

# ANNUAL REPORT

2020



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AAP	American Academy of Pediatrics	MADD	Mothers Against Drunk Driving
ABA	American Bar Association	MASN	Mid-Atlantic Sports Network
ACRS	Automated Crash Reporting System	MBAT	Mobile Breath Alcohol Testing
AR	Attainment Report	MCPA	Maryland Chiefs of Police Association
ARIDE	Advanced Roadside Impaired Driving Enforcement	MCRC	Maryland Crash Reconstruction Committee
BAC	Blood Alcohol Concentration	MCSS	Maryland Center for School Safety
BMC	Baltimore Metropolitan Council	MDOT	Maryland Department of Transportation
CHART	Coordinated Highways Action Response Team	MDTA	Maryland Transportation Authority
CODES	Maryland Crash Outcome Data Evaluation Systems	MFR	Managing for Results
CPS	Child Passenger Safety	MHSO	Maryland Highway Safety Office
CSAP	Car Seat Assistance Programs	MICA	Maryland Institute College of Art
CVSP	Commercial Vehicle Safety Plan	MIEMSS	Maryland Institute for Emergency Medical Services Systems
CY	Calendar Year	MOTORS	Motor Officers Teaching Other Riders Safety
DADSS	Driver Alcohol Detection System for Safety	MSA	Maryland Sheriffs' Association
DMA	Designated Market Areas	MSP	Maryland State Police
DMV	Department of Motor Vehicles	MVA	Motor Vehicle Administration
DNR	Department of Natural Resources	MVMT	Motor Vehicle Miles Traveled
DOIT	Maryland Department of Information Technology	MWCOG	Metropolitan Washington Council of Governments
DRE	Drug Recognition Expert	NHTSA	National Highway Traffic Safety Administration
DUI	Driving Under the Influence	NSC	National Study Center for Trauma and Emergency Medical Systems
DUID	Driving Under the Influence of Drugs	OP	Occupant Protection
EAT	Emphasis Area Team	PC	Project Coordinator
EMS	Emergency Medical Services	PIES	Program Information Evaluation Surveys
FARS	Fatality Analysis Reporting System	POTIF	Predicting Outcomes in Traffic Injuries and Fatalities
FAST	Fixing America's Surface Transportation	PRO	Partnerships, Resources, and Outreach
FFY	Federal Fiscal Year	RAVEN	Risk Analysis of Vehicle Environmental Network
FHWA	Federal Highway Administration	SADD	Students Against Destructive Decisions
GHSA	Governor's Highway Safety Association	SFST	Standardized Field Sobriety Test
GIS	Geographic Information System	SHA	State Highway Administration
GPS	Grants & Projects for Safety	SHSP	Strategic Highway Safety Plan
HOLC	Homeowners Lending Corporation	SJOL	State Judicial Outreach Liaison
HSIP	Highway Safety Improvement Plan	SPIDRE	State Police Impaired Driving Reduction Effort
HSP	Highway Safety Plan	TANG	Traffic Analysis Network Garage
HVE	High Visibility Enforcement	TRCC	State Traffic Records Coordinating Committee
IIHS	Insurance Institute for Highway Safety	TRSP	Traffic Records Strategic Plan
IIP	Ignition Interlock Program	TSRP	Traffic Safety Resource Prosecutor
KISS	Kids in Safety Seats	TSS	Traffic Safety Specialist
LE	Law Enforcement	TZD	Toward Zero Deaths
LEA	Law Enforcement Agency	VMT	Vehicle Miles Traveled
LEL	Law Enforcement Liaison	VZ	Vision Zero
LETEP	Leading Effective Traffic Enforcement Program	WCGP	Washington College GIS Program
LRSP	Local Road Safety Plan	WRAP	Washington Regional Alcohol Program

## MARYLAND HIGHWAY SAFETY OFFICE

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### Crashes are Preventable

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

### Mission

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

### Organizational Statement

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

**ZERO  DEATHS**  
**MARYLAND**



# Our Organization

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

Dr. Tim Kerns, MHSO Director, reports directly to Administrator Nizer and manages a team of almost 25 professionals, with the assistance of a Deputy Director. The team also includes a Communications and Media Section; a Safety Programs Section; a Law Enforcement Services Section; a Partnership, Resources, and Outreach (PRO) Section; and a Finance Section.

The Communications and Media Section 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's Communications, and other partners; the Communications and Media Section Manager provides further exposure for highway safety efforts through public relations and earned media.

Safety Programs is comprised of a Section Manager and three 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 law enforcement across Maryland to increase and maintain support for highway safety and to assist in managing law enforcement-related highway safety grants. Managed by a Section Manager, this section includes four Law Enforcement Liaisons (LELs) and a Law Enforcement Manager.

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

Led by a Finance Section 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, one Grants Manager, two Finance Managers, and a Data Processing and Quality Assurance Manager.

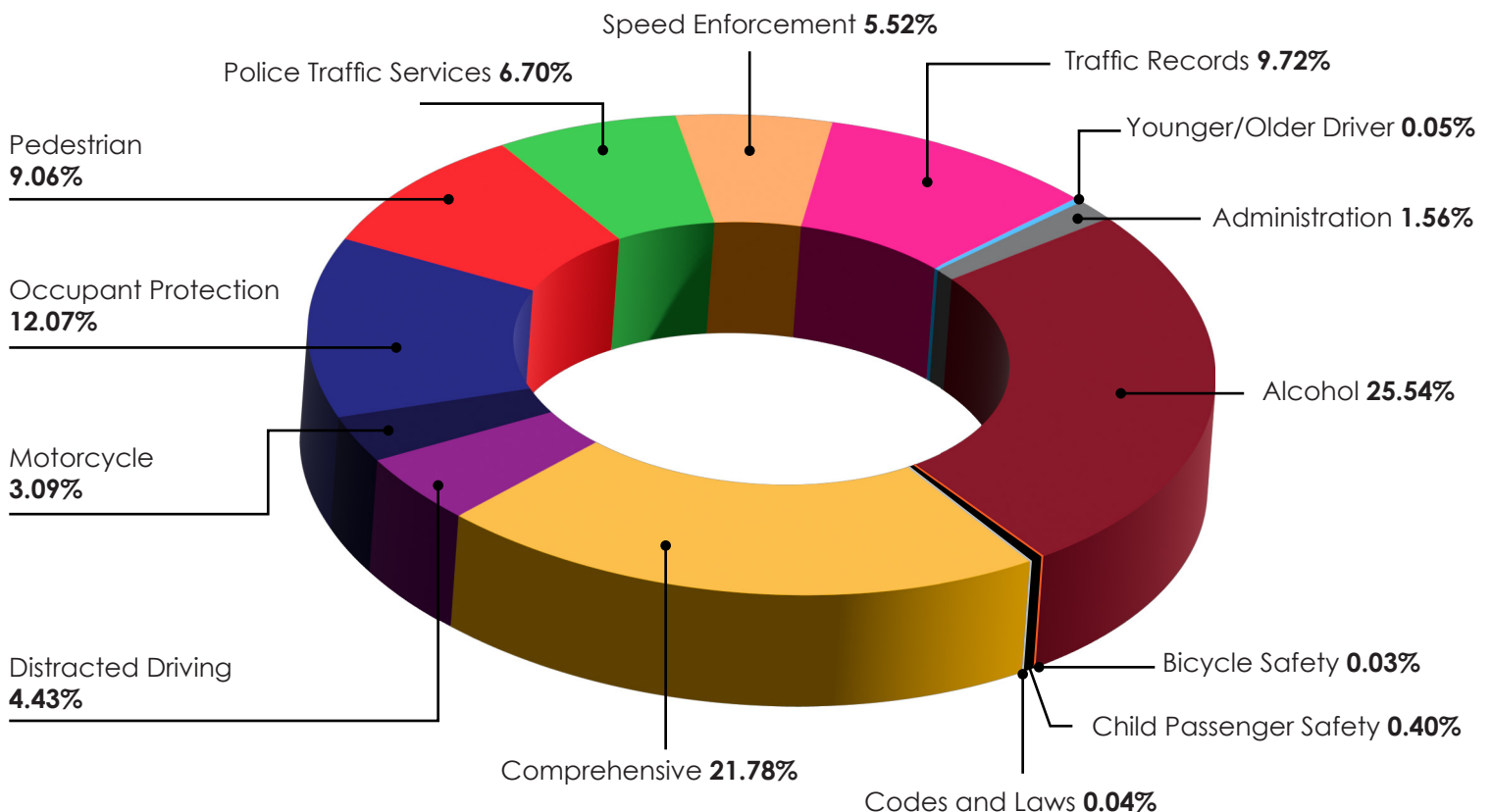


## FUNDING

The Highway Safety Act of 1966 authorized the first federal highway safety program titled the State and Community Highway Safety Grant Program (Section 402). Since then, Congress has revised national highway safety grant programs many times through reauthorizing legislation, creating new incentive grants, penalties, and sanctions. Maryland's highway safety program is funded through federal appropriations, and state laws can impact the amount and type of funding the state receives. The Fixing America's Surface Transportation (FAST) Act is the congressional surface transportation bill that authorizes the current federal transportation programs, including Maryland's highway safety program. The FAST Act, originally set to expire September 2020, received a one-year extension offering a window of opportunity to produce a significant new highway policy bill. The Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, was signed into law by President Biden on November 15, 2021, to replace the FAST Act. While FAST Act funding was used during the majority of the Federal Fiscal Year (FFY), some Bipartisan Infrastructure Law funding was used.

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

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



## Awarded Grants and Funding

For the third year, the Governor's Highway Safety Association (GHSA) and the Foundation for Advancing Alcohol Responsibility (Responsibility.org) awarded the MHSO a grant that enhanced and bolstered efforts to counteract impaired driving. The Impaired Driving grant provided funding for four Cannabis Intoxication Impaired Driving Labs. These labs educate law enforcement to better assess the signs and symptoms of cannabis and poly-substance impaired driving.

Through a cooperative agreement between the NHTSA and the American Bar Association (ABA), the MHSO received a two-year funded program to support the creation of a new State Judicial Outreach Liaison (SJOL) position in FFY 2021. Judge Marc Rasinsky continued his work through FFY 2022 to raise awareness of the challenges in adjudicating impaired driving cases through education and technical assistance. In addition, Judge Rasinsky provided needed resources including the review and distribution of current science, research and data, information on Driving Under the Influence (DUI) Courts, Ignition Interlocks, and offender assessment and treatment throughout the state. He has emphasized the importance of uniformity throughout the state when conducting risk and needs assessments for impaired driving offenders. Most notably, Judge Rasinsky created the formation of a DUI task force that serves under the Impaired Driving Emphasis Area Team. This task force consists of representatives from the Office of Problem-Solving Courts, numerous departments of Parole and Probation, Maryland Courts, State's Attorney's Offices, Public Defender's Offices, and treatment facilities.

In fall 2019, the MHSO was awarded the GHSA and Insurance Institute for Highway Safety (IIHS) Speed Management Pilot Program grant. Unfortunately, soon after the award announcement, the GHSA and IIHS made the decision to delay the project due to COVID-19. In May 2021, the GHSA and IIHS reactivated the grants and work on the project commenced. The IIHS evaluated the impact of the pilot study and issued their results in June 2022. They determined that a combination of enforcement, engineering countermeasures, and public outreach successfully reduced speeding during the project. During the pilot project on a rural road in Bishopville, MD, average speeds fell nine percent. In addition, they found a 78 percent reduction in the odds that a vehicle exceeded the speed limit by any amount and an 80 percent reduction in the odds of a driver going more than 10 mph over the limit. The findings from the pilot project will be used to develop a speed management program template for use by states and communities across the U.S.

The MHSO was awarded a grant in November 2021 by the GHSA and powered by Uber, to implement a 2021 holiday campaign encouraging the public to use Uber ride-hailing services rather than drive after consuming alcohol and/or other impairing substances. More information on this campaign and its results can be found in the Impaired Driving section of this report.



# Legislation

## Child Passenger Safety - Enhanced

In April 2022, Governor Hogan signed Senate Bill 176 into law, a bill that strengthened state laws that protects children traveling on Maryland roadways. The MDOT MVA introduced the revision of the law to help guide parents on keeping a child rear-facing, something that was not addressed by the prior law. The new law went into effect on October 1, 2022, and mandates that children must be kept rear-facing until at least two years of age, unless the child meets or exceeds the height or weight limit on the seat's guidelines. Passing SB 176 brought Maryland in line with laws in 16 other states and the District of Columbia.

The American Academy of Pediatrics (AAP) and NHTSA state that children should ride rear-facing for as long as possible. Rear-facing child seats better support the head, neck, and spine of infants and toddlers in a crash, and the back of the seat takes most of the impact energy. When children ride forward-facing, their heads are thrown forward in a crash, possibly resulting in serious injuries. Before SB 176, Maryland law only required a child to ride in a car seat until reaching at least 4' 9" in height.

The inclusion of age for rear-facing child seats helps law enforcement officers educate drivers on proper child passenger safety and gives clearer guidance for caregivers. Under the prior law, no guidance was provided for rear-facing. This new bill helps bring attention to the fact that children under two are better protected in a crash when riding rear-facing. Under SB 176, only a written warning may be issued for the first violation, supporting law enforcement's request to use the new law as a method for educating caregivers rather than a monetary fine.

## Move Over Law - Expanded

While every state in the country has some form of Move Over law on the books, roadside workers and rescuers, law enforcement officers, and stopped motorists continue to be struck by vehicles and injured or killed at an alarming rate. During the 2022 legislative session, lawmakers passed Senate Bill 147 - Motor Vehicles - Operation When Approaching Stopped, Standing, or Parked Vehicles.

The bill requires a driver approaching a stopped, standing, or parked vehicle displaying hazard warning lights, road flares or other caution signals, from the rear to make a lane change into an available lane not immediately adjacent to the vehicle, or to slow to a reasonable prudent speed that is safe for existing weather, road, and vehicular or pedestrian traffic conditions. Prior state law applied only to emergency vehicles, tow trucks, and service vehicles. However, passage of SB 147 expands the state's Slow Down, Move Over law, to cover all vehicles displaying hazard lights on the side of the road.

Passage of this expanded law makes Maryland one of only eight states with a provision to protect motorists. Currently, Arizona, Connecticut, Illinois, Oklahoma, Oregon, Pennsylvania, and Tennessee include vehicles on the roadside in their Move Over laws. According to a Road Safety Attitudes and Behavior survey conducted on behalf of the MHSO in 2021, Maryland drivers lacked true knowledge of Maryland's Move Over laws. When presented with a list of the types of vehicles and asked to identify which the Move Over laws apply to, only one percent correctly identified the correct answers. To make it easier and with the expansion of the law, the MHSO worked with AAA Mid-Atlantic to tell Marylanders - Everyone needs to move over or slow down for everyone.



# Local SHSP

Maryland's statewide SHSP provides a strong foundation to apply the Safe System Approach principles and elements. The state SHSP has followed several concepts, such as Toward Zero Deaths (TZD) and Vision Zero (VZ) safety programs with different origins, but with similar strategies. It's important to note that whether it's called a SHSP, VZ plan, comprehensive safety action plan, or a Local Road Safety Plan (LRSP), the purpose is to be strategic in planning and implementing projects to improve the safety of the road network and eliminate fatalities and serious injuries.

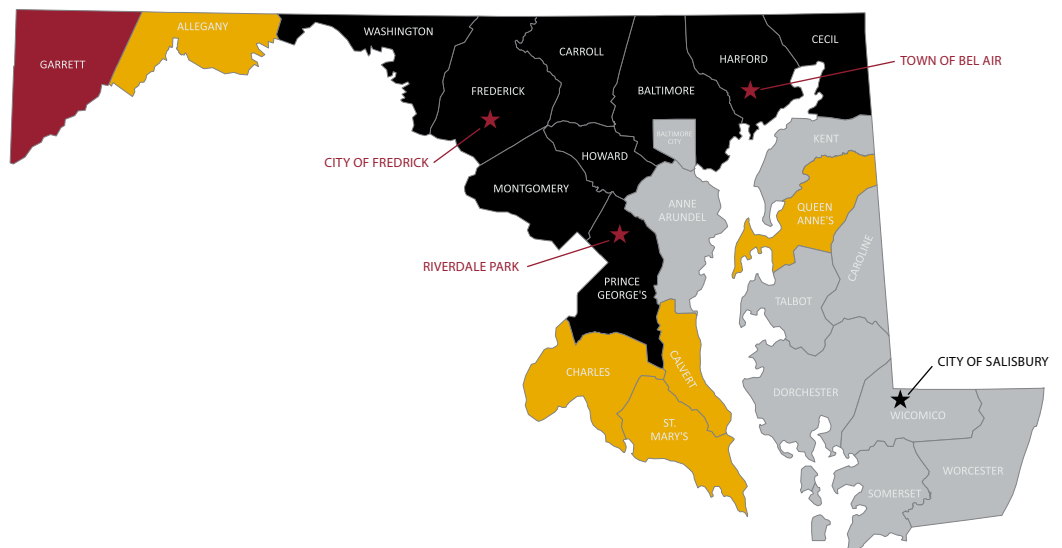
Since 2018, the MHSO has provided grant funding to the Baltimore Metropolitan Council (BMC) to fund a position focused on assisting the jurisdictions in the Baltimore region with developing and implementing local SHSPs. Each team has developed a plan customized to address local needs.

Local SHSPs engage multiple safety agencies along with state partners. Following an approach to include enforcement, education/outreach, engineering, and emergency medical services, some teams have expanded to include schools, health, and other local departments as well as the MDOT State Highway Administration (MDOT SHA), the MHSO, and Maryland State Police (MSP). With a multi-disciplinary team, a holistic approach is brought to traffic safety and silos are broken down.

The development of local plans began through encouragement from the Maryland Secretary of Transportation in 2017. Recently, letters from current Secretary James F. Ports, Jr. recognized jurisdictions that have a plan and encouraged others to develop one. As seen on the map below, more than one-half of Maryland jurisdictions have a local plan.

Along with coordination, collaboration, and a singular focus, these plans also qualify local jurisdictions for federal and state funding. The MDOT SHA has made funding available to local agencies with a local plan for infrastructure improvements. The Bipartisan Infrastructure Law created the Safe Streets and Roads for All program. That funding is meant to promote the development and implementation of local safety plans. For those without a plan, funding may be used to develop one, while those with a plan may get funding for implementation. This is a new funding structure and an important step to provide federal funding directly to local agencies.

- Expressed Interest
- In Process
- Implemented



## Grants and Spent Amounts

The following is a list of the MHSO's FFY 2022 grantees' funds obligated and spent:

Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
Aberdeen Police Department	Speed Enforcement	\$720.00	\$0.00	\$646.76	\$646.76
Aberdeen Police Department	Impaired Driving	\$1,485.00	\$0.00	\$0.00	\$0.00
Allegany County Sheriff's Office	Speed Enforcement	\$2,999.95	\$0.00	\$1,752.71	\$1,752.71
Anne Arundel County Police Department	Distracted Driving	\$27,960.00	\$0.00	\$19,058.81	\$19,058.81
Anne Arundel County Police Department	Speed Enforcement	\$19,980.00	\$0.00	\$16,979.20	\$16,979.20
Anne Arundel County Police Department	Impaired Driving	\$34,970.00	\$0.00	\$12,675.02	\$12,675.02
Anne Arundel County Police Department	Pedestrian/Bicycle	\$9,960.00	\$5,795.96	\$0.00	\$5,795.96
Baltimore City Department of Transportation	Pedestrian/Bicycle	\$29,998.60	\$0.00	\$0.00	\$0.00
Baltimore City Police Department	Distracted Driving	\$7,500.00	\$0.00	\$0.00	\$0.00
Baltimore City Police Department	Impaired Driving	\$10,000.00	\$0.00	\$2,500.00	\$2,500.00
Baltimore City Police Department	Speed Enforcement	\$7,500.00	\$0.00	\$4,785.00	\$4,785.00
Baltimore City Police Department	Pedestrian/Bicycle	\$3,000.00	\$0.00	\$0.00	\$0.00
Baltimore County Department of Health	Special Projects	\$24,339.00	\$0.00	\$5,200.00	\$5,200.00
Baltimore County Police Department	Distracted Driving	\$35,052.00	\$0.00	\$27,820.92	\$27,820.92
Baltimore County Police Department	Pedestrian/Bicycle	\$37,084.00	\$28,127.79	\$0.00	\$28,127.79
Baltimore County Police Department	Speed Enforcement	\$35,050.00	\$0.00	\$31,150.01	\$31,150.01
Baltimore County Police Department	Impaired Driving	\$175,085.00	\$0.00	\$140,837.14	\$140,837.14
Baltimore County Police Department	Occupant Protection	\$2,048.00	\$0.00	\$1,767.78	\$1,767.78
Baltimore County Police Dept - Crash Recon	Special Projects	\$54,000.00	\$0.00	\$15,047.25	\$15,047.25
Baltimore Metropolitan Council	Special Projects	\$145,425.04	\$126,922.59	\$0.00	\$126,922.59
Baltimore Metropolitan Council	Pedestrian/Bicycle	\$502,000.00	\$0.00	\$500,000.00	\$500,000.00
Bel Air Police Department	Speed Enforcement	\$1,000.00	\$0.00	\$681.59	\$681.59
Bel Air Police Department	Impaired Driving	\$4,000.00	\$0.00	\$2,020.85	\$2,020.85
Bel Air Police Department	Distracted Driving	\$2,000.00	\$0.00	\$1,653.92	\$1,653.92
Bel Air Police Department	Pedestrian/Bicycle	\$2,000.00	\$1,200.00	\$0.00	\$1,200.00



Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
Berlin Police Department	Impaired Driving	\$3,000.00	\$0.00	\$2,901.78	\$2,901.78
Berlin Police Department	Occupant Protection	\$1,000.00	\$0.00	\$749.74	\$749.74
Berlin Police Department	Speed Enforcement	\$2,000.00	\$0.00	\$1,847.64	\$1,847.64
Calvert Alliance Against Substance Abuse, Inc.	Impaired Driving	\$5,260.00	\$0.00	\$1,977.65	\$1,977.65
Calvert County Sheriff's Office	Distracted Driving	\$6,000.00	\$0.00	\$1,991.66	\$1,991.66
Calvert County Sheriff's Office	Impaired Driving	\$15,500.00	\$0.00	\$11,883.24	\$11,883.24
Calvert County Sheriff's Office	Speed Enforcement	\$9,000.00	\$0.00	\$7,220.93	\$7,220.93
Calvert County Sheriff's Office	Pedestrian/Bicycle	\$3,000.00	\$1,727.65	\$0.00	\$1,727.65
Carroll County Sheriff's Office	Impaired Driving	\$20,000.00	\$0.00	\$14,381.42	\$14,381.42
Carroll County Sheriff's Office	Occupant Protection	\$5,000.00	\$0.00	\$3,656.46	\$3,656.46
Carroll County Sheriff's Office	Pedestrian/Bicycle	\$2,500.00	\$1,087.68	\$0.00	\$1,087.68
Carroll County Sheriff's Office	Speed Enforcement	\$5,000.00	\$0.00	\$4,791.35	\$4,791.35
Cecil County Sheriff's Office	Speed Enforcement	\$5,995.00	\$0.00	\$1,448.35	\$1,448.35
Cecil County Sheriff's Office	Impaired Driving	\$5,995.00	\$0.00	\$652.85	\$652.85
Cecil County Sheriff's Office	Occupant Protection	\$5,995.00	\$0.00	\$770.73	\$770.73
Cecil County Sheriff's Office	Pedestrian/Bicycle	\$3,500.00	\$983.00	\$0.00	\$983.00
Center for Injury Research and Policy	Traffic Records	\$73,010.82	\$0.00	\$0.00	\$0.00
Charles County Sheriff's Office	Distracted Driving	\$6,000.00	\$0.00	\$4,509.20	\$4,509.20
Charles County Sheriff's Office	Impaired Driving	\$36,965.00	\$0.00	\$29,878.77	\$29,878.77
Charles County Sheriff's Office	Speed Enforcement	\$18,000.00	\$0.00	\$17,980.64	\$17,980.64
Charles County Sheriff's Office	Pedestrian/Bicycle	\$10,000.00	\$8,832.53	\$0.00	\$8,832.53
Charles County Sheriff's Office	Occupant Protection	\$2,000.00	\$0.00	\$1,952.68	\$1,952.68
Chesapeake Region Safety Council	Special Projects	\$341,229.82	\$8,311.38	\$297,355.25	\$305,666.63
Chesapeake Region Safety Council	Distracted Driving	\$22,100.00	\$0.00	\$9,039.36	\$9,039.36
Chestertown Police Department	Occupant Protection	\$490.00	\$0.00	\$0.00	\$0.00
Chestertown Police Department	Speed Enforcement	\$490.00	\$0.00	\$0.00	\$0.00

Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
Chestertown Police Department	Impaired Driving	\$1,470.00	\$0.00	\$562.80	\$562.80
Children's Safety Village	Pedestrian/Bicycle	\$4,000.00	\$2,803.99	\$0.00	\$2,803.99
City of Bowie	Distracted Driving	\$1,000.00	\$0.00	\$809.29	\$809.29
City of Bowie	Impaired Driving	\$3,500.00	\$0.00	\$1,818.35	\$1,818.35
City of Bowie	Pedestrian/Bicycle	\$2,000.00	\$1,337.30	\$0.00	\$1,337.30
City of Bowie	Speed Enforcement	\$2,000.00	\$0.00	\$1,451.61	\$1,451.61
City of Hyattsville Police Department	Distracted Driving	\$2,000.00	\$0.00	\$513.68	\$513.68
City of Hyattsville Police Department	Impaired Driving	\$5,000.00	\$0.00	\$2,102.07	\$2,102.07
City of Hyattsville Police Department	Pedestrian/Bicycle	\$1,500.00	\$262.71	\$0.00	\$262.71
City of Hyattsville Police Department	Speed Enforcement	\$2,000.00	\$0.00	\$819.30	\$819.30
Crash Center for Research and Education (CORE)	Motorcycle	\$36,320.42	\$0.00	\$29,824.92	\$29,824.92
Crash Center for Research and Education (CORE)	Special Projects	\$27,056.33	\$0.00	\$19,852.28	\$19,852.28
Crash Center for Research and Education (CORE)	Special Projects	\$78,177.10	\$0.00	\$64,914.38	\$64,914.38
Crash Center for Research and Education (CORE)	Special Projects	\$120,438.80	\$0.00	\$77,380.98	\$77,380.98
Cumberland Police Department	Impaired Driving	\$2,000.00	\$0.00	\$500.00	\$500.00
Cumberland Police Department	Occupant Protection	\$1,000.00	\$0.00	\$367.08	\$367.08
Denton Police Department	Impaired Driving	\$2,990.00	\$0.00	\$318.20	\$318.20
Denton Police Department	Speed Enforcement	\$975.00	\$0.00	\$0.00	\$0.00
Denton Police Department	Occupant Protection	\$1,040.00	\$0.00	\$140.12	\$140.12
Dorchester County Sheriff's Office	Impaired Driving	\$7,052.00	\$0.00	\$1,633.00	\$1,633.00
Dorchester County Sheriff's Office	Speed Enforcement	\$2,964.00	\$0.00	\$1,189.30	\$1,189.30
Dorchester County Sheriff's Office	Occupant Protection	\$2,064.00	\$0.00	\$1,000.28	\$1,000.28
DRIVE SMART Virginia	Distracted Driving	\$34,003.50	\$0.00	\$32,859.50	\$32,859.50
Easton Police Department	Impaired Driving	\$14,720.00	\$0.00	\$3,790.64	\$3,790.64
Easton Police Department	Occupant Protection	\$2,208.00	\$0.00	\$2,060.89	\$2,060.89
Easton Police Department	Speed Enforcement	\$6,072.00	\$0.00	\$4,506.36	\$4,506.36
Elkton Police Department	Speed Enforcement	\$2,500.00	\$0.00	\$1,565.80	\$1,565.80
Elkton Police Department	Impaired Driving	\$3,000.00	\$0.00	\$1,506.18	\$1,506.18
Elkton Police Department	Distracted Driving	\$2,500.00	\$0.00	\$2,395.72	\$2,395.72
Frederick County Health Department	Special Projects	\$93,054.25	\$0.00	\$16,775.72	\$16,775.72

Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
Frederick Police Department	Impaired Driving	\$21,000.00	\$0.00	\$8,161.33	\$8,161.33
Frederick Police Department	Speed Enforcement	\$14,000.00	\$0.00	\$4,458.14	\$4,458.14
Frederick Police Department	Occupant Protection	\$5,000.00	\$0.00	\$2,262.75	\$2,262.75
Frostburg City Police Department	Impaired Driving	\$1,000.00	\$0.00	\$385.56	\$385.56
Frostburg City Police Department	Occupant Protection	\$1,000.00	\$0.00	\$665.44	\$665.44
Fruitland Police Department	Impaired Driving	\$3,999.06	\$0.00	\$3,351.15	\$3,351.15
Fruitland Police Department	Occupant Protection	\$998.81	\$0.00	\$622.86	\$622.86
Fruitland Police Department	Speed Enforcement	\$1,000.72	\$0.00	\$982.96	\$982.96
Gaithersburg Police Department	Impaired Driving	\$15,000.00	\$0.00	\$7,377.81	\$7,377.81
Garrett County Liquor Control Board	Impaired Driving	\$5,152.97	\$0.00	\$4,387.20	\$4,387.20
Greenbelt Police Department	Impaired Driving	\$5,152.97	\$0.00	\$1,807.96	\$1,807.96
Hagerstown Police Department	Impaired Driving	\$5,000.00	\$0.00	\$0.00	\$0.00
Hagerstown Police Department	Pedestrian/Bicycle	\$500.00	\$0.00	\$0.00	\$0.00
Hagerstown Police Department	Occupant Protection	\$2,000.00	\$0.00	\$0.00	\$0.00
Hagerstown Police Department	Speed Enforcement	\$1,000.00	\$0.00	\$0.00	\$0.00
Hampstead Police Department	Impaired Driving	\$5,500.00	\$0.00	\$3,257.11	\$3,257.11
Hampstead Police Department	Speed Enforcement	\$1,500.00	\$0.00	\$564.92	\$564.92
Hampstead Police Department	Occupant Protection	\$1,000.00	\$0.00	\$391.24	\$391.24
Harford County Sheriff's Office	Impaired Driving	\$61,938.19	\$0.00	\$45,799.25	\$45,799.25
Harford County Sheriff's Office	Speed Enforcement	\$15,000.00	\$0.00	\$12,993.11	\$12,993.11
Harford County Sheriff's Office	Distracted Driving	\$15,000.00	\$0.00	\$13,860.72	\$13,860.72
Harford County Sheriff's Office	Occupant Protection	\$2,000.00	\$0.00	\$2,000.00	\$2,000.00
Havre de Grace Police Department	Speed Enforcement	\$1,500.00	\$0.00	\$0.00	\$0.00
Havre de Grace Police Department	Impaired Driving	\$2,000.00	\$0.00	\$0.00	\$0.00
Havre de Grace Police Department	Distracted Driving	\$1,500.00	\$0.00	\$1,000.00	\$1,000.00

Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
Havre de Grace Police Department	Pedestrian/Bicycle	\$2,000.00	\$1,246.64	\$0.00	\$1,246.64
Howard County Department of Police	Speed Enforcement	\$15,000.00	\$0.00	\$11,841.53	\$11,841.53
Howard County Department of Police	Distracted Driving	\$15,000.00	\$0.00	\$7,643.21	\$7,643.21
Howard County Department of Police	Impaired Driving	\$38,000.00	\$0.00	\$22,225.79	\$22,225.79
Laurel Police Department	Speed Enforcement	\$4,980.00	\$0.00	\$1,200.00	\$1,200.00
Laurel Police Department	Distracted Driving	\$2,000.00	\$0.00	\$0.00	\$0.00
Laurel Police Department	Impaired Driving	\$10,000.00	\$0.00	\$4,000.00	\$4,000.00
Laurel Police Department	Pedestrian/Bicycle	\$1,000.00	\$0.00	\$0.00	\$0.00
Manchester Police Department	Impaired Driving	\$999.00	\$0.00	\$444.00	\$444.00
Manchester Police Department	Speed Enforcement	\$999.00	\$0.00	\$997.00	\$997.00
Maryland Capitol Police	Distracted Driving	\$1,999.80	\$0.00	\$1,014.08	\$1,014.08
Maryland Capitol Police	Pedestrian/Bicycle	\$999.90	\$999.90	\$0.00	\$999.90
Maryland Chiefs of Police	Impaired Driving	\$135,110.00	\$0.00	\$119,112.45	\$119,112.45
Maryland Chiefs of Police	Special Projects	\$120,250.00	\$0.00	\$85,124.14	\$85,124.14
Maryland Department of Health	Occupant Protection	\$288,504.26	\$0.00	\$259,639.98	\$259,639.98
Maryland Highway Safety Office	MHSO Staffing	\$1,080,314.45	\$0.00	\$1,053,074.95	\$1,053,074.95
Maryland Highway Safety Office	MHSO Staffing 2	\$500,757.26	\$0.00	\$369,271.78	\$369,271.78
Maryland Highway Safety Office	MHSO Staffing 3	\$509,128.18	\$351,378.20	\$0.00	\$351,378.20
Maryland Highway Safety Office	Communications	\$1,586,000.00	\$0.00	\$1,431,080.81	\$1,431,080.81
Maryland Highway Safety Office	Communications (DUI)	\$985,000.00	\$0.00	\$831,542.97	\$831,542.97
Maryland Highway Safety Office	Communications	\$605,000.00	\$568,524.83	\$0.00	\$568,524.83
Maryland Highway Safety Office	Planning & Administration	\$67,164.06	\$0.00	\$62,714.20	\$62,714.20
Maryland Highway Safety Office	Grant Management System (GPS)	\$401,050.00	\$0.00	\$398,011.40	\$398,011.40
Maryland Highway Safety Office	Special Projects	\$7,625.00	\$7,595.16	\$0.00	\$7,595.16
Maryland Highway Safety Office	Special Projects	\$14,702.45	\$4,340.05	\$0.00	\$4,340.05
Maryland Highway Safety Office	Speed Enforcement	\$100,000.00	\$67,458.97	\$0.00	\$67,458.97
Maryland Highway Safety Office	Special Projects	\$38,800.00	\$33,884.21	\$0.00	\$33,884.21
Maryland Highway Safety Office	Special Projects	\$20,000.00	\$0.00	\$10,000.00	\$10,000.00
Maryland Highway Safety Office	Special Projects	\$5,000.00	\$5,000.00	\$0.00	\$5,000.00

Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
Maryland Highway Safety Office	Special Projects	\$35,703.40	\$0.00	\$31,794.64	\$31,794.64
Maryland Institute College of Art	Pedestrian/Bicycle	\$166,130.47	\$162,442.36	\$0.00	\$162,442.36
Maryland Institute for EMS Systems	Pedestrian/Bicycle	\$29,321.56	\$26,772.14	\$0.00	\$26,772.14
Maryland Institute for EMS Systems	Occupant Protection	\$92,370.52	\$0.00	\$83,369.11	\$83,369.11
Maryland Motor Vehicle Administration	Impaired Driving	\$80,394.00	\$0.00	\$80,394.00	\$80,394.00
Maryland Natural Resources Police	Impaired Driving	\$1,000.00	\$0.00	\$1,000.00	\$1,000.00
Maryland Natural Resources Police	Speed Enforcement	\$800.00	\$0.00	\$800.00	\$800.00
Maryland Natural Resources Police	Distracted Driving	\$800.00	\$0.00	\$400.00	\$400.00
Maryland Sheriffs' Association, Inc.	Impaired Driving	\$17,710.00	\$0.00	\$14,784.00	\$14,784.00
Maryland Sheriffs' Association, Inc.	Special Projects	\$6,050.00	\$0.00	\$3,059.45	\$3,059.45
Maryland Soybean Board	Special Projects	\$107,439.35	\$0.00	\$97,829.90	\$97,829.90
Maryland State Police - DRE	Impaired Driving	\$429,138.88	\$0.00	\$88,430.34	\$88,430.34
Maryland State Police - Mobile Unit	Impaired Driving	\$35,450.00	\$0.00	\$3,347.14	\$3,347.14
Maryland State Police - SPIDRE	Impaired Driving	\$383,192.00	\$0.00	\$226,023.96	\$226,023.96
Maryland State Police - Statewide	Special Projects	\$98,075.00	\$0.00	\$0.00	\$0.00
Maryland State Police - Statewide	Speed Enforcement	\$164,000.00	\$0.00	\$88,464.51	\$88,464.51
Maryland State Police - Statewide	Distracted Driving	\$80,000.00	\$0.00	\$37,983.61	\$37,983.61
Maryland State Police - Statewide	Impaired Driving	\$386,900.00	\$0.00	\$193,096.41	\$193,096.41
Maryland State Police - Statewide	Pedestrian/Bicycle	\$13,000.00	\$10,479.31	\$0.00	\$10,479.31
Maryland State's Attorneys' Association	Impaired Driving	\$210,110.17	\$0.00	\$176,090.38	\$176,090.38
Maryland Transportation Authority Police	Impaired Driving	\$40,000.00	\$0.00	\$27,674.91	\$27,674.91
Maryland Transportation Authority Police	Distracted Driving	\$23,000.00	\$0.00	\$6,601.28	\$6,601.28
Maryland Transportation Authority Police	Speed Enforcement	\$25,000.00	\$0.00	\$13,847.24	\$13,847.24
Metropolitan Washington Council of Governments	Pedestrian/Bicycle	\$250,000.00	\$0.00	\$250,000.00	\$250,000.00
MML PEA Committee 2021/2022	Special Projects	\$5,500.00	\$0.00	\$5,306.36	\$5,306.36
Montgomery County Department of Police	Impaired Driving	\$115,000.00	\$0.00	\$77,321.80	\$77,321.80

Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
Montgomery County Department of Police	Distracted Driving	\$30,000.00	\$0.00	\$4,335.09	\$4,335.09
Montgomery County Department of Police	Speed Enforcement	\$54,000.00	\$0.00	\$19,395.47	\$19,395.47
Montgomery County Sheriff's Office	Impaired Driving	\$9,000.00	\$0.00	\$5,829.44	\$5,829.44
Morgan State University	Distracted Driving	\$55,789.06	\$0.00	\$54,713.41	\$54,713.41
Morgan State University	Occupant Protection	\$35,563.29	\$0.00	\$34,418.41	\$34,418.41
Mothers Against Drunk Driving	Impaired Driving	\$53,941.80	\$0.00	\$32,175.06	\$32,175.06
Mount Airy Police Department	Impaired Driving	\$2,000.00	\$0.00	\$1,925.66	\$1,925.66
Mount Airy Police Department	Occupant Protection	\$1,000.00	\$0.00	\$569.27	\$569.27
Mount Airy Police Department	Speed Enforcement	\$1,000.00	\$0.00	\$895.37	\$895.37
Ocean City Police Department	Impaired Driving	\$19,008.00	\$0.00	\$7,798.32	\$7,798.32
Ocean City Police Department	Occupant Protection	\$3,036.00	\$0.00	\$1,742.46	\$1,742.46
Ocean City Police Department	Speed Enforcement	\$1,848.00	\$0.00	\$528.00	\$528.00
Ocean City Police Department	Pedestrian/Bicycle	\$14,916.00	\$9,424.59	\$0.00	\$9,424.59
Ocean Pines Police Department	Occupant Protection	\$720.00	\$0.00	\$253.08	\$253.08
Ocean Pines Police Department	Speed Enforcement	\$780.00	\$0.00	\$597.50	\$597.50
Ocean Pines Police Department	Impaired Driving	\$1,500.00	\$0.00	\$444.24	\$444.24
Perryville Police Department	Pedestrian/Bicycle	\$1,406.79	\$1,061.28	\$0.00	\$1,061.28
Perryville Police Department	Impaired Driving	\$1,449.42	\$0.00	\$1,010.76	\$1,010.76
Prince George's Child Resource Center, Inc.	Occupant Protection	\$5,000.00	\$0.00	\$5,000.00	\$5,000.00
Prince George's County - Department of Public Works and Transportation	Pedestrian/Bicycle	\$10,059.30	\$9,026.30	\$0.00	\$9,026.30
Prince George's County - Department of Public Works and Transportation	Special Projects	\$19,500.00	\$0.00	\$13,500.00	\$13,500.00
Prince George's County Police Department	Speed Enforcement	\$40,000.00	\$0.00	\$38,457.17	\$38,457.17
Prince George's County Police Department	Pedestrian/Bicycle	\$20,000.00	\$17,195.92	\$0.00	\$17,195.92
Prince George's County Police Department	Distracted Driving	\$30,000.00	\$0.00	\$25,430.83	\$25,430.83
Prince George's County Police Department	Impaired Driving	\$115,013.00	\$0.00	\$63,464.96	\$63,464.96
Princess Anne Police Department	Impaired Driving	\$3,984.75	\$0.00	\$2,557.18	\$2,557.18



Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
Princess Anne Police Department	Speed Enforcement	\$1,489.95	\$0.00	\$844.89	\$844.89
Princess Anne Police Department	Pedestrian/Bicycle	\$2,979.90	\$1,027.26	\$0.00	\$1,027.26
Princess Anne Police Department	Occupant Protection	\$1,489.95	\$0.00	\$1,060.64	\$1,060.64
Queen Anne's County Sheriff's Office	Occupant Protection	\$987.00	\$0.00	\$423.00	\$423.00
Queen Anne's County Sheriff's Office	Speed Enforcement	\$7,050.00	\$0.00	\$7,050.00	\$7,050.00
Queen Anne's County Sheriff's Office	Impaired Driving	\$7,003.00	\$0.00	\$6,358.68	\$6,358.68
Riverdale Park Police Department	Impaired Driving	\$6,000.00	\$0.00	\$1,381.57	\$1,381.57
Riverdale Park Police Department	Speed Enforcement	\$3,000.00	\$0.00	\$1,373.99	\$1,373.99
Riverdale Park Police Department	Pedestrian/Bicycle	\$1,000.00	\$749.02	\$0.00	\$749.02
Riverdale Park Police Department	Distracted Driving	\$3,000.00	\$0.00	\$1,772.42	\$1,772.42
Rockville Police Department	Distracted Driving	\$3,500.00	\$0.00	\$1,746.71	\$1,746.71
Rockville Police Department	Speed Enforcement	\$3,500.00	\$0.00	\$554.10	\$554.10
Rockville Police Department	Impaired Driving	\$6,000.00	\$0.00	\$2,072.76	\$2,072.76
SADD Inc.	Special Projects	\$116,114.30	\$0.00	\$92,610.81	\$92,610.81
Salisbury Police Department	Impaired Driving	\$6,000.00	\$0.00	\$3,136.13	\$3,136.13
Salisbury Police Department	Speed Enforcement	\$4,000.00	\$0.00	\$1,726.24	\$1,726.24
Salisbury Police Department	Occupant Protection	\$3,000.00	\$0.00	\$930.52	\$930.52
Salisbury University Police Department	Occupant Protection	\$1,964.00	\$0.00	\$1,908.70	\$1,908.70
St. Mary's County Health Department	Impaired Driving	\$9,999.75	\$0.00	\$9,497.12	\$9,497.12
St. Mary's County Sheriff's Office	Impaired Driving	\$13,500.00	\$0.00	\$11,094.10	\$11,094.10
St. Mary's County Sheriff's Office	Distracted Driving	\$4,000.00	\$0.00	\$1,399.92	\$1,399.92
St. Mary's County Sheriff's Office	Speed Enforcement	\$6,000.00	\$0.00	\$2,785.45	\$2,785.45
Sykesville Police Department	Impaired Driving	\$2,000.00	\$0.00	\$462.72	\$462.72
Sykesville Police Department	Speed Enforcement	\$1,500.00	\$0.00	\$0.00	\$0.00
Sykesville Police Department	Occupant Protection	\$1,500.00	\$0.00	\$548.64	\$548.64

Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
Takoma Park Police Department	Impaired Driving	\$3,000.00	\$0.00	\$1,162.86	\$1,162.86
Takoma Park Police Department	Distracted Driving	\$2,000.00	\$0.00	\$1,449.05	\$1,449.05
Takoma Park Police Department	Speed Enforcement	\$1,000.00	\$0.00	\$0.00	\$0.00
Talbot County Sheriff's Office	Impaired Driving	\$3,500.00	\$0.00	\$2,287.23	\$2,287.23
Talbot County Sheriff's Office	Occupant Protection	\$500.00	\$0.00	\$444.90	\$444.90
Talbot County Sheriff's Office	Speed Enforcement	\$500.00	\$0.00	\$414.15	\$414.15
Taneytown Police Department	Occupant Protection	\$1,000.00	\$0.00	\$378.91	\$378.91
Taneytown Police Department	Speed Enforcement	\$1,000.00	\$0.00	\$378.91	\$378.91
The National Organizations for Youth Safety	Special Projects	\$73,045.59	\$0.00	\$30,368.89	\$30,368.89
Town of La Plata Police Department	Impaired Driving	\$5,500.00	\$0.00	\$0.00	\$0.00
Town of La Plata Police Department	Distracted Driving	\$1,000.00	\$0.00	\$0.00	\$0.00
Town of La Plata Police Department	Speed Enforcement	\$2,000.00	\$0.00	\$791.68	\$791.68
Town of La Plata Police Department	Pedestrian/Bicycle	\$1,000.00	\$0.00	\$0.00	\$0.00
University of Maryland Baltimore, NSC	Traffic Records	\$280,097.29	\$0.00	\$277,867.24	\$277,867.24
University of Maryland Baltimore, NSC	Occupant Protection	\$146,163.26	\$0.00	\$142,404.73	\$142,404.73
University of Maryland Department of Public Safety	Distracted Driving	\$2,000.00	\$0.00	\$0.00	\$0.00
University of Maryland Department of Public Safety	Impaired Driving	\$9,000.00	\$0.00	\$294.84	\$294.84
University of Maryland Department of Public Safety	Pedestrian/Bicycle	\$2,000.00	\$0.00	\$0.00	\$0.00
University of Maryland Department of Public Safety	Speed Enforcement	\$3,000.00	\$0.00	\$1,288.96	\$1,288.96
University of Maryland Medical System Foundation	Distracted Driving	\$47,241.73	\$0.00	\$0.00	\$0.00
Washington College	Impaired Driving	\$118,576.35	\$0.00	\$103,966.87	\$103,966.87
Washington College	Traffic Records	\$553,964.93	\$0.00	\$495,951.95	\$495,951.95
Washington County Sheriff's Office	Speed Enforcement	\$4,965.00	\$0.00	\$0.00	\$0.00

Agency	Program Area	Total Obligated Amount	State Funds Spent	NHTSA Funds Spent	Total Spent
Washington Regional Alcohol Program	Special Projects	\$39,864.00	\$0.00	\$378.36	\$378.36
Washington Regional Alcohol Program	Impaired Driving	\$244,493.88	\$0.00	\$147,380.88	\$147,380.88
Westminster Police Department	Impaired Driving	\$1,980.00	\$0.00	\$466.05	\$466.05
Westminster Police Department	Occupant Protection	\$1,500.00	\$0.00	\$221.30	\$221.30
Westminster Police Department	Speed Enforcement	\$500.00	\$0.00	\$214.80	\$214.80
Wicomico County Sheriff's Office	Impaired Driving	\$5,999.84	\$0.00	\$3,734.50	\$3,734.50
Wicomico County Sheriff's Office	Speed Enforcement	\$7,000.00	\$0.00	\$4,942.40	\$4,942.40
Wicomico County Sheriff's Office	Occupant Protection	\$2,000.00	\$0.00	\$1,553.00	\$1,553.00
Worcester County Health Department	Impaired Driving	\$19,939.70	\$0.00	\$19,701.97	\$19,701.97
Worcester County Sheriff's Office	Speed Enforcement	\$1,540.00	\$0.00	\$840.00	\$840.00
Worcester County Sheriff's Office	Occupant Protection	\$1,050.00	\$0.00	\$813.64	\$813.64
Worcester County Sheriff's Office	Impaired Driving	\$1,050.00	\$0.00	\$440.88	\$440.88
Wor-Wic Community College	Special Projects	\$6,600.00	\$0.00	\$6,590.00	\$6,590.00

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

The following is a list of the MHSO's FFY 2022 grantees, listed by jurisdiction and by area:

			Speed Enforcement	Distracted Driving	Impaired Driving	Occupant Protection	Pedestrian and Bicycle Safety	Special Projects
Allegany	Law Enforcement	Allegany County Sheriff's Office	X					
		Cumberland Police Department			X	X		
		Frostburg City Police Department			X	X		
Anne Arundel	Law Enforcement	Anne Arundel County Police Department	X	X	X		X	
	Education and Outreach	Maryland Motor Vehicle Administration			X			
Baltimore City	Law Enforcement	Baltimore City Police Department	X	X	X		X	
		Maryland Capitol Police		X			X	
	Education and Outreach	Baltimore City Department of Transportation					X	
		Baltimore Metropolitan Council					X	X
		Center for Injury Research and Policy						X
		Maryland Department of Health				X		
		Maryland Institute College of Art					X	
		Maryland Institute for EMS Systems				X	X	
		Morgan State University		X		X		
		University of Maryland Baltimore, NSC				X		X
		University of Maryland Medical System Foundation		X				
Baltimore	Law Enforcement	Baltimore County Police Department	X	X	X	X	X	
		Maryland State Police - Mobile Unit			X			
		Maryland State Police - SPIDRE			X			
		Maryland State Police - Statewide	X	X	X		X	
		Maryland Transportation Authority Police	X	X	X			
	Education and Outreach	Baltimore County Department of Health						X
		Baltimore County Police Dept - Crash Recon						X
		Chesapeake Region Safety Council		X				X
		Maryland State Police - DRE			X			
		Maryland State Police - Statewide						X

			Speed Enforcement	Distracted Driving	Impaired Driving	Occupant Protection	Pedestrian and Bicycle Safety	Special Projects
Calvert	Law Enforcement	Calvert County Sheriff's Office	X	X	X		X	
	Education and Outreach	Calvert Alliance Against Substance Abuse, Inc.			X			
Caroline	Law Enforcement	Denton Police Department	X		X	X		
Carroll	Law Enforcement	Carroll County Sheriff's Office	X		X	X	X	
		Hampstead Police Department	X		X	X		
		Manchester Police Department	X		X			
		Mount Airy Police Department	X		X	X		
		Sykesville Police Department	X		X	X		
		Taneytown Police Department	X			X		
		Westminster Police Department	X		X	X		
	Education and Outreach	Maryland Chiefs of Police			X			X
		Maryland Sheriffs' Association, Inc.			X			X
Cecil	Law Enforcement	Cecil County Sheriff's Office	X		X	X	X	
		Elkton Police Department	X	X	X			
		Perryville Police Department			X		X	
Charles	Law Enforcement	Charles County Sheriff's Office	X	X	X	X	X	
		Town of La Plata Police Department	X	X	X		X	
Dorchester	Law Enforcement	Dorchester County Sheriff's Office	X		X	X		
Frederick	Law Enforcement	Frederick Police Department	X		X	X		
	Education and Outreach	Frederick County Health Department						X
Garrett	Education and Outreach	Garrett County Liquor Control Board			X			

			Speed Enforcement	Distracted Driving	Impaired Driving	Occupant Protection	Pedestrian and Bicycle Safety	Special Projects
Harford	Law Enforcement	Aberdeen Police Department	X		X			
		Bel Air Police Department	X	X	X		X	
		Harford County Sheriff's Office	X	X	X	X		
		Havre de Grace Police Department	X	X	X		X	
		Maryland Natural Resources Police	X	X	X			
Howard	Law Enforcement	Howard County Department of Police	X	X	X			
	Education and Outreach	Crash Center for Research and Education (CORE)						X
		Maryland State's Attorneys' Association			X			
		Mothers Against Drunk Driving			X			
Kent	Law Enforcement	Chestertown Police Department	X		X	X		
	Education and Outreach	Washington College			X			X
Montgomery	Law Enforcement	Gaithersburg Police Department			X			
		Montgomery County Department of Police	X	X	X			
		Montgomery County Sheriff's Office			X			
		Rockville Police Department	X	X	X			
Out of State Education and Outreach	Education and Outreach	DRIVE SMART Virginia		X				
		Metropolitan Washington Council of Governments					X	
		SADD Inc.						X
		The National Organizations for Youth Safety						X
		Washington Regional Alcohol Program			X			X



			Speed Enforcement	Distracted Driving	Impaired Driving	Occupant Protection	Pedestrian and Bicycle Safety	Special Projects
Prince George's	Law Enforcement	Bladensburg Police Department			X			
		City of Bowie	X	X	X		X	
		City of Hyattsville Police Department	X	X	X		X	
		Greenbelt Police Department	X	X	X		X	
		Laurel Police Department	X	X	X		X	
		Prince George's County Police Department	X	X	X		X	
		Riverdale Park Police Department	X	X	X		X	
		Takoma Park Police Department	X	X	X			
		University of Maryland Department of Public Safety	X	X	X		X	
	Education and Outreach	Prince George's Child Resource Center, Inc.				X		
		Prince George's County - Department of Public Works and Transportation					X	
Queen Anne's	Law Enforcement	Queen Anne's County Sheriff's Office	X		X	X		
Somerset	Law Enforcement	Princess Anne Police Department	X		X	X	X	
St. Mary's	Law Enforcement	St. Mary's County Sheriff's Office	X	X	X			
	Education and Outreach	St. Mary's County Health Department			X			
Talbot	Law Enforcement	Easton Police Department	X		X	X		
		Talbot County Sheriff's Office	X		X	X		
Washington	Law Enforcement	Hagerstown Police Department	X		X	X	X	
		Washington County Sheriff's Office	X					
	Education and Outreach	Children's Safety Village					X	

			Speed Enforcement	Distracted Driving	Impaired Driving	Occupant Protection	Pedestrian and Bicycle Safety	Special Projects
Wicomico	Law Enforcement	Fruitland Police Department	X		X	X		
		Salisbury Police Department	X		X	X		
		Salisbury University Police Department				X		
		Wicomico County Sheriff's Office	X		X	X		
	Education and Outreach	Maryland Soybean Board						X
		Wor-Wic Community College						X
Worcester	Law Enforcement	Berlin Police Department	X		X	X		
		Ocean City Police Department	X		X	X	X	
		Ocean Pines Police Department	X		X	X		
		Worcester County Sheriff's Office	X		X	X		
	Education and Outreach	MML PEA Committee 2021/2022						X
		Worcester County Health Department			X			



# MARYLAND CRASH DATA

In 2021, 563 people were killed—a 1.7 percent decrease from 2020—in 108,656 police-reported traffic crashes in Maryland, while 40,788 people were injured, and 80,048 crashes involved no apparent injury. In total, 343 drivers (269 vehicle drivers and 74 motorcycle operators), 137 non-motorists, and 83 passengers were killed on Maryland roads. The fatality rate for Maryland increased from 0.86 in 2018 to 0.89 in 2019 and 1.13 in 2020, before falling to 0.99 in 2021; however, the overall fatality rate has consistently been lower than the national fatality rates every year since 1992.

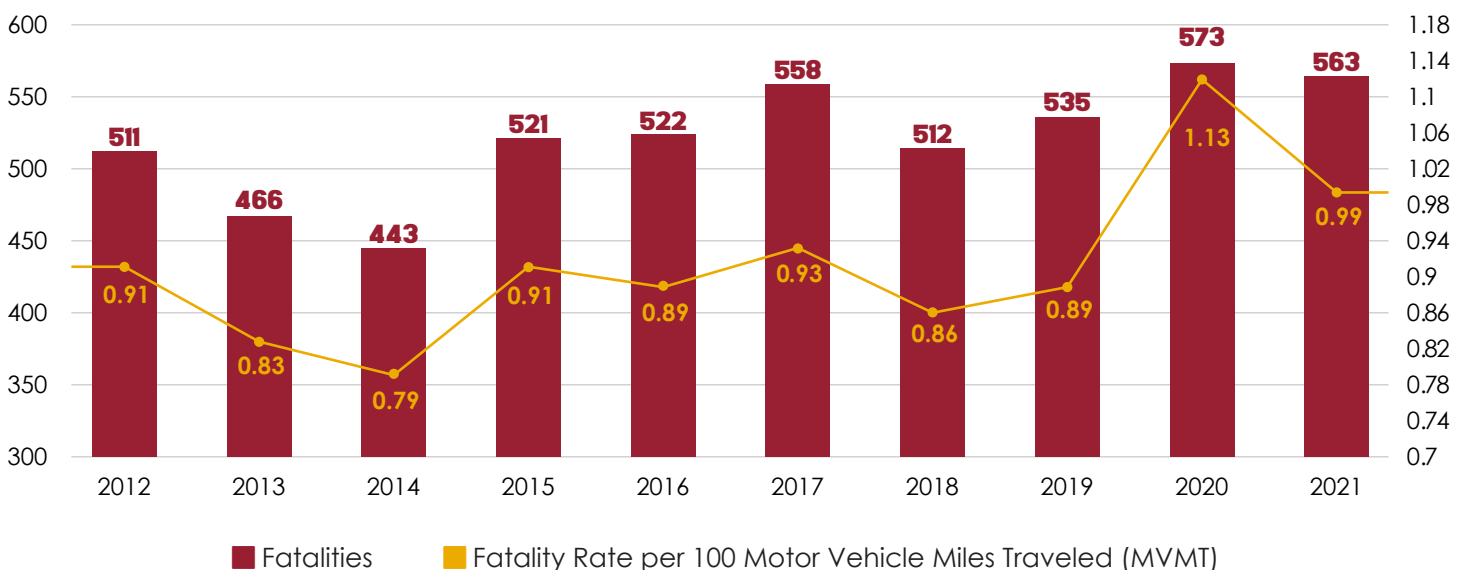
On average in 2021, one person was killed every 15 hours, 111 people were injured each day (four injured every hour), and 297 police-reported traffic crashes occurred every day.

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

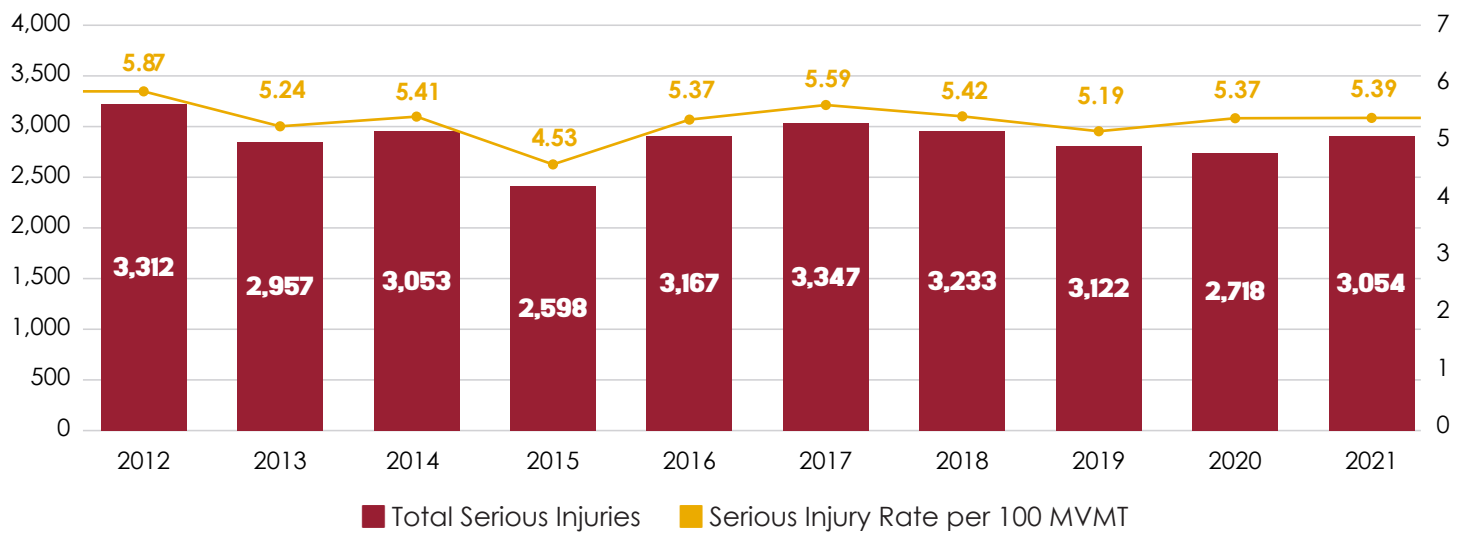
	2017	2018	2019	2020	2021	AVG.
Fatal Crashes	518	485	496	546	524	514
Injury Crashes	34,664	33,936	32,928	25,352	28,084	30,993
Property Damage Crashes	80,259	83,626	82,561	69,698	80,048	79,238
Total Crashes	115,441	118,047	115,985	95,596	108,656	110,745
<b>Total of All Fatalities</b>	<b>558</b>	<b>512</b>	<b>535</b>	<b>573</b>	<b>563</b>	<b>548</b>
<b>Total Number Injured</b>	<b>51,391</b>	<b>50,011</b>	<b>48,668</b>	<b>36,777</b>	<b>40,788</b>	<b>45,527</b>

Source: Crash data are obtained from the MDOT SHA, which maintains a database derived from crash reports submitted to, and processed and approved by, the MSP. As of Sept. 26, 2022. Data are subject to change.

## Maryland Traffic Fatalities and Fatality Rate 2012–2021



## Maryland Traffic Serious Injuries and Serious Injury Rate 2012–2021



The projects included in this Annual Report were conducted in the second year of Maryland's new SHSP (2021-2025). For the 2021-2025 SHSP, a new methodology was applied to determine highway safety performance targets. Unlike the previous TZD design, annual targets for the SHSP are set using a two-pronged approach. Targets 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, targets are based on a two percent decrease from the most recent crash data (2017-2021 five-year average), continuing with a two percent decrease for each successive five-year average. This is to prevent setting targets higher than a baseline even if the exponential trend line points to an increase.

Current targets through 2021-2025 are set using an initial baseline five-year average of 2004-2008, updated to include trend changes in 2017-2021. For single-year targets, midpoints of the five-year average targets are used, e.g., the 2021 target is the midpoint of the rolling five-year average target for 2019-2023; the 2022 target is the midpoint of the rolling five-year average target for 2020-2024; and the 2023 target is the midpoint of the rolling five-year average target for 2021-2025.

This method is 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 Highway Safety Improvement Program (HSIP) per federal requirement.

All traffic safety documents in the state of Maryland conform to this SHSP methodology, including MHSO's HSP, MDOT SHA's HSIP, and MDOT SHA's Commercial Vehicle Safety Plan (CVSP). To comply with federal guidelines, annual targets for each of the SHSP's emphasis areas and each of the HSP program areas also are set using an exponential trend line and five-year rolling averages to calculate future targets.

Additionally, all planning documents developed by the MHSO staff and all state-level reporting use the SHSP target-setting methodology, such as the MDOT's Attainment Report (AR) and the Maryland Department of Budget and Management's Managing for Results (MFR). Unless otherwise noted, all data are derived from the MDOT SHA's Traffic Analysis Network Garage (TANG), based on crash reports submitted to and processed by the MSP through the Automated Crash Reporting System (ACRS). Data are subject to change.

# COMMUNICATIONS

In FFY 2022, the MHSO continued to expand the overarching highway safety campaign, Be the Driver. The campaign depicts common situations that drivers, riders, and pedestrians often face, and each road user's personal responsibility. Throughout the campaign, the MHSO is asking: Will you Be the Driver who helps eliminate deaths and serious injuries on Maryland roads?

New creative this fiscal year included a back-to-school scene, child passenger safety graphics, new move over creative, and more. The campaign has an 'always on' approach with one of the seven sub-themes always being in market throughout the year, plus additional campaigns that have been developed since the launch of the initial seven. The paid media efforts were coupled with NHTSA's communication calendar, popular holidays, and High Visibility Enforcement (HVE) waves from state and local law enforcement. Additional detailed information on paid media success can be found in each emphasis area.

Program Area	Allotted Budget	Total Spent	Percentage Spent
Speeding & Aggressive Driving	\$218,000.00	\$205,653.42	94.34 %
Communications	\$476,500.00	\$444,649.99	93.32 %
Distracted Driving	\$179,000.00	\$159,347.95	89.02 %
Impaired Driving	\$722,600.00	\$632,574.33	87.54 %
Motorcyclist Awareness	\$120,000.00	\$73,872.37	61.56 %
Motorcycle – Impaired	\$233,000.00	\$169,524.89	72.76 %
Occupant Protection	\$576,000.00	\$547,557.08	95.06 %
Pedestrian & Bicyclist Safety	\$353,400.00	\$317,468.58	89.83 %
<b>Total:</b>	<b>\$2,878,500.00</b>	<b>\$2,550,648.61</b>	<b>88.61 %</b>

## Social Media

Facebook, Twitter, and Instagram continued to be the MHSO's main social media platforms. Organic content encouraged behavioral change, recognized individuals and agencies, and shared photos from partner events. The MHSO saw growth on all social media platforms with 1,300 posts throughout the year. The Zero Deaths MD Facebook page garnered more than 65 million impressions, and nearly 356,000 engagements between organic and paid media posts. The Zero Deaths MD Twitter account garnered nearly 760,000 impressions and more than 10,000 engagements. The Zero Deaths MD Instagram page garnered more than 42 million impressions and more than 700 engagements between organic and paid media posts.

The three most popular posts from the MHSO included a post about the new Child Passenger Safety law, which had 865 shares, a post about a crash involving a MDOT SHA Coordinated Highways Action Response Team (CHART) truck operator where a motorist failed to move over that garnered 210 likes and 178 shares, and a border-to-border impaired driving enforcement post that highlighted Maryland agencies working alongside Washington, D.C agencies in December 2021.



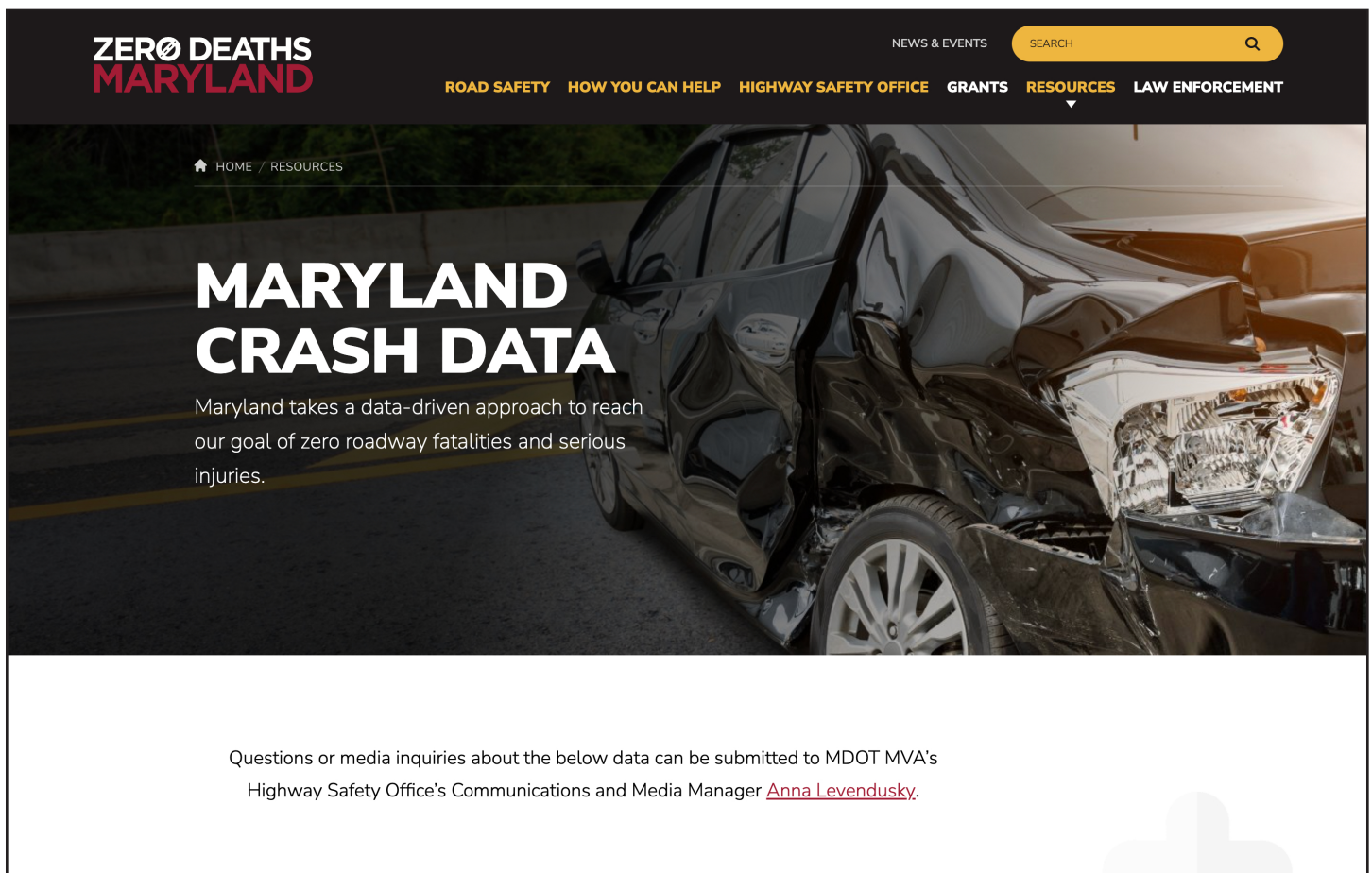
## Social Media Toolkits

The MHSO put out a monthly social media toolkit throughout FFY 2022 to easily allow partners to share Be the Driver messaging about safe driving. Each toolkit was available for download from the ZeroDeathsMD.gov website under Digital Resources and contained at least 40 social media posts, including copy and graphics formatted for Facebook, Twitter, and Instagram. The topics for each toolkit mirrored paid media that was in market from the MHSO, as well as popular holidays and season-specific messages. Throughout the fiscal year, the toolkits were downloaded more than 2,000 times. The most active partners sharing toolkit messages were Maryland TraumaNet, Montgomery County DOT, Town of Forest Heights, Forest Heights Police Department, MSP, Maryland Institute for Emergency Medical Services Systems (MIEMSS), MDOT SHA, and MDOT.

## ZeroDeathsMD.gov

Since the redevelopment of ZeroDeathsMD.gov, the website has become a one-stop shop for grantees, laws enforcement partners, and the public. Throughout the fiscal year, updates and improvements were made to the website, including the addition of year-to-date fatality data that is updated monthly.

During FFY 2022, almost 360,000 visitors have accessed the MHSO website. The top five most visited pages, excluding the homepage, were Child Passenger Safety, Impaired Driving, Aggressive Driving, Crash Data, and Roadside Emergencies.





## PROGRAM AREAS

### Speed & Aggressive Driving

In 2021, the number of fatal crashes involving aggressive driving decreased by 42 percent, resulting in 28 fewer fatalities than in 2020. The significant one-year decrease in fatalities and fatal crashes occurred even though the number of aggressive driving related crashes in 2021 increased by 300, or by 10 percent. During the latest five-year period, 2017 through 2021, aggressive drivers have been involved in an average of 3,840 crashes on Maryland roads each year. For the same five-year period, aggressive driving accounted for an annual average of four percent of all traffic crashes, four percent of all injury crashes, and eight percent of all fatal crashes in Maryland. Aggressive driving was a factor in five percent of injuries and eight percent of fatalities during the five-year period, and four percent of injuries and six percent of fatalities in 2021.

In 2021, Maryland law enforcement officers issued 601 citations statewide for aggressive driver violations, compared to 791 in 2020 and 822 in 2019. 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. Waiting to observe two or more additional offenses before taking enforcement action is counter-intuitive to officers.

The number of fatal crashes involving speed decreased by 14 percent in 2021, resulting in 14 fewer fatalities than in 2020. The significant decrease in fatalities and fatal crashes occurred even though the number of speed-related crashes in the state in 2020 increased by five percent, from 7,568 to 7,947. Still, between 2017 and 2021, an average of 9,059 speed-related crashes occurred on Maryland roadways each year. For the same five-year period, speeding was involved in an annual average of eight percent of all traffic crashes, nine percent of all injury crashes, and 17 percent of all fatal crashes in Maryland. In addition, driver speed was a factor in nine percent of injured persons and 17 percent of fatalities for the five-year period, and eight percent of injuries and 17 percent of fatalities in 2021.

Crash Core was awarded a grant to conduct an evaluation of Maryland's speed camera program. This project used a before and after intervention (with speed camera roadway versus a comparison roadway without speed camera) design to analyze the effect of speed cameras in reducing vehicle speeds and preventing crashes. The study found that while speeds are trending to increase on Maryland roads, speed cameras reduce or reverse this trend. The study further found that crash rates were lower on camera roadways, possibly due to decreased speeds. Recommendations for further study include identifying the types of roadways and locations where speed cameras have the greatest impact in addition to factors that might modify the effect of speed cameras (number of lanes, rural/urban location, etc.).

In August 2022, the MHSO coordinated a simulated crash at Martin State Airport with the Baltimore County Police Department and NHTSA. The simulated crashes were designed to offer a reminder that, even at low highway speeds, crashes can result in severe injuries or fatalities. Dr. Thomas M. Scaleda, Physician-in-Chief at the R Adams Cowley Shock Trauma Center in Baltimore, provided first-hand knowledge of the most common injuries seen at Shock Trauma from car crashes, as well as an analysis of injuries occupants would have likely endured during the simulated crash.

Be the SLOW DOWN Driver, a sub-theme of the Be the Driver



campaign, continued to address speeding and other aggressive driving behaviors specifically. To capture a younger male audience, the campaign utilized social media tactics (Instagram, Snapchat, and Twitter) as well as YouTube and Twitch. Complementing digital tactics, the MHSO partnered with Mid-Atlantic Sports Network (MASN) to showcase traditional broadcast placements surrounding Orioles and Nationals games as well as a unique Twitter sponsorship. Combined, these campaigns garnered more than seven million impressions.

Law enforcement partners actively continued to enforce speed limits during HVE waves throughout the year. As part of Maryland's Standardized Performance and Survey Measures, the total number of speeding citations that law enforcement issued during FFY 2022 grant-funded enforcement activities was 10,471.

## Distracted Driving

Though the number of distracted driving crashes in 2021 increased by 12 percent from the previous year, the number of fatal crashes involving distracted driving remained the same. An average of more than 53,000 distracted driving crashes occurred on Maryland roads each year between 2017 and 2021. For this latest five-year period, distracted driving was a factor in an annual average of approximately one-half of all traffic crashes (48 percent), more than half of all injury crashes (53 percent), and well over one-third of all fatal crashes (38 percent).

Distracted driving is over-represented significantly in all crashes, particularly injury crashes. The difficulty in capturing distracted driving accurately as a cause of crashes, injuries, and fatalities, especially cell phone use, indicates that distracted driving may be over- or under-reported. Preventing distracted driving through education and enforcement remains a major priority in Maryland.

Morgan State University received grant funding to host a distracted driving webinar that informed the public about all aspects of distracted driving as well as how drivers can prevent crashes due to distracted driving. Morgan State University continued to utilize a driving simulator to evaluate different technologies that can prevent drivers from distraction in the driving simulator, which can replicate realistic real-world situations without endangering drivers.

In partnership with DRIVE SMART Virginia, the MHSO hosted the annual Maryland Highway Safety Summit in April. The Summit was comprised of four tracks, with speakers from across the country sharing their expertise in distracted driving and other emphasis area topics. More than 220 people attended the summit.

Be the FOCUSED Driver, another sub-theme of Be the Driver, calls attention to the distraction that cell phones cause while driving, and the probable consequences – a citation or a crash. Through three paid media campaigns during the FFY, the campaign garnered more than 5.3 million impressions and led to nearly 10,000 clicks to the Distracted Driving pages on ZeroDeathsMD.gov.



## Impaired Driving

The number of impaired driving crashes in 2021 increased by approximately five percent since 2020, though the 2021 total was still five percent below the number of impaired crashes that occurred in 2019. Despite the increase in total crashes, fatal crashes involving alcohol and/or drugs decreased by 11 percent since 2020, resulting in a seven percent decrease in the number of fatalities.

While one in 42 crashes involving driver impairment resulted in a fatality in 2021, 29 percent of all fatal crashes in the state involved alcohol and/or drugs. Although every impaired driving crash does not

result in a fatality, impairment is often a factor when a fatality does occur. This relatively high rate of occurrence and correlation between impaired driving and fatal crashes and fatalities on Maryland roadways has made impaired driving a crucial focus point for traffic safety and law enforcement professionals throughout the state.

The 18th annual Maryland Remembers ceremony was held on November 22, 2021, at the State House Rotunda in Annapolis. During the annual ceremony, five speakers, including Governor Larry Hogan, MDOT Secretary Greg Slater, MDOT MVA's Administrator Nizer, MSP Superintendent Woodrow W. Jones III and a Victim Impact Speaker spoke at the event. The in-person capacity was limited to 100 people, so the event was livestreamed via Microsoft Teams where an additional 260 people joined the event. The MHSO, the Washington Regional Alcohol Program (WRAP), and Mothers Against Drunk Driving (MADD) coordinate this event each year to remember the lives lost at the hands of impaired drivers.



In 2021, the MHSO was awarded a grant from GHSA and Uber to provide rideshare credits to Marylanders during the holiday season. The grant was announced by GHSA the week before Maryland Remembers, but Governor Hogan's Maryland-specific announcement about the grant generated numerous media stories. The rideshare credits were available beginning Thanksgiving Eve and provided \$10 off any Uber ride in Maryland while supplies lasted. Due to the popularity of the program, following the Thanksgiving weekend, Responsibility.org added an additional \$10,000 in funding that allowed the program to continue through New Year's Eve. At the conclusion of the grant period, Marylanders redeemed 4,160 promo codes.

Prior to and during the St. Patrick's Day weekend, transportation and law enforcement officials in Maryland and Delaware partnered to save lives on roadways. Five agencies on the Delmarva Peninsula (MSP, Ocean City Police Department, Salisbury Police Department, Wicomico County Sheriff's Office, and Worcester County Sheriff's Office) conducted HVE along US 13 (Ocean Highway) and US 113 (Worcester Highway) during the holiday weekend.

Participating agencies conducted saturation patrols and checkpoints and coordinated enhanced enforcement of speeding, seat belt use, and distracted driving. A total of 964 total citations were issued throughout the campaign. Of the 491 stops, 34 percent has licenses registered outside of Maryland and 65 percent were male.



The MDOT MVA and the MHSO along with safety partners across the MDOT and Maryland law enforcement agencies, joined near the Bay Bridge to urge all travelers to put safety first during the Memorial Day weekend and all summer long. As part of its overall safety message at the press conference, the Keep Summer Alive campaign, in partnership with the Department of Natural Resources (DNR) and DNR Police, was kicked off for the second summer. As part of the overall Be The Driver

initiative that stresses safe driving habits, Keep Summer Alive reinforces the message that driving sober is critical on and off the water, including for boaters. If you plan to enjoy a day out on the water, ensure you have a sober ride home.



Campaign ads were shared throughout the summer on Facebook, Twitter, Instagram, Snapchat, in-bar coasters, billboards, Ocean City seaboard, and iHeartRadio. In addition to the English ads, the summer impaired campaign was the first Be the Driver sub campaign that was translated to Spanish to reach Marylanders whose primary language is Spanish. Utilizing census data, the Spanish ads were focused on the Washington Designated Market Area. The radio ad was developed by the radio company El Zol, which ensured an authentic feel to the ads. The MHSO coordinated a regional HVE campaign focused on impaired driving during Memorial Day Weekend, Fourth of July, and Labor Day Weekend.

Be the SOBER Driver and Be the MAKE A PLAN Driver messaging was promoted throughout the fiscal year, focusing on common scenarios where drivers have a decision to make – to be the sober driver and consume no alcohol, plan ahead and use a rideshare or get a ride home with another sober driver.

In FFY 2022, the MHSO spent roughly \$486,000 for the Be the SOBER Driver and Be the MAKE A PLAN Driver campaigns and garnered more than 42 million impressions to drive awareness of the impaired driving message. The campaigns ran five times throughout the year, with a heavy emphasis during the holiday season, The Big Game Weekend, Memorial Day, Fourth of July, and Labor Day.

In FFY 2022, WRAP coordinated SoberRide, a safe ride service to prevent drunk driving on multiple holidays. The campaign provided 1,238 safe rides home for Halloween and the holiday season, 482 safe rides home for St. Patrick's Day, 172 safe rides home for Cinco De Mayo, and 435 safe rides home for Fourth of July. In addition to the SoberRide program, throughout the year, WRAP held 14 presentations at local high schools, reaching more than 400 students.

In October, 75 Maryland law enforcement officers, three of whom were ACE awardees with 100+ DUI arrests, attended the DUI awards program in Ocean City, MD. Additionally, 18 Drug Recognition Expert (DRE) certified Maryland officers were honored. MSP Trooper Brendan White and Trooper Dillon White were honored with the annual Noah Leotta award.

The Traffic Safety Resource Prosecutor (TSRP) worked with the Maryland General Assembly to promote traffic-related bills during the grant year, including issues regarding blood warrants in impaired driving cases; expanding the number of officers allowed to ask for blood tests and including impaired boating offenses in the list of predicate offenses for subsequent offender sentences. Throughout the 2021 grant year, the TSRP conducted and assisted with almost 40 trainings, including but not limited to Stops, Searches and Seizures; Legal Discovery for Prosecutors; Courtroom Testimony; and Sobriety Checkpoints. The trainings were conducted statewide for more than 1,000 police officers and prosecutors. The TSRP wrote a monthly legal update and seven extensive legal updates and distributed them to all prosecutor offices, police agencies, and other agencies working on impaired-driving charges in the state.

Maryland DREs conducted 624 enforcement evaluations in FFY 2022 (October 1 – September 30, 2022). There were 297 blood kits received from DREs in the field that were processed and sent to the FSD for analysis. There are 185 DREs currently in the DRE program in Maryland as of the close of FFY 2022. There were 265 blood kits received from DREs in the field that were processed and sent to the Forensic Sciences Division for analysis. There are 185 DREs currently in the DRE program in Maryland as of the close of FFY 2022.

Nine Advanced Roadside Impaired Driving Enforcement (ARIDE) classes were conducted in FFY 2022, training a total of 187 officers and prosecutors from various jurisdictions statewide. ARIDE was created by NHTSA to address the gaps in training between the Standardized Field Sobriety Testing (SFST) and the DRE program.

In July 2022, ahead of the Fourth of July holiday weekend, the MHSO and MSP hosted a press conference and distributed a press release to kick off the ninth year of the State Police Impaired



Driving Reduction Effort (SPIDRE) DUI Team. Funded by the MHSO, MSP and MDOT, SPIDRE is a specially trained team of five troopers who work in targeted areas in the Baltimore and Washington metropolitan area where impaired driving is a leading cause of death and injury. SPIDRE has been responsible for more than 4,000 arrests since its inception in 2013. Team members train other state police troopers, local law enforcement officers, and agencies to reduce alcohol-related crashes throughout Maryland.

At the press conference, MDOT employee Kim Sizemore shared the story of how impaired driving affected her family. Sizemore's son, Bennett, was hit and severely injured by an impaired driver in May 2020 in the afternoon.

The Mobile Breath Alcohol Testing (MBAT) Truck, funded in part by the MHSO, is designed to serve as a support vehicle with readily accessible breath testing to support any type of high visibility event related to impaired driving enforcement. In addition, the MBAT is used as an educational tool at public events to advise the public of the dangers of impaired driving. During the deployment of the MBAT unit, a total of 3,667 vehicle contacts were made, 25 impaired drivers were removed from the Maryland roadways, along with three criminal arrests involving handgun violations. The MBAT Truck assisted 13 different MSP barracks or law enforcement agencies with four checkpoints and nine different special events to raise awareness about the dangers of drinking and driving.

Ignition Interlock Program (IIP) is managed by the MDOT MVA. In FFY 2022, 4,643 drivers were assigned to participate in the IIP for the first time. In the first five years following the implementation of Noah's Law in October 2016, which expanded the reach of the program, more than 31,000 drivers participated in the IIP for the first time. More than 14,500 unique drivers participated in the IIP in the fiscal year and 4,523 drivers successfully completed one or more referrals in FFY 2022 and had no other active referrals after this completion date<sup>1</sup>.

In June 2022, the state completed the pilot program in partnership between the MDOT MVA and the Automotive Coalition for Traffic Safety's Driver Alcohol Detection System for Safety (DADSS) Program. The partnership allowed testing of advanced prototype driver alcohol detection sensors that were installed in select state-owned vehicles. At completion of the pilot program, MDOT MVA's vehicles had collected 93,558 samples over 5,230 hours – despite the program being temporarily placed on hold in 2020 due to the COVID-19 pandemic. The data will help the manufacturer better understand wear and tear driving factors that affect sensor performance and will help improve future iterations of the prototype sensors.

As part of Maryland's standardized performance and survey measures, the total number of DUI and Driving under the Influence of Drugs (DUID) arrests that were made during the year's grant-funded enforcement activities was 1,220.

## Law Enforcement Services

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

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

<sup>1</sup> as of 12/1/2022

prescribed HVE periods.

The Law Enforcement Services consists of a Section Manager, a Law Enforcement Program Manager and funds four LELs who are tasked with implementing solutions to meet the needs of police agencies regarding traffic enforcement. The LELs work with these agencies on training and organizing enforcement efforts. In addition, the entire section works closely with the Maryland Chiefs of Police Association (MCPA), the Maryland Sheriffs' Association (MSA), and the Maryland Crash Reconstruction Committee (MCRC).

The MHSO plans and coordinates a number of training events and conferences for law enforcement across the state. The MHSO continued to implement Leading Effective Traffic Enforcement Programs (LETEP). LETEP focuses on providing law enforcement supervisors with advanced training regarding the use of data and countermeasures from multiple disciplines of highway safety. It allows supervisors to provide law enforcement officers with the tools necessary to make quality traffic stops and arrests. A LETEP class was held virtually in March 2022 with 30 police officers across Maryland attending.



### HVE Wave Calendar

- Impaired Driving
- Occupant / Distracted
- Speed Enforcement
- Pedestrian



October 2021						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

In FFY 2022, the MHSO continued to promote and make improvements to its Traffic Safety Specialist (TSS) Program to meet the increased demands made of law enforcement. The TSS designation is a statewide, uniform, and consistent recognition of police officers who have attained notable levels of experience in highway safety and traffic enforcement methods and procedures. Awarded by the MHSO, the program is open to all certified police officers, deputy sheriffs, and state troopers from Maryland law enforcement agencies. Federal law enforcement agencies that have jurisdiction in Maryland also are eligible to participate. There are three designations within the TSS Program, and each successive designation requires an increased

level of experience, training, and skills proficiency as a traffic enforcement officer. There were 83 newly designated TSS I members and 10 TSS II members in FFY 2022. Baltimore County Police Officer Lori Hippensteel was honored as the sole TSS level III designee in 2021 –only the second TSS level III designee since the inception of the program. Officer Hippensteel successfully presented her project about reducing serious injury and fatalities among pedestrians to the TSS Executive Committee.

The MHSO provided funding to the MCRC for crash-related educational materials for various classes held throughout the year. The MHSO provides the MCRC the ability to further an officer's education in crash investigation from the beginning to advanced coursework. More than 360 law enforcement officers attended the trainings.

The annual Sheriff Executive Training was held in October 2021 and was attended by 50 executive leaders of Sheriff Departments throughout the state. The Director of the MHSO addressed the group with a focus on traffic safety initiatives to reduce fatalities and serious injury crashes across the state. The Chiefs and Sheriffs' Association Training was held in September 2022, during which the MHSO Director and the Maryland Transportation Authority (MDTA) Chief of Police addressed 30 law enforcement officers on the importance of leadership with regard to highway safety initiatives.

The MHSO presents a Traffic Safety Conference for Patrol Supervisors each year. The conference is held in Ocean City, Maryland and is a training that provides patrol supervisors with a better understanding of the larger science behind highway safety and how they can make a difference.

The core of the curriculum is encouraging law enforcement to go beyond traditional police work by asking the why; to consider the how, and if, their work is having an impact on reducing serious crashes. The conference is offered to current patrol supervisors who are at the rank of sergeant, lieutenant, and others who meet the specific training criteria.

The MHSO, with the support of the MCPA, held its 2022 Maryland Impaired Driving Conference for Law Enforcement between October 25 – October 27, 2021. The conference held in Ocean City, Maryland provided the most up-to-date trends and countermeasures for patrol and training officers engaged in impaired driving enforcement. MHSO's Law Enforcement Section encouraged patrol officers with two to seven years of experience and field training officers to participate in the conference. Registration fees, breakfast, lunch, and lodging are provided at no cost to every participant.

Finally, the MHSO holds a DUI Institute annually at the University of Maryland. The DUI Institute trains officers to arrest alcohol-impaired drivers with a high-probability to result in a conviction as well as those who want to build their resumes for promotions in rank. The 40-hour course is taught at a college level by university faculty and national experts. It covers social concerns and management perspectives related to DUI enforcement, emerging enforcement strategies, effective courtroom presentations, and advanced SFST training. This year, 29 officers from 15 law enforcement agencies graduated the program held in June 2022.

## Motorcycle Safety

Compared to the previous year, motorcycle-involved crashes in 2021 increased by four percent, though there were four fewer fatal crashes and three fewer fatalities during the same period. Between 2017 and 2021, an average of 1,322 motorcycle-involved crashes occurred on Maryland roads each year.



From 2017 through 2021 in Maryland, motorcycle-involved crashes accounted for two percent of injuries and 14 percent of fatalities. Thus, motorcycles are significantly over-represented in fatal crashes.

While a relatively low six percent of motorcycle crashes result in a fatality, the fact that 14 percent of all statewide fatalities involve a motorcycle is cause for concern among traffic safety experts. The significant involvement of motorcycles in fatal crashes and their effect on overall traffic fatalities in Maryland indicate the need for greater motorcycle safety efforts such as awareness, education, training, and enforcement.

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 (55 percent)



between 2 p.m. and 8:59 p.m.

Crash data in recent years have shown that more than one in three 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.

The MHSO funded a grant with Crash Core to conduct a motorcycle fatality review. This was a supplement to the pilot study conducted in 2021. Crash Core collected motorcycle fatality and crash injury reports, assembled a multi-disciplinary review team, and coordinated a case review for 20 detailed Maryland motorcycle fatal crash reports from 2017-2019 that met case review criteria. This extended case review identified missing skills and knowledge that were causal factors in the studied crashes. Crash Core noted that while licensed and unlicensed riders were missing some of the same skills and knowledge, unlicensed riders had a subset all their own.

In a partnership with the MHSO, the MSP introduced the Motor Officers Teaching Other Riders Safety (MOTORS) program that brought advanced motorcycle rider training to the Baltimore area. In 11 classes, more than 180 motorcycle riders enrolled in the free training conducted by motorcycle officers from multiple agencies across the state. The course featured a classroom session, a review of motorcycle skills in a controlled skills test, and a group ride where participants received direct feedback from the police instructors. Crash Core carried out pre-/post-program evaluations of MOTORS participants, comparing participants' knowledge to that of a control group. This data will be utilized with data from future classes to evaluate the effectiveness of the program and determine whether to support expansion and replication of the course. The MHSO supported the launch of MOTORS with a paid media campaign through Instagram, Facebook, and 98 Rock, which generated significant interest within the Maryland motorcycle community and produced more than six million impressions.



During September, the MHSO provided support for Ocean City Maryland's BikeFest, the largest three-day motorcycle rally on the East Coast. Information on Maryland's new motorcycle training program, MOTORS, along with safe motorcycling information, was made available to the more than 150,000 attendees through Alliance Marketing. Wristbands that allowed free use of the city bus during the entire event, were branded with a Ride Smart, Ride Sober message. The MHSO promoted BikeFest safety with a paid media motorcycle impaired messaging campaign utilizing billboards and Facebook/Instagram that generated nearly 400,000 impressions.

Be the LOOK TWICE Driver, a sub-theme of the Be the Driver campaign, continued to remind motorists to look twice before switching lanes. The digital media collateral of the campaign depicts a scene the driver's mirror is clear and in the next scene the motorcyclist appears. In addition to the Look Twice message, Be the SOBER Driver continues to provide effective motorcycle impaired riding messaging.

Between the two campaigns, there were more than nine million impressions made across multiple channels including billboards, Facebook, Instagram, WBAL, and 98 Rock.

## Occupant Protection

In Maryland, more than 2,150 unbelted occupants of passenger vehicles or light trucks were injured or killed in crashes in 2021. Despite increases in observed belt use rates in Maryland and across the nation, 25 percent of all Marylanders killed in motor vehicle crashes were not wearing seat belts. Research has shown that seat belts, when used properly, reduce the risk of fatal injury to front-seat passengers by 45 percent and reduce the risk of moderate to critical injury by 50 percent.

Maryland worked with the National Study Center for Trauma and Research to conduct seat belt observations June 5 – 25, 2022. Maryland achieved a 92.7 percent usage rate representing a 1.4 percent increase over the previous survey.

In FFY 2022, the MHSO spent approximately \$280,000 for the Be the BUCKLED UP Driver. The campaign addressed common excuses for not wearing a seat belt and clarified that no excuse is worth the risk of losing a life. Through four campaigns during the FFY, Be the BUCKLED UP Driver reached more than 25 million people and garnered nearly 31,000 clicks to the ZeroDeathsMD.gov website. The media selection included billboards, radio, Facebook, Instagram, Snapchat, Pandora, and Waze.

From May 20 – June 3, 2022, all MSP barracks and MDTA Police detachments -- in addition to 33 local law enforcement agencies across Maryland -- stepped up enforcement for motorists who weren't wearing their seat belts. Maryland participated in the four-hour Border to Border kick-off, a nationwide initiative aimed to increase law enforcement participation of seat belt enforcement. This highly visible seat belt enforcement encourages drivers and passengers to buckle up at heavily traveled, highly visible state border checkpoints.

In FFY 2022, the MHSO partnered with Ripken Baseball to encourage seat belt use for families and teams traveling to the Ripken Experience™ Aberdeen tournaments. Through the partnership, the MHSO took the rollover simulator to four weekend tournaments, where staff members had the opportunity to engage with 10,000 visitors. Staff members ran demonstrations of the rollover simulator and asked trivia questions to engaged visitors. In addition to the on-site activations, signage with buckle up messaging was installed, buckle up messaging was announced at the top of the last inning of every game during tournaments, pre-tournament emails included Be the BUCKLED UP Driver graphics and messages, Ripken Experience social media highlighted a MDOT team of the week that traveled the furthest for the tournament, and finally, the MDOT was featured on the Explore Aberdeen section on the Ripken Experience website, resulting in more than 413,000 impressions combined.



Through grant funding, the Chesapeake Region Safety Council conducted mock crash scenes at four high schools across the state – Bel Air, Patterson Mill, Patuxent, and Calvert high schools. Staff from the Chesapeake Region Safety Council coordinated with the high schools to have student volunteers play crash victims and worked with local law enforcement and fire departments to have a full-scale response to the mock crashes. The realistic response by emergency services provided students an up-close look on what happens at crash scenes, including the 'jaws of life' tool at some demonstrations. Following the mock crash, students heard from Dr. Janet Bahouth of Crash Core, who provided additional detail about the biometrics behind the crash. Some schools also heard from a victim impact speaker.

Maryland has continued to work on recommendations from the Occupant Protection Program Assessment held in 2021. As part of Maryland's Standardized Performance and Survey Measures, the total number of seat belt citations that law enforcement issued during FFY 2021 grant-funded enforcement activities was 1,254.

## Child Passenger Safety

Maryland's Child Passenger Safety (CPS) program largely originates from two grant-funded projects, Maryland Kids in Safety Seats (KISS) and the MIEMSS. These two agencies provide a specialized combination of CPS education, training, and outreach on behalf of the MHSO. In FFY 2022, funding also was provided to Safe Kids Frederick County to increase the number of car seats available to low-income caregivers and to increase educational opportunities within the community.

During FFY 2022, KISS saw a return to in-person events and programs, though they continued significant virtual programming due to the success of the virtual platform and ongoing demand. In total, 40 in-person car seat check/distribution events were conducted across the state. During those events, 107 CPS Technicians, or certification course students, conducted checks on 338 car seats. Through a new partnership with MileOne Cares, a philanthropic organization within the MileOne Autogroup, KISS was able to conduct an additional five car seat distribution events, distributing 122 car seats to families in need.

Virtual car seat checks remained a priority for KISS in FFY 2022. This allowed them to provide service to caregivers who did not have direct physical access to a CPS Technician or were not available to attend in-person seat check events. They conducted 224 video calls with caregivers, inspecting and providing instruction on 241 car seats during the fiscal year.

Immediately following each video call, an evaluation survey was sent to the caregiver. KISS received a 45 percent response rate with 102 surveys returned. Among those surveys, 90 percent reported a "very good or excellent" experience, and the caregiver confidence rates post-call continued to demonstrate great results. While only 14.7 percent of caregivers reported feeling "very or extremely confident" about installing a car seat before the call, this percentage rose to 98 percent post-call. An additional survey distributed five months post-call also indicated success in video calls with most caregivers having made seat adjustments or installation with a high degree of confidence.

Support and growth of Maryland's CPS Technician numbers remain a priority for KISS. During FFY 2022, KISS conducted nine certification courses resulting in 74 trained technicians and one renewal course, bringing eight additional technicians into active status. Including those who trained or recertified in surrounding states, Maryland was able to add an additional 110 CPS Technicians in FFY 2022.

During the fiscal year, KISS team members responded to 1,165 phone calls and 1,002 emails. They distributed 89,715 handouts through video call follow-up, email or direct mailing requests via their website or staff distribution, community events, training, webinars, and car seat checks. There were 16,292 visits to the KISS website in FFY 2022. KISS presented virtually to 284 participants during 28 virtual presentations, including Traveling Safely with your Newborn, Ages/Stages, Top Mistakes and How to Fix Them, and an overview of Department of Motor Vehicles (DMV) Virtual Events. According to KISS, the overall car seat misuse average for Maryland is currently 64 percent, based on entries into the National Digital Check Form database.

In FY22, MIEMSS distributed 202 car seats to 27 agency partners for families who could not otherwise obtain a seat. They disseminated more than 30,000 up-to-date and culturally relevant Occupant Protection (OP) and CPS materials to hundreds of agencies across Maryland. Sixteen in-person CPS training classes were conducted for more than 230 attendees, and the Project Coordinator (PC) assisted with teaching seven CPS Technician certification courses for 65 students. In preparation for the updated Maryland CPS law going into effect on October 1, 2022, MIEMSS promoted the updated law at several healthcare conferences, emailed updates to more than 500 healthcare contacts, had the AAP – Maryland Chapter send the update to its 900 members, and posted it to MIEMSS' social media channels. They also conducted a webinar focused on research looking at the effects of CPS legislation on injury/death data and on use/non-use/proper use. The webinar was followed by a panel covering Maryland's updated law. Continuing their effort to combat pediatric vehicular heatstroke, MIEMSS continued to promote the use of their vehicle temperature display, regularly



posted about the topic on social media, encouraged discussion during conversations with caregivers as part of car seat checks, and included information in their new laminated resource/handout. This year, 20 agencies made use of the vehicle temperature display statewide.

MIEMSS conducted a pilot project to get all-in-one car seats to Emergency Medical Services (EMS) Battalion Chiefs for use in transporting children in non-emergency situations. Preparation for the pilot included the creation of two training videos, which were posted to the agency's YouTube channel and webpage, as well as the creation of a laminated guide for utilizing the seat in each of its modes. Fifteen Graco Slim Fits were distributed to four EMS agencies: Allegany County, Calvert County, Ocean City, and Washington County.

In September 2021, as an additional aspect of Be the BUCKLED UP Driver, creative was developed to ensure Child Safety Seats are installed properly. During Child Passenger Safety Week, a campaign targeting parents specifically garnered almost 1.5 million impressions and 9,000 clicks to the Child Passenger Safety page on ZeroDeathsMD.gov.

Also, during National Child Passenger Safety Week, the MHSO partnered with the MDOT MVA to host car seat checks and information tables at five MDOT MVA branches across the state. The car seat events were held at the following branches: Bel Air, Glen Burnie, Frederick, Salisbury, and Westminster.

Safe Kids Frederick County held four inspection stations in FFY 2022, checking 104 car seats. Of all seats checked in FFY 2022, 71 percent of seats were installed incorrectly, a 14 percent improvement over the previous year. Through their Car Seat Assistance Program (CSAP), which provides car seats and booster seats for free or reduced cost to eligible families, Safe Kids Frederick County distributed 27 car seats including four booster seats and 23 convertible car seats.



## Pedestrian and Bicycle Safety

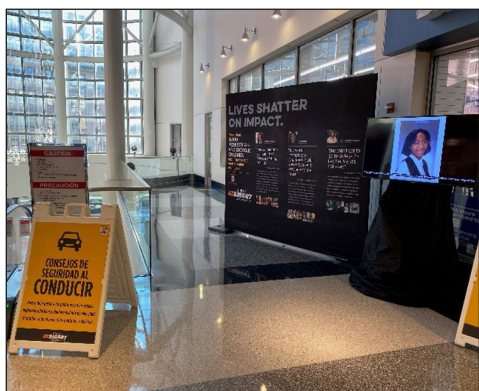
The incidence of pedestrian on foot-involved<sup>2</sup> crashes in Maryland in 2021 increased by nine percent since 2020, but fatalities decreased by three percent (from 131 to 127 deaths) during the same period. Approximately 2,548 pedestrian-involved crashes occurred on Maryland roads in 2021, and an average of 2,962 such crashes occurred per year between 2017 and 2021.

For the same five-year period, pedestrians were involved in an annual average of three percent of all traffic crashes, eight percent of injury crashes, and almost one-quarter (24 percent) of fatal crashes. Pedestrians involved in crashes accounted for seven percent of injuries and 23 percent of all fatalities, although only four percent 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 2021 incidence of bicycle-involved crashes in Maryland increased by two percent when compared to 2020. However, bicycle-involved fatalities decreased from 16 in 2020 to six in 2021. From 2017-2021, an average of approximately 782 bicycle-involved crashes occurred on Maryland roadways each year. During the same period, bicycles were involved in an annual average of fewer than one in 100 (0.7 percent) of all statewide traffic crashes, two percent of statewide injury crashes, and 1.9 percent of statewide fatal crashes. Bicycle-involved crashes accounted for 1.5 percent of

<sup>2</sup> ACRS Non-Motorist Type: Pedestrian (01)

statewide injuries and 1.8 percent of statewide fatalities during the same period.



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

The "Lives Shatter on Impact" outreach display with photos, stories, and videos about local crashes was displayed in public locations throughout the DC Metro area totaling 243 days of outreach at 24 locations, with 12 days at Maryland locations. Additionally, Prince George's County leveraged the Street Smart display and funded additional events at Prince George's

Community College, the Beltsville and Largo MDOT MVA branches. Paid media efforts resulted in more than 51.3 impressions, including more than 7.6 million impressions from digital ads that garnered 7,650 clicks to StreetSmart.net.

Combining added value with earned and donated media and services, the FFY 2022 Street Smart program garnered more than \$8.9 million in overall campaign value on a budget of \$820,000.

The MHSO continued to work with the BMC and the Look Alive MD Signal Woman campaign. The FFY 2022 campaign utilized elements of the FFY 2019 and FFY 2021 campaigns (billboards, transit, outdoor, online, outreach, and social media). After a competitive bidding process, BMC selected Sherry Matthews Group to develop and implement the next phase of the Look Alive campaign, including new video and social media content with plans to expand in FFY 2023. Between online and broadcast coverage, the campaign had a total earned media publicity value of \$5,668 and 34,795 impressions in September 2022. Paid media efforts of Look Alive MD resulted in almost 33 million impressions with ad placements located on bus tails, Instagram, Twitter, and YouTube. Organic social media and in-person outreach events reached audiences with an additional 119,000 impressions.

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

The Made You Look strategy for FFY 2022 included goals intended to build upon, sustain, and evaluate the collective work of the program. MICA increased toolkit accessibility by promoting the Made You Look Toolkit to a more diverse audience, translating and producing a Spanish-language toolkit to reach the growing Spanish-speaking community within Baltimore City. The team created a Toolkit "Toolbox," ensuring all necessary tools, coaching, and mentoring services are available for community members undertaking the Toolkit process.

To position and plan for the long-term sustainability of the Made You Look initiative, MICA collaborated with community organizations to house program components. The Neighborhood Design Center will continue to host the toolkit and support neighborhoods with traffic calming interventions. The Station North Tool Library will host the aforementioned "toolbox;" BYKE and Bmore brand will continue to promote and expand the reflective streetwear, and Formstone Castle LLC and the Central Baltimore Partnership will continue to work and oversee secured funding to install the Baltimore Underline. MICA continues to work with community partners to identify and secure additional funding sources to sustain each Made You Look project component.

The MIEMSS continued its Bike Helmet Safety - Safe Kids Partnership for Families program, renewing its mission to reduce the incidence of significant head injury and death in Maryland due to bicycle crashes through the distribution of educational materials, social media communications, and bike

helmet distribution. This year's focus on correct bike helmet fit, Be Seen and Safe messaging, and Anatomy of the Brain messaging was well received at multiple events. The grant purchased and distributed 1,049 bike helmets through Safe Kids Coalitions and Community Partners throughout Maryland.

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

In FFY 2022, the MHSO ran three comprehensive pedestrian and bicyclist safety campaigns. The MHSO initiated a pedestrian and bike-focused back-to-school campaign that ran from September 9 to September 30, 2021, reminding Maryland drivers about the importance of pedestrian and bicycle safety with creative catered specifically to highlight students as they are traveling to and from school. The campaign delivered more than 1.4 million impressions. A pedestrian and bicycle safety month campaign ran from May 1 to May 31, 2022, aligning with National Bike Safety Month. The campaign exceeded expectations, serving more than 11.4 million impressions and directly attributing 12,000 clicks to the Pedestrian/Bicycle Safety landing page. Additionally, the back-to-school campaign generated more than 4.8 million impressions and more than 3,000 clicks on ZeroDeathsMD.gov.

During the week of April 4, 2022, the MHSO elected to undergo a Pedestrian and Bicyclist Safety Program Assessment. The purpose of the assessment was to provide Maryland with an extensive review of its statewide pedestrian and bicyclist safety program through identifying programmatic strengths and accomplishments, challenge areas, and recommendations for enhancement or improvement. NHTSA headquarters and regional office staff served as facilitators. The assessment consisted of a thorough review of state-provided pedestrian and bicyclist safety program briefing materials and interviews with state- and community-level program directors, coordinators, advocates, traffic safety partners, law enforcement personnel, and the MHSO staff. The final report, issued in September, provided 59 recommendations by the panel of experts, with 21 identified as priority. The MHSO staff and partners will begin working on recommendations in FFY 2023.

## Traffic Records

Maryland employs a two-tiered TRCC, with both Technical and Executive councils comprised of data owners, data managers, and data users with oversight and interest in these datasets. The 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 (2019), including the development and tracking of performance measures for component in the traffic records system. The current TRSP (2021–2025) is aligned with the 2021–2025 Maryland SHSP. Both plans took effect January 2021.



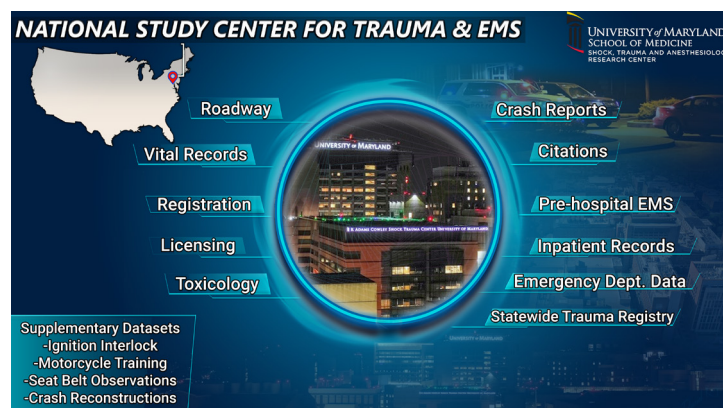
In Summer 2022, the 48th Annual International Traffic Records Forum brought together hundreds of U.S. traffic safety professionals to focus on traffic records data. Through grant funding, the NSC, Washington College, and Crash Core—TRCC members and the MHSO grantees—all presented at the Forum on their projects in Maryland (outlined below).

The University of Maryland, Baltimore's NSC provides analytical support to the MHSO and its partners and serves as a data resource for all traffic safety professionals. Through the integration of multiple



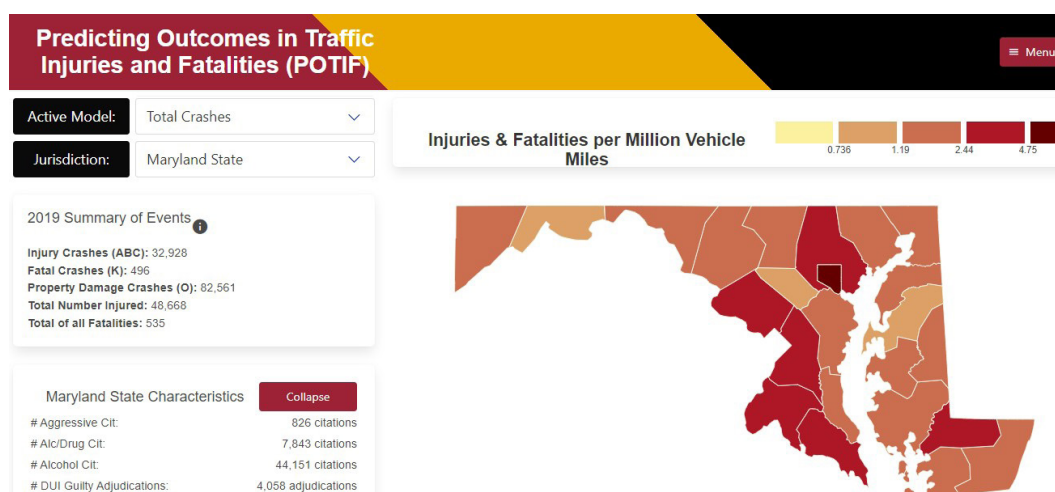
traffic records data systems, the NSC continued the Maryland Crash Outcome Data Evaluation System (CODES) project and provided data support to the traffic safety community.

Throughout FFY 2022, NSC staff utilized their data resources to respond to data requests made by both the MHSO personnel and their partners. NSC staff provided data analyses and interpretative documents using crash files, citation files, licensing and registration information, and seat belt data, in response to 52 data requests received, an increase from FFY 2021 when there were 39 requests made and fulfilled. Analyses were provided in response to questions for legislative requests, annual reports, child passenger safety, and data trends for specific jurisdictions and communities.



The NSC staff made multiple presentations throughout the year, including: Results of the Maryland Seat Belt Survey; Crash Data Summary Analysis (semi – annual LETEP meetings); updates to the DriveCam project the NSC worked on 13 years ago, with citation data collected since then; a look at the admissions to the Shock Trauma Center from e-scooter crashes; comparisons of injury severities and hospital prognosis for patients injured on different functional road classes; the costs of recovering from injury for older adults; and a presentation of driver-passenger restraint use findings reported in an NSC-led manuscript published in the Traffic Injury Prevention journal.

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



One model for each of the four outcomes (vehicle occupant injuries and fatalities, pedestrians, motorcyclists, overall crashes) was incorporated into the web-based application developed in phase one. This tool applies the modeling results in an interactive platform that allows the user to enter changes in modeled

factors to predict serious and fatal injury counts. Enhancements included displaying injury, fatality, and crash counts by county and year; user ability to examine the data, both outcome and predictor variables, in graphs by year and county; mapping of crashes; developing and testing user stories; and revising the look and feel of the application based on feedback from the MHSO.

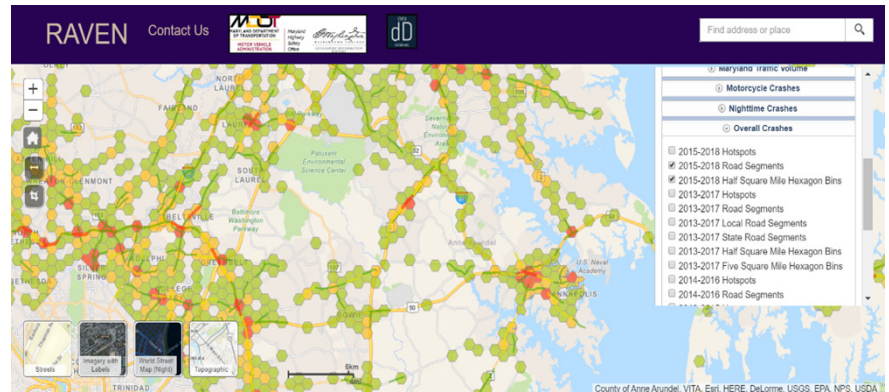
Consistent with previous research, the models found that increases in driver speeds and alcohol use (measured with alcohol sales) predicted increases in crashes. However, the models suggest that if



enforcement of these behaviors is at levels consistent with, or beyond, the behavioral trends then crashes, injuries, and fatalities are reduced.

The Washington College GIS Program (WCGP) provides support staff to improve accessibility to traffic safety data and to improve the completeness and accuracy of these data. The program focuses on providing the MHSO and its partners with maps of crash, citation, and related traffic records data for program planning and evaluation and providing training to traffic safety professionals on the use of Geographic Information System (GIS) analytical tools.

Washington College GIS Program's web application RAVEN, or Risk Analysis of Vehicle Environmental Network, has become crucial for safety program planning and for partners at the regional and local level in implementing enforcement and educational outreach activities, with nearly 800 current registered users of the tool throughout the state.

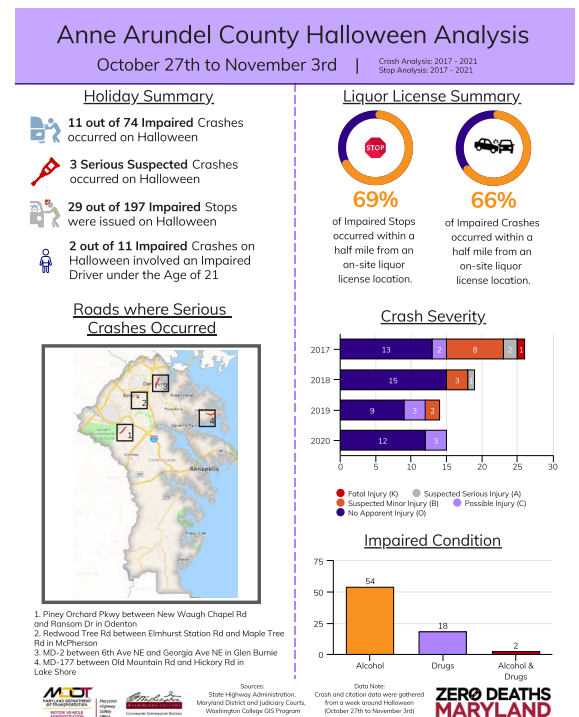


One of the primary goals of the grant is to support the MHSO and the TRCC in collecting traffic safety related datasets including crashes, citations, transportation data such as road centerlines and Annual Average Daily Travel, census data, and liquor license locations. Once data are collected and corrected, WCGP uses GIS software and spatial analysis tools to create reports to customers in a visual (mapping) and statistical (infographics/tables) format in a manner that can be interpreted easily. In this grant cycle, WCGP supported DUI teams and other Law Enforcement Agencies (LEAs) by providing products that determine appropriate areas for patrols, DUI interdiction, and checkpoints. There were 63 unique impaired driving analysis project packages (405 individual products) delivered to partners during this grant cycle.

Some activities supporting the impaired driving program and other traffic safety areas included:

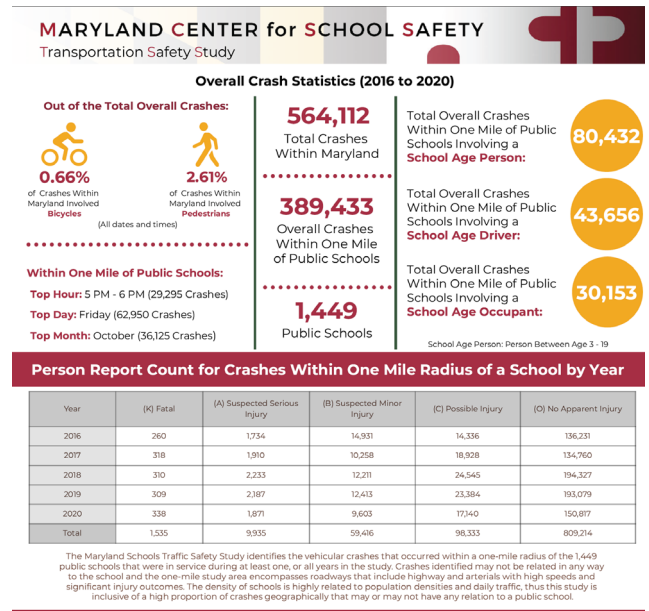
- **Maryland Court Citation Data and Citation Data Statistical Requests:** One of the challenges with the citation data is the spatial accuracy and completeness of location information. This issue is caused by the lack of equipment available inside LEA vehicles, and discrepancies from where an incident took place to where the point was captured. To overcome these challenges, the team corrected locations to ensure complete and accurate analyses.
- **Coordinating with Impaired EAT and HVE Campaigns:** Washington College continued to provide mapping and analysis support during HVE campaigns to assist law enforcement in pre- and post-planning efforts.

During the past year, WCGP completed 1,304 products related to traffic safety (excluding impaired driving, mentioned above). These included 60 traffic safety analysis project packages, which contained 657 individual analysis products, delivered to our partners during this grant cycle. In addition to these analysis products, 647 new layers were added in RAVEN.



Through these visualizations, Engineering, Education, Enforcement, EMS, and now Equity partners will be able to use the analysis products to assist in reducing crashes/serious injuries. A sample of new partnerships and collaborations include:

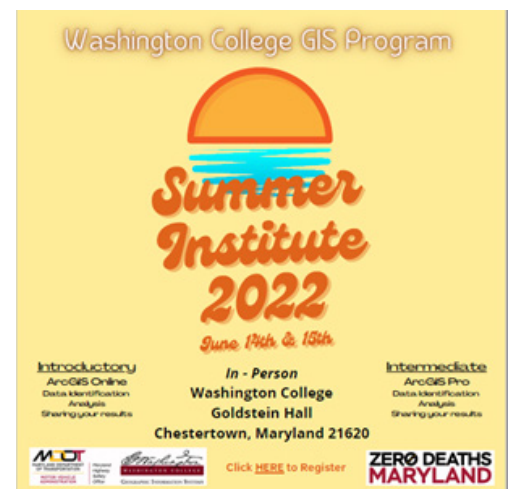
- The Legacy of Redlining and Motor Vehicle Traffic Crashes in Baltimore City: WCGP was asked to assist with creating mapping products related to the impacts of the redlining practices set forth by the Homeowners Lending Corporation (HOLC) in the 1930s, and the continuing impacts that these policies contribute to when looking at traffic crashes (fatalities and injuries) in the communities impacted negatively through these policies.
- Maryland Center for School Safety – School Transportation Safety Study: WCGP worked with Maryland Center for School Safety (MCSS) to identify school locations across Maryland with high counts of traffic crashes within one mile of public schools. The focus areas included Pedestrian and Bicyclist safety, Young Driver Safety, School Bus Operator Safety, and School Bus Rider safety. The goal of the study is to work with jurisdictions to address specific school areas of concern.
- Chestertown and Kent County Property Damage Crash Pilot Project: Through meeting with Chestertown Police and Kent County Sheriff's Office representatives, capturing locations and information for 'Code 89' (non-reportable) crashes was raised as a business need for the local and county communities. The WCGP began formulating a plan to create and upload crash attribution and additional information to the Portal Application (internal web mapping program) with the goal of capturing, and accounting for, these unreportable crashes.



## Summer Institute

WCGP hosted an in-person, two-day Summer Institute in Chestertown, Maryland. Attendees included 30 MHSO traffic safety partners from the Baltimore County Police Department; Maryland Department of Information Technology (DOIT); Baltimore City Department of Transportation; Carroll, Cecil, and Calvert County Sheriff's Offices; Anne Arundel County Government; and Frederick County Division of Planning and Permitting.

Summer Institute was a free training program offered by Washington College through the MHSO grant program. This year was the first time after two years of virtual learning that partners were able to get together in person for a program with a concentration on traffic safety and how geospatial information is used to assist traffic safety professionals in identifying areas of concern and how to utilize additional resources to gain a better understanding of the data. Two tracks were offered -- an introductory track for professionals with little-to-no experience with GIS; and an intermediate track, for those with GIS experience looking to gain additional knowledge of GIS in traffic safety.



## PARTNERSHIPS, RESOURCES, AND OUTREACH

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

In FFY 2022, the PRO section reached more than 20,000 people through 70 safety-related events. An additional 14 virtual highway safety presentations were conducted, reaching almost 800 people throughout Maryland.



The PRO team participated in bike safety events and races and took part in other traffic safety-related events throughout the state offering interactive learning stations for focused emphasis areas. This year, the MHSO wrapped a small trailer with the Be the Driver messaging on all sides, serving as a mobile billboard and a way to transport items to events. The PRO team took the trailer to the Caroline County Summerfest, where they interacted with more than 600 adults and children. A popular hands-on educational activity for kids was the Spin Bike. By pedaling a customized stationary bicycle, outfitted with a paint receptacle, participants could create circles and

streaks on paper turning it into a unique piece of artwork. While the children pedaled, the MHSO staff talked with them about the importance of helmets and rules of the road for bicyclists.

Mock sobriety tests, where participants were asked to walk a straight line while wearing a pair of Fatal Vision Goggles, and the MHSO's tabletop distracted driving simulator were tools that provided teachable moments on the dangers of impaired and distracted driving.

The PRO team joined law enforcement for National Night Out events in Cecil, Prince George's and Wicomico counties. These events enhance the relationship between neighbors and law enforcement while bringing back a true sense of community. Collectively, the events drew more than 3,200 participants.

This fiscal year, all PRO managers completed their national child passenger safety certification and worked at various events throughout the state offering parents and caregivers personalized instruction on how to use their car seats properly. In addition, managers participated in safety seat video appointments to assist caregivers in outlying areas who could not attend in-person car seat check events.



Fort Meade and Andrews Air Force Base once again welcomed the PRO team back to talk with military families about impaired driving, the importance of buckling up, and child passenger safety laws.



# Young and Older Drivers

## Young Drivers

Young and older drivers represent very different subsets of Maryland's population, but are two very pivotal groups for highway safety messaging. Effectively reaching these two segments of Maryland's population is vital to achieving our mission of Zero Deaths on our roadways.

Maryland places a great deal of attention on the needs of young drivers. With roughly 171,000 licensed drivers between the ages of 16 and 20 in Maryland, these drivers often are inexperienced and susceptible to numerous dangers while on the road. The MHSO supports parental involvement and peer-led programs, as well as partnerships with school systems, as these strategies have been particularly effective in the past.

Students Against Destructive Decisions (SADD), a grantee through the MHSO, grew their number of student chapters from 30 to 62 this year. The MHSO PRO team supported SADD with establishing these chapters in schools and community groups throughout the following counties: Baltimore, Anne Arundel, Prince George's, Queen Anne's, Charles, and Montgomery. SADD conducted almost 80 teen safety events and worked with law enforcement officers and students to host a virtual event that was shared with students across the state.

Mock crash demonstrations teach teens the importance of practicing safe driving techniques while behind the wheel of a motor vehicle and show students the grim reality of distracted driving, impaired driving, or traveling in a vehicle without a seatbelt. The Chesapeake Region Safety Council received grant funding to organize four mock crashes in Calvert and Harford counties. Highway Safety Office staff made presentations and brought the rollover simulator to demonstrate the dangers of not buckling up.

The Calvert Alliance Against Substance Abuse received grant funding for an impaired driving simulator that allowed more than 100 students at pre-graduation events to drive in a real car on a virtual road. Impaired driving software let participants experience what it's like to drive while under the influence of alcohol in a safe virtual environment.

The MHSO supported teen safety events at high schools and made presentations to students in Baltimore, Calvert, Cecil, Caroline, Howard, Montgomery, Prince George's, and Queen Anne's counties. Partnering with the MICA, staff presented safe walking and biking to teens at the Boys & Girls Clubs of Metropolitan Baltimore. The new Fatal Vision Drowsy and Distracted Goggles were used with students at three Montgomery College Campus Safety Days, allowing young drivers to experience simulated impairment from drowsiness or distraction and the potentially devastating consequences. The Baltimore County Police Department hosted a teen traffic safety day, where agencies provided interactive learning stations to new and upcoming drivers. The MHSO provided teens the opportunity to observe the DADSS vehicle and learn about the dangers of driving impaired. The DADSS program is a first-of-its-kind technology that detects automatically when a driver is intoxicated with a blood alcohol concentration (BAC) at or above 0.08 percent.

The PRO team utilized a variety of forums to reach teens and young drivers throughout the state. They joined the Howard County Police Department, Howard County Fire and Rescue and SADD to host a Howard County Teens Talk presentation, worked with the Prince George's County Explorer's Youth Ambassador Program and the Chesapeake Driving School in Calvert County.



## Older Drivers

Older drivers age 65 or older may face a variety of potential driving risks as they age including physical limitations, drowsiness from medications, and slowed reaction time. The MHSO stresses the importance of knowing how to manage these risks, tools to self-assess driving, and where to find helpful resources. The MHSO addressed many aging drivers this past year through a variety of venues.

Presentations were given to drivers at the Rockville Senior Center in Montgomery County, the Waldorf Senior Center in Charles County, and the Fairhaven Senior Living Facility in Carroll County. The PRO team joined more than 100 exhibitors at the Harford County Senior Expo, where information on safe driving was distributed.

Many MHSO staff completed CarFit technician training this year and worked with hospital and senior center partners to engage nearly 40 aging drivers at CarFit events. The CarFit program is designed to help an older driver determine how well they currently fit their personal vehicle, highlight actions they can take to improve that fit, and promote communication about driver safety and the ability to be mobile in the community – all from the comfort of their own vehicle.

## SHSP MEASURES

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The projects included in this Annual Report were conducted in the first year of Maryland's new SHSP (2021-2025). For the 2021-2025 SHSP, a new methodology was applied to determine highway safety performance targets. Unlike the previous TZD design, annual targets for the SHSP are set using a two-pronged approach. Targets 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, targets are based on a two percent decrease from the most recent crash data (2017-2021 five-year average), continuing with a two percent decrease for each successive five-year average. This is to prevent setting targets higher than a baseline even if the exponential trend line points to an increase.

Current targets through 2021-2025 are set using an initial baseline five-year average of 2004-2008, updated to include trend changes in 2017-2021. For single-year targets, midpoints of the five-year average targets are used, e.g., the 2021 target is the midpoint of the rolling five-year average target for 2019-2023; the 2022 target is the midpoint of the rolling five-year average target for 2020-2024; and the 2023 target is the midpoint of the rolling five-year average target for 2021-2025.

This method is applied to the five performance measures required by the 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 per federal requirement.



## Overall Statewide Targets

### Assessment of Results in Achieving Performance Targets for FFY 2020 and FFY 2021

Performance Measure	FFY 2021					FFY 2020			
	Target Period	Target Year(s)	Target Value FFY 21 HSP	Data Source/ FFY 21 Progress Results	On Track to Meet FFY 21 Target Y/N (in-progress)	Target Value FFY 20 HSP	Target Year(s)	Data Source/ FFY 21 Final Result	Met FFY 20 Target Y/N
C-1) Total Traffic Fatalities (FARS)	5 year	2017-2021	420.6	2016-2020 FARS ARF 538.8	N	425.7	2016-2020	2016-2020 FARS ARF 538.8	N
C-2) Serious Injuries in Traffic Crashes (State)	5 year	2017-2021	2,905.8	2016-2020 State 3,117.4	N	3,029.4	2016-2020	2016-2020 State 3,117.4	N
C-3) Fatalities/VMT (FARS)	5 year	2017-2021	0.742	2016-2020 FARS ARF 0.936	N	0.750	2016-2020	2016-2020 FARS ARF 0.936	N
Serious Injury Rate (State)	5 year	2017-2021	5.077	2016-2020 State 5.389	N	5.372	2016-2020	2016-2020 State 5.389	N
Non-motorized Fatalities and Serious Injuries (FARS + State)	5 year	2017-2021	467.7	2016-2020 FARS/ State 654.0	N	465.8	2016-2020	2016-2020 FARS/ State 654.0	N



## PROGRAM AREA PERFORMANCE MEASURES

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

### Assessment of Results in Achieving Performance Targets for FFY 2020 and FFY 2021

Performance Measure	FFY 2021					FFY 2020			
	Target Period	Target Year(s)	Target Value FFY 21 HSP	Data Source/ FFY 21 Progress Results	On Track to Meet FFY 21 Target Y/N (in-progress)	Target Value FFY 20 HSP	Target Year(s)	Data Source/ FFY 21 Final Result	Met FFY 20 Target Y/N
Aggressive Driving Fatalities (State)	5 year	2018-2022	34.9	2017-2021 State 44.0	N	30.8	2017-2021	2017-2021 State 44.0	N
Aggressive Driving Serious Injuries (State)	5 year	2018-2022	136.8	2017-2021 State 173.4	N	136.7	2017-2021	2017-2021 State 173.4	N
Distracted Driving Fatalities (State)	5 year	2018-2022	159.3	2017-2021 State 208.6	N	137.7	2017-2021	2017-2021 State 208.6	N
Distracted Driving Serious Injuries (State)	5 year	2018-2022	1,187.9	2017-2021 State 1,458.0	N	1,148.8	2017-2021	2017-2021 State 1,458.0	N
Impaired (Alcohol and/or Drugs) Driving Serious Injuries (State)	5 year	2018-2022	369.1	2017-2021 State 471.4	N	327.6	2017-2021	2017-2021 State 471.4	N
Unrestrained Serious Injuries (State)	5 year	2018-2022	335.2	2017-2021 State 430.8	N	279.8	2017-2021	2017-2021 State 430.8	N
Pedestrian (01) Serious Injuries (State)	5 year	2018-2022	386.2	2017-2021 State 428.0	N	362.9	2017-2021	2017-2021 State 428.0	N
Speed-Related Serious Injuries (State)	5 year	2018-2022	252.4	2017-2021 State 339.2	N	250.5	2017-2021	2017-2021 State 339.2	N
Bicyclist Serious Injuries (State)	5 year	2018-2022	66.4	2017-2021 State 74.2	N	61.3	2017-2021	2017-2021 State 74.2	N

	FFY 2021					FFY 2020			
Performance Measure	Target Period	Target Year(s)	Target Value FFY 21 HSP	Data Source/ FFY 21 Progress Results	On Track to Meet FFY 21 Target Y/N (in-progress)	Target Value FFY 20 HSP	Target Year(s)	Data Source/ FFY 21 Final Result	Met FFY 20 Target Y/N
Motorcyclist Serious Injuries (State)	5 year	2018-2022	266.1	2017-2021 State 307.6	N	242.2	2017-2021	2017-2021 State 307.6	N
Older Driver-Involved Fatalities (State)	5 year	2018-2022	88.6	2017-2021 State 90.4	In Progress	94.3	2017-2021	2017-2021 State 90.4	Y
Older Driver-Involved Serious Injuries (State)	5 year	2018-2022	425.2	2017-2021 State 469.6	N	405.7	2017-2021	2017-2021 State 469.6	N
Young Driver-Involved Serious Injuries (State)	5 year	2018-2022	290.4	2017-2021 State 387.6	N	269.6	2017-2021	2017-2021 State 387.6	N
Infrastructure Fatalities (State)	5 year	2018-2022	299.5	2017-2021 State 326.4	N	278.6	2017-2021	2017-2021 State 326.4	N
Infrastructure Serious Injuries (State)	5 year	2018-2022	1,601.7	2017-2021 State 1,880.8	N	1,512.7	2017-2021	2017-2021 State 1,880.8	N
Run-off-the-Road Fatalities (State)	5 year	2018-2022	149.4	2017-2021 State 172.4	N	139.4	2017-2021	2017-2021 State 172.4	N
Run-off-the-Road Serious Injuries (State)	5 year	2018-2022	590.3	2017-2021 State 739.4	N	542.2	2017-2021	2017-2021 State 739.4	N
Intersection Fatalities (State)	5 year	2018-2022	150.5	2017-2021 State 153.6	In Progress	135.6	2017-2021	2017-2021 State 153.6	N
Intersection Serious Injuries (State)	5 year	2018-2022	956.9	2017-2021 State 1,144.8	N	895.6	2017-2021	2017-2021 State 1,144.8	N
Construction/Work Zone Fatalities (State)	5 year	2018-2022	9.0	2017-2021 State 9.2	In Progress	8.5	2017-2021	2017-2021 State 9.2	N
Construction/Work Zone Serious Injuries (State)	5 year	2018-2022	35.5	2017-2021 State 45.4	N	32.9	2017-2021	2017-2021 State 45.4	N

## NHTSA CORE PERFORMANCE MEASURES

To meet federal requirements as expressed in the FAST Act, the required minimum set of core performance measures are included herein. The source for all fatality baseline data is NHTSA's Fatality Analysis Reporting System (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's FARS and the state crash data system.

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

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

**Note:** FARS 2021 data are preliminary and will change when Final FARS is released; therefore, all targets are subject to change.

Assessment of Results in Achieving Performance Targets for FFY 2021 and FFY 2022									
Performance Measure	FFY 2022					FFY 2021			
	Target Period	Target Year(s)	Target Value FFY 22 HSP	Data Source/ FFY 21 Progress Results	On Track to Meet FFY 22 Target Y/N (in-progress)	Target Value FFY 21 HSP	Target Year(s)	Data Source/ FFY 21 Final Result	Met FFY 21 Target Y/N
C-1) Total Traffic Fatalities (FARS)	5 year	2018-2022	490.3	2016-2020 FARS ARF 538.8	N	473.2	2017-2021	2016-2020 FARS ARF 538.8	N
C-2) Serious Injuries in Traffic Crashes (State)	5 year	2018-2022	2,590.2	2017-2021 State 3,094.8	N	2,406.3	2017-2021	2017-2021 State 3,094.8	N
C-3) Fatalities/ VMT (FARS)	5 year	2018-2022	0.821	2016-2020 FARS ARF 0.934	N	0.791	2017-2021	2016-2020 FARS ARF 0.934	N
Serious Injury Rate (State)	5 year	2018-2022	4.402	2017-2021 State 5.394	N	4.075	2017-2021	2017-2021 State 5.394	N

Performance Measure	FFY 2022					FFY 2021			
	Target Period	Target Year(s)	Target Value FFY 22 HSP	Data Source/ FFY 21 Progress Results	On Track to Meet FFY 22 Target Y/N (in-progress)	Target Value FFY 21 HSP	Target Year(s)	Data Source/ FFY 21 Final Result	Met FFY 21 Target Y/N
Non-motorized Fatalities and Serious Injuries (FARS + State)	5 year	2018-2022	628.1	2016-2020 FARS/ State 654.0	N	558.0	2017-2021	2016-2020 FARS/ State 654.0	N
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2018-2022	99.6	2017-2021 State 124.8	N	85.4	2017-2021	2017-2021 State 124.8	N
C-5) Impaired (Alcohol and/ or Drugs) Driving Fatalities	5 year	2018-2022	153.5	2017-2021 State 168.6	N	147.0	2017-2021	2017-2021 State 168.6	N
C-6) Speeding-Related Fatalities	5 year	2018-2022	71.8	2017-2021 State 93.0	N	66.3	2017-2021	2017-2021 State 93.0	N
C-7) Motorcyclist Fatalities	5 year	2018-2022	68.6	2017-2021 State 73.6	N	65.0	2017-2021	2017-2021 State 73.6	N
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2018-2022	10.6	2017-2021 State 10.8	In Progress	9.6	2017-2021	2017-2021 State 10.8	N
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2018-2022	41.0	2017-2021 State 54.2	N	36.5	2017-2021	2017-2021 State 54.2	N
C-10) Pedestrian Fatalities	5 year	2018-2022	121.9	2017-2021 State 124.4	N	109.7	2017-2021	2016-2020 State 124.4	N
C-11) Bicyclist Fatalities	5 year	2018-2022	9.4	2017-2021 State 9.6	In Progress	10.4	2017-2021	2017-2021 State 9.6	Y
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2022	91.3	2022 92.7	Y	91.4	2021	2021 90.6	Y

***Activity Measures (State Data: Grant-funded Only)	Federal Fiscal Year (FFY)						
	FFY 2016	FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	FFY 2022
Number of seat belt citations issued during grant-funded enforcement activities (A-1)	4,900	2,580	2,489	3,112	2,160	1,628	1,254
Number of impaired driving arrests made during grant-funded enforcement activities (A-2)	1,894	1,097	1,217	1,139	884	618	1,220
Number of speeding citations issued during grant-funded enforcement activities (A-3)	24,542	18,529	22,575	16,392	14,519	11,984	10,471

\*\*\*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.

The table below includes calendar year (CY) stats for MSP SPIDRE arrests which are tallied separately from other LE reporting (i.e., total grant-funded-issued DUI arrests include the counts above plus those below for SPIDRE).

	Federal Fiscal Year (FFY)								
	CY2015	CY2015	CY2016	CY2017	CY2018	CY2019	CY2020	CY2021	CY2022*
Number of impaired driving arrests made during grant-funded enforcement activities (A-2) SPIDRE ONLY	634	540	541	386	372	331	340	325	251

\*As of November 12, 2022







# MARYLAND HIGHWAY SAFETY OFFICE

