91.3 percent by 2022.						
	Overall Traffic Fatalities	State	521	522	558	512	535
	Reduce overall traffic fatalities 11.8 percent from 529.6 (2015-2019 rolling average) to 466.9 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	485.8	492.2	502.0	511.2	529.6
	Overall Traffic Fatality Rate	State	0.909	0.885	0.932	0.859	0.890
	Reduce the overall traffic fatality rate 12.1 percent from 0.895 (2015-2019 rolling average) to 0.787 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	0.859	0.862	0.867	0.874	0.895
	Serious Injury Rate	State	4.533	5.370	5.588	5.422	5.192
	Reduce the serious injury rate to 3.815 (2018 - 2022 rolling average) by 2022.	5-Year Rolling Avg.	5.586	5.299	5.230	5.265	5.221

PERFORMANCE PLAN CHART			BASE YEARS				
			2015 2011 2015	2016 2012 2016	2017 2013 2017	2018 2014 2018	2019 2015 2019
	Non-motorized fatalities and serious injuries	FARS + State	497	632	701	682	660
	Reduce the non-motorized fatalities and serious injuries to 554.7 (2018 – 2022 rolling average) by 2022	5-Year Rolling Avg.	521.2	540.2	579.0	612.0	634.4
	Aggressive Driving Fatalities	State	30	39	55	32	39
	Reduce aggressive driving fatalities 25.6 percent from 39.0 (2015-2019 rolling average) to 29.0 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	41.6	40.6	40.6	36.4	39.0
	Distracted Driving Fatalities	State	120	179	219	189	196
	Reduce distracted driving fatalities 28.4 percent from 180.6 (2015-2019 rolling average) to 129.3 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	183.4	173.0	167.6	169.0	180.6
	Older Driver-Involved Fatalities	State	104	104	93	85	105
	Reduce older driver-involved fatalities 5.9 percent from 98.2 (2015-2019 rolling average) to 92.4 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	84.0	89.0	91.4	94.4	98.2
	Infrastructure Fatalities	State	311	290	349	295	334

PERFORMANCE PLAN CHART			BASE YEARS				
			2015 2011 2015	2016 2012 2016	2017 2013 2017	2018 2014 2018	2019 2015 2019
	Reduce infrastructure fatalities 12.9 percent from 315.8 (2015-2019 rolling average) to 275.0 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	277.4	280.6	297.0	302.6	315.8
	Run-off-the-Road Fatalities	State	172	153	180	151	173
	Reduce run-off-the-road fatalities by 18.9 percent from 165.8 (2015-2019 rolling average) to 134.5 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	160.8	159.4	161.0	160.2	165.8
	Intersection Fatalities	State	133	131	155	133	154
	Reduce intersection fatalities by 5.9 percent from 141.2 (2015-2019 rolling average) to 132.9 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	110.4	114.4	127.0	133.2	141.2
	Construction/Work Zone Fatalities	State	6	6	14	11	7
	Reduce construction/work zone fatalities by 5.7 percent from 8.8 (2015-2019 rolling average) to 8.3 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	6.2	6.8	9.0	9.2	8.8

***Activity Measures (State Data: Grant funded Only)	Grant Program Activity Reporting Federal Fiscal Year (FFY)							
	FFY 2013	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018	FFY 2019	FFY 2020
Number of seat belt citations issued during grant- funded enforcement activities	7,455	7,815	4,434	4,900	2,580	2,489	3,112	2,160
Number of impaired driving arrests made during grant- funded enforcement activities	1,510	2,096	1,620	1,894	1,097	1,217	1,023	884
Number of speeding citations issued during grant- funded enforcement activities	21,542	26,669	20,752	24,542	18,529	22,575	16,758	14,519

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

Appendix C: NHTSA Core Performance Report

Performance Measures	Target Period	Target Year(s)	Target Value FFY 21 HSP	Data Source*/FFY 21 Progress Results	On Track to Meet FFY 21 Target
C-1) Total Traffic Fatalities	5-year	2017-2021	473.2	2015-2019 FARS 526.6	No
C-2) Serious Injuries in Traffic Crashes	5-year	2017-2021	2,406.3	2015-2019 State 3,093.4	No
C-3) Fatalities/VMT	5-year	2017-2021	0.791	2015-2019 FARS 0.887	No
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5-year	2017-2021	85.4	2015-2019 State 106.8	No
C-5) Alcohol-Impaired Driving Fatalities	5-year	2017-2021	147.0	2015-2019 State 162.8	No
C-6) Speeding-Related Fatalities	5-year	2017-2021	66.3	2015-2019 State 81.4	No
C-7) Motorcyclist Fatalities	5-year	2017-2021	65.0	2015-2019 State 71.2	No
C-8) Unhelmeted Motorcyclist Fatalities	5-year	2017-2021	9.6	2015-2019 State 10.0	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5-year	2017-2021	36.5	2015-2019 State 52.4	No
C-10) Pedestrian Fatalities	5-year	2017-2021	109.7	2015-2019 State 114.2	No
C-11) Bicyclist Fatalities	5-year	2017-2021	10.4	2015-2019 State 10.8	No
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2021	90.6	State Survey 89.9	No

Aggressive Driving Fatalities	5-year	2017-2021	30.8	2015-2019 State 39.0	No
Distracted Driving Fatalities	5-year	2017-2021	137.7	2015-2019 State 180.6	No
Older Driver Involved Fatalities	5-year	2017-2021	94.3	2015-2019 State 98.2	No
Infrastructure Fatalities	5-year	2017-2021	278.6	2015-2019 State 315.8	No
Run-off-the-Road Fatalities	5-year	2017-2021	139.4	2015-2019 State 165.8	No
Intersection Fatalities	5-year	2017-2021	135.6	2015-2019 State 141.2	No
Construction/Work Zone Fatalities	5-year	2017-2021	8.5	2015-2019 State 8.8	No

B-1: The proposed seat belt use rate targets estimate a reduction in the number of observed unbelted motor vehicle occupants by at least 25 in each of the observation counties for each successive year. Targets were set based on the 89.9% belt used rate in 2020. (This has been updated from the previous HSP reporting which set the baseline at 92% from 2014. Since, Maryland has gone below the baseline, a new baseline has been set with new targets.)

Appendix D: MVA Match Documentation

MARYLAND DEPARTMENT OF TRANSPORTATION
MOTOR VEHICLE ADMINISTRATION

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

June 9, 2021

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

Re: Highway Safety Programs Match for NHTSA Federal Funds

Dear Stephanie,

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

In Federal Fiscal Year 2022, the MDOT MVA will obligate roughly $16.9 million toward highway safety programs and will be responsible for providing roughly $13 million of in-kind services as matching funds. The MDOT MVA's Central Operations and Safety Programs will designate the match solely for federal highway safety grants and will not be used to match other federal grant programs. Please refer to Attachment 1 for the breakdown of matching funds.

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

Sincerely,

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

cc: Dr. Timothy Kerns, Director, MHSO

Index	Index Description	Fund	Aobj	Aobj Description	Budget	Expenditures
26000	DRIVER PROGRAM	0300	0101	SALARIES-REGULAR EARNINGS	71,761.00	64,064.68
26000	DRIVER PROGRAM	0300	0151	FICA REGULAR	5,224.00	4,779.87
26000	DRIVER PROGRAM	0300	0152	HOSPITAL INSURANCE	9,219.00	6,444.04
26000	DRIVER PROGRAM	0300	0154	HEALTH INSURANCE RETIRED	4,665.00	3,321.10
26000	DRIVER PROGRAM	0300	0162	PENSION	15,343.00	13,790.22
26000	DRIVER PROGRAM	0300	0174	UNEMPLOYMENT	-	
26000	DRIVER PROGRAM	0300	0189	TURN OVER EXPECTANCY	(4,953.00)	
26000	DRIVER PROGRAM	0300	0817	LEGAL SERVICES/TRANSCRIPT		(23.00)
26000	DRIVER PROGRAM	0300	0846	COPIER LEASE		140.00
26000 Total					101,259.00	92,516.91
22000	DRIVER SAFETY DIVISION	0300	0101	SALARIES-REGULAR EARNINGS	82,040.00	75,126.41
22000	DRIVER SAFETY DIVISION	0300	0151	FICA REGULAR	5,973.00	5,409.27
22000	DRIVER SAFETY DIVISION	0300	0152	HOSPITAL INSURANCE	9,219.00	15,749.83
22000	DRIVER SAFETY DIVISION	0300	0154	HEALTH INSURANCE RETIRED	4,665.00	8,117.03
22000	DRIVER SAFETY DIVISION	0300	0162	PENSION	17,540.00	15,834.16
22000	DRIVER SAFETY DIVISION	0300	0174	UNEMPLOYMENT	-	
22000	DRIVER SAFETY DIVISION	0300	0189	TURN OVER EXPECTANCY	(5,662.00)	
22000 Total					113,775.00	120,236.70

Index	Index Description	Fund	Aobj	Aobj Description	Budget	Expenditures
26200	DRIVER WELLNESS & SAFETY	0300	0101	SALARIES-REGULAR EARNINGS	2,982,937.00	2,481,095.90
26200	DRIVER WELLNESS & SAFETY	0300	0104	SALARIES-OVERTIME	12,890.00	4,889.29
26200	DRIVER WELLNESS & SAFETY	0300	0151	FICA REGULAR	213,405.00	180,709.07
26200	DRIVER WELLNESS & SAFETY	0300	0152	HOSPITAL INSURANCE	543,921.00	466,979.76
26200	DRIVER WELLNESS & SAFETY	0300	0154	HEALTH INSURANCE RETIRED	275,222.00	240,661.45
26200	DRIVER WELLNESS & SAFETY	0300	0162	PENSION	626,741.00	516,108.04
26200	DRIVER WELLNESS & SAFETY	0300	0174	UNEMPLOYMENT	-	
26200	DRIVER WELLNESS & SAFETY	0300	0189	TURN OVER EXPECTANCY	(202,344.00)	
26200	DRIVER WELLNESS & SAFETY	0300	0401	TRVL-IN-ST-ROUT OPERATION	68.00	
26200	DRIVER WELLNESS & SAFETY	0300	0806	SCANNING / MICROFILMING	22,236.00	8,856.41
26200	DRIVER WELLNESS & SAFETY	0300	0821	CONSULTANTS		-
26200	DRIVER WELLNESS & SAFETY	0300	0846	COPIER LEASE		2,934.59
26200	DRIVER WELLNESS & SAFETY	0300	0902	OFFICE SUPPLIES	1,657.50	689.85
26200	DRIVER WELLNESS & SAFETY	0300	0926	PERSONAL COMPUTER SUPPLIE	14,616.00	15,268.27

Index	Index Description	Fund	Aobj	Aobj Description	Budget	Expenditures
26200	DRIVER WELLNESS & SAFETY	0300	0935	JANITORIAL SUPPLIES	223.50	35.46
26200	DRIVER WELLNESS & SAFETY	0300	0993	PRINTSHOP SUPPLIES	5,604.75	2,370.00
26200	DRIVER WELLNESS & SAFETY	0300	1046	REPLACEMENT OFFICE FURNIT		765.00
26200 Total					4,497,177.75	3,921,363.09
28000	MARYLAND HIGHWAY SAFETY	0300	0101	SALARIES-REGULAR EARNINGS	961,089.00	(769,159.90)
28000	MARYLAND HIGHWAY SAFETY	0300	0151	FICA REGULAR	68,841.00	(56,264.97)
28000	MARYLAND HIGHWAY SAFETY	0300	0152	HOSPITAL INSURANCE	102,709.00	(127,065.06)
28000	MARYLAND HIGHWAY SAFETY	0300	0154	HEALTH INSURANCE RETIRED	52,112.00	(65,476.55)
28000	MARYLAND HIGHWAY SAFETY	0300	0162	PENSION	199,282.00	(148,678.03)
28000	MARYLAND HIGHWAY SAFETY	0300	0174	UNEMPLOYMENT	-	
28000	MARYLAND HIGHWAY SAFETY	0300	0189	TURN OVER EXPECTANCY	826,669.00	
28000	MARYLAND HIGHWAY SAFETY	0300	0401	TRVL-IN-ST-ROUT OPERATION	3,151.00	-
28000	MARYLAND HIGHWAY SAFETY	0300	0403	MTR VEH-MAINT & REPAIR	6,715.00	
28000	MARYLAND HIGHWAY SAFETY	0300	0804	PRINTING/REPRODUCTION	1,121.00	
28000	MARYLAND HIGHWAY SAFETY	0300	0808	OFFICE EQUIPMENT RENTAL	1,458.00	
28000	MARYLAND HIGHWAY SAFETY	0300	0821	CONSULTANTS	163,048.00	59,913.55
28000	MARYLAND HIGHWAY SAFETY	0300	0902	OFFICE SUPPLIES	793.00	

Index	Index Description	Fund	Aobj	Aobj Description	Budget	Expenditures
28000	MARYLAND HIGHWAY SAFETY	0300	0914	INSTRUCTIONAL SUPPLIES	3,702.00	
28000	MARYLAND HIGHWAY SAFETY	0300	1202	SUBSCRIPTIONS	1,308,235.00	236,966.09
28000 Total					3,698,925.00	(869,764.87)
28009	MARYLAND HIGHWAY SAFETY (PAYROLL	0300	0101	SALARIES-REGULAR EARNINGS		1,455,292.01
28009	MARYLAND HIGHWAY SAFETY (PAYROLL	0300	0151	FICA REGULAR		107,251.21
28009	MARYLAND HIGHWAY SAFETY (PAYROLL	0300	0152	HOSPITAL INSURANCE		199,923.86
28009	MARYLAND HIGHWAY SAFETY (PAYROLL	0300	0154	HEALTH INSURANCE RETIRED		103,034.96
28009	MARYLAND HIGHWAY SAFETY (PAYROLL	0300	0162	PENSION		292,359.80
28009 Total					-	2,157,861.84
21000	MEDICAL ADVISORY BOARD	0300	0101	SALARIES-REGULAR EARNINGS	380,716.00	245,262.06
21000	MEDICAL ADVISORY BOARD	0300	0104	SALARIES-OVERTIME		(34.75)
21000	MEDICAL ADVISORY BOARD	0300	0151	FICA REGULAR	21,178.00	11,629.01
21000	MEDICAL ADVISORY BOARD	0300	0152	HOSPITAL INSURANCE	27,657.00	18,381.24
21000	MEDICAL ADVISORY BOARD	0300	0154	HEALTH INSURANCE RETIRED	13,994.00	9,469.70
21000	MEDICAL ADVISORY BOARD	0300	0162	PENSION	80,969.00	52,221.67
21000	MEDICAL ADVISORY BOARD	0300	0174	UNEMPLOYMENT	-	

Index	Index Description	Fund	Aobj	Aobj Description	Budget	Expenditures
21000	MEDICAL ADVISORY BOARD	0300	0189	TURN OVER EXPECTANCY	(25,799.00)	
21000	MEDICAL ADVISORY BOARD	0300	0825	DOCTOR FEES/MEDICAL ADVIS	21,227.00	10,950.00
21000	MEDICAL ADVISORY BOARD	0300	0846	COPIER LEASE	1,800.00	1,704.56
21000	MEDICAL ADVISORY BOARD	0300	0874	MEETING EXPENSES	1,807.00	
21000	MEDICAL ADVISORY BOARD	0300	0902	OFFICE SUPPLIES	186.00	57.32
21000	MEDICAL ADVISORY BOARD	0300	0926	PERSONAL COMPUTER SUPPLIE	280.50	16.89
21000	MEDICAL ADVISORY BOARD	0300	0993	PRINTSHOP SUPPLIES	115.50	
21000	MEDICAL ADVISORY BOARD	0300	1304	SUBSCRIPTIONS		85.00
21000 Total					524,131.00	349,742.70
26100	PC:DEL:ADMIN ADJUDICATION	0300	0101	SALARIES-REGULAR EARNINGS	2,765,790.00	2,329,144.12
26100	PC:DEL:ADMIN ADJUDICATION	0300	0102	SALARIES-STUDENTS	38,629.00	38,628.82
26100	PC:DEL:ADMIN ADJUDICATION	0300	0104	SALARIES-OVERTIME	17,571.75	6,453.68
26100	PC:DEL:ADMIN ADJUDICATION	0300	0112	RECLASSIFICATIONS		(9,102.00)
26100	PC:DEL:ADMIN ADJUDICATION	0300	0151	FICA REGULAR	196,834.00	172,279.85
26100	PC:DEL:ADMIN ADJUDICATION	0300	0152	HOSPITAL INSURANCE	571,578.00	495,797.33
26100	PC:DEL:ADMIN ADJUDICATION	0300	0154	HEALTH INSURANCE RETIRED	289,216.00	255,529.08
26100	PC:DEL:ADMIN ADJUDICATION	0300	0162	PENSION	578,069.00	491,787.22
26100	PC:DEL:ADMIN ADJUDICATION	0300	0174	UNEMPLOYMENT	-	

Index	Index Description	Fund	Aobj	Aobj Description	Budget	Expenditures
26100	PC:DEL:ADMIN ADJUDICATION	0300	0189	TURN OVER EXPECTANCY	(186,625.00)	
26100	PC:DEL:ADMIN ADJUDICATION	0300	0806	SCANNING / MICROFILMING	86,883.00	52,309.68
26100	PC:DEL:ADMIN ADJUDICATION	0300	0817	LEGAL SERVICES/TRANSCRIPT	14,808.00	13,629.95
26100	PC:DEL:ADMIN ADJUDICATION	0300	0831	OFFICE OF ADMINISTRATIVE	2,765,429.00	2,765,429.00
26100	PC:DEL:ADMIN ADJUDICATION	0300	0846	COPIER LEASE	9,185.00	4,957.02
26100	PC:DEL:ADMIN ADJUDICATION	0300	0902	OFFICE SUPPLIES	2,016.00	2,026.30
26100	PC:DEL:ADMIN ADJUDICATION	0300	0909	MEDICAL SUPPLIES		46.90
26100	PC:DEL:ADMIN ADJUDICATION	0300	0926	PERSONAL COMPUTER SUPPLIE	16,156.50	21,646.60
26100	PC:DEL:ADMIN ADJUDICATION	0300	0935	JANITORIAL SUPPLIES	269.25	196.92
26100	PC:DEL:ADMIN ADJUDICATION	0300	0993	PRINTSHOP SUPPLIES	6,110.25	7,613.75
26100 Total					7,171,919.75	6,648,374.22
26520	PC:DEL:DRIVER EDUCATION P	0300	0101	SALARIES-REGULAR EARNINGS	280,317.00	388,953.32
26520	PC:DEL:DRIVER EDUCATION P	0300	0104	SALARIES-OVERTIME		(864.03)
26520	PC:DEL:DRIVER EDUCATION P	0300	0151	FICA REGULAR	20,406.00	28,649.60
26520	PC:DEL:DRIVER EDUCATION P	0300	0152	HOSPITAL INSURANCE	46,095.00	50,377.03
26520	PC:DEL:DRIVER EDUCATION P	0300	0154	HEALTH INSURANCE RETIRED	23,324.00	25,962.83
26520	PC:DEL:DRIVER EDUCATION P	0300	0162	PENSION	59,933.00	79,419.54

Index	Index Description	Fund	Aobj	Aobj Description	Budget	Expenditures
26520	PC:DEL:DRIVER EDUCATION P	0300	0174	UNEMPLOYMENT	-	
26520	PC:DEL:DRIVER EDUCATION P	0300	0189	TURN OVER EXPECTANCY	(19,348.00)	
26520	PC:DEL:DRIVER EDUCATION P	0300	0304	MISCELLANEOUS COMMUNICATI	2,809.00	252.42
26520	PC:DEL:DRIVER EDUCATION P	0300	0401	TRVL-IN-ST-ROUT OPERATION	53.00	16.00
26520	PC:DEL:DRIVER EDUCATION P	0300	0902	OFFICE SUPPLIES	783.75	
26520	PC:DEL:DRIVER EDUCATION P	0300	0926	PERSONAL COMPUTER SUPPLIE	1,410.75	
26520	PC:DEL:DRIVER EDUCATION P	0300	0993	PRINTSHOP SUPPLIES	715.50	
26520 Total					416,499.00	572,766.71
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0101	SALARIES-REGULAR EARNINGS	300,172.00	930.70
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0104	SALARIES-OVERTIME		0.59
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0151	FICA REGULAR	19,194.00	69.23
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0152	HOSPITAL INSURANCE	55,314.00	107.87
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0154	HEALTH INSURANCE RETIRED	27,989.00	55.59
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0162	PENSION	56,373.00	189.76
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0174	UNEMPLOYMENT	-	
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0189	TURN OVER EXPECTANCY	(18,199.00)	
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0401	TRVL-IN-ST-ROUT OPERATION	83.00	
26500	PC:DEL:DRIVER INSTRUTIONA	0300	0804	PRINTING/REPRODUCTION	951.75	

Index	Index Description	Fund	Aobj	Aobj Description	Budget	Expenditures
26500 Total					441,877.75	1,353.74
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0175	WORKERS COMPENSATION	1,910.00	1,910.00
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0401	TRVL-IN-ST-ROUT OPERATION	4,572.00	1,226.69
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0703	MTR VEH-MAINT & REPAIR	1,637.00	203.53
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0801	ADVERTISING	3,790.00	
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0804	PRINTING/REPRODUCTION	4,102.50	
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0819	TRAINING	5,274.00	
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0821	CONSULTANTS	432.00	960.00
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0846	COPIER LEASE	2,496.00	(160.37)
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0874	MEETING EXPENSES	3,995.00	
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0902	OFFICE SUPPLIES	624.75	504.25
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0904	MAINT BLDG SUPPLIES	259.50	
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0914	INSTRUCTIONAL SUPPLIES	1,192.50	
26510	PC:DEL:MOTORCYCLE SAFETY	0300	0926	PERSONAL COMPUTER SUPPLIE	266.25	1,314.35
26510	PC:DEL:MOTORCYCLE SAFETY	0300	1305	ASSOCIATION DUES	1,200.00	1,200.00
26510 Total					31,751.50	7,158.45
Grand Total					16,997,315.75	13,001,609.49

Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2022 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

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

State: Maryland Fiscal Year: 2022

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

GENERAL REQUIREMENTS

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

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

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION
(applies to subrecipients as well as States)

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

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

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

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

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

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

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

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

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

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

b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 2l and herein;

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

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

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

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

The State will provide a drug-free workplace by:

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

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

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

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

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

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

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

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

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

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

Instructions for Primary Tier Participant Certification (States)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Participant Certification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

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

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

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

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

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

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

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

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

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

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

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

The State: **[CHECK ONLY ONE]**

☐ Certifies that automated traffic enforcement systems are not used on any public road in the States;

OR

☑ Is unable to certify that automated traffic enforcement systems are not use on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 U.S.C. 402(c)(4)(C) AND will submit the survey results to the NHTSA Regional Office no later than March 1, 2022.

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

Christine Nizer 7/1/21

Signature Governor's Representative for Highway Safety Date

Christine Nizer

Printed name of Governor's Representative for Highway Safety

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

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

State: Maryland Fiscal Year: 2022

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

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

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

All States:

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

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

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at Occupant Protection Program PP 50-61 (location).

- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at Occupant Protection Program PP 54 (location).

- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at Appendix G: Occupant Protection Grant (23 CFR 1300.21) Certification (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

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

Lower Seat Belt Use States Only:

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

- ■ The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on October 1, 2013 (date) and last amended on October 1, 2013 (date), is in effect, and will be enforced during the fiscal year of the grant.
  Legal citation(s): MD Motor Vehicle Code § 22.412.3 Mandatory seat beat use.

- ■ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on October 1, 2013 (date) and last amended on October 1, 2013 (date), is in effect, and will be enforced during the fiscal year of the grant.
  Legal citations:

  - 22.412.3 Requirement for all occupants to be secured in seat belt or age appropriate child restraint;

  - 22.412.3(b); 22.412.3; 22.412.3(3)(i) Coverage of all passenger motor vehicles;

  - 22.412 (j) Minimum fine of at least $25;
  -
  - 22-412.3(d) Exemptions from restraint requirements.

- □ The countermeasure strategies and planned activities demonstrating the State's **seat belt**
- ■ **enforcement plan** are provided in the HSP at XX 56-60 (location).

- □ The countermeasure strategies and planned activities demonstrating the State's **high risk**
- ■ **population countermeasure program** are provided in the HSP at
  Pages 56-60 (location).

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

  - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date January 2020 (date);
  - Multi-year strategic plan: HSP at 50-61 (location);
  - The name and title of the State's designated occupant protection coordinator is Mark Wall, Occupant Protection Program Manager.
  - List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at 50-56 (location).

- The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on January 2020 (date) (within 3 years of the application due date);

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

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

All States:

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

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

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at Appendix H: State Traffic Safety Grants (23 CFR 1300.22) Certification (location).

- The name and title of the State's Traffic Records Coordinator is Douglas Mowbray, Traffic Records Program Manager

- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at Appendix H: State Traffic Safety Grants (23 CFR 1300.22) Certification (location).

- The State Strategic Plan is provided as follows:

    - Description of specific, quantifiable and measurable improvements at Appendix H: State Traffic Safety Grants (23 CFR 1300.22) Certification (location);

    - List of all recommendations from most recent assessment at: Appendix H: State Traffic Safety Grants (23 CFR 1300.22) Certification (location);

    - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at Appendix H: State Traffic Safety Grants (23 CFR 1300.22) Certification (location);

    - Recommendations not to be addressed, including reasons for not implementing: HSP at N/A (location).

- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at Appendix H: State Traffic Safety Grants (23 CFR 1300.22) Certification (location).

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on September 2019 (date).

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

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

All States:

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

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

Mid-Range State Only:

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

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

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

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

High-Range State Only:

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

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

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

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

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

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

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

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

Legal citation(s):

MD Transp Code § 16-205 (2019)

_____.

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

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

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

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

Legal citation(s):

_____.

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

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

Legal citation(s):

_____.

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

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

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

Comprehensive Distracted Driving Grant

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

- **Prohibition on Texting While Driving**

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

  Legal citations:

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

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

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

  Legal citations:

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

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

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

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

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

■ Motorcycle riding training course:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Christine Nizer, Administrator, MDOT MVA.

- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula: [*Check at least one of the following boxes below and fill in any blanks.*]

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

- In the HSP at page 190-191 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

■ Motorcyclist awareness program:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Christine Nizer, Administrator, MDOT MVA.

- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

- In the HSP at Appendix I: Motorcyclist Safety Grant (23 CFR 1300.25) Certification (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

- In the HSP at Maryland's Motorcycle Safety Program pages 76-80 (location), the countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions

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

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

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at Appendix I: Motorcyclist Safety Grant (23 CFR 1300.25) Certification (location).

- Description of the State's methods for collecting and analyzing data is provided in the HSP at Maryland's Traffic Safety Information System Improvement Program pages 105-108 (location).

□ **Impaired driving program:**

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

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

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

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

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

□ **Use of fees collected from motorcyclists for motorcycle programs:**

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

□ Applying as a Law State –

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

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

□ Applying as a Data State –

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

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

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

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

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

Learner's Permit Stage –

Legal citations:

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

Intermediate Stage –

Legal citations:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Signature Governor's Representative for Highway Safety

Date 7/1/21

Christine Nizer

Printed name of Governor's Representative for Highway Safety

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

CERTIFICATION:

1.Total number of planned inspection stations and/or events in the State – 23

2.Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

- Populations served – urban: 9
- Populations served – rural: 14
- Populations served – at risk: 9

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

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

- Estimated total number of classes: 8
- Estimated total number of technicians: 96

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

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

Executive Council	
December 21, 2020	1:00pm-3:00pm
June 17, 2021	12:30pm-2:00pm

General TRCC	
Wednesday, August 19, 2020	1:00pm-3:00pm
Wednesday, February 24, 2021	1:00pm-3:00pm
Wednesday, May 12, 2021	1:00pm-3:00pm

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

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

Specific, Quantifiable, and Measurable Improvements

System			
EMS	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Ensure that all data access requests for electronic Maryland EMS Data System® (eMEDS® -- the State's patient care reporting system) data/information are reviewed for appropriateness (non-confidentiality adherence) and facilitated within 30 days of request.	Number of Data Access Committee (DAC) related approved EMS data requests completed within 30 days over the total number of Data Access Committee related approved EMS data requests. Baseline is 95%. Goal is to maintain 95% or greater during the SFY 2021.	• Meet: Yes • Percentage Compliance Goal is 95+%: Currently 100% • MIEMSS continues to meet this performance measure. Once a data request is approved MIEMSS supplies requested data within the 30 days. It was noted, that while MIEMSS works with a data requestor on confirming details of their request (e.g. approved IRBs, payment, signatures on agreements), we begin working on collecting and packaging the data in anticipation of delivery.
Accuracy	Reduce the % Potential Motor Vehicle Crash (MVC) Transports with "Blank" Cause of Injury responses: Statewide CY 2017 Baseline – 18%	Number of MVC dispatch code records with a "Blank" Cause of Injury" over the total number MVC dispatch code records (by Emergency Medical Services Operational Program {EMSOP}). Baseline is 18% statewide average. Goal is to maintain an individual EMSOP average of 10% or less for all EMSOPS.	• Meet: No, slight improvement from prior year • Percentage Compliance Goal for Blank Cause of Injury <= 10%: April 1, 2020 to March 30, 2021 is 21%, prior period was 21.5% ○ Notes: Baseline 18% (2017, from StateBridge NEMSIS 2.2.1) • MIEMSS does meets this PM. The 18 percent was based on the StateBridge System (NEMSIS 2.2.1). The improvement is small. There are several counties that show a high "% Potential MVC Transports with 'Blank' Cause of Injury". We intend to reach out to the jurisdictions to get their perspective and see what can

			jointly be done to improve the measure. • EMS Data: Accuracy MVC Cause of Injury: .4% improvement in MVC and known cause of injury; .5% improvement in percentage of blanks for cause of injury
Completeness	Increase the number of eMEDS® records that employ the use of the Computer-Aided Dispatch (CAD) data interface downloads. Increase the % match of patient account number in the Shock Trauma Center Toxicology database to the HSCRC Hospital and ED database. Increase the completeness percentage of MVC Cause on Injury data in eMEDS.	Number of eMEDS® records with CAD downloads over the total number of records. Baseline is 96%. Goal is to maintain 96% or greater during the SFY 2021. Increase from 87%-88% in 2015-2016 (the most recent years for which we have available data) to 95% by the year 2025. Increase the completeness percentage of MVC Cause on Injury data in eMEDS from 92% in 2017 to 99% in 2025.	• Meet: Yes • Percentage Compliance Goal >= 96%: SFY21 (July 20 through April 21) 96.92%, SFY20 96.28% • MIEMSS developed a custom application At Hospital Ambulances (@HA) to measure ambulance activity at hospitals. Jurisdictions must report the receiving facility in their CAD feed to ImageTrend in order for that information to be present in @HA in a timely manner. A beneficial outcome has been clinicians increasing their use of the CAD download as part of completing their PCR.

Integration	Increase the percent of eMEDS that match existing records within Chesapeake Regional Information System for Patients (CRISP, the State's health information exchange).	Number of eMEDS records provided to CRISP resulted in a match of a record within CRISP. Baseline is 81%. Goal is to maintain 81% or greater during the SFY 2021.	• Meet: Yes
			• Percentage Compliance Goal >= 81%: Currently 94%, Prior period was 82%
			  ○ In April 2019 – 82% match
			  ○ 94% match rate - From when CRISP starting to receive data in the NEMSIS format (January 2021) until May 3, 2021, 6% didn't match

			○ Will never be 100% match
Timeliness	Reduce the amount of time from unit dispatch until an eMEDS® record is properly marked completed by the clinician.	The statewide goal is to have an eMEDS® report properly marked completed within 24 hours or less of a unit's dispatch. A per jurisdiction baseline will be established and measured monthly with a jurisdictional goal of 95% of all calls being properly marked complete within 24 hours or less.	• Meet: Yes • Percentage Compliance Goal >= 95%: SFY21 95.33%; SFY20 95.31% • There is a slight improvement over the previous SFY. There is inconsistency across the EMSOPs in marking a report complete (Marked as Finished), which is the status used in evaluating this PM. Approximately 25% of the reports submitted are not using this feature (status) and therefore are excluded from the count on which the PM is based. • Further evaluation of the SFY21 data shows indicates that 13 of the reporting EMSOP are below the 95% PM. We intend to reach out to the EMSOPs to get their perspective and see what can be done to improve their utilization of the Marked as Finished status.
Uniformity	Ensure compliance with the National Emergency Medical Services Information System (NEMSIS) standard data elements and responses through successful periodic submission to NEMSIS.	Number of eMEDS® records successfully submitted to NEMSIS over the total number of records submitted first time. Baseline is 100%. Goal is to maintain 100% during the SFY 2021.	• Meet: Yes • Percentage Compliance Goal >= 100%: Currently 100% • Records submitted are accepted. If there are issues with our submission NEMSIS would reach out to MIEMSS and would work to correct the issues.

Trauma Registry	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Ensure that all data access requests for Maryland Trauma Registry (MTR) data/information are reviewed for appropriateness (non-confidentiality adherence) and facilitated within 30 days of agreement of request.	Number of Data Access Committee (DAC) related approved MTR data requests completed within 30 days of agreement over the total number of Data Access Committee related approved MTR data requests. Baseline is 95%. Goal is to maintain 95% or greater during the SFY 2021.	• Meet: Yes • Percentage Compliance Goal is 95+%: Currently 100% • MIEMSS continues to meet this performance measure. Once a data request is approved MIEMSS supplies requested data within the 30 days. It was noted, that while MIEMSS works with a data requestor on confirming details of their request (e.g. approved IRBs, payment, signatures on agreements), we begin working on collecting and packaging the data in anticipation of delivery.
Accuracy	Code of Maryland Regulations (COMAR) 30.08.05.21.I - Inter-Rater Reliability (IRR) monitoring of the trauma data entered into the MTR to ensure the quality, reliability, and validity.	COMAR 30.08.05.21.I - The Trauma Registry shall have a plan to ensure IRR of the data entered into the MTR at individual trauma centers. Ongoing review and evaluation shall ensure the quality, reliability, and validity of the institution's MTR registry data. A State baseline for IRR (15-20 trauma center records monthly) will be determined over SFY 2021; the minimum goal is 95% and a 99% stretch, to assess accuracy gaps at the data abstraction level.	• Meet: Yes, with qualifications • Percentage Compliance Goal is 95+%: Currently 95+% • We have incomplete data, despite ongoing effort. For the hospitals that have been consistently reporting (6 out of 11) for the first three quarters of SFY21, they all report 95+% with the PM. • We have inconsistently in reporting within the time frame and inconsistency in meeting the measure for the remaining hospitals (5). We will engage the hospitals having reporting/consistency issues.

Completeness	Reduce the percentage of missing/unknown values in data elements (Patient Age-years, Glasgow Coma Score, Systolic Blood Pressure, Injury Severity Score) used for the calculation of Trauma Injury Severity Scores (TRISS).	Utilize the report, "Percent Date Completeness for Specific Data Elements" to identify qualifying records which TRISS elements are below a baseline of 86%. The goal is 95% for all elements, during the SFY 2021.	• Meet: Yes • Percentage Compliance Goal is 95+%: Currently 95+% • For the four measures monitored (Patient Age-years, Glasgow Coma Score, Systolic Blood Pressure, Injury Severity Score), we have a measurement of greater than 95% compliance for each.
Integration	Maryland trauma center submissions to the National Trauma Data Bank (NTDB) are included in the overall NTDB data repository.	Yearly comparisons of Maryland trauma centers with the rest of NTDB submittals nationwide. The baseline was Calendar Years 2010-2015 and comparing years thereafter to baseline and current year. Any differences that MIEMSS deems necessary will be investigated further.	• Meet: Yes • Percentage: Yearly Comparison (not a percentage of compliance) • We are "meeting" this measure. We are currently processing the 2018 NTDB data. This involved the extraction/extrapolation of Maryland Trauma Centers from the NTDB data.
Timeliness	Verification of trauma records no later than 6 weeks after the end of each quarter.	All trauma patient records shall be submitted both quarterly and annually. Verification of counts and data element completeness shall be within six weeks after the end of each quarter. The goal is 100%.	• Meet: Yes • Percentage Compliance Goal is 100%: 100% compliant with quarterly reporting. • During the CY20 we moved to a new version of the Maryland State Trauma Registry (ESO Gen6). Only one center was slightly delayed as result of the transition, however, is now caught up.

Uniformity	Ensure Maryland Trauma Registry (MTR) compliance with the National Trauma Data Bank (NTDB) standard data elements and responses through successful periodic submission to NTDB.	Each trauma center submits directly to the NTDB. MIEMSS currently does not receive feedback about the number of records successfully submitted on the first round. We are exploring	• Meet: Yes*
			• Percentage Compliance Goal >= 95%:
			  ○ For centers submitting annually to NTDB – CY19 - 95.3%
			  ○ For centers submitting

		a way to obtain this data over SFY 2021. The goal is 95%.	quarterly to TQIP/NTDB – 3rd Qtr. CY20 – 97.6%; 4th Qtr. CY20 – 87.9%
			
			*There are qualifications to this compliance:
			• Annual Reporting Centers (6)
			  ○ American College of Surgeons (ACS) NTDB requires annual data submission.
			  ○ As a result of personnel turnover there was no CY19 data submitted by one of the trauma centers. This data is not likely to be submitted.
			  ○ The 95.3% compliance represents 5 of the 6 centers for FY19.
			• Quarterly Reporting Centers (5):
			  ○ Quarterly Submission are made by ACS-TQIP Centers – TQIP collects more data points (performance measures) than the general NTDB and requires more frequent submissions.
			  ○ One of the 5 trauma centers had trouble submitting data for the 4th quarter resulting in a 74.8% compliance. The center intends to resubmit.
			  ○ One of the 5 trauma centers, because of their reporting practices, cannot

			determine the number of reports submitted that were accepted by NTDB. As for the number of submissions from that center, MIEMSS we can only identify the number that qualify for submission. This is an ongoing issue. o The 97.6% and 89.7% compliance represents 4 of the 5 centers.
ED/Inpatient Records	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Increase the number of users that report successfully accessing emergency department or inpatient discharge data for research purposes.	Increase the percent of data users to 85% from approx. 85 requests/year by 2021. Note: working with CRISP and other partners on this task- the outcome would be potentially more research done using hospital discharge data.	
Accuracy	Minimize the number of resubmissions for error corrections each quarter.	Reduce the error threshold from 10 % to 5 % for final quarterly submissions by 2022 (to be effective January 2021).	
Completeness	Reduce the percentage of missing/unknown values in data elements that do not have a state-level validation rule.	Reduce the percent of errors for important variables by 2-3% from an average of 6%.	

Integration	Increase the percentage of records with a traffic crash E-code and MAIS>1 that link to crash reports. Increase the percentage of records with an EMS transport that link to the EMS file.		
Timeliness	Reduce the number of days from the end of the quarter to when the file is ready for research/dissemination.	Reduce data processing time by 5 days by streamlining processing programs and edit checks July 2020, October 2020 and January 2021 - Data can be shared with external users sooner.	
Uniformity	Increase compliance with the most recent Uniform Billing Standard.		
Roadway	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Increase the number of local engineering users that report successfully accessing state roadway data for research purposes.	Increase the number of local engineering users that report successfully accessing state roadway data for research purposes from 40% to 100% by December 31, 2025.	
Accuracy	Increase the percentage of correct/accurate values in data elements that do not have a state-level validation rule.	Increase the percentage of correct/accurate values in data elements that do not have a state-level validation rule from 75% to 100% by December 31, 2025.	

Completeness	Increase the percentage of Baltimore City streets and/or alleys captured in the state file. Increase the percentage of Baltimore City streets and/or alleys captured in the state file.	Increase the percentage of Baltimore City streets and/or alleys captured in the state file from 60% to 100% by December 31, 2020. Increase the percentage of Baltimore City streets and/or alleys captured in the state file from 70% to 100% by December 31, 2025.	
Integration	Increase the percentage of crash reports with location information that matches the state roadway file.	Increase the percentage of crash reports with location information that matches the state roadway file from 50% to 85% by December 31, 2025.	
Timeliness	Reduce the number of days needed to incorporate roadway changes/additions to the state file.	Reduce the number of days needed to incorporate roadway changes/additions to the state file from 365 to fewer than 90 days by December 31, 2025.	
Uniformity	Increase compliance with the Model Inventory for Roadway Elements guidelines and Fundamental Data Elements— Number of MIRE Fundamental Data Elements for Non-Local (based on functional classification) Paved Roads; Number of MIRE Fundamental Data Elements for Local (based on functional classification) Paved Roads; Number of MIRE Fundamental Data Elements for Unpaved Roads.	Increase the percentage of MIRE Compliant FDEs in the state file from 80% to 100% by December 31, 2025.	

Crash	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Increase the number of users that report successfully accessing crash report data from RAVEN/Washington College/National Study Center.	Increase the percentage of customers (data users) who report satisfaction in the timeliness of the data analysis request fulfillment, and the comfortability level in the use of the data.	
Accuracy	Increase the percentage of crash reports with a citation number that matches the corresponding record numbers in the citation file (indicate an association with a crash (PD, PI, fatal)). Decrease the number of crash reports marked as "off road." Increase the percentage of crashes with longitude and latitude coordinates (i.e., x/y) with values inside the state of Maryland (where the crashes would have had to occur). Maintain a "good" rating in accuracy for commercial vehicle crashes uploaded to the FMCSA SAFETYNET database.	Increase the citation issued flag response rate in the Crash file from 91% in 2018 to 99% by 2025. Increase the valid driver date of birth captured in the Crash file from 82% complete in 2018 to 95% complete by 2025. Decrease the proportion of cases with an invalid vehicle year in the crash-related Vehicle file from 6% in 2018 to 1% by 2025. Decrease the number of crash reports marked as "off road" from 19.75% in 2018 to less than 5% by 2025.	Off Road: Crash Data: Accuracy: No Improvement for FFY2022 (after a few years of improvement)
Completeness	Reduce the percentage of missing/unknown values on crash reports that should have a citation number (as identified in the citation file). Maintain a "good" rating in completeness for commercial vehicle crashes uploaded to the FMCSA SAFETYNET database.	Missing/invalid driver DOB, age, sex, drivers license number	See performance measures Appendix 8.

Integration	Increase the percentage of injury (KABCO 2-5) crash records that link to an EMS record.		
Timeliness	Reduce the number of days from the end of the quarter to when the data is posted on the Open Data Portal. Achieve and maintain a “good” rating in timeliness for commercial vehicle crashes uploaded to the FMCSA SAFETYNET database.		
Uniformity	Increase compliance with the Model Minimum Uniform Crash Criteria and ANSI D.16.		
Citation/Adjudication	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Determine through a survey the usefulness and timeliness of appropriate users accessing and using JPORTAL data.		
Accuracy	Increase the percentage of citations that indicate an association with a crash (PD, PI, fatal) that will match a corresponding crash record (citation number listed on crash report).	Decrease the proportion of invalid case license numbers in the Citation file from 3% in 2018 (approximately 15,000 records) to 1% by 2025.	

Completeness	Reduce the percentage of missing/unknown values on crash reports that should have a citation number (as identified in the citation file). Reduce the number of missing x/y coordinates on citations issued to motorists. Percent cases in the Citation database with missing gender. Percent cases in the Citation database with missing DOB (Age).	Reduce the number of missing x/y coordinates on citations issued to motorists. Decrease the proportion of invalid case license numbers in the Citation file from 3% in 2018 (approximately 15,000 records) to 1% by 2025. Decrease the percent of missing genders in the citation /adjudication database. Decrease the percent of missing age (DOB) in the citation /adjudication database.	Completeness, Stops Outside of Maryland: **1,903 fewer records outside Maryland state boundaries** Completeness, Percentage of Mappable Stops: **4.20% improvement in mappable stops** Completeness, Percentage of Mappable Citations: **2.81% improvement in mappable citations** Completeness, Percentage of Missing x/y coordinates for stops: **0.14% decline** **0.4125% increase in invalid driver's license number** **0.0120% percent improvement: decrease in cases with missing sex** **0.0035% percent improvement: decrease in cases with missing values for DOB (age)**
Integration	Increase the percentage of citations given to Maryland drivers that may be linked to the correct driver record.		
Timeliness	Reduce the amount of time between the violation being issued and inclusion in the court file (and available to judges).		

Uniformity	Improve the uniformity of coding traffic violation information in citations database.	Increase the correct coding of citations issued for alcohol and/or drug use in the Citation file from 30% in 2018 to 75% by 2025. Increase the uniformity of missing license data. The current percentage will be determined using the 2018 data and a goal will be set.	
Driver	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Increase the number of users that report successfully accessing driver record data electronically, including law enforcement, courts, employers and individuals.		
Accuracy	Reduce the rate of validation errors for critical driver record transactions.		CDLIS Measures. See Appendix 8, number 5.
Completeness	Reduce the percentage of missing/unknown values in critical driver records, including actions for commercial driver licenses/commercial vehicle-related offenses.		
Integration	Increase the number of systems that are integrated to produce real-time transactions/record updates.		
Timeliness	Increase the percentage of error records that are corrected and resubmitted within 24 hours.		

Uniformity	Increase the number of vehicle data elements that are entered automatically after validation and improve consistency among driver-related fields in that are entered into the vehicle data system manually.		
<u>Vehicle</u>	**Performance Measure Statement**	**Measure (Baseline/Goal)**	**Outcome**
Accessibility	Increase the number of users that report successfully accessing vehicle registration data electronically, including law enforcement, courts, employers and individuals.		
Accuracy	Increase the percentage of records with values that are compliant with system standards for critical elements in the vehicle file (e.g., vehicle body type and fuel type).		
Completeness	Reduce the percentage of missing/unknown/mismatched values in the vehicle file (e.g., vehicle body type and fuel type).		
Integration	Increase the percentage of vehicle records that successfully link to external data systems.		
Timeliness	Increase the percentage of vehicle transactions posting to the state file within 30 days of the sale of vehicle.		
Uniformity	Increase the number of vehicle data elements that are entered automatically after validation and improve consistency among vehicle-related fields in that are entered into the vehicle data system manually.		

Traffic Records Program Assessment—NHTSA Recommendations

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

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

TRCC Recommendation

- None.

Strategic Planning Recommendation

- None.

Crash Recommendations

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

Vehicle Recommendations

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

Driver Recommendations

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

Roadway Recommendations

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

Citation /Adjudication Recommendations

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

EMS/Injury Surveillance Recommendations

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

MARYLAND TRAFFIC RECORDS ASSESSMENT RECOMMENDATIONS September 2019								
REC LABEL	**RECOMMENDATION**	**Not Addressed**	**No Progress**	**Pending Action**	**Some Progress**	**Significant Progress**	**Complete**	**Notes**
Crash1	Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.				✓			MSP Central Records Division (CRD) continues to provide feedback to local law enforcement agencies on issues with reporting elements such as off-road and missing BAC. MHSO developed a training session on unknown safety equipment use in ACRS and delivered to a couple hundred law enforcement supervisors. The TRCC worked with a GO Team to identify best practices and recommendations to improve the management and quality of the crash data system, supported by both MSP and MDOT. MSP plans to upgrade ACRS with recommendations

REC LABEL	RECOMMENDATION	Not Addressed	No Progress	Pending Action	Some Progress	Significant Progress	Complete	Notes
								from the TRCC and MMUCC 5.
Crash2	Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.				✓			MSP and SHA continue to work together to update ACRS with the most recent roadway inventory information to have improved location information and the ability to integrate other roadway attributes into the crash database. Early talks were initiated regarding improved interfaces between the MSP and MVA driver and vehicle systems. Progress stalled due to delays related to COVID resource priority shifts.
Vehicle1	Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		In FFY20, MDOT MVA deployed a new enterprise system for vehicle titling and registration, *Customer Connect*. This new system includes many new user interface controls and system

REC LABEL	RECOMMENDATION	Not Addressed	No Progress	Pending Action	Some Progress	Significant Progress	Complete	Notes
								checks and automates business rule enforcement. The system modernization significantly improves the quality of new data entering the vehicle data system.
Vehicle2	Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		Customer Connect interfaces include realtime NMVTIS checks for each title transaction, and modernization of existing interfaces with local jurisdictions, law enforcement systems, and vehicle titling and registration business partners. Customer Connect includes more automated and ad hoc reporting to monitor system performance and data quality.

REC LABEL	RECOMMENDATION	Not Addressed	No Progress	Pending Action	Some Progress	Significant Progress	Complete	Notes
Driver1	Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		In FFY20, MDOT MVA began development of the modernization driver licensing and driver control enterprise systems, Customer Connect, scheduled for deployment in December, 2021. Consistent with the design of the vehicle system design, the new driver data system will include additional user interface controls, system checks and interface validation to enforce rules for driver data quality. The MDOT MVA CDL Working Group convened weekly meetings to monitor CDLIS system performance and data quality, identify root causes for data quality issues and implement improvements in the driver licensing system and supporting business processes.

REC LABEL	RECOMMENDATION	Not Addressed	No Progress	Pending Action	Some Progress	Significant Progress	Complete	Notes
Driver2	Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		The Customer Connect enterprise system in development will, for the first time, unify the vehicle data and driver data systems, greatly increasing the interoperability between these data systems. Development includes review and optimization of critical driver data interfaces with Maryland Courts and law enforcement agencies, allowing more realtime data availability and improved data quality.
Roadway1	Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.					✓		MDOT SHA continues to improve QC processes and is working to ensure the roadway files are accessible and useful.

REC LABEL	RECOMMENDATION	Not Addressed	No Progress	Pending Action	Some Progress	Significant Progress	Complete	Notes
Roadway2	Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.					✓		MDOT SHA continues to improve QC processes and is working to ensure the roadway files are accessible and useful.
Citation1	Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.				✓			The District Court is working with MSP and local law enforcement agencies have developed processes to reduce errors entering the system. The Court is continuing to streamline the process. The goal is to reach 99% error free.
Citation2	Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.			✓				No new interfaces have since been developed; still working on system functionality issues.
ISS2	Improve the data quality control program for the Injury Surveillance systems that reflects best					✓		For the Injury Surveillance System components, Emergency Medical Services and Trauma

REC LABEL	RECOMMENDATION	Not Addressed	No Progress	Pending Action	Some Progress	Significant Progress	Complete	Notes
	practices identified in the Traffic Records Program Assessment Advisory.							Registry, each have been assigned all six Advisory data quality control measurements (including goals, baselines and measurements). These were developed in conjunction with respective user groups and address Motor Vehicle Crash related patients directly or indirectly.

2019 Assessment Recommendations

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

Updated as of June 2021

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

Maryland qualifies for three out of six motorcycle safety eligibility criteria under the FAST Act Motorcyclist Safety Grant Program. The State is submitting the following Motorcycle Safety Countermeasures Application for FFY 2022 funding under this program, demonstrating continued compliance with the eligibility criteria for motorcycle rider training courses and motorcyclist awareness programs.

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

Motorcycle Rider Training Information

State authority agency: Maryland Motor Vehicle Administration

State authority name/title: Christine Nizer; Administrator

Approved Curricula: (i) Motorcycle Safety Foundation Basic Rider Course

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

Motorcyclist Awareness Information

State authority agency: Maryland Motor Vehicle Administration

State authority name/title: Christine Nizer; Administrator

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

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

MARYLAND MVA

MOTORCYCLE REGISTRATIONS

as of April 2021

COUNTY	COUNT
ALLEGANY	1,958
ANNE ARUNDEL	11,300
BALTIMORE CITY	11,723
BALTIMORE	2,917
CALVERT	2,786
CAROLINE	1,030
CARROLL	5,802
CECIL	3,299
CHARLES	4,039
DORCHESTER	638
FREDERICK	6,937
GARETT	1,098
HARFORD	6,397
HOWARD	3,999
KENT	475
MONTGOMERY	9,701
PRINCE GEORGE'S	9,209
QUEEN ANNE'S	1,315
SOMERSET	447
ST. MARY'S	3,285
TALBOT	737
WASHINGTON	4,179
WICOMICO	1,857
WORCESTER	1,457
MD COUNTY	5,425
NULL	
OUT OF STATE	33
GRAND TOTAL	102,042

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

STATE	Year - 2017	Year - 2018	2017 - 2018				
MD	FARS DATA	FARS DATA	Difference (Must be at least -1)				
MC Fatalities	87	62	-25				

Impaired MC Fatalities	30	17	-13				
	Year - 2017	**Year – 2017**	**Year - 2017**	**Year - 2018**	**Year - 2018**	**Year - 2018**	**2017 - 2018**
	STATE CRASH DATA	Registered MC (FHWA)	Rate per 10,000 registered MC	STATE CRASH DATA	Registered MC (FHWA)	Rate per 10,000 registered MC	Difference (Must be at least 1.0)
All MC Crashes	1,451	118,277	122.7	1,274	118,277	107.7	15.0
All Impaired MC Crashes	100	118,277	8.5	67	118,277	5.7	2.8

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

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

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

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

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

Crash Data

Maryland has a statewide crash reporting system, the Maryland State Police (MSP) Automated Crash Reporting System (ACRS), which all law enforcement agencies in the State (excluding federal agencies) utilize to electronically collect and submit their crash data for 115,000 crashes each year on Maryland public roadways. There is one consolidated crash database for analysis and evaluation purposes at the State Highway Administration (SHA) and the Maryland Highway Safety Office, in addition to its grant-funded analysis at the National Study Center and Washington College, use these crash data for problem identification, analysis, planning, and evaluation for all safety program areas in the HSP and SHSP.

Since ACRS is used by all state and local law enforcement agencies to collect and submit crash information, the State has one uniform crash form. All crash data adhere to the same data dictionary and all agencies follow the same reporting rules and validation processes. With this database, the MHSO and its partners can summarize motorcycle-involved crashes, which are defined as involving at least one motorcycle, based on the “motorcycle” body type in the ACRS Vehicle Body Type field as determined by the investigating officer. Operators (motorcycle drivers, or riders) and passengers on the motorcycle itself can be identified through the ACRS Occupant Field and Person Type Sections. Circumstances of the crash are determined using other fields on the crash report, such as First Harmful Event and Contributing Circumstances and Safety Equipment Use (e.g., motorcycle helmet). ACRS follows the national MMUCC standard for injury severity indication, and MHSO analysis includes a summary of all persons in a crash involving a motorcycle along with their injury severity (fatality, suspected serious injury, etc.). Typically, MHSO reviews crash data frequencies on a 5-year trend basis, but can look further back if necessary (e.g., setting future targets with a baseline year more than 5 years ago).

Licensing/Vehicle Registration Data

The Maryland Department of Transportation’s Motor Vehicle Administration (MVA) is the custodian of driver licensing and vehicle registration and titling data. Maryland driver records contain driver demographic data as well as original issuance dates for all classes of licenses (such as Maryland Motorcycle Class M), permits and endorsements, driver training information, driver improvement course information, and required and additional motorcycle rider training. The MVA vehicle registration file includes the make, model, and year of all vehicles, and the vehicle identification number (VIN), which, beyond identifying the vehicle type (passenger car, pick-up truck, SUV, motorcycle), also includes information about the motorcycle class name, such as cruiser, sport, touring, etc.

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

State: Maryland

Highway Safety Plan Approved Program Amounts

2022-HSP-1

Report Date: 06/15/2021

Posted: 06/15/2021

Program Area	Project	Description	State Funds	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA						
FAST Act NHTSA 402						
Planning and Administration						
	PA-2022-G2-34-SW	MHSO - Staffing Grant 1	$.00	$95,435.94	$.00	$.00
	PA-2022-G3-20-SW	MHSO - Planning and Administration	$.00	$65,664.06	$.00	$.00
	PA-2022-MA-TC-H1	FAST Act NHTSA 402 Match	$161,100.00	$.00	$.00	$.00
Planning and Administration Total			**$161,100.00**	**$161,100.00**	**$.00**	**$.00**
Motorcycle Safety						
	MC-2022-G2-50-LC	CORE - Maryland MOTORS	$.00	$15,092.52	$.00	$15,092.52
	MC-2022-G2-85-LC	MHSO - Media & Internal Projects	$.00	$60,000.00	$.00	$60,000.00
	MC-2022-G2-89-LC	MHSO - Communications (DUI)	$.00	$80,000.00	$.00	$80,000.00
Motorcycle Safety Total			**$.00**	**$155,092.52**	**$.00**	**$155,092.52**
Occupant Protection						
	OP-2022-G0-23-LC	Frederick Co Health Dept. - Special Proj	$.00	$7,400.38	$.00	$7,400.38
	OP-2022-G1-93-LC	Morgan State - Occupant Protection	$.00	$34,965.00	$.00	$34,965.00
	OP-2022-G2-85-LC	MHSO - Media & Internal Projects	$.00	$476,000.00	$.00	$476,000.00
	OP-2022-L0-09-LC	Fruitland PD - Distracted/Occupant OT	$.00	$998.81	$.00	$998.81
	OP-2022-L0-14-LC	Hampstead PD - Occupant Protection	$.00	$1,000.00	$.00	$1,000.00
	OP-2022-L0-29-LC	Caroline Co Sheriff - Occupant Protectio	$.00	$572.00	$.00	$572.00
	OP-2022-L0-34-LC	Mt. Airy PD - Occupant Protection	$.00	$1,000.00	$.00	$1,000.00
	OP-2022-L0-40-LC	Cumberland PD - Occupant Protection	$.00	$1,000.00	$.00	$1,000.00
	OP-2022-L0-41-LC	Dorchester Co Sheriff - Occupant Protect	$.00	$2,064.00	$.00	$2,064.00
	OP-2022-L0-44-SW	Frederick PD - Occupant Protection	$.00	$5,000.00	$.00	$.00
	OP-2022-L0-47-LC	Easton PD - Occupant Protection	$.00	$2,208.00	$.00	$2,208.00
	OP-2022-L0-66-LC	Talbot Co Sheriff - 2022 Distracted Driv	$.00	$500.00	$.00	$500.00
	OP-2022-L0-73-LC	Frostburg City PD - Occupant Protection	$.00	$1,000.00	$.00	$1,000.00
	OP-2022-L0-77-LC	Ocean Pines PD - Seatbelt/Distracted Dri	$.00	$720.00	$.00	$720.00
	OP-2022-L0-83-LC	Berlin PD - BPD Occupant Grant FY22	$.00	$1,000.00	$.00	$1,000.00
	OP-2022-L0-90-LC	Chestertown PD - Seatbelt Enforcement	$.00	$490.00	$.00	$490.00
	OP-2022-L1-04-LC	Carroll Co Sheriff - Buckle Up	$.00	$5,000.00	$.00	$5,000.00
	OP-2022-L1-16-LC	Salisbury Univ PD - Occupant Protection	$.00	$1,964.00	$.00	$1,964.00
	OP-2022-L1-22-LC	Taneytown PD - Occupant/Distracted	$.00	$1,000.00	$.00	$1,000.00
	OP-2022-L1-38-LC	Queen Anne Sheriff - MDOT Highway Safety	$.00	$987.00	$.00	$987.00
	OP-2022-L1-43-LC	Wicomico Co Sheriff - Occupant Protectio	$.00	$2,000.00	$.00	$2,000.00

OP-2022-L1-47-LC	Ocean City PD - Occupant Protection	$.00	$3,036.00	$.00	$3,036.00
OP-2022-L1-62-LC	MSP-Statewide - Speed Enforcement	$.00	$3,000.00	$.00	$3,000.00
OP-2022-L1-72-LC	Salisbury PD - Distracted Driving	$.00	$3,000.00	$.00	$3,000.00
OP-2022-L1-96-LC	Princess Anne PD - OCCUPANT 2022	$.00	$1,489.95	$.00	$1,489.95
OP-2022-L2-38-LC	Westminster PD - FFY 2022 Occupant Prote	$.00	$1,500.00	$.00	$1,500.00
OP-2022-L2-54-LC	Sykesville PD - stay in your lane	$.00	$1,500.00	$.00	$1,500.00
OP-2022-L2-58-LC	Cecil Co Sheriff - Occupant Protection	$.00	$5,995.00	$.00	$5,995.00
OP-2022-L2-88-LC	Dent PD - Seat belt	$.00	$1,040.00	$.00	$1,040.00
OP-2022-L2-96-LC	Hagerstown PD - Occupant Protection	$.00	$2,000.00	$.00	$2,000.00
OP-2022-L3-09-LC	Worcester Co Sheriff - Occupant Protecti	$.00	$1,050.00	$.00	$1,050.00
Occupant Protection Total		**$.00**	**$570,480.14**	**$.00**	**$565,480.14**
Pedestrian/Bicycle Safety					
PS-2022-G0-23-LC	Frederick Co Health Dept. - Special Proj	$.00	$9,321.13	$.00	$9,321.13
PS-2022-G2-00-LC	Balt Metropolitan Council	$.00	$251,000.00	$.00	$251,000.00
PS-2022-G3-18-LC	Prince George''s Co - DPW - Special Proj	$.00	$19,500.00	$.00	$19,500.00
Pedestrian/Bicycle Safety Total		**$.00**	**$279,821.13**	**$.00**	**$279,821.13**
Police Traffic Services					
PT-2022-G0-22-SW	Balt Co PD-Crash Recon - Crash Reconstru	$.00	$54,000.00	$.00	$.00
PT-2022-G0-63-LC	Chesapeake Reg Safety - Special Projects	$.00	$246,846.73	$.00	$246,846.73
PT-2022-G0-98-LC	Wor-Wic - Special Projects	$.00	$6,600.00	$.00	$6,600.00
PT-2022-G1-19-SW	WRAP - FY 2022 MHSO Meetings Support	$.00	$1,800.00	$.00	$.00
PT-2022-G2-34-SW	MHSO - Staffing Grant 1	$.00	$222,258.82	$.00	$.00
PT-2022-G2-43-SW	MD Sheriffs - TRCC Training	$.00	$6,050.00	$.00	$.00
PT-2022-G2-45-SW	MCPA - Training & Conferences	$.00	$120,250.00	$.00	$.00
Police Traffic Services Total		**$.00**	**$657,805.55**	**$.00**	**$253,446.73**
Traffic Records					
TR-2022-G2-64-LC	John Hopkins - Traffic Records	$.00	$66,542.82	$.00	$66,542.82
TR-2022-G3-15-LC	CORE - Special Projects	$.00	$115,778.07	$.00	$115,778.07
Traffic Records Total		**$.00**	**$182,320.89**	**$.00**	**$182,320.89**
Community Traffic Safety Project					
CP-2022-G0-23-LC	Frederick Co Health Dept. - Special Proj	$.00	$77,221.10	$.00	$77,221.10
CP-2022-G1-19-SW	WRAP - FY 2022 MHSO Meetings Support	$.00	$38,064.00	$.00	$.00
CP-2022-G2-34-SW	MHSO - Staffing Grant 1	$.00	$502,962.11	$.00	$.00
CP-2022-G2-35-SW	MHSO - Staffing Grant 2	$.00	$156,589.45	$.00	$.00
CP-2022-G2-48-LC	MD Soybean Board - Special Projects	$.00	$74,599.40	$.00	$74,599.40
CP-2022-G2-85-LC	MHSO - Media & Internal Projects	$.00	$493,000.00	$.00	$493,000.00
CP-2022-G2-99-LC	CORE - Special Projects	$.00	$53,955.98	$.00	$53,955.98
CP-2022-G3-05-LC	SADD - Special Projects	$.00	$120,533.73	$.00	$120,533.73
CP-2022-G3-21-SW	MHSO - GPS Grant System	$.00	$200,525.00	$.00	$.00
CP-2022-MA-TC-H1	FAST Act NHTSA 402 Match	$1,241,635.91	$.00	$.00	$.00
Community Traffic Safety Project Total		**$1,241,635.91**	**$1,717,450.77**	**$.00**	**$819,310.21**
Speed Enforcement					
SE-2022-G2-85-LC	MHSO - Media & Internal Projects	$.00	$218,000.00	$.00	$218,000.00
SE-2022-L0-03-LC	Manchester PD - Aggressive Driving Patro	$.00	$999.00	$.00	$999.00
SE-2022-L0-10-LC	Fruitland PD - Speed Enforcement OT	$.00	$1,000.72	$.00	$1,000.72
SE-2022-L0-13-LC	Hampstead PD - Speed Enforcement	$.00	$1,500.00	$.00	$1,500.00

SE-2022-L0-15-LC	Havre de Grace PD - Speed Enforcement	$.00	$1,500.00	$.00	$1,500.00
SE-2022-L0-27-LC	Caroline Co Sheriff - Aggressive Driving	$.00	$7,524.00	$.00	$7,524.00
SE-2022-L0-35-LC	Mt. Airy PD - Speed Enforcement	$.00	$1,000.00	$.00	$1,000.00
SE-2022-L0-38-LC	Dorchester Co Sheriff - Aggressive Drivi	$.00	$2,964.00	$.00	$2,964.00
SE-2022-L0-43-LC	Frederick PD - Speed Enforcement	$.00	$14,000.00	$.00	$14,000.00
SE-2022-L0-48-SW	Easton PD - Speed Enforcemnet	$.00	$6,072.00	$.00	$.00
SE-2022-L0-53-LC	Harford Co Sheriff - Aggressive Driving	$.00	$15,000.00	$.00	$15,000.00
SE-2022-L0-57-LC	Baltimore Co PD - Speed Enforcement	$.00	$35,050.00	$.00	$35,050.00
SE-2022-L0-62-LC	City of Bowie - Bowie City Speed Enforce	$.00	$2,000.00	$.00	$2,000.00
SE-2022-L0-67-LC	Talbot Co Sheriff - Aggressive Driving	$.00	$500.00	$.00	$500.00
SE-2022-L0-78-LC	Ocean Pines PD - Speed Enforcement	$.00	$780.00	$.00	$780.00
SE-2022-L0-82-LC	Baltimore City PD - Speed	$.00	$7,500.00	$.00	$7,500.00
SE-2022-L0-84-LC	Berlin PD - BPD Speed Grant FY22	$.00	$2,000.00	$.00	$2,000.00
SE-2022-L0-99-LC	Wicomico Co Sheriff - Speed Enforcement	$.00	$7,000.00	$.00	$7,000.00
SE-2022-L1-01-LC	La Plata PD - Speed	$.00	$2,000.00	$.00	$2,000.00
SE-2022-L1-07-LC	Carroll Co Sheriff - Slow Down	$.00	$5,000.00	$.00	$5,000.00
SE-2022-L1-23-LC	Taneytown PD - Speed Enfocement	$.00	$1,000.00	$.00	$1,000.00
SE-2022-L1-26-LC	St. Mary''s Co Sheriff - Speed Enforceme	$.00	$6,000.00	$.00	$6,000.00
SE-2022-L1-27-LC	Chestertown PD - Aggressive Driving	$.00	$490.00	$.00	$490.00
SE-2022-L1-28-LC	Laurel PD - Speed Enforcement	$.00	$4,980.00	$.00	$4,980.00
SE-2022-L1-34-LC	Montgomery Co - Speed/Aggressive	$.00	$54,000.00	$.00	$54,000.00
SE-2022-L1-37-LC	Annapolis PD - Speed Enforcement	$.00	$3,000.00	$.00	$3,000.00
SE-2022-L1-40-LC	Queen Anne Sheriff - Speed Enforcement	$.00	$7,050.00	$.00	$7,050.00
SE-2022-L1-48-LC	Ocean City PD - Aggressive Driving	$.00	$1,848.00	$.00	$1,848.00
SE-2022-L1-51-LC	Greenbelt PD - Speed Enforcement	$.00	$4,000.00	$.00	$4,000.00
SE-2022-L1-54-LC	Howard Co PD - Speed Enforcement	$.00	$15,000.00	$.00	$15,000.00
SE-2022-L1-60-LC	Charles Co Sheriff - Speed Enforcement	$.00	$18,000.00	$.00	$18,000.00
SE-2022-L1-62-LC	MSP-Statewide - Speed Enforcement	$.00	$161,000.00	$.00	$161,000.00
SE-2022-L1-68-LC	Riverdale Park PD - Speed	$.00	$3,000.00	$.00	$3,000.00
SE-2022-L1-71-LC	Salisbury PD - Speed Enforcement Applica	$.00	$4,000.00	$.00	$4,000.00
SE-2022-L1-77-LC	MDTA - Speed	$.00	$25,000.00	$.00	$25,000.00
SE-2022-L1-81-LC	Calvert Co Sheriff - Speed Enforcement	$.00	$9,000.00	$.00	$9,000.00
SE-2022-L1-88-LC	Rockville PD - Speed Enforcement	$.00	$3,500.00	$.00	$3,500.00
SE-2022-L1-94-LC	Princess Anne PD - SPEED 2022	$.00	$1,489.95	$.00	$1,489.95
SE-2022-L1-97-LC	Anne Arundel Co PD - Speed Enforcement	$.00	$19,980.00	$.00	$19,980.00
SE-2022-L2-02-LC	Elkton PD - Slow Down	$.00	$2,500.00	$.00	$2,500.00
SE-2022-L2-21-LC	Washington Co Sheriff - Aggressive Drivi	$.00	$4,965.00	$.00	$4,965.00
SE-2022-L2-24-LC	Bel Air PD - Speed Enforcement	$.00	$1,000.00	$.00	$1,000.00
SE-2022-L2-29-LC	City of Hyattsville PD - Aggressive Driv	$.00	$2,000.00	$.00	$2,000.00
SE-2022-L2-30-LC	Aberdeen PD - Speed Enforcement Campaign	$.00	$720.00	$.00	$720.00
SE-2022-L2-39-LC	Westminster PD - FFY 2022 Speed Enforcem	$.00	$824.00	$.00	$824.00
SE-2022-L2-53-LC	Sykesville PD - slow down	$.00	$1,500.00	$.00	$1,500.00
SE-2022-L2-55-LC	UMCP PD - Speed Enforcement	$.00	$3,000.00	$.00	$3,000.00
SE-2022-L2-56-LC	Cecil Co Sheriff - Speed Enforcement	$.00	$5,995.00	$.00	$5,995.00
SE-2022-L2-71-LC	Prince George''s Co PD - Aggressive Driv	$.00	$40,000.00	$.00	$40,000.00
SE-2022-L2-80-LC	Allegany Co Sheriff - Aggressive Driving	$.00	$2,999.95	$.00	$2,999.95

SE-2022-L2-87-LC	Dent PD - Denton Speed Enforcement	$.00	$975.00	$.00	$975.00
SE-2022-L2-97-LC	Hagerstown PD - FY22 MHSO Speed Enforcem	$.00	$1,000.00	$.00	$1,000.00
SE-2022-L3-01-LC	MD Natural Resources Police - Task Force	$.00	$800.00	$.00	$800.00
SE-2022-L3-07-LC	Worcester Co Sheriff - Aggressive Drivin	$.00	$1,540.00	$.00	$1,540.00
SE-2022-L3-14-LC	Takoma Park PD - Speed	$.00	$1,000.00	$.00	$1,000.00
Speed Enforcement Total		**$.00**	**$744,546.62**	**$.00**	**$738,474.62**
Distracted Driving					
DD-2022-G1-92-LC	Morgan State - Distracted Driving	$.00	$33,795.00	$.00	$33,795.00
DD-2022-G2-34-SW	MHSO - Staffing Grant 1	$.00	$26,470.67	$.00	$.00
DD-2022-G2-70-LC	DRIVE SMART VA - Distracted Driving	$.00	$33,168.18	$.00	$33,168.18
DD-2022-G2-85-LC	MHSO - Media & Internal Projects	$.00	$179,000.00	$.00	$179,000.00
DD-2022-G3-04-LC	UM Medical System - Distracted Driving	$.00	$40,180.38	$.00	$40,180.38
DD-2022-G3-19-SW	Chesapeake Reg Safety - Distracted Drivi	$.00	$22,100.00	$.00	$.00
DD-2022-G3-20-SW	MHSO - Planning and Administration	$.00	$1,500.00	$.00	$.00
DD-2022-L0-07-LC	Anne Arundel Co PD - Distracted Driving	$.00	$27,960.00	$.00	$27,960.00
DD-2022-L0-17-LC	Havre de Grace PD - Distracted Driving	$.00	$1,500.00	$.00	$1,500.00
DD-2022-L0-54-LC	Harford Co Sheriff - Distracted Driving	$.00	$15,000.00	$.00	$15,000.00
DD-2022-L0-55-LC	Baltimore Co PD - Distracted Driving	$.00	$35,052.00	$.00	$35,052.00
DD-2022-L0-59-LC	City of Bowie - Bowie City Distracted Dr	$.00	$1,000.00	$.00	$1,000.00
DD-2022-L0-64-LC	Baltimore City PD - Distracted Driving	$.00	$7,500.00	$.00	$7,500.00
DD-2022-L0-89-LC	MD Capitol Police - Safe Streets	$.00	$1,999.80	$.00	$1,999.80
DD-2022-L1-00-LC	La Plata PD - Distracted Driving	$.00	$1,000.00	$.00	$1,000.00
DD-2022-L1-10-LC	UMCP PD - Distracted Driving	$.00	$2,000.00	$.00	$2,000.00
DD-2022-L1-25-LC	St. Mary''s Co Sheriff - Buckle Up Phone	$.00	$4,000.00	$.00	$4,000.00
DD-2022-L1-29-LC	Laurel PD - Distracted Driving	$.00	$2,000.00	$.00	$2,000.00
DD-2022-L1-33-LC	Montgomery Co - Distracted/OP	$.00	$30,000.00	$.00	$30,000.00
DD-2022-L1-36-LC	Annapolis PD - Distracted Driving	$.00	$2,000.00	$.00	$2,000.00
DD-2022-L1-46-LC	Charles Co Sheriff - Distracted Driving	$.00	$6,000.00	$.00	$6,000.00
DD-2022-L1-50-LC	Greenbelt PD - Distracted	$.00	$1,000.00	$.00	$1,000.00
DD-2022-L1-55-LC	Howard Co PD - Distracted Driving	$.00	$15,000.00	$.00	$15,000.00
DD-2022-L1-64-LC	MSP-Statewide - Distracted Driving	$.00	$80,000.00	$.00	$80,000.00
DD-2022-L1-74-LC	Riverdale Park PD - Distracted Driving	$.00	$3,000.00	$.00	$3,000.00
DD-2022-L1-76-LC	MDTA - Distracted	$.00	$23,000.00	$.00	$23,000.00
DD-2022-L1-79-LC	Calvert Co Sheriff - Distracted Driving	$.00	$6,000.00	$.00	$6,000.00
DD-2022-L1-87-LC	Rockville PD - Distracted Driving	$.00	$3,500.00	$.00	$3,500.00
DD-2022-L2-04-LC	Elkton PD - Watch the Road	$.00	$2,500.00	$.00	$2,500.00
DD-2022-L2-22-LC	City of Hyattsville PD - Distracted Driv	$.00	$2,000.00	$.00	$2,000.00
DD-2022-L2-26-LC	Bel Air PD - Distracted Driving	$.00	$2,000.00	$.00	$2,000.00
DD-2022-L2-75-LC	Prince George''s Co PD - Distracted Driv	$.00	$30,000.00	$.00	$30,000.00
DD-2022-L2-79-LC	Takoma Park PD - Phones Down Eyes Up	$.00	$2,000.00	$.00	$2,000.00
DD-2022-L3-02-LC	MD Natural Resources Police - Task Force	$.00	$800.00	$.00	$800.00
Distracted Driving Total		**$.00**	**$644,026.03**	**$.00**	**$593,955.36**
Teen Safety Program					
TSP-2022-G0-85-LC	Baltimore Co Health - Special Projects	$.00	$15,000.00	$.00	$15,000.00
Teen Safety Program Total		**$.00**	**$15,000.00**	**$.00**	**$15,000.00**
FAST Act NHTSA 402 Total		***$1,402,735.91***	***$5,127,643.65***	***$.00***	***$3,602,901.60***

FAST Act 405b OP High					
405b High Community CPS Services					
M1CPS-2022-G0-86-LC	MIEMSS - Maryland CPS & OP Healthcare Pr	$.00	$2,500.00	$.00	$2,500.00
M1CPS-2022-G1-11-LC	Maryland DOH - Maryland Kids In Safety S	$.00	$95.00	$.00	$95.00
405b High Community CPS Services Total		**$.00**	**$2,595.00**	**$.00**	**$2,595.00**
405b High CSS Purchase/Distribution					
M1CSS-2022-G0-86-LC	MIEMSS - Maryland CPS & OP Healthcare Pr	$.00	$12,140.00	$.00	$12,140.00
M1CSS-2022-G1-11-LC	Maryland DOH - Maryland Kids In Safety S	$.00	$17,440.00	$.00	$17,440.00
M1CSS-2022-G3-12-SW	PG Child - Children Ride Safe in Car Sea	$.00	$5,000.00	$.00	$.00
405b High CSS Purchase/Distribution Total		**$.00**	**$34,580.00**	**$.00**	**$29,580.00**
405b OP High					
M1X-2022-G0-86-LC	MIEMSS - Maryland CPS & OP Healthcare Pr	$.00	$75,234.58	$.00	$75,234.58
M1X-2022-G1-11-LC	Maryland DOH - Maryland Kids In Safety S	$.00	$218,246.62	$.00	$218,246.62
M1X-2022-G2-11-LC	UMB NSC - Seat Belt Observation Project	$.00	$142,402.57	$.00	$142,402.57
M1X-2022-G2-34-SW	MHSO - Staffing Grant 1	$.00	$79,412.02	$.00	$.00
M1X-2022-MA-TC-H1	FAST Act 405b OP High Match	$138,117.70	$.00	$.00	$.00
405b OP High Total		**$138,117.70**	**$515,295.79**	**$.00**	**$435,883.77**
FAST Act 405b OP High Total		***$138,117.70***	***$552,470.79***	***$.00***	***$468,058.77***
FAST Act 405c Data Program					
405c Data Program					
M3DA-2022-G2-10-LC	UMB NSC - Traffic Records Program	$.00	$268,916.42	$.00	$268,916.42
M3DA-2022-G2-34-SW	MHSO - Staffing Grant 1	$.00	$132,823.57	$.00	$.00
M3DA-2022-G3-13-LC	Washington College - Traffic Records	$.00	$538,261.40	$.00	$538,261.40
M3DA-2022-MA-TC-H1	FAST Act 405c Data Program Match	$235,000.35	$.00	$.00	$.00
405c Data Program Total		**$235,000.35**	**$940,001.39**	**$.00**	**$807,177.82**
FAST Act 405c Data Program Total		***$235,000.35***	***$940,001.39***	***$.00***	***$807,177.82***
FAST Act 405d Impaired Driving Low					
405d Low Other Based on Problem ID					
M6OT-2022-G3-21-SW	MHSO - GPS Grant System	$.00	$200,525.00	$.00	$.00
405d Low Other Based on Problem ID Total		**$.00**	**$200,525.00**	**$.00**	**$.00**
405d Impaired Driving Low					
M6X-2022-G0-31-LC	MSAA - Traffic Safety Resource Prosecuto	$.00	$188,882.26	$.00	$188,882.26
M6X-2022-G0-51-LC	MML PEA - Committee 2021/2022	$.00	$5,500.00	$.00	$5,500.00
M6X-2022-G0-63-LC	Chesapeake Reg Safety - Special Projects	$.00	$91,154.23	$.00	$91,154.23
M6X-2022-G0-88-SW	MSP-DRE - DRE Training	$.00	$419,541.88	$.00	$.00
M6X-2022-G1-20-LC	WRAP - Impaired Driving	$.00	$244,009.55	$.00	$244,009.55
M6X-2022-G1-41-LC	Worcester Co Health - Impaired Driving	$.00	$3,439.70	$.00	$3,439.70
M6X-2022-G1-45-LC	CAASA - Impaired Driving Activities	$.00	$5,260.00	$.00	$5,260.00
M6X-2022-G1-90-SW	MADD - Power of Youth	$.00	$53,941.80	$.00	$.00
M6X-2022-G2-35-SW	MHSO - Staffing Grant 2	$.00	$229,606.97	$.00	$.00
M6X-2022-G2-44-SW	MCPA - DUI Institute DUI / DRE Conferenc	$.00	$12,100.00	$.00	$.00
M6X-2022-G2-47-SW	Seneca Valley High - Impaired Driving	$.00	$2,100.00	$.00	$.00
M6X-2022-G2-73-SW	DRIVE SMART VA - What''s Your Gameplan?	$.00	$102,078.45	$.00	$.00
M6X-2022-G2-74-LC	Anne Arundel Co Health - Impaired Drivin	$.00	$39,900.00	$.00	$39,900.00
M6X-2022-G2-89-LC	MHSO - Communications (DUI)	$.00	$905,000.00	$.00	$905,000.00

M6X-2022-G2-93-LC	Garrett Co Liq Bd - Impaired Driving	$.00	$5,152.97	$.00	$5,152.97
M6X-2022-G3-03-LC	St. Mary''s Co Health Dept - Impaired Dr	$.00	$10,000.00	$.00	$10,000.00
M6X-2022-G3-06-LC	Wheaton High School - PTSA After Prom	$.00	$2,100.00	$.00	$2,100.00
M6X-2022-L0-12-LC	Hampstead PD - Alcohol OT	$.00	$500.00	$.00	$500.00
M6X-2022-L0-26-LC	Caroline Co Sheriff - Impaired Driving	$.00	$572.00	$.00	$572.00
M6X-2022-L0-28-LC	MD National Capital Park & Planning	$.00	$1,000.00	$.00	$1,000.00
M6X-2022-L0-52-LC	Harford Co Sheriff - Impaired Driving	$.00	$6,938.19	$.00	$6,938.19
M6X-2022-L0-58-LC	Baltimore Co PD - Impaired Driving	$.00	$13,033.00	$.00	$13,033.00
M6X-2022-L0-60-LC	City of Bowie - Bowie City Impaired and	$.00	$500.00	$.00	$500.00
M6X-2022-L0-68-LC	MDTA - Impaired Driving Enforcement	$.00	$1,000.00	$.00	$1,000.00
M6X-2022-L0-95-LC	La Plata PD - Drive Sober	$.00	$500.00	$.00	$500.00
M6X-2022-L0-96-LC	St. Mary''s Co Sheriff - Saturation Patr	$.00	$1,400.00	$.00	$1,400.00
M6X-2022-L1-02-LC	Carroll Co Sheriff - Drive Sober	$.00	$1,500.00	$.00	$1,500.00
M6X-2022-L1-52-LC	Greenbelt PD - Impaired Driving	$.00	$1,045.00	$.00	$1,045.00
M6X-2022-L1-59-LC	Charles Co Sheriff - Impaired Driving	$.00	$7,000.00	$.00	$7,000.00
M6X-2022-L1-66-LC	MSP-SPIDRE - SPIDRE Team	$.00	$383,192.00	$.00	$383,192.00
M6X-2022-L1-67-LC	MSP-Statewide - Impaired Driving	$.00	$30,000.00	$.00	$30,000.00
M6X-2022-L1-80-LC	Calvert Co Sheriff - Impaired Driving	$.00	$1,500.00	$.00	$1,500.00
M6X-2022-L1-98-LC	Anne Arundel Co PD - Impaired Driving	$.00	$5,005.00	$.00	$5,005.00
M6X-2022-L2-23-LC	City of Hyattsville PD - Impaired Drivin	$.00	$500.00	$.00	$500.00
M6X-2022-L2-76-LC	Prince George''s Co PD - Impaired Drivin	$.00	$5,175.00	$.00	$5,175.00
M6X-2022-L2-81-LC	MSP-Mob Unit - Mobile Alcohol Testing Tr	$.00	$35,450.00	$.00	$35,450.00
M6X-2022-L2-94-LC	Hagerstown PD - FY22 MHSO Impaired Drivi	$.00	$1,000.00	$.00	$1,000.00
M6X-2022-MA-TC-H1	FAST Act 405d Impaired Driving Low Match	$1,123,453.90	$.00	$.00	$.00
405d Impaired Driving Low Total		**$1,123,453.90**	**$2,816,578.00**	**$.00**	**$1,997,208.90**
405d Low HVE					
FDLHVE-2022-L0-02-LC	Manchester PD - DUI Patrol	$.00	$999.00	$.00	$999.00
FDLHVE-2022-L0-05-LC	Riverdale Park PD - Impaired	$.00	$6,000.00	$.00	$6,000.00
FDLHVE-2022-L0-08-LC	Fruitland PD - DUI Overtime	$.00	$3,999.06	$.00	$3,999.06
FDLHVE-2022-L0-12-LC	Hampstead PD - Alcohol OT	$.00	$2,000.00	$.00	$2,000.00
FDLHVE-2022-L0-16-LC	Havre de Grace PD - DUI Enforcement	$.00	$2,000.00	$.00	$2,000.00
FDLHVE-2022-L0-26-LC	Caroline Co Sheriff - Impaired Driving	$.00	$8,712.00	$.00	$8,712.00
FDLHVE-2022-L0-32-LC	Mt. Airy PD - Impaired Driving	$.00	$2,000.00	$.00	$2,000.00
FDLHVE-2022-L0-33-LC	Talbot Co Sheriff - 2022 Impaired Drivin	$.00	$3,500.00	$.00	$3,500.00
FDLHVE-2022-L0-36-LC	Dorchester Co Sheriff - DUI Enforcement	$.00	$7,052.00	$.00	$7,052.00
FDLHVE-2022-L0-37-LC	Cumberland PD - DUI Enforcement	$.00	$2,000.00	$.00	$2,000.00
FDLHVE-2022-L0-42-LC	Frederick PD - Impaired Driving	$.00	$21,000.00	$.00	$21,000.00
FDLHVE-2022-L0-46-LC	Easton PD - Impaired Driving	$.00	$14,720.00	$.00	$14,720.00
FDLHVE-2022-L0-52-LC	Harford Co Sheriff - Impaired Driving	$.00	$55,000.00	$.00	$55,000.00
FDLHVE-2022-L0-58-LC	Baltimore Co PD - Impaired Driving	$.00	$162,052.00	$.00	$162,052.00
FDLHVE-2022-L0-60-LC	City of Bowie - Bowie City Impaired and	$.00	$3,000.00	$.00	$3,000.00
FDLHVE-2022-L0-65-LC	Baltimore City PD - Impaired Driving	$.00	$10,000.00	$.00	$10,000.00
FDLHVE-2022-L0-68-LC	MDTA - Impaired Driving Enforcement	$.00	$39,000.00	$.00	$39,000.00
FDLHVE-2022-L0-69-LC	Frostburg City PD - Impaired Driving	$.00	$1,000.00	$.00	$1,000.00
FDLHVE-2022-L0-74-LC	Berlin PD - BPD Impaired Grant FY22	$.00	$3,000.00	$.00	$3,000.00
FDLHVE-2022-L0-75-LC	Ocean City PD - Impaired Driving	$.00	$19,008.00	$.00	$19,008.00

FDLHVE-2022-L0-79-LC	Ocean Pines PD - Impaired Driving	$.00	$1,500.00	$.00	$1,500.00
FDLHVE-2022-L0-95-LC	La Plata PD - Drive Sober	$.00	$5,000.00	$.00	$5,000.00
FDLHVE-2022-L0-96-LC	St. Mary''s Co Sheriff - Saturation Patr	$.00	$12,100.00	$.00	$12,100.00
FDLHVE-2022-L0-97-LC	Wicomico Co Sheriff - Impaired Driving	$.00	$6,000.00	$.00	$6,000.00
FDLHVE-2022-L1-02-LC	Carroll Co Sheriff - Drive Sober	$.00	$18,500.00	$.00	$18,500.00
FDLHVE-2022-L1-09-LC	Gaithersburg PD - Impaired Driving	$.00	$15,000.00	$.00	$15,000.00
FDLHVE-2022-L1-12-LC	UMCP PD - Impaired Driving Enforcement	$.00	$9,000.00	$.00	$9,000.00
FDLHVE-2022-L1-24-LC	Dent PD - Arrive Alive in 2021	$.00	$2,990.00	$.00	$2,990.00
FDLHVE-2022-L1-30-LC	Laurel PD - Impaired Driving	$.00	$10,000.00	$.00	$10,000.00
FDLHVE-2022-L1-32-LC	Montgomery Co - Impaired Driving	$.00	$110,000.00	$.00	$110,000.00
FDLHVE-2022-L1-35-LC	Annapolis PD - Impaired Driving	$.00	$5,000.00	$.00	$5,000.00
FDLHVE-2022-L1-39-LC	Princess Anne PD - DUI 2022	$.00	$3,984.75	$.00	$3,984.75
FDLHVE-2022-L1-52-LC	Greenbelt PD - Impaired Driving	$.00	$11,955.00	$.00	$11,955.00
FDLHVE-2022-L1-56-LC	Howard Co PD - Impaired Driving	$.00	$35,000.00	$.00	$35,000.00
FDLHVE-2022-L1-58-LC	Perryville PD - Perryville DUI patrols	$.00	$1,449.42	$.00	$1,449.42
FDLHVE-2022-L1-59-LC	Charles Co Sheriff - Impaired Driving	$.00	$30,000.00	$.00	$30,000.00
FDLHVE-2022-L1-63-LC	Montgomery Co Sheriff - Impaired Driving	$.00	$9,000.00	$.00	$9,000.00
FDLHVE-2022-L1-65-LC	Salisbury PD - Impaired Driving Applicat	$.00	$6,000.00	$.00	$6,000.00
FDLHVE-2022-L1-67-LC	MSP-Statewide - Impaired Driving	$.00	$334,400.00	$.00	$334,400.00
FDLHVE-2022-L1-78-LC	Chestertown PD - Impaired Driving	$.00	$1,470.00	$.00	$1,470.00
FDLHVE-2022-L1-80-LC	Calvert Co Sheriff - Impaired Driving	$.00	$14,000.00	$.00	$14,000.00
FDLHVE-2022-L1-89-LC	Rockville PD - Impaired Driving	$.00	$6,000.00	$.00	$6,000.00
FDLHVE-2022-L1-98-LC	Anne Arundel Co PD - Impaired Driving	$.00	$29,965.00	$.00	$29,965.00
FDLHVE-2022-L2-03-LC	Elkton PD - Stay Sober	$.00	$3,000.00	$.00	$3,000.00
FDLHVE-2022-L2-19-LC	Takoma Park PD - Impaired Driving Progra	$.00	$3,000.00	$.00	$3,000.00
FDLHVE-2022-L2-23-LC	City of Hyattsville PD - Impaired Drivin	$.00	$4,500.00	$.00	$4,500.00
FDLHVE-2022-L2-25-LC	Bel Air PD - Impaired Driving	$.00	$4,000.00	$.00	$4,000.00
FDLHVE-2022-L2-32-LC	Queen Anne Sheriff - Impaired driving	$.00	$7,003.00	$.00	$7,003.00
FDLHVE-2022-L2-33-LC	Aberdeen PD - Impaired Operator Campaign	$.00	$1,485.00	$.00	$1,485.00
FDLHVE-2022-L2-37-LC	Westminster PD - Impaired Driving	$.00	$1,980.00	$.00	$1,980.00
FDLHVE-2022-L2-51-SW	MD Natural Resources Police	$.00	$1,000.00	$.00	$.00
FDLHVE-2022-L2-52-LC	Sykesville PD - Call a ride	$.00	$2,000.00	$.00	$2,000.00
FDLHVE-2022-L2-57-LC	Cecil Co Sheriff - Impaired Driving	$.00	$5,995.00	$.00	$5,995.00
FDLHVE-2022-L2-69-LC	Bladensburg PD - Impared	$.00	$3,000.00	$.00	$3,000.00
FDLHVE-2022-L2-76-LC	Prince George''s Co PD - Impaired Drivin	$.00	$105,000.00	$.00	$105,000.00
FDLHVE-2022-L2-94-LC	Hagerstown PD - FY22 MHSO Impaired Drivi	$.00	$4,000.00	$.00	$4,000.00
FDLHVE-2022-L3-10-LC	Worcester Co Sheriff - Impaired Driving	$.00	$1,050.00	$.00	$1,050.00
405d Low HVE Total		**$.00**	**$1,191,369.23**	**$.00**	**$1,190,369.23**
405d Low Drug and Alcohol Training					
FDLDATR-2022-G0-31-LC	MSAA - Traffic Safety Resource Prosecuto	$.00	$8,085.00	$.00	$8,085.00
FDLDATR-2022-G0-88-SW	MSP-DRE - DRE Training	$.00	$93,500.00	$.00	$.00
FDLDATR-2022-G2-42-LC	MD Sheriffs - DUI Institute	$.00	$17,710.00	$.00	$17,710.00
FDLDATR-2022-G2-44-SW	MCPA - DUI Institute DUI / DRE Conferenc	$.00	$123,010.00	$.00	$.00
FDLDATR-2022-L1-32-LC	Montgomery Co - Impaired Driving	$.00	$5,000.00	$.00	$5,000.00
FDLDATR-2022-L1-56-LC	Howard Co PD - Impaired Driving	$.00	$3,000.00	$.00	$3,000.00
FDLDATR-2022-L1-67-LC	MSP-Statewide - Impaired Driving	$.00	$18,500.00	$.00	$18,500.00

FDLDATR-2022-L2-76-LC	Prince George''s Co PD - Impaired Drivin	$.00	$4,825.00	$.00	$4,825.00
405d Low Drug and Alcohol Training Total		**$.00**	**$273,630.00**	**$.00**	**$57,120.00**
405d Low Codes and Laws					
FDL*CL-2022-G0-31-LC	MSAA - Traffic Safety Resource Prosecuto	$.00	$11,713.39	$.00	$11,713.39
405d Low Codes and Laws Total		**$.00**	**$11,713.39**	**$.00**	**$11,713.39**
FAST Act 405d Impaired Driving Low Total		***$1,123,453.90***	***$4,493,815.62***	***$.00***	***$3,256,411.52***
FAST Act 405f Motorcycle Programs					
405f Motorcyclist Awareness					
M9MA-2022-G1-99-LC	CORE - Maryland Motorcycle Fatality Revi	$.00	$33,724.25	$.00	$33,724.25
405f Motorcyclist Awareness Total		**$.00**	**$33,724.25**	**$.00**	**$33,724.25**
405f Motorcycle Programs					
M9X-2022-MA-TC-H1	FAST Act 405f Motorcycle Programs Match	$8,431.06	$.00	$.00	$.00
405f Motorcycle Programs Total		**$8,431.06**	**$.00**	**$.00**	**$.00**
FAST Act 405f Motorcycle Programs Total		***$8,431.06***	***$33,724.25***	***$.00***	***$33,724.25***
FAST Act 405f Motorcycle Safety Programs					
405f Safety Motorcyclist Awareness					
M11MA-2022-G2-85-LC	MHSO - Media & Internal Projects	$.00	$60,000.00	$.00	$60,000.00
405f Safety Motorcyclist Awareness Total		**$.00**	**$60,000.00**	**$.00**	**$60,000.00**
405f Motorcycle Safety Programs					
M11X-2022-MA-TC-H1	FAST Act 405f Motorcycle Safety Programs	$15,000.00	$.00	$.00	$.00
405f Motorcycle Safety Programs Total		**$15,000.00**	**$.00**	**$.00**	**$.00**
FAST Act 405f Motorcycle Safety Programs Total		***$15,000.00***	***$60,000.00***	***$.00***	***$60,000.00***
FAST Act 405h Nonmotorized Safety					
405h Nonmotorized Safety					
FHX-2022-G1-05-LC	WASHCOG - Pedestrian/Bicycle	$.00	$250,000.00	$.00	$250,000.00
FHX-2022-G2-00-LC	Balt Metropolitan Council	$.00	$251,000.00	$.00	$251,000.00
FHX-2022-G2-35-SW	MHSO - Staffing Grant 2	$.00	$103,662.44	$.00	$.00
FHX-2022-MA-TC-H1	FAST Act 405h Nonmotorized Safety Match	$151,165.61	$.00	$.00	$.00
405h Nonmotorized Safety Total		**$151,165.61**	**$604,662.44**	**$.00**	**$501,000.00**
FAST Act 405h Nonmotorized Safety Total		***$151,165.61***	***$604,662.44***	***$.00***	***$501,000.00***
NHTSA Total		***$3,073,904.53***	***$11,812,318.14***	***$.00***	***$8,729,273.96***
Total		***$3,073,904.53***	***$11,812,318.14***	***$.00***	***$8,729,273.96***

Appendix K: Maintenance of Effort Report

Maintenance of Effort - 2020

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

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

In determining direct expenditures to be applied to the various program areas of OP, AL, and TR, a large portion of the funds generally attributed to Maintenance of Effort involve the salaries/benefits of people working in various safety efforts within MVA. In circumstances that an employee performs activities in multiple areas, there is no way to determine specific days/hours that the employee was directly working on a particular highway safety program, so we excluded the salary expenditures with the exception of Impaired Driving. A unit with the Driver Wellness and Safety Division of the MVA works exclusively (100%) in the area of oversight and monitoring of the Ignition Interlock Program. The Driver Wellness and Safety Division acquired the expenditures from FMIS (Maryland's system of record for financial management) for the salaries of these employees from 2014 and 2015 for our MOE baseline. Driver Wellness and Safety Division also provided the expenditures for our 2020 Maintenance of Effort Report.

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

For the Occupant Protection Baseline, the only direct expenditures through MVA are related to the Carfit Program. These expenditures involved the participation of Driver Safety Program staff in "Train the Trainer" events. Because the staff do not keep activity logs, there is no way to clearly document the days/hours that were directly related to Occupant Protection activities. We reviewed other expenses for the Driver Safety Program to determine if there were other direct expenses which could be attributed to Occupant Protection. We reviewed invoices for the two-year baseline period and were unable to find any expenditures clearly related to Occupant Protection. Therefore, we have a $0 baseline for Occupant Protection.

Below are the direct expenses for Occupant Protection (OP), Impaired Driving (AL), and Improving Data Systems (TR) for both the baseline period and 2020.

MOE Baseline Determination

	Maryland MVA Expenditures		Total of 2014/2015	Average for Baseline
	2014 Actuals	2015 Actuals		
PROJECT MANAGEMENT - TR	$8,533.08	$338.90	$8,871.98	$4,435.99
DRIVER WELLNESS - ID	$473,402.00	$506,758.00	$980,160.00	$490,080.00
DRIVER SAFETY - OP	$0.00	$0.00	$0.00	$0.00

MOE 2020 Expenditure Compared to Baseline

	Maryland MVA Expenditures	Baseline Amount	Amount Above Baseline
	2020 Actuals		
PROJECT MANAGEMENT - TR	$33,619.58	$4,435.99	$29,183.59
DRIVER WELLNESS - ID	$689,383.03	$490,080.00	$199,303.03
DRIVER SAFETY - OP	$0.00	$0.00	$0.00

Chapter 625

(House Bill 301)

AN ACT concerning

Vehicle Laws – ~~Ethnicity–Based or~~ Race–Based Traffic Stops – Policy and Reporting Requirements

FOR the purpose of ~~altering the meaning of "traffic stop" as it relates to certain policies and reporting requirements; requiring certain law enforcement agencies to report certain information to the Maryland Statistical Analysis Center; altering the categories of ethnicity and race a law enforcement officer is required to report to the law enforcement agency that employs the officer; requiring the Maryland Statistical Analysis Center to make certain reports to the General Assembly, the Governor, and law enforcement agencies; altering a certain definition;~~ repealing a termination provision for certain provisions of law relating to policy and reporting requirements for race–based traffic stops; *repealing a certain reporting requirement of the Maryland Statistical Analysis Center on certain traffic stop data and requiring the Maryland Statistical Analysis Center on or before a certain date each year to place on its website in a certain manner a filterable data display showing certain traffic stop data; requiring the Governor's Office of Crime Control and Prevention to provide certain notice to the General Assembly when the filterable data display is updated;* making stylistic changes; altering a certain definition; and generally relating to law enforcement procedures and traffic stops.

BY repealing and reenacting, with amendments,
Article – Transportation
Section 25–113
Annotated Code of Maryland
(2012 Replacement Volume and 2018 Supplement)

BY repealing and reenacting, with amendments,
Chapter 127 of the Acts of the General Assembly of 2015
Section 2

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND, That the Laws of Maryland read as follows:

Article – Transportation

25–113.

(a) (1) In this section the following words have the meanings indicated.

(2) "Law enforcement agency" means an agency that is listed in § 3–101(e) of the Public Safety Article.

(3) "Law enforcement officer" means any person who, in an official capacity, is authorized by law to make arrests and who is an employee of a law enforcement agency.

(4) "MARYLAND POLICE TRAINING AND STANDARDS COMMISSION" MEANS THE UNIT WITHIN THE DEPARTMENT OF PUBLIC SAFETY AND CORRECTIONAL SERVICES ESTABLISHED UNDER § 3–202 OF THE PUBLIC SAFETY ARTICLE.

[(4)**] (5)** "Maryland Statistical Analysis Center" means the research, development, and evaluation component of the Governor's Office of Crime Control and Prevention.

[(5) "Police Training and Standards Commission" means the unit within the Department of Public Safety and Correctional Services established under § 3–202 of the Public Safety Article.**]**

(6) (i) "Traffic stop" means any instance when a law enforcement officer stops the driver of a motor vehicle and detains the driver for any period of time ~~[~~for a violation of the Maryland Vehicle Law~~]~~.

(ii) "Traffic stop" does not include:

1. A checkpoint or roadblock stop; ~~OR~~

2. A stop of multiple vehicles due to a traffic accident or emergency situation requiring the stopping of vehicles for public safety purposes~~[~~;

3. A stop based on the use of radar, laser, or vascar technology; or

4. A stop based on the use of license plate reader technology~~]~~.

(b) The **MARYLAND** Police Training and Standards Commission, in consultation with the Maryland Statistical Analysis Center, shall develop:

(1) A model format for the efficient recording of data required under subsection (d) of this section on an electronic device, or by any other means, for use by a law enforcement agency;

(2) Guidelines that each law enforcement agency may use as a management tool to evaluate data collected by its officers for use in counseling and improved training;

(3) A standardized format that each law enforcement agency shall use in reporting data to the Maryland Statistical Analysis Center under subsection (e) of this section; and

(4) A model policy against ~~ETHNICITY–BASED AND~~ race–based traffic stops that a law enforcement agency may use in developing its policy in accordance with subsection (g) of this section.

(c) ~~[~~(1) Subject to paragraph (2) of this subsection, this~~]~~ ~~THIS~~ section applies to each law enforcement agency that has one or more law enforcement officers.

~~[~~(2) Except as provided in subsection (e)(2) of this section, this section does not apply to a law enforcement agency that is subject to an agreement with the United States Department of Justice that requires the law enforcement agency to collect data on the race or ethnicity of the drivers of motor vehicles stopped.~~]~~

(d) Each time a law enforcement officer makes a traffic stop, that officer shall report the following information to the law enforcement agency that employs the officer using the format developed under subsection (b)(1) of this section:

(1) The date, location, and time of the stop;

(2) The approximate duration of the stop;

(3) The traffic violation or violations alleged to have been committed that led to the stop;

(4) Whether a search was conducted as a result of the stop;

(5) If a search was conducted, the reason for the search, whether the search was consensual or nonconsensual, whether a person was searched, and whether a person's property was searched;

(6) Whether any contraband or other property was seized in the course of the search;

(7) Whether a warning, safety equipment repair order, or citation was issued as a result of the stop;

(8) If a warning, safety equipment repair order, or citation was issued, the basis for issuing the warning, safety equipment repair order, or citation;

(9) Whether an arrest was made as a result of either the stop or the search;

(10) If an arrest was made, the crime charged;

(11) The state in which the stopped vehicle is registered;

(12) The gender of the driver;

(13) The date of birth of the driver;

(14) The state and, if available on the driver's license, the county of residence of the driver; ~~[~~and~~]~~

(15) ~~THE ETHNICITY OF THE DRIVER AS:~~

~~(I) HISPANIC OR LATINO; OR~~

~~(II) NOT HISPANIC OR LATINO; AND~~

~~(16)~~ The race ~~[~~or ethnicity~~]~~ of the driver as:

~~[~~(i) Asian;

(ii) Black;

(iii) Hispanic;

(iv) White; or

(v) Other.~~]~~

~~(I) WHITE ALONE;~~

~~(II) BLACK OR AFRICAN AMERICAN ALONE;~~

~~(III) ASIAN ALONE;~~

~~(IV) NATIVE HAWAIIAN OR OTHER PACIFIC ISLANDER ALONE;~~

~~(V) SOME OTHER RACE ALONE;~~

~~(VI) TWO OR MORE RACES INCLUDING SOME OTHER RACE; OR~~

~~(VII) TWO OR MORE RACES EXCLUDING SOME OTHER RACE.~~

(e) ~~[~~(1)~~]~~ A law enforcement agency shall:

~~[~~(i)~~]~~ ~~(1)~~ Compile the data described in subsection (d) of this section for the calendar year as a report in the format required under subsection (b)(3) of this section; and

~~[~~(ii)~~]~~ ~~(2)~~ Submit the report to the Maryland Statistical Analysis Center no later than March 1 of the following calendar year.

~~[~~(2) A law enforcement agency that is exempt under subsection (c)(2) of this section shall submit to the Maryland Statistical Analysis Center copies of reports it submits to the United States Department of Justice in lieu of the report required under paragraph (1) of this subsection.~~]~~

(f) (1) The Maryland Statistical Analysis Center shall analyze the annual reports of law enforcement agencies submitted under subsection (e) of this section based on a methodology developed in consultation with the **MARYLAND** Police Training and Standards Commission.

(2) ***(I)*** ~~The~~ ***ON OR BEFORE SEPTEMBER 1 EACH YEAR, THE*** Maryland Statistical Analysis Center shall ~~submit a report of the findings, DISAGGREGATED BY JURISDICTION AND LAW ENFORCEMENT AGENCY, to the Governor, the General Assembly in accordance with § 2–1246 of the State Government Article, and each law enforcement agency before September 1 of each year~~ ***POST ON ITS WEBSITE IN A LOCATION THAT IS EASILY ACCESSIBLE TO THE PUBLIC A FILTERABLE DATA DISPLAY SHOWING ALL DATA COLLECTED UNDER THIS SECTION FOR THE PREVIOUS CALENDAR YEAR***.

(II) A FILTERABLE DATA DISPLAY UNDER THIS PARAGRAPH SHALL ALLOW A PERSON TO:

1. FILTER THE TRAFFIC STOP DATA BY COUNTY OR MUNICIPALITY OR LAW ENFORCEMENT AGENCY; AND

2. REVIEW VARIOUS VISUALS ASSOCIATED WITH DATA ITEMS REPORTED UNDER SUBSECTION (D) OF THIS SECTION.

(III) BEGINNING WITH DATA COLLECTED FOR CALENDAR YEAR 2018, THE MARYLAND STATISTICAL ANALYSIS CENTER SHALL INCLUDE AND MAINTAIN DATA FROM ALL PRIOR YEARS IN THE FILTERABLE DATA DISPLAY.

(IV) WHEN THE MARYLAND STATISTICAL ANALYSIS CENTER UPDATES A FILTERABLE DATA DISPLAY UNDER THIS SECTION, THE GOVERNOR'S OFFICE OF CRIME CONTROL AND PREVENTION SHALL PROVIDE ELECTRONIC AND WRITTEN NOTICE OF THE UPDATE TO THE GENERAL ASSEMBLY IN ACCORDANCE WITH § 2–1246 OF THE STATE GOVERNMENT ARTICLE.

~~(3) THE MARYLAND STATISTICAL ANALYSIS CENTER SHALL SUBMIT A COPY OF EACH REPORT SUBMITTED UNDER SUBSECTION (E) OF THIS SECTION TO THE GOVERNOR AND, IN ACCORDANCE WITH § 2–1246 OF THE STATE GOVERNMENT ARTICLE, THE GENERAL ASSEMBLY BEFORE SEPTEMBER 1 EACH YEAR.~~

(g) (1) A law enforcement agency shall adopt a policy against race–based traffic stops that is to be used as a management tool to promote nondiscriminatory law enforcement and in the training and counseling of its officers.

(2) (i) The policy shall prohibit the practice of using an individual's race or ethnicity as the sole justification to initiate a traffic stop.

(ii) The policy shall make clear that it may not be construed to alter the authority of a law enforcement officer to make an arrest, conduct a search or seizure, or otherwise fulfill the officer's law enforcement obligations.

(3) The policy shall provide for the law enforcement agency to periodically review data collected by its officers under subsection (d) of this section and to review the annual report of the Maryland Statistical Analysis Center for purposes of paragraph (1) of this subsection.

(h) (1) If a law enforcement agency fails to comply with the reporting provisions of this section, the Maryland Statistical Analysis Center shall report the noncompliance to the **MARYLAND** Police Training and Standards Commission.

(2) The **MARYLAND** Police Training and Standards Commission shall contact the law enforcement agency and request that the agency comply with the required reporting provisions.

(3) If the law enforcement agency fails to comply with the required reporting provisions within 30 days after being contacted by the **MARYLAND** Police Training and Standards Commission, the Maryland Statistical Analysis Center and the **MARYLAND** Police Training and Standards Commission jointly shall report the noncompliance to the Governor and the Legislative Policy Committee of the General Assembly.

Chapter 127 of the Acts of 2015

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect June 1, 2015. **[**It shall remain effective for a period of 5 years and, at the end of May 31, 2020, with no further action required by the General Assembly, this Act shall be abrogated and of no further force and effect.**]**

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect ~~October~~ *July* 1, 2019.

Enacted under Article II, § 17(c) of the Maryland Constitution, May 25, 2019.

Chapter 626

(Senate Bill 417)

AN ACT concerning

Vehicle Laws – ~~Ethnicity–Based or~~ Race–Based Traffic Stops – Policy and Reporting Requirements

FOR the purpose of ~~requiring certain law enforcement agencies to report certain information to the Maryland Statistical Analysis Center; altering the categories of ethnicity and race a law enforcement officer is required to report to the law enforcement agency that employs the officer; requiring the Maryland Statistical Analysis Center to make certain reports to the General Assembly, the Governor, and law enforcement agencies; altering a certain definition;~~ ~~repealing~~ altering *repealing* a termination provision for certain provisions of law relating to policy and reporting requirements for race–based traffic stops; *repealing a certain reporting requirement of the Maryland Statistical Analysis Center on certain traffic stop data and requiring the Maryland Statistical Analysis Center on or before a certain date each year to place on its website in a certain manner a filterable data display showing certain traffic stop data; requiring the Governor's Office of Crime Control and Prevention to provide certain notice to the General Assembly when the filterable data display is updated;* ~~requiring the Maryland Statistical Analysis Center to submit a certain report disaggregated by jurisdiction and law enforcement agency;~~ making stylistic changes; altering a certain definition; and generally relating to law enforcement procedures and traffic stops.

BY repealing and reenacting, with amendments,
Article – Transportation
Section 25–113
Annotated Code of Maryland
(2012 Replacement Volume and 2018 Supplement)

BY repealing and reenacting, with amendments,
Chapter 127 of the Acts of the General Assembly of 2015
Section 2

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND, That the Laws of Maryland read as follows:

Article – Transportation

25–113.

(a) (1) In this section the following words have the meanings indicated.

(2) "Law enforcement agency" means an agency that is listed in § 3–101(e) of the Public Safety Article.

(3) "Law enforcement officer" means any person who, in an official capacity, is authorized by law to make arrests and who is an employee of a law enforcement agency.

(4) "MARYLAND POLICE TRAINING AND STANDARDS COMMISSION" MEANS THE UNIT WITHIN THE DEPARTMENT OF PUBLIC SAFETY AND CORRECTIONAL SERVICES ESTABLISHED UNDER § 3–202 OF THE PUBLIC SAFETY ARTICLE.

[(4)**] (5)** "Maryland Statistical Analysis Center" means the research, development, and evaluation component of the Governor's Office of Crime Control and Prevention.

[(5) "Police Training and Standards Commission" means the unit within the Department of Public Safety and Correctional Services established under § 3–202 of the Public Safety Article.**]**

(6) (i) "Traffic stop" means any instance when a law enforcement officer stops the driver of a motor vehicle and detains the driver for any period of time for a violation of the Maryland Vehicle Law.

(ii) "Traffic stop" does not include:

1. A checkpoint or roadblock stop; ~~OR~~

2. A stop of multiple vehicles due to a traffic accident or emergency situation requiring the stopping of vehicles for public safety purposes~~]~~;

3. A stop based on the use of radar, laser, or vascar technology; or

4. A stop based on the use of license plate reader technology~~]~~.

(b) The **MARYLAND** Police Training and Standards Commission, in consultation with the Maryland Statistical Analysis Center, shall develop:

(1) A model format for the efficient recording of data required under subsection (d) of this section on an electronic device, or by any other means, for use by a law enforcement agency;

(2) Guidelines that each law enforcement agency may use as a management tool to evaluate data collected by its officers for use in counseling and improved training;

(3) A standardized format that each law enforcement agency shall use in reporting data to the Maryland Statistical Analysis Center under subsection (e) of this section; and

(4) A model policy against ~~ETHNICITY–BASED AND~~ race–based traffic stops that a law enforcement agency may use in developing its policy in accordance with subsection (g) of this section.

(c) ~~[~~(1) Subject to paragraph (2) of this subsection, this~~]~~ ~~THIS~~ section applies to each law enforcement agency that has one or more law enforcement officers.

~~[~~(2) Except as provided in subsection (e)(2) of this section, this section does not apply to a law enforcement agency that is subject to an agreement with the United States Department of Justice that requires the law enforcement agency to collect data on the race or ethnicity of the drivers of motor vehicles stopped.~~]~~

(d) Each time a law enforcement officer makes a traffic stop, that officer shall report the following information to the law enforcement agency that employs the officer using the format developed under subsection (b)(1) of this section:

(1) The date, location, and time of the stop;

(2) The approximate duration of the stop;

(3) The traffic violation or violations alleged to have been committed that led to the stop;

(4) Whether a search was conducted as a result of the stop;

(5) If a search was conducted, the reason for the search, whether the search was consensual or nonconsensual, whether a person was searched, and whether a person's property was searched;

(6) Whether any contraband or other property was seized in the course of the search;

(7) Whether a warning, safety equipment repair order, or citation was issued as a result of the stop;

(8) If a warning, safety equipment repair order, or citation was issued, the basis for issuing the warning, safety equipment repair order, or citation;

(9) Whether an arrest was made as a result of either the stop or the search;

(10) If an arrest was made, the crime charged;

(11) The state in which the stopped vehicle is registered;

(12) The gender of the driver;

(13) The date of birth of the driver;

(14) The state and, if available on the driver's license, the county of residence of the driver; **[**and**]**

(15) ~~**THE ETHNICITY OF THE DRIVER AS:**~~

~~**(I) HISPANIC OR LATINO; OR**~~

~~**(II) NOT HISPANIC OR LATINO; AND**~~

~~**(16)**~~ The race **[**or ethnicity**]** of the driver as:

[(i) Asian;

(ii) Black;

(iii) Hispanic;

(iv) White; or

(v) Other.**]**

~~**(I) WHITE ALONE;**~~

~~**(II) BLACK OR AFRICAN AMERICAN ALONE;**~~

~~**(III) ASIAN ALONE;**~~

~~**(IV) NATIVE HAWAIIAN OR OTHER PACIFIC ISLANDER ALONE;**~~

~~**(V) SOME OTHER RACE ALONE;**~~

~~**(VI) TWO OR MORE RACES INCLUDING SOME OTHER RACE; OR**~~

~~**(VII) TWO OR MORE RACES EXCLUDING SOME OTHER RACE.**~~

(e) ~~[~~(1)~~]~~ A law enforcement agency shall:

~~[~~(i)~~]~~ ~~(1)~~ Compile the data described in subsection (d) of this section for the calendar year as a report in the format required under subsection (b)(3) of this section; and

~~[~~(ii)~~]~~ ~~(2)~~ Submit the report to the Maryland Statistical Analysis Center no later than March 1 of the following calendar year.

~~[~~(2) A law enforcement agency that is exempt under subsection (c)(2) of this section shall submit to the Maryland Statistical Analysis Center copies of reports it submits to the United States Department of Justice in lieu of the report required under paragraph (1) of this subsection.~~]~~

(f) (1) The Maryland Statistical Analysis Center shall analyze the annual reports of law enforcement agencies submitted under subsection (e) of this section based on a methodology developed in consultation with the **MARYLAND** Police Training and Standards Commission.

(2) ***(I)*** ~~The~~ ***ON OR BEFORE SEPTEMBER 1 EACH YEAR, THE*** Maryland Statistical Analysis Center shall ~~submit a report of the findings, DISAGGREGATED BY JURISDICTION AND LAW ENFORCEMENT AGENCY, to the Governor, the General Assembly in accordance with § 2–1246 of the State Government Article, and each law enforcement agency before September 1 of each year~~ ***POST ON ITS WEBSITE IN A LOCATION THAT IS EASILY ACCESSIBLE TO THE PUBLIC A FILTERABLE DATA DISPLAY SHOWING ALL DATA COLLECTED UNDER THIS SECTION FOR THE PREVIOUS CALENDAR YEAR***.

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WRITTEN NOTICE OF THE UPDATE TO THE GENERAL ASSEMBLY IN ACCORDANCE WITH § 2–1246 OF THE STATE GOVERNMENT ARTICLE.

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(g) (1) A law enforcement agency shall adopt a policy against race–based traffic stops that is to be used as a management tool to promote nondiscriminatory law enforcement and in the training and counseling of its officers.

(2) (i) The policy shall prohibit the practice of using an individual's race or ethnicity as the sole justification to initiate a traffic stop.

(ii) The policy shall make clear that it may not be construed to alter the authority of a law enforcement officer to make an arrest, conduct a search or seizure, or otherwise fulfill the officer's law enforcement obligations.

(3) The policy shall provide for the law enforcement agency to periodically review data collected by its officers under subsection (d) of this section and to review the annual report of the Maryland Statistical Analysis Center for purposes of paragraph (1) of this subsection.

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(2) The **MARYLAND** Police Training and Standards Commission shall contact the law enforcement agency and request that the agency comply with the required reporting provisions.

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Chapter 127 of the Acts of 2015

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect June 1, 2015. ~~**[**It shall remain effective for a period of 5~~ **10** ~~years and, at the end of May 31, 2020~~ **2025**~~, with no further action required by the General Assembly, this Act shall be abrogated and of no further force and effect.**~~**]**

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect ~~October~~ *July* 1, 2019.

Enacted under Article II, § 17(c) of the Maryland Constitution, May 25, 2019.