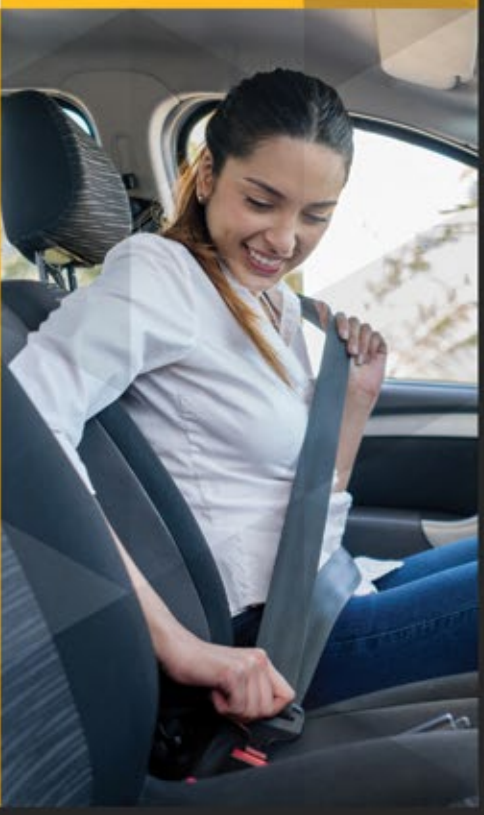


MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND HIGHWAY SAFETY OFFICE

2018 ANNUAL REPORT

MARYLAND DEPARTMENT OF TRANSPORTATION

MOTOR VEHICLE ADMINISTRATION

Maryland Highway Safety Office

EVERY LIFE COUNTS.

The philosophy of the Maryland Highway Safety Office (MHSO) is embodied in these three simple words. They form the basis of our mission and drive each member of the office in our quest to move Maryland *Toward Zero Deaths*. Every crash is preventable, every injury avoidable. It is ultimately up to each motorist, passenger, bicyclist, pedestrian, and motorcyclist to do their part to save lives.

The Maryland Highway Safety Office's Annual Report is a visual representation of the numbers that represent outcomes of traffic safety efforts coordinated throughout the State. But lives lost in crashes are not merely numbers. They're our parents, children, siblings, grandparents, friends, and coworkers. The impact of their injury or death is very real and devastating to our families and communities.

We honor the memories of these crash victims and remain steadfast to preventing needless tragedies from occurring on Maryland roadways.

ZERO
TOWARD ZERO DEATHS
MARYLAND
EVERY LIFE COUNTS

TABLE OF CONTENTS

MARYLAND HIGHWAY SAFETY OFFICE 4

Mission and Vision 4

Funding 5

Our Organization 6

2018 Maryland Highway Safety Office at a Glance 7

REGIONAL LAW ENFORCEMENT AND EDUCATION/OUTREACH GRANTEES 10

MARYLAND CRASH DATA 13

PROGRAM AREAS 14

Impaired Driving 14

Occupant Protection 20

Aggressive Driving 22

Distracted Driving 24

Pedestrian and Bicycle Safety 26

Motorcycle Safety 30

Younger and Older Driver Safety 34

Law Enforcement Services 36

Traffic Records 38

Communications and Social Media 44

LOOKING TOWARD THE FUTURE 47

STRATEGIC HIGHWAY SAFETY PLAN AND PROGRAM AREA MEASURES 48

GRANTS AND SPENT AMOUNTS 66

MARYLAND HIGHWAY SAFETY OFFICE MISSION & VISION

MISSION

The MDOT Maryland Highway Safety Office is dedicated to saving lives and preventing injuries by reducing motor vehicle crashes through the administration of a comprehensive network of traffic safety programs.

VISION

Moving Maryland *Toward Zero Deaths* since death is not an acceptable consequence of driving.

ORGANIZATIONAL STATEMENT

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

OUR VALUES

1. **Life** – Even one person lost or injured on our roadways is too many.
2. **Professionalism** – We seek to be leaders, innovators, and facilitators in the highway safety arena; the MHSO management team is committed to assisting employees to realize their full potential through training and professional development.
3. **Respect** – People are our greatest resource. We welcome and respect the ideas and opinions of our staff, stakeholders, and the public; we respect individual differences and diversity within the state.
4. **Integrity** – We are honest and ethical in our dealings and strive to perform in a manner consistent with achieving trust among the community.
5. **Dedication** – We are steadfastly dedicated to pursuing our vision and mission.
6. **Excellence** – We achieve results by evaluating our efforts and continually improving the quality of our work.
7. **Performance Management** – We are committed to analyzing available data to maximize the effectiveness of programs, personnel, and funding; and to create strategies that result in desired outcomes.
8. **Teamwork** – We strive to function as a cohesive unit at the statewide and local levels to provide the best possible impact for programs and funding.
9. **Customer Focus** – We seek to provide premier customer service.
10. **Collaboration** – The MHSO's management and staff value the input of stakeholders and seek to capitalize on the knowledge and experience of partner organizations to help accomplish our mission.

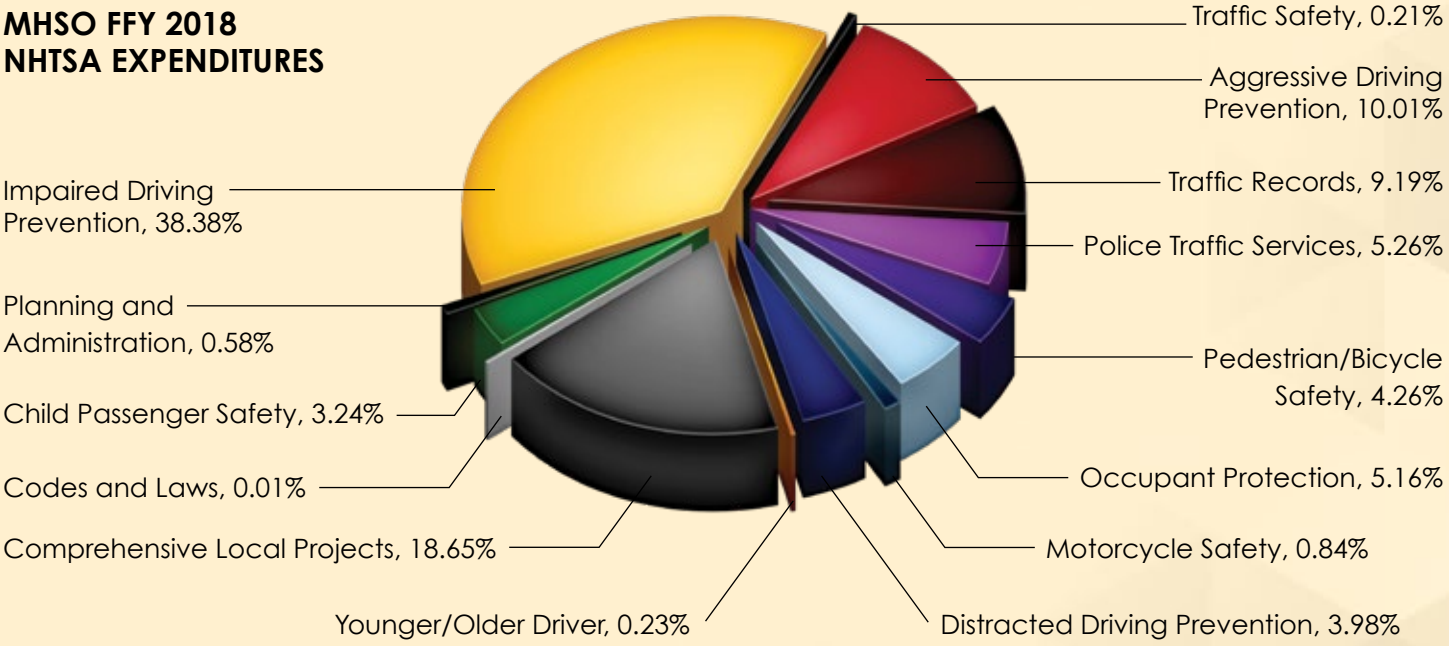
MARYLAND HIGHWAY SAFETY OFFICE **FUNDING**

The MHSO receives funding from the NHTSA for use at the statewide and local levels. The Highway Safety Act of 1966 authorized the first federal highway safety program: 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 Act is the surface transportation bill that authorizes the federal transportation programs, including Maryland's highway safety program.

The MHSO submits its plan for allocating these funds to the National Highway Traffic Safety Administration by way of an HSP. The MHSO utilizes formulas and strategic planning models to allocate these funds into the jurisdictions and grant-funded projects that are evaluated as having the best potential at meeting the State's traffic safety goals, also outlined in the State's HSP.

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

MHSO FFY 2018
NHTSA EXPENDITURES



Note: The figures above represent only funds from the NHTSA. In addition, the MHSO distributes a variety of State funds for highway safety programming.

OUR ORGANIZATION

Serving as the Governor's Highway Safety Representative and Administrator of the Maryland Department of Transportation (MDOT) Motor Vehicle Administration (MVA), Christine Nizer provides overall leadership for the State's highway safety program. The MHSO Chief and Deputy Chief report directly to Administrator Nizer and manage a team of nearly 30 professionals, including a Communications Manager; a Business Services Specialist; a Safety Programs Section; a Law Enforcement Services Section; a Partnership, Resources, and Outreach Section; and a Finance Section.

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

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

The Partnerships, Resources, and Outreach Section includes a Section Chief and four team members who have responsibility for engaging local highway safety partners, as well as for furthering the implementation of local SHSPs. The section staff manages outreach programs for large employers, military installations, schools and universities, and younger and older drivers.

Led by a Finance Chief, the Finance Section manages and coordinates all the financial operations and grants administration within the MHSO. The section includes a newly formed Grants Management team – a highly technical function not employed previously within the office – as well as two Finance Managers, a Contracts Manager, and a Data Processing Quality Assurance Specialist.

The Communications Manager establishes the strategic direction for MHSO communications efforts, including education/media campaigns, correspondence, and social media platforms. Working closely with office staff, MDOT MVA Communications, and other partners, the Communications Manager provides further exposure for highway safety efforts through public relations, and earned and new media.

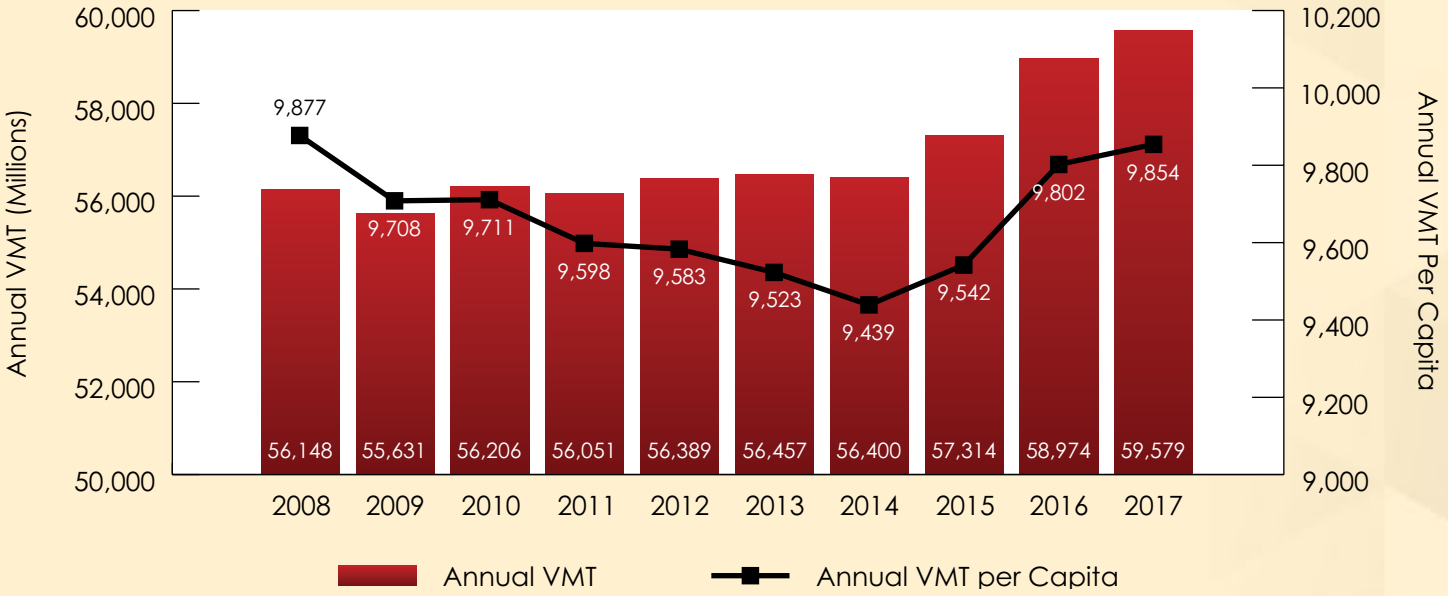
The Business Services Specialist is a multi-faceted position that provides guidance, resources, and office support to the entire MHSO Team.

2018 MARYLAND HIGHWAY SAFETY OFFICE AT A GLANCE

Like much of the nation, Maryland experienced a third straight year of traffic fatality increases in the calendar year of 2017. Data also showed that while the total number of crashes decreased, the number of injuries also increased. There were particularly dramatic increases in the first quarter of 2017 compared to those same months in 2016.

One possible cause for the increases seen in recent years is the sizeable increase in VMT and VMT Per Capita experienced in Maryland. MDOT attributes much of this increase to economic and population growth creating more demand for mobility.

Annual Number of Vehicle Miles Traveled (VMT) and VMT Per Capita



Fiscal Year	2009	2010	2011	2012	2013	2014	2015	2016	2017
Number of registered vehicles	4,736	4,816	4,809	4,838	4,824	4,882	4,963	5,051	5,100
Number of driver's licenses issued	4,049	4,082	4,084	4,102	4,140	4,143	4,186	4,265	4,330
Number of motorcycle licenses issued	252	257	263	269	274	275	277	279	281
Number of commercial driver's licenses issued	168	170	173	176	180	180	184	188	193
Total number of MDOT MVA transactions per year	12,263	11,011	11,880	11,995	10,315	10,756	11,117	11,100	11,200

As demonstrated in the table above, MDOT MVA reports that there were more registered vehicles and more driver's licenses issued than in any previous year. With more miles driven and more drivers on the road, safety becomes even more important as road users are exposed to dangerous driving behaviors more often.

During the beginning of the FFY 2018 grant year, the MHSO found itself in a good position by being fully staffed for the first time in a couple years. In April 2018, that status changed with the retirement of longtime and well-known MHSO Chief, Tom Gianni. After a lengthy career as a police officer, Tom joined the MHSO and served first as a Program Manager, then promoted to the top of the MHSO after roles as Section Chief and Deputy Chief. Tom was a passionate and active member of the traffic safety community at a local, state, and national level, and Maryland benefited greatly from his 15 years of service.

In April 2018, the MHSO hosted the annual Highway Safety Summit near Baltimore. Speakers included Maryland Transportation Secretary Pete Rahn, Maryland's Motor Vehicle Administrator Christine Nizer, Maryland's Chief Medical Examiner Dr. David Fowler, and John's Hopkins School of Public Health Assistant Professor Dr. Caroline Fowler. Breakout sessions allowed attendees to receive updates on Maryland's six Strategic Highway Safety Plan (SHSP) Emphasis Areas. A press event accompanied the event, when Maryland announced the increase in traffic fatalities from 2016 to 2017. Approximately 150 people registered for the Summit.

In August 2018, the MDOT announced the launch of a Statewide Traffic Safety Pledge, which encourages drivers, riders and passengers to commit to safer habits to drastically reduce and/or eliminate roadway fatalities. During the first month, MDOT sponsored a challenge among its business units and more than 6,000 MDOT employees participated by signing the pledge. By signing the pledge, a person commits to doing the following:

- Have everyone wear their seat belt;
- Always have a safe and sober ride;
- Park the phone before driving;

- Use crosswalks and be seen while walking or biking;
- Look for pedestrians and motorcyclists and give bicyclists three feet of clearance;
- Wear proper protective gear while riding a motorcycle; and
- Give extra time to avoid speeding.

The MHSO has continued to advertise the pledge during outreach activities and, since its inception, more than tens of thousands of people have signed the online form. Maryland has been very active in both statewide and local SHSP planning. At a statewide level, Maryland completed an evaluation of the process used to create and implement the SHSP in preparation for the State's 2021-2025 plan. Through a grant with the Governor's Highway Safety Association, Cambridge Systematics completed the evaluation after engaging critical SHSP stakeholders through interviews and surveys.

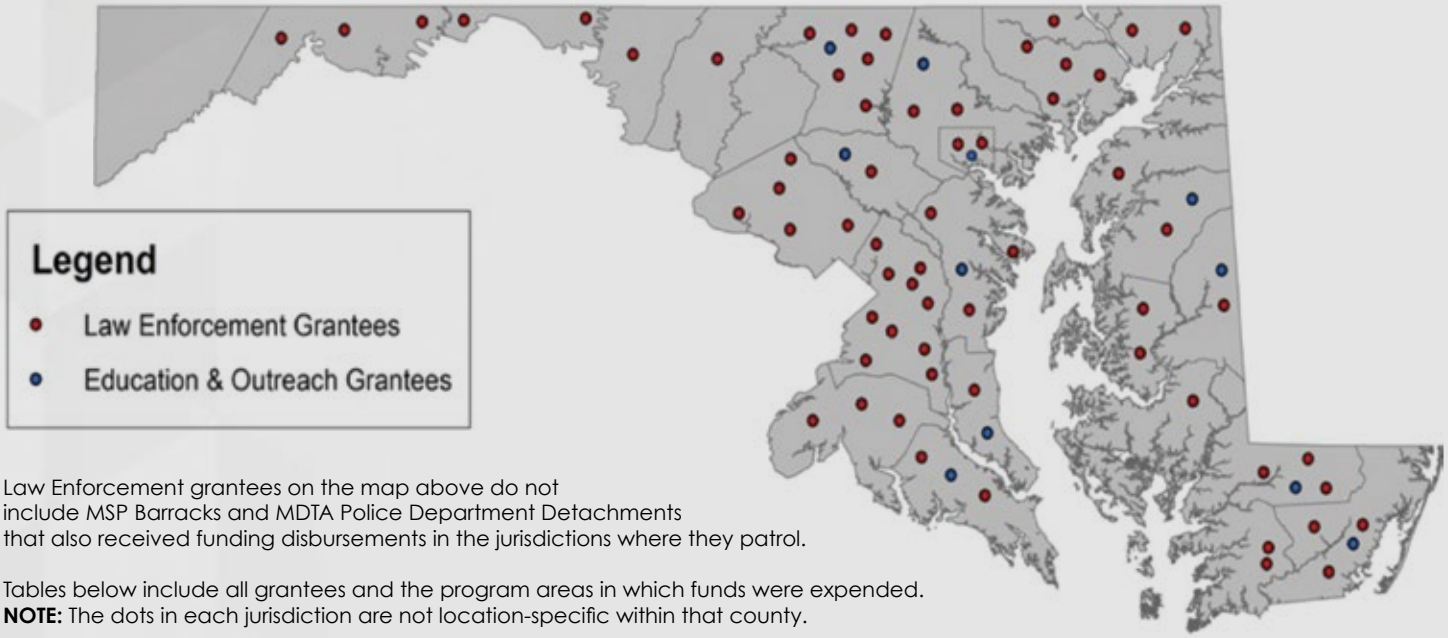
At the local level, significant progress was made toward the implementation of county plans. The development of such plans continues to be a priority for MDOT Secretary Rahn and the MHSO. Numerous jurisdictions are engaged, with areas such as Montgomery, Prince George's, Washington, Cecil and Harford counties serving as models for future local SHSPs. Through a grant with the Baltimore Metropolitan Council (BMC), the MHSO is funding a new position to manage the development of local plans for BMC jurisdictions, which contribute to approximately half of the State's crashes. In addition, the MHSO, its data partners, and the MDOT SHA conducted Local SHSP Workshops in Western Maryland and on the Eastern Shore in September 2018.

In March 2018, Maryland implemented a Model Minimum Uniform Crash Criteria (MMUCC) Work Group to cooperatively review the new elements in the latest version of MMUCC. Through this group, changes to crash report elements are being recommended to the Maryland State Police, the agency responsible for the crash data collection through the Automated Crash Reporting System (ACRS). The changes are intended to improve the collection and the accuracy and completeness of crash data collected by all law enforcement agencies in Maryland.

Three MHSO team members received awards for their dedication and commitment to traffic safety:

- Tish Galloway, Business Services Specialist, was recognized with the MHSO Olympian Award. Given by peers, the Olympian Award is the culmination of Tish's commitment to helping coworkers and partners, always with a smile and a positive, can-do attitude.
- The MHSO Step-Up Award was presented to LEL Steve Rutzebeck for his willingness to take on new projects as requested by management and on his own initiative, including development of the weekly High Visibility Enforcement (HVE) calendar for Maryland Law Enforcements.
- John Hipps, Law Enforcement Services Section Chief, received the MHSO Chief's Award. The award was presented in recognition of John's leadership of his team and of the exemplary customer service shown by his section.

REGIONAL LAW ENFORCEMENT & EDUCATION/OUTREACH GRANTEES



Law Enforcement grantees on the map above do not include MSP Barracks and MDTA Police Department Detachments that also received funding disbursements in the jurisdictions where they patrol.

Tables below include all grantees and the program areas in which funds were expended.
NOTE: The dots in each jurisdiction are not location-specific within that county.

			Aggressive Driving Prevention	Distracted Driving Prevention	Impaired Driving Prevention	Occupant Protection	Pedestrian & Bicycle Safety	Special Projects
Allegany	Law Enforcement	Cumberland Police Department	X	X	X			
		Frostburg State University Police	X	X	X			
		Allegany County Sheriff's Office	X	X	X	X		
Anne Arundel	Law Enforcement	Anne Arundel Police Department	X	X	X	X	X	
		City of Annapolis	X	X	X	X		
	Education & Outreach	Maryland Judiciary - AA County DUI Court			X			
		Partners In Care						X
Baltimore City	Law Enforcement	Baltimore Police Department	X	X	X	X	X	
		University of Baltimore Police Department	X				X	
	Education & Outreach	Baltimore Metropolitan Council						X
		Morgan State University		X				
Baltimore	Law Enforcement	Baltimore County Police Department	X	X	X	X	X	X
	Education & Outreach	Baltimore County Police Department						X
		Baltimore County Department of Health			X			
Calvert	Law Enforcement	Calvert County Sheriff's Office	X	X	X	X		
	Education & Outreach	Calvert Alliance Against Substance Abuse			X			

			Aggressive Driving Prevention	Distracted Driving Prevention	Impaired Driving Prevention	Occupant Protection	Pedestrian & Bicycle Safety	Special Projects
Caroline	Law Enforcement	Caroline County Sheriff's Office	X	X	X			
		Denton Police Department	X					
Carroll	Law Enforcement	Westminster Police Department	X	X	X	X		
		Carroll County Sheriff's Office	X	X	X	X	X	
		Sykesville Police Department	X	X	X			
		Hampstead Police Department	X	X	X			
		Taneytown Police Department	X	X	X			
	Education & Outreach	Sykesville Freedom District Fire Department			X			X
Cecil	Law Enforcement	Cecil County Sheriff's Office	X	X	X		X	
		Elkton Police Department	X	X	X			
Charles	Law Enforcement	Charles County Sheriff's Office	X	X	X	X	X	
		Town of La Plata Police Department	X	X	X	X	X	
Dorchester	Law Enforcement	Cambridge Police Department	X	X	X	X		
Frederick	Law Enforcement	Frederick Police Department	X	X	X	X		
Harford	Law Enforcement	Havre de Grace Police Department	X	X	X			
		Harford County Sheriff's Office	X	X	X	X		X
		Bel Air Police Department	X	X	X		X	
		Aberdeen Police Department	X	X	X		X	
Howard	Law Enforcement	Howard County Police Department	X	X	X	X		
	Education & Outreach	Maryland Judiciary - Howard Co. DUI Court			X			
		Throttle Basics						X
Kent	Law Enforcement	Kent County Sheriff's Office	X	X	X			
Montgomery	Law Enforcement	Rockville Police Department	X	X	X	X	X	
		Gaithersburg Police Department	X	X	X	X		
		Montgomery County Sheriff's Office			X			
		Montgomery County Police Department	X	X	X	X	X	X
Prince George's	Law Enforcement	University of Maryland Dept. of Public Safety	X	X	X	X	X	
		Laurel Police Department	X	X	X	X		
		Greenbelt Police Department	X	X	X	X	X	
		University Park Police Department	X		X		X	
		Cheverly Police Department	X	X	X	X		
		City of Hyattsville Police Department	X	X				
		Prince George's County Police Dept.	X	X	X	X	X	
		Riverdale Park Police Department	X	X	X	X	X	
		City of Bowie Police Department	X	X	X	X		

			Aggressive Driving Prevention	Distracted Driving Prevention	Impaired Driving Prevention	Occupant Protection	Pedestrian & Bicycle Safety	Special Projects
Queen Anne's	Law Enforcement	Queen Anne's County Sheriff's Office	X	X	X			
	Education & Outreach	Chesapeake Charities, Inc.				X		
Somerset	Law Enforcement	Princess Anne Police Department	X	X	X	X	X	
		Somerset County Sheriff's Office		X	X			
St. Mary's	Law Enforcement	St. Mary's County Sheriff's Office	X	X	X	X	X	
	Education & Outreach	St. Mary's County Circuit Court			X			
Talbot	Law Enforcement	Talbot County Sheriff's Office	X	X	X			
		Easton Police Department	X	X	X	X		
Washington	Law Enforcement	Washington County Sheriff's Office	X	X	X	X		
		Hagerstown Police Department	X	X	X	X		
		Hancock Police Department	X	X				
Wicomico	Law Enforcement	Fruitland Police Department	X	X	X			
		Wicomico County Sheriff's Office	X	X	X			
		Salisbury Police Department	X	X	X			
	Education & Outreach	Wor-Wic Community College						X
Worcester	Law Enforcement	Ocean City Police Department		X	X		X	
		Pocomoke City Police Department	X		X			
		Worcester County Sheriff's Office	X					
		Berlin Police Department	X	X	X			
	Education & Outreach	Worcester County Health Department			X			
Statewide	Law Enforcement	Maryland State Police Statewide - Regular	X	X	X	X	X	X
		Maryland State Police Statewide - SPIDRE			X			
		Maryland Trans Authority PD	X	X	X	X		X
	Education & Outreach	Chesapeake Region Safety Council			X			X
		Maryland Chiefs of Police Association			X			X
		Maryland DMH				X		
		Maryland Institute for Emergency Services, CPS		X	X	X	X	
		Maryland Municipal League PEA						X
		Maryland MVA, Motorcycle Safety						X
		Maryland Police and Corrections Training Comm.						X
		Maryland Sheriffs' Association			X			X
		Maryland State Police - DRE			X			
		Maryland State Police - Mobile Unit			X			
		Maryland States Attorneys' Association			X			X
		Metropolitan Washington Council of Governments					X	
		Mothers Against Drunk Driving			X			
		University of Maryland, Baltimore, NSC			X	X		X
		Washington College						X
		Washington Regional Alcohol Program			X			X

MARYLAND **CRASH DATA**

In 2017, 558 people were killed in 115,266 police-reported traffic crashes in Maryland, while 51,377 people were injured, and 80,120 crashes involved property damage only. In total, 347 drivers (268 vehicle drivers and 79 motorcycle operators), 130 pedestrians and bicyclists, and 81 passengers were killed on Maryland roads. On average, one person was killed every 16 hours, 141 people were injured each day (six injuries every hour), and 316 police-reported traffic crashes occurred every day.

Statewide Total Crashes, Injury Crashes, Fatal Crashes, Injuries & Fatalities						
	2013	2014	2015	2016	2017	% Change from 2013
Fatal Crashes	432	417	480	483	518	+19.91%
Injury Crashes	29,236	30,369	30,655	34,682	34,628	+18.44%
Property Damage Only	62,937	67,165	76,654	84,955	80,120	+27.30%
Total Crashes	92,605	97,951	107,789	120,120	115,266	+24.47%
Total of All Fatalities	466	443	521	522	558	+19.53%
Total Number Injured	42,757	44,158	44,816	50,864	51,377	+20.16%

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

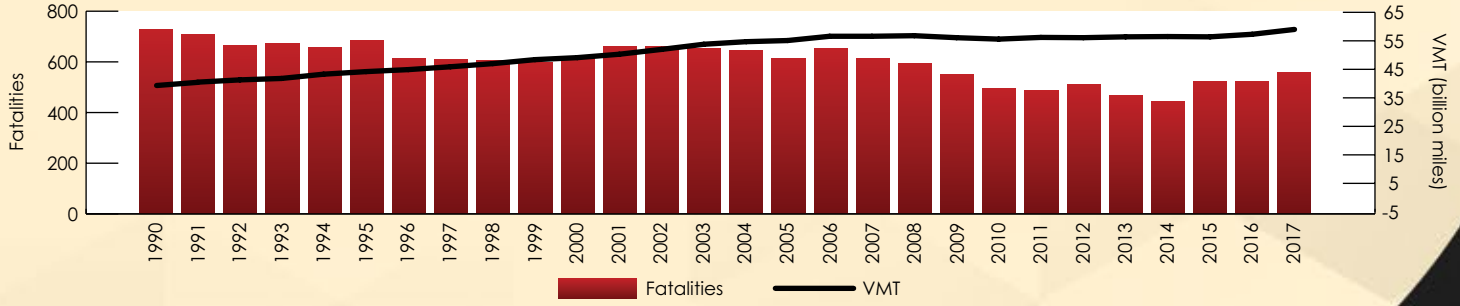
The five-year fatality rate trend for Maryland increased from a low of 0.784 in 2014 to a high of 0.931 in 2017. The overall fatality rate has consistently been lower than the national fatality rate every year since 1992.

Fatality Rate, Vehicle Miles Traveled, Maryland and National, 2013–2017				
Year	VMT (billion miles)	Fatalities*	Fatality Rate*	National Fatality Rate**
2013	56.5	466	0.825	1.10
2014	56.4	442	0.784	1.08
2015	57.3	521	0.907	1.15
2016	59.0	522	0.885	1.18
2017	59.9	558	0.931	N/A

* *Sources: MDOT State Highway Administration Safety Information Database (SHA-SID)/ Enhanced Maryland Automated Accident Reporting System (eMAARS) and Automated Crash Reporting System (ACRS).*

** *Source: NHTSA, Fatality Analysis Reporting (FARS) Fatalities per 100 million miles traveled.*

Maryland Vehicle Miles of Travel and Traffic Fatality Trends for State and Local Highways



PROGRAM AREAS
IMPAIRED DRIVING

From 2013 through 2017, despite a decline of just over 16 percent in the incidence of impaired driving crashes, an average of close to 7,000 crashes involving impaired driving occur on Maryland roads each year. For the same five-year period, impaired driving accounted for an average of six percent of all traffic crashes, seven percent of injury crashes, and 31 percent of fatal crashes. Impaired driving accounted for seven percent of injuries and 37 percent of fatalities.

The focal point of Maryland's HVE impaired driving prevention efforts is *Checkpoint Strikeforce*. Coordinated from August through December by the Washington Regional Alcohol Program (WRAP) and the MHSO, the campaign features periods of heightened enforcement augmented by education via television, radio, outdoor, and social and digital platforms. For years, the main message of this campaign included "make a plan for a safe and sober ride" and "sober drivers save lives." This year the MHSO created *Be Legendary;* which advocates for a wide range of alternatives to driving impaired, such as rideshares, cabs, sober drivers, and public transportation. Bars and liquor stores displayed *Be Legendary* creative, and media support for these campaigns throughout FFY 2018 totaled more than $400,000, generating more than 10 million impressions.

On December 1, 2017, the MHSO and WRAP held the 14th annual *Maryland Remembers* ceremony. The event, which memorializes victims of impaired driving, was held in the State House in Annapolis. Governor Larry Hogan spoke at the event, as did Transportation Secretary Pete K. Rahn, MDOT MVA Administrator Christine Nizer, MSP Superintendent Colonel William Pallozzi, and Mary Mitchell, who shared what life is now like for her children after her family's vehicle was struck and overturned by an impaired driver. Later in the day, Governor Hogan held a rally with law enforcement in advance of checkpoints and DUI patrols that were conducted across the State that evening and throughout the holiday season.

Mary Mitchell shares her story at Maryland Remembers.

Governor Hogan consoles a fellow Marylander who lost her loved one to an impaired driver.

Governor Hogan addresses law enforcement in advance of DUI operations.

Prior to St. Patrick's Day weekend, the MHSO and 21 law enforcement partners in Maryland, Delaware, and Virginia organized a regional impaired driving prevention effort along two major roadway corridors. Saturation patrols and checkpoints were accompanied by media activities including a press event held prior to the weekend. The MHSO provided Maryland bars along the corridor with coasters and other materials to help educate drivers on the dangers of driving impaired and to provide advanced warning about the increased enforcement, with the goal of promoting sober drivers and rides. During this operation, 110 people were arrested in these three states for a variety of offenses, with roughly half being DUI.

For the 14th year, the MHSO and the University of Maryland Institute of Advanced Law Enforcement Studies partnered to host the annual DUI Institute for Maryland police officers. The Institute was developed jointly by the UMD School of Public Health's Department of Behavioral and Community Health, the MHSO, police officers, and experts on alcohol-

impaired driving. Held at the University of Maryland in College Park, this intense in-service program exposes officers to information on the effectiveness of impaired driving countermeasures (ignition interlocks, DUI courts, sobriety checkpoints, etc.), police traffic management, and the physiology of alcohol and its abuse/addiction. Twenty-nine officers from 18 law enforcement agencies graduated in the 2018 class.

Mirroring the St. Patrick's Day regional HVE campaign, the MHSO brought together a group of law enforcement on Maryland's Eastern Shore in an effort that came to be known as *Bay to Beach*. Spanning six counties, this effort involved 10 police agencies, four MSP barracks, and a Maryland Transportation Authority Police detachment, as well as allied law enforcement in Delaware's beach towns. Beginning August 17, the agencies conducted saturation patrols and checkpoints each weekend through Labor Day. Bars and educational partners also participated in the effort, which coincided with Maryland's *Checkpoint Strikeforce* and *Be Legendary* initiatives and NHTSA's national impaired driving mobilization. A total of 3,294 stops were made throughout the three weekends, resulting in 5,480 citations.

For the last 28 years, WRAP has coordinated *SoberRide* on St. Patrick's Day, Cinco de Mayo, Independence Day, Halloween, and during the winter holidays. This program provides free, sober rides (up to a $15 value) to potential drunk drivers in the Washington D.C. metropolitan area. Throughout FFY 2018, *SoberRide* provided more than 5,100 rides, the most ever in the program's history. The increase was partly due to a new partnership with Lyft that enhanced the visibility of the program and its ease of use through the Lyft app.

The FFY 2018 SoberRide program had a record number of users.

Impaired driving prevention and stakeholder training continue to be a top priority for MHSO.

WRAP also provided presentations known as *Alcohol Awareness for Students* to nearly 4,000 Maryland students during the grant year. The presentations raised students' awareness of alcohol-related impairment issues and formed the core of the MHSO's local outreach to schools.

In December 2017, WRAP recognized 14 Washington D.C. metropolitan area police officers for excellence in impaired driving enforcement. Four Maryland police officers received awards as part of this regional ceremony.

The MHSO continued to fund DUI Courts in Anne Arundel, Howard, and St. Mary's counties. These specialized courts offer persons with three or more DUI convictions the opportunity to enter a supervised program to treat their substance abuse problem. These programs served roughly 100 individuals throughout the year, and 22 people graduated from the courts. Participants attended weekly case management meetings, received individual treatment for their addictions, and were monitored for alcohol use through transdermal testing. There has been an extremely low level of recidivism among participants who complete Maryland's DUI Courts.

For the fourth year, the University of Maryland hosted the UMD DUI Institute for Prosecutors, coordinated by the MHSO's Traffic Safety Resource Prosecutor (TSRP). Twenty-five prosecutors from across the State attended the three-day training, which covered MHSO programs; opening statements; Standardized Field Sobriety Testing; Intoximeter operation; DUI checkpoints; Drug Recognition Experts (DREs); crime lab/blood kit issues; "a view from the Bench"; and the defense attorney perspective.

The TSRP distributed monthly legal updates to nearly 1,000 stakeholders and assisted the Maryland State's Attorneys' Association with coordinating a Summer Conference for 420 prosecutors, investigators, and victim-witness advocates. Throughout the year, the TSRP also provided, or assisted in providing, trainings throughout the State to nearly 1,100 safety stakeholders, including the following trainings:

- DUI Institute
- Trial Advocacy for Young Prosecutors
- Forensic Evidence
- Advanced Trial Advocacy
- Fort Meade DUI Awareness
- Baltimore County Police – Medical Marijuana and Search & Seizure (2 sessions)
- Medical Cannabis Training (6)
- Young Prosecutor DUI Day Training (3)
- LETEP – Marijuana/Search & Seizure
- Centreville Police Medical Cannabis/Search & Seizure (4)
- Baltimore City Prosecutor DUI Training
- Patrol Supervisor's Conference – Marijuana and New Cases
- Crash Photography – What a prosecutor wants (2)
- MD Transportation Authority Police (6)
- DUI Institute for Police – Courtroom Testimony

- Harford County Sheriff's Dept. – Medical Cannabis/ Search & Seizure (2)
- Prince George's Metro Police – DUI, Search & Seizure, Medical Cannabis
- Howard County Prosecutors – District Court Discovery Training
- Drug Recognition Expert In-Service
- Advanced Roadside Impaired Driving Enforcement/Police/Prosecutors

During the grant year, Maryland increased its total number of DRE instructors from 38 to 46. While the total number of DREs increased by only two, the total number of evaluations conducted by those 158 DREs increased to 690 from the 676 conducted in the previous year. During these evaluations, DREs collected 277 blood samples from suspected impaired drivers. Maryland's DRE program provides resources to DREs through a web site and a system for data input from the field.

The MHSO funded Advanced Roadside Impaired Driving Enforcement (ARIDE) training to a total of 523 troopers/deputies/officers. ARIDE was created by NHTSA to address the gaps in training between the Standardized Field Sobriety Testing (SFST) and the DRE program. A total of 25 ARIDE classes was completed during the fiscal year, more than doubling the goal. Demand for ARIDE remains high and the feedback received at ARIDE classes is overwhelmingly positive.

Ignition interlock devices work. They prevented more than 3,200 trips in 2018.

A press event was held in early July 2018 to kick off the sixth year of the State Police Impaired Driving Effort (SPIDRE) DUI Team. Consisting of seven troopers dedicated solely to DUI enforcement, this team operates in counties where impaired driving is known to be a significant concern. Baltimore County was the primary focus during FFY 2018. Since the inception of SPIDRE in 2013, troopers assigned to the team have made nearly 8,600 traffic stops, resulting in more than 2,800 impaired driving arrests, 20 drug arrests, and 127 criminal arrests.

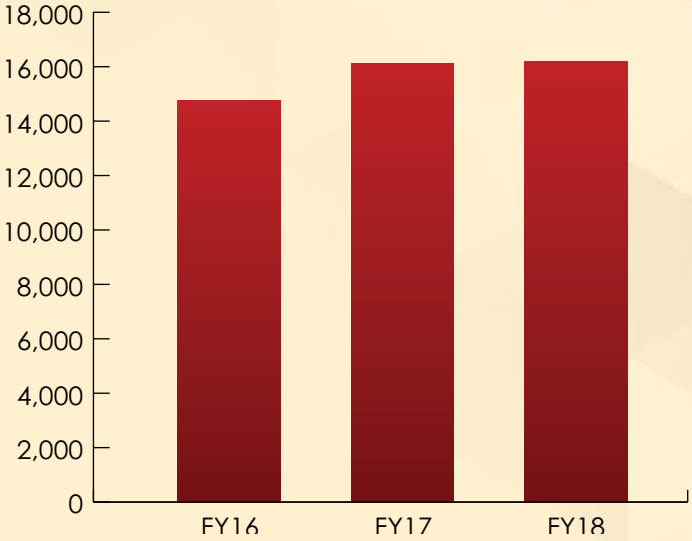
MHSO Deputy Chief Kelly Melhem speaks about the dangers of drunk and drugged driving.

In FFY 2018, Maryland continued a project that will serve as a baseline for further analysis of drugged driving should marijuana become legalized for recreational use in the State. The project includes testing blood samples from persons killed in crashes for the presence of a variety of drugs, including THC. Results will be linked with additional data to help inform policy makers on the prevalence of marijuana use among drivers.

A breath testing device used in Maryland's Ignition Interlock Program.

In 2016, "Noah's Law" went into effect in Maryland. Named after an officer who was struck and killed by a drunk driver while on duty in December 2015, this law mandated several conditions for ignition interlock use by all persons convicted of a drunk driving offense. The administration of the Ignition Interlock Program (IIP) falls under the MDOT MVA. Since Noah's Law took effect, overall participation in the IIP has increased by 10 percent and the number of first-time participants has increased by 37 percent. In 2018, a total of 16,367 people participated in Maryland's IIP. Last year, more than 2,100 people attempted to start their vehicle with a breath alcohol content above the legal limit and were stopped by an ignition interlock device. In total, ignition interlock devices prevented more than 3,200 trips in 2018.

Annual Ignition Interlock Participation FY16-FY18



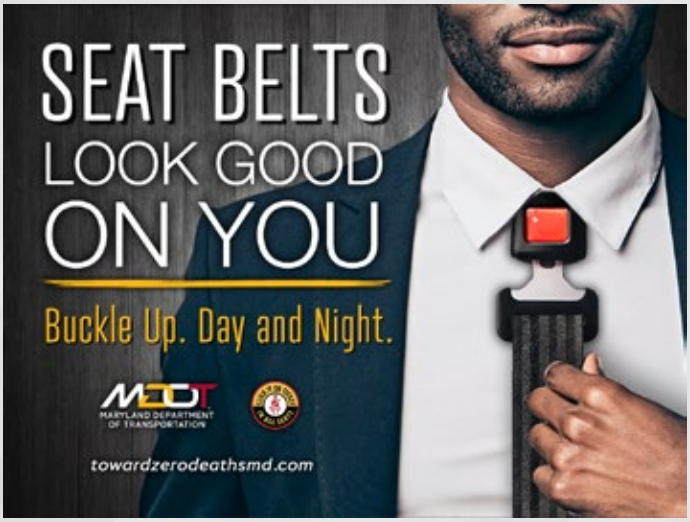
As part of Maryland's standardized performance and survey measures, the total number of DUI arrests that were made during the year's grant-funded enforcement activities was 1,217.

St. Patrick's Day Border to Border Sobriety Checkpoint in Salisbury.

PROGRAM AREAS
OCCUPANT PROTECTION

In Maryland between 2013 through 2017, more than 2,300 people who were not wearing a seat belt in a motor vehicle were either killed or injured each year. Thirty-six (36) percent of all passengers killed in motor vehicle crashes were not wearing their seat belt. 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 if all persons use seat belts every time they ride or drive.

In 2018, Maryland's seat belt use rate decreased from 92.1% to 90.3%. The 2018 seat belt survey included data collected on drivers and front-seat passengers from 35,953 vehicles at 130 selected sites in 13 jurisdictions of the State. The survey showed an increase in seat belt use on local/rural roadways – 88.4 percent use in 2018, up from 85.1 percent in 2017. However, only 83.1 percent of back seat occupants in cars, SUVs, and pick-up trucks buckled up in 2018, down from 84 percent recorded in 2017.



Despite having a relatively high observed seat belt use rate, the percentage of unbelted occupant fatalities is grossly over-represented, likely involving some of the riskiest drivers on Maryland's roads.

Maryland participated in the *Click It or Ticket* campaigns for November 2017 and May 2018, providing approximately $350,000 in media for cable television, radio, social/digital media, billboards, and gas pump toppers. New creative featuring the message "Seat Belts Look Good On You" was developed and utilized for this campaign. Through a combination of outdoor advertising, spots on social media and other digital platforms, and a concentrated radio campaign, this year's media campaign achieved more than 23 million impressions. The MHSO also distributed digital toolkits and other resources to key local groups throughout the State.

During May's national *Click It or Ticket* campaign, nearly 50 law enforcement agencies teamed up to provide increased seat belt enforcement and to send a "zero tolerance" message to the public during NHTSA's annual Border to Border enforcement. Operations throughout the State were severely hampered due to the murder of a Baltimore

County police officer on the day of the campaign, resulting in only 17 seat belt citations being issued.

As part of Maryland's Standardized Performance and Survey Measures, the total number of seat belt citations that law enforcement issued during FFY18 grant-funded enforcement activities was 2,489.

CHILD PASSENGER SAFETY (CPS) – KISS & MIEMSS

In FFY 2018 Maryland's Child Passenger Safety (CPS) program largely originated from two grant-funded projects, namely Maryland Kids in Safety Seats (KISS) and the Maryland Institute for Emergency Medical Services Systems (MIEMSS). According to MD Car Seat Inspection Forms, the State's CPS misuse average was 83.58 percent in FFY18. Both of these partners form a specialized combination of CPS education, training, and public outreach on behalf of the MHSO.

KISS provided more than 44,000 pieces of CPS educational materials to caregivers; responded to 1,661 messages using an 800 Helpline; answered 345 KISS-dedicated emails; hosted a dedicated website; coordinated presentations and interactive displays at various health/safety fairs; and set up or assisted with 96 car seat checkups in 17 counties, reaching 1,704 families with car seat education.

Additional FFY18 highlights from KISS included:

- Providing training for 66 CPS technicians;
- Increasing technician re-certification rate from 48.8 percent in FFY17 to 54.4 percent in FFY18;
- Distributing 492 car seats via 16 Car Seat Assistance Programs (CSAP) and a short-term special needs loaner program to families statewide (CSAP volunteers contributed 492 hours to the KISS Program);
- Recruiting and coordinating 246 technician volunteers during car seat checkup events; and
- Participating in conference calls to develop the digital car seat inspection form and overseeing trials of the platform.

MIEMSS' CPS & OP Healthcare Project conducted various activities to reduce injuries and deaths due to vehicle crashes by promoting proper use of car seats, seat belt use among older kids and adults, and other occupant protection measures among EMS and healthcare providers. MIEMSS staff provided education to healthcare providers and EMS on CPS and OP so they in turn can educate their patients.

FFY18 MIEMSS highlights included:

- Providing four trainings for 102 healthcare providers;
- Teaching five CPS technician certification classes to 46 students;
- Organizing and implementing a special needs CPS class for 10 students;
- Coordinating a Grand Rounds talk on CPS at Peninsula Regional Medical Center, reaching 18 healthcare providers;
- Distributing nearly 24,000 CPS and OP items to more than 360 agencies;
- Facilitating two new webinars viewed by 128 people and archiving older webinars that garnered an additional 280 new views;
- Exhibiting at 11 different EMS/emergency nursing/ occupational therapy conferences reaching approximately 2,730 healthcare providers with CPS and OP messaging;
- Using temperature displays 29 times across the State (three kits were purchased with support from the Maryland State Firemen's Association in 2017 and 2018) to educate parents to "never leave your child alone in the car";
- Distributing 36 car seats or training dolls to patients and hospitals; and
- Participating in six different NHTSA traffic safety national campaigns by sharing their messaging or original MIEMSS messages on Facebook and Twitter.

PROGRAM AREAS
AGGRESSIVE DRIVING

During the latest five-year period, 2013 through 2017, aggressive drivers have been involved in over 4,500 crashes on Maryland roads each year. For the same five-year period, aggressive driving accounted for an average of four percent of all traffic crashes, six percent of all injury crashes, and eight percent of all fatal crashes in Maryland. Aggressive driving was a factor in seven percent of injuries and eight percent of fatalities.

Over the past five years, nearly 5,900 aggressive driving crashes have occurred annually in Maryland. Aggressive driving behaviors, specifically excessive speed, tailgating, and running red lights or stop signs, constitute some of the leading causes of crashes on Maryland roadways. The MHSO continued an education and enforcement campaign targeting change to these three behaviors. The campaign, known as Aggressive Drivers Are Public Threats (ADAPT), encourages drivers to avoid aggressive driving by taking steps to ADAPT their behavior. In addition to radio spots and social media content, two video spots, created during the previous grant year, were placed on cable stations to demonstrate aggressive driving behaviors and providing ways to ADAPT behaviors for safer driving. ADAPT messaging also appeared on billboards and gas pump toppers during the campaign. In total, there were 21,111,666 impressions made throughout the campaign.

MHSO's continued focus on aggressive driving encourages taking steps to adapt behaviors to avoid excessive speed, tailgating, and running red lights.

Law enforcement partners continued to actively enforce Maryland's aggressive driving laws during

Above: Stills from ADAPT videos.

high visibility enforcement waves throughout the year. These four periods (January 20-28, March 2-11, May 11-20 and July 20-29), were accompanied by ADAPT campaign messaging. Maryland law enforcement issued approximately 114,000 citations to aggressive drivers throughout the waves.

In September 2018, the MHSO hosted the second annual ADAPT Aggressive Driving Prevention Awards ceremony. Approximately 150 officers and deputies from throughout the State were recognized for their efforts to combat aggressive driving. Scott Garceau and Jeremy Conn, local radio personalities from 105.7 The Fan, recognized the efforts of Maryland law enforcement to make our roads safer and thanked officers for their service. Former NHTSA Regional Administrator Dr. Elizabeth Baker and MDOT MVA Administrator Christine Nizer also spoke at the event and recognized the efforts of law enforcement during the ADAPT waves.

As part of Maryland's Standardized Performance and Survey Measures, the total number of speeding citations that law enforcement issued during FFY18 grant-funded enforcement activities was 22,575.

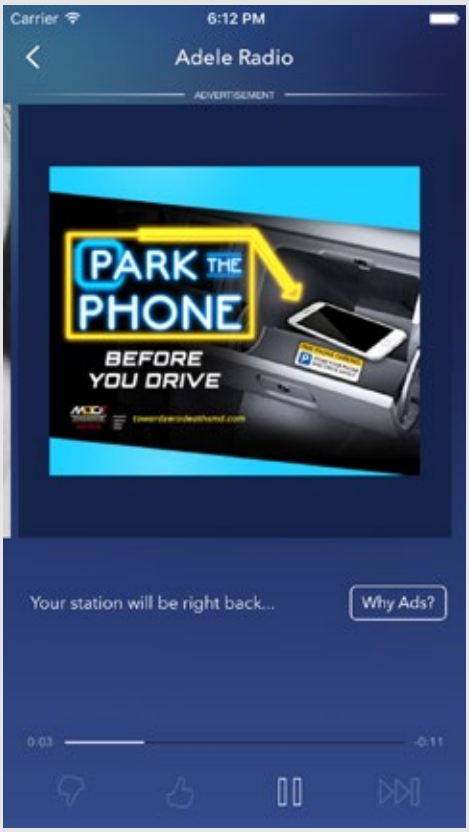
Scott Garceau and Jeremy Conn from 105.7 The Fan at the ADAPT Aggressive Driving Prevention Awards ceremony.

PROGRAM AREAS
DISTRACTED DRIVING

In Maryland from 2013 through 2017, more than 53,000 distracted driving crashes occurred each year. For this latest five-year period, distracted driving was reported as a factor in an annual average of one-half of all traffic crashes, nearly two-thirds of injury crashes (60 percent), and more than a third of all fatal crashes (40 percent). Distracted driving is significantly over-represented statistically in all crashes, and even more so in injury crashes. The significant contribution of identified distracted driving combined with the difficulty in accurately capturing it as a cause on crash reports would indicate that distracted driving is, potentially, still under-reported and a larger problem than currently indicated. Distracted driving is a major focus for traffic safety professionals in Maryland and across the nation.

In 2018, law enforcement agencies across the State participated in HVE waves during the months of October and April (National Distracted Driving Awareness Month). Throughout the year, enforcement agencies issued more than 5,300 citations for cell phone use and texting, with the bulk of those occurring on MHSO-funded distracted driving prevention details.

Media campaigns centered around the message of *"Park the Phone, Before You Drive"* supported the April and October enforcement waves.



Driving simulators and eye trackers have provided insight into distracted driving.

Approximately 35,000 educational materials were disseminated to groups statewide, and messaging on roadway Dynamic Message Signs (DMS) was placed to educate drivers during the campaigns. Media included radio, digital, and social media ads that generated more than 2.4 million impressions. In addition, three video spots were used on social media and distributed to partners for their use.

The MHSO collaborated with trauma centers throughout the State in April 2018 to promote distracted driving awareness. MHSO staff attended events at the Johns Hopkins Hospital and Maryland Shock Trauma Center to provide educational items to those in attendance, with a special emphasis on the dangers faced by new drivers. More than 100 people actively received the safety messaging during these events.

In June 2018, MHSO staff conducted a distracted driving prevention event at the Department of Army for service members and their families. Additional outreach was achieved through Alliance Sports Marketing events at multiple festivals and community events during the year.

Morgan State University completed a project to increase awareness of distracted driving by producing an educational video to show the effect of using a cell phone while driving. Researchers recruited young drivers to use a driving simulator while wearing an eye tracking device. The simulator and eye tracker gave drivers' performance and eye and head movements when they used the cell phone (hands-free, handheld, texting, and voice command) compared to when they didn't. By viewing the video of their driving and the simulation results, participants realized how their performance reduces when they are distracted. The video will be sent to all schools and colleges in Maryland, and posted to YouTube, Facebook, and other social media.

Orioles fans completed surveys and pledge cards for Distracted Driving.

PROGRAM AREAS
PEDESTRIAN & BICYCLE SAFETY

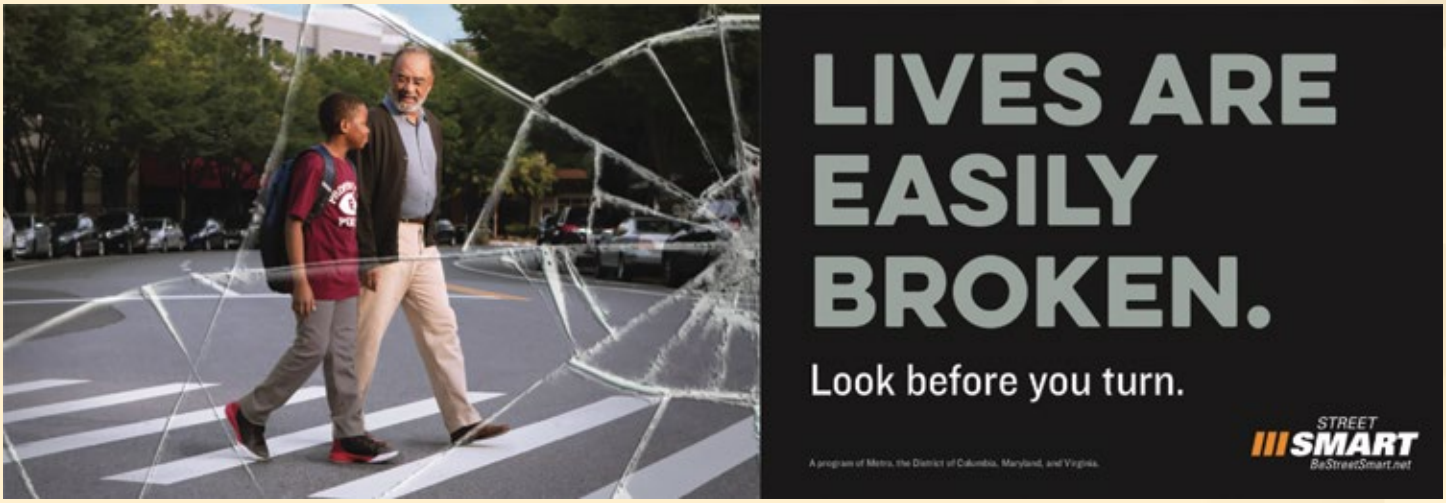
For the five-year period from 2013 through 2017, the incidence of pedestrian-involved crashes in Maryland remained relatively unchanged (not accounting for population changes in the State), with just over 3,400 pedestrian-involved crashes occurring on Maryland roads in 2017 and an average of more than 3,100 per year for the period 2013-2017. One in every five traffic fatalities in Maryland is a pedestrian.

More than 800 bicycle-involved crashes occur on Maryland roadways each year. From 2013 through 2017, bicycles were involved in an average of fewer than one in 100 (0.8 percent) of all statewide traffic crashes, two percent of statewide injury crashes, and two percent of statewide fatal crashes. Bicycle-involved crashes accounted for one percent of injuries and two percent of fatalities.

Maryland collaborated again this year with the Metropolitan Washington Council of Governments (WASHCOG) to implement the highly successful *Street Smart* campaign to improve safety for pedestrians and bicyclists in the Washington D.C. metropolitan area, a region that includes several populous Maryland counties. This endeavor among Maryland, Virginia, and Washington D.C. featured media, high visibility enforcement, and grassroots outreach efforts.

A new creative campaign, named "Shattered Lives," was launched for the fall 2017 and spring 2018 *Street Smart* media and enforcement waves. This campaign emphasizes the fragility of pedestrians and bicyclists as vulnerable road users, and the need to be cautious and obey traffic safety laws when driving, walking or biking. Press events kicked off both waves. A total of 33 television and radio news segments aired in the metropolitan area, making 3.6 million impressions. Additionally, online and print articles reached a combined 48 million readers.

Street Smart public awareness messaging coincided with police efforts across the region to step up enforcement of traffic safety laws that help keep pedestrians and bicyclists safe. Fall 2017 enforcement dates were November 6 to December 3, and spring



2018 enforcement dates were April 16 to May 13. During the enforcement waves, police issued more than 7,800 citations and nearly 4,200 warnings to motorists, pedestrians, and bicyclists. Police departments in Montgomery County and Prince George's County conducted additional targeted enforcement efforts during the campaign timeframes.

The target audience for *Street Smart* continues to be adults 18–49, predominately men. The overall media strategy focused on street-level marketing to reach target audiences in the most relevant places. Media included both English and Spanish language channels. Thanks to a successful earned media campaign and in-kind donations from paid media vendors and jurisdictional partners, *Street Smart* more than tripled the value received from the annual campaign budget. In FFY 2017, *Street Smart* garnered $2.9 million in overall campaign value from a budget of $775.000. The estimated total donated media value exceeded $1 million.

In fall 2017, *Street Smart* launched a revamped, mobile-friendly website at BeStreetSmart.net, with content in English and Spanish. During the two campaign waves, online ads delivered more than

7.45 million impressions and nearly 26,000 clicks to BeStreetSmart.net. Ads also ran on local radio, buses and on gas pump toppers at 219 gas stations.

Online surveys taken pre- and post-campaign gauged the effectiveness of the spring 2018 efforts. The number of respondents who were aware of the *Street Smart* program remained consistent at 34 percent and the number of respondents with awareness of police efforts to enforce pedestrian traffic safety laws remained consistent at 19 percent.

Maryland also spent approximately $680,000 on additional media using the *Look Up, Look Out* message during spring and summer waves in the Baltimore metropolitan area. Both media waves generated nearly 62,000,000 impressions. Billboards, gas pump toppers, bus advertising, and radio ads ran extensively in the Baltimore and Annapolis regions, areas with a high number of pedestrian crashes resulting in fatalities and in serious injuries. The MHSO also partnered with the Baltimore Orioles and Baltimore Ravens, conducting "Bike to the Park" events with street teams that engaged pedestrians, bicyclists, and drivers with safety messaging. During outreach events in Baltimore, Ocean City and Salisbury, bike lights were installed as safety equipment onto bicycles.

On February 27, 2018, a two-day training course on creating a Pedestrian-Bicycle Safety Action Plan was

Almost 100 people biked to Oriole Park at Camden Yards for a free bike light installation, a free ticket to the game, and safety information.

piloted by the NHTSA for Maryland's traffic safety professionals. Engineers, planners, traffic safety and enforcement professionals, public health and injury prevention professionals, and decision-makers who have the responsibility of improving pedestrian safety at the State or local level attended the event. More than 30 participants from across the State had the opportunity to share best management practices and ideas to help reduce pedestrian and bicycle crashes.

Under Maryland's SHSP, the Pedestrian-Bicycle Emphasis Area Team (P-BEAT) began meeting bi-monthly to increase the pace of implementing

The Look Up, Look Out campaign asks motorists to look for and yield to pedestrians and bicyclists.

actions under the emphasis area's six strategies. The P-BEAT works to ensure that everyone in the State is provided with safe walking and bicycling environments. Comprised of educators, engineers, planners, and enforcement representatives, the group has grown to more than 50 active members, providing a comprehensive perspective on safety issues faced by vulnerable users. The group coordinates implementation of the strategies and action steps in the SHSP.

The Task Force to Study Bicycle Safety on Maryland Highways was created during the 2017 legislative session of the Maryland General Assembly. The MHSO's Chief served as chair of the task force, which was comprised of 22 people appointed by the Governor to represent various groups with bicycle safety concerns and expertise. This task force studied and made recommendations regarding a broad range of issues related to bicycle safety on highways in the State. Recommendations included legislative tools, infrastructure adjustments, providing guidance and performance measures, improving site access and utilities, coordinating education and outreach, and funding. The report was finalized and provided to the legislature on December 18, 2017. The recommendations are being incorporated into the Maryland Bicycle and Pedestrian Master Plan, now under revision.

A tri-vision sign at Oriole Park at Camden Yards promoted the Look Up, Look Out pedestrian safety message. The sign was not only viewed in stadium, but also on television.

PROGRAM AREAS
MOTORCYCLE SAFETY

From 2013 through 2017 in Maryland, motorcycles were involved in an average of just over one percent of all traffic crashes, three percent of injury crashes, and 15 percent of fatal crashes. Motorcycle-involved crashes accounted for three percent of injuries and 14 percent of fatalities. During that same five-year period, motorcycle-involved crashes in Maryland declined by close to seven percent after experiencing increases in previous years. Currently, a little more than 1,400 motorcycle-involved crashes occur on Maryland roads each year.

On May 2, 2018, MDOT representatives joined officials from MSP, the Washington County Sheriff's Office, and members of Maryland's Motorcycle Coalition in a press event to kick off Motorcycle Safety Awareness Month. Dynamic message signs on highways across the State were used to broadcast the message "SHARE THE ROAD WITH MOTORCYCLES - LOOK TWICE FOR BIKES" to hundreds of thousands of Maryland drivers. The signs also displayed this message during major riding events, including Rolling Thunder and Delmarva Bike Week.

Educational efforts throughout the riding season (May-September) highlighted motorist responsibility, as well as rider responsibility and training. The MHSO implemented a Share the Road campaign that ran through September and targeted both motorists and riders. The campaign was developed to educate motorists on the need to stay alert for motorcycle operators. Nearly $50,000 was invested in outdoor advertising, digital advertising, social media platforms, and direct outreach materials. The media campaign

generated 32,000,000 impressions. In addition, banners were created for MDOT MVA branch offices and Vehicle Emissions Inspection Program locations.

Maryland updated yard signs used during the riding season to promote motorcycle awareness. The new signs ask that drivers "Look Twice, Save A Life" because "Bikers Have Families Too" and incorporated both sport and cruiser bikes in the new design. More than 700 of these yard signs were distributed to partners around the State in FFY 2018.

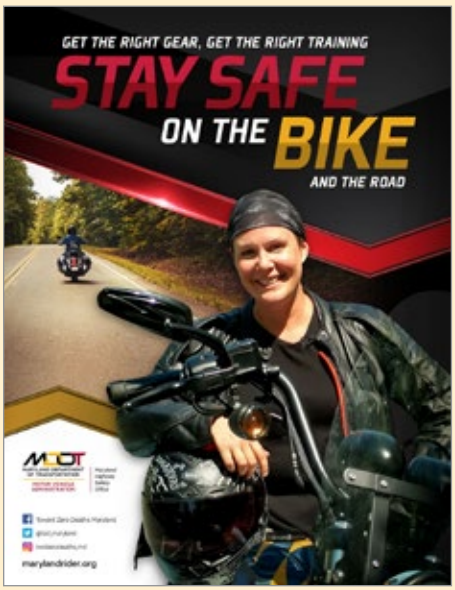
The MHSO allocated grant funds to support the MDOT MVA's Motorcycle Safety Program, which promotes lifelong learning and skills development. MDOT MVA staff participated in the Timonium Motorcycle Show in February and Delmarva Bike Week in September. The Timonium show is Maryland's largest, as well as one of the largest on the East Coast, and attracts more than 40,000 motorcycle

enthusiasts. Delmarva Bike Week is another large event that attracts more than 150,000 riders.

On June 11, the MHSO held a Motorcycle Safety Summit for the first time in a decade. The summit was well-attended by riders, law enforcement and safety professionals. Speakers focused on rider safety, training and protective gear, while a crash reconstructionist from the Worcester County Sheriff's Office led a session on motorcycle crash dynamics.

The MHSO partnered with popular 98 Rock radio host Amelia, a rider and safety advocate herself, to promote sober riding. This campaign focused on the role of women as influencers to male family members and friends who are motorcyclists. Data shows that 92 percent of those killed in an impaired-riding motorcycle crash in Maryland are men. Amelia urges women to talk to their husbands, sons, brothers, and other males about motorcycle safety and to only ride when sober. The partnership included motorcycle safety outreach at the Maryland Food Truck Festival, which was attended by several thousand people.

To promote rider responsibility, the MHSO developed new creative featuring both cruiser motorcycles and sport bikes. Posters and digital graphics encourage riders to "Get the Right Gear, Get the Right Training."



Educational efforts focus on motorist and rider responsibility.

The MHSO created a business card that riders could use to identify and bring attention to dangerous riding behaviors to help motorcyclists ride more safely and to encourage rider-to-rider conversations. The cards are secured in an easy-to-carry holder. They have a list of unsafe behaviors that can be checked off by riders to point out the dangerous behaviors of their riding friends. The campaign message is simply "Don't Be A _____."

Maryland also created a pocket-sized booklet of Motorcycle Safety Advice for New and Returning Riders. The book shares advice on rider safety, training, apparel, motorcycle purchase, pre-ride safety checks (T-CLOCS), safe riding techniques, and other safety related materials.

Rounding out FFY 2018 efforts, the MHSO piloted a program to reduce impaired riding. Shipping containers, typically known as PODS, were placed in the parking lots of three local bars that are popular with motorcyclists. The "Free to Ride, Free to Choose" educational campaign supported this program. Each location used signage for doors and windows, posters, brochures and drink coasters to inform patrons about the program.

The program used a Stop Light guide as its focus:

Patrons who had been drinking are given a "red light" on the guide. Bar staff encouraged those patrons to lock their motorcycles in the POD for the evening and offered help to get a safe, sober ride home.

PROGRAM AREAS
YOUNGER AND OLDER DRIVER SAFETY

Maryland places a great deal of attention on the needs of younger and older drivers, two groups that are very different and require specialized attention. For instance, younger drivers are often affected by inexperience while older drivers may face physical limitations or medication-induced impairment. Although the MHSO does not maintain a separate program for these groups, staff in all MHSO sections supports efforts throughout the year to address safety concerns.

The MHSO supports both parental involvement and peer-led programs in regard to younger driver safety. Partnerships with driving schools are utilized to distribute information. MHSO staff also participate in the Maryland Teen Safe Driving Coalition, a group of traffic safety professionals and advocates that strives to increase the safety of young drivers.

The MHSO funded the *Every 15 Minutes* program in Carroll County at the South Carroll High School in April 2018 to dramatically demonstrate the effects of impaired driving to high school students. Approximately 500 juniors and seniors, including 35 student "volunteer victims," and 80 parents participated in the two-day event, which included a mock crash, a mock trial, victim speaker panels, a mock memorial service, and an educational assembly.

Students from the Criminal Justice Program at Calvert High School participated in the 2018 Making It Click Challenge.

High-risk driving behaviors among young drivers were highlighted at high schools and at college campuses near graduation. Young driver safety activities also were conducted in preparation for proms and after-prom parties. Grantees in Calvert and Baltimore counties supported these educational programs, reaching more than 1,000 students.

On October 16, 2017, Maryland's First Lady Yumi Hogan addressed more than 150 high school students and multiple exhibitors at NOYS' annual conference for Teen Driver Safety Awareness Week. The MHSO's exhibit focused on the consequences of unsafe teen driving behaviors and consisted of distracted driving simulators, Distract-A-Match game, Fatal Vision goggles/walk the line for a mock Field Sobriety Test, and a license plate messaging game.

The MHSO received a $10,000 grant from State Farm® to educate teens about the importance of seat belt use. Seven high schools and one college joined the *Making It Click* Maryland Seat Belt Challenge. More than 12,000 students participated in the program, and student groups at each school conducted pre and post seat belt observational surveys in January and May 2018. MHSO staff then collected and analyzed the surveys to determine each school's

Washington Academy students promote seat belt use.

seat belt use rate. During a four-month period, the student groups conducted activities (assemblies, social media posts, posters, PSAs, etc.) along with their school coordinators to promote and increase seat belt usage. Each school received a banner and posters with the student group picture, seat belt pledge cards, earbuds, and a *Making It Click* license plate plaque. Maryland presented the award for highest seat belt rate to Calvert High School in Calvert County and the award for largest increase in seat belt use to St. Mary's High School in Anne Arundel County.

Maryland Older Driver Safety Forum

The MDOT MVA and MHSO addressed many aging driver issues this past year. Maryland Older Driver Safety Forum meetings focused on several topics, including Advanced Driver Assistance Systems education and resources, and the MDOT MVA Medical Review Process. Aging driver technology information and resources also were presented and shared from partners at AARP, the National Safety Council, the Maryland Department of Aging, and Maryland higher education institutions.

Trained MHSO staff members engaged nearly 65 aging drivers during CarFit events with the AAA Mid-Atlantic Foundation for Safety and Education, AARP, and other partners. The CarFit program provides information on community-specific resources to enhance older driver safety, screens their driving ability, and increases overall mobility.

In FFY 2018, the MHSO worked with a new grantee, Partners in Care (PIC), to increase older driver education in Maryland. PIC operates in five counties and provides older driver safety education to adults, families, caregivers and community influencers/advocates. PIC staff attended 80 community events and civic meetings, reaching nearly 3,700 people with on-site safety messages, and reached several thousand drivers with electronic and social media messaging.

PROGRAM AREAS
LAW ENFORCEMENT SERVICES

Enforcement of Maryland's traffic laws is a crucial component of the State's overall highway safety program. Coupled very closely with media and education, enforcement is a critical piece as Maryland pursues its goal of moving *Toward Zero Deaths*.

The MHSO's Law Enforcement Services staff worked with police agencies with the goal of maximizing the impact of traffic safety enforcement programs. Maryland utilizes a High Visibility Enforcement (HVE) model, and this concept fuels funding toward program areas that are predicted by data analysis to have the greatest impact in reducing fatalities and serious injuries resulting from crashes. The MHSO provides a calendar to enforcement agencies so they can plan operations during prescribed HVE periods.

Explanations of enforcement activities are provided in each program area section, as are relevant stats for citations, warnings, and arrests made during law enforcement operations.

The MHSO employs four Law Enforcement Liaisons (LEL) who are tasked with implementing solutions to meet the needs of Maryland police agencies with respect to traffic enforcement. The LELs communicate with these agencies regarding training, and organize enforcement efforts among Maryland law enforcement, as well as efforts with major partners such as the Maryland Chiefs of Police Association (MCPA), the Maryland Sheriff's Association (MSA), and the Maryland Crash Reconstruction Committee (MCRC).

In April 2018, the MHSO teamed up with the Maryland Municipal League Police Executives Association (MML PEA) to offer training for 120 municipal Chiefs of Police and their executive officers. This partnership allowed the highway safety message to reach smaller departments along with the larger departments that often receive more training opportunities. This endeavor enables great avenues of communication and enhanced training for these agencies.

On April 10, the Northwestern School of Police Staff and Command (SPSC) got underway in Sykesville, MD. The MHSO provided 25 registrations to state and local law enforcement for this intense program.

On April 12, the MHSO partnered with the Baltimore County Police Department to hold a Baltimore County Police Department Commanders' Traffic Safety Forum. Relationships reinforce the importance of effective traffic safety enforcement to public safety. Forum attendees included Baltimore County Police Commanders from across the department.

The MHSO continued implementation of Leading Effective Traffic Enforcement Programs (LETEP). LETEP focuses on providing law enforcement supervisors with advanced training regarding the use of data and countermeasures from multiple disciplines of highway safety. This approach allows those supervisors to provide law enforcement officers with the tools necessary to make quality traffic stops and arrests and to address Maryland's areas of greatest need. A total of 35 law enforcement supervisors attended and graduated from the LETEP courses held in March and September.

In June, the MHSO and the University of Maryland worked in conjunction to host the Institute of

Advanced Law Enforcement Studies, more commonly referred to as the DUI College. Featuring a challenging university-level curriculum that emphasizes effective techniques to identify and arrest drivers under the influence, the DUI College brings highway safety experts, researchers, treatment and court experts, DUI prosecutors, drug recognition experts, and members of the University of Maryland faculty together in an intense training session. Officers who have successfully completed training at the DUI College demonstrate an increase in the number of impaired driving arrests and convictions obtained. Twenty-nine law enforcement officers from across the State attended the DUI College in FFY 2018.

Graduates of the 2018 Maryland DUI Institute.

For their annual conference in September, the MCPA and the MSA collaborated on a professional development seminar for Maryland's law enforcement executive community. MHSO enlisted the help of Roanoke County Virginia Police Chief Howard Hall to present on "Traffic Enforcement for the Law Enforcement Executive." This presentation covered the causation of human factors in traffic crashes and law enforcements responsibilities to change these behaviors. Highlighted in the presentation was HVE and what each agency should be doing to implement the key strategies of HVE into their respective organizations. The training concluded with the presentation of the MHSO Chief's Award to Chief Dave Morris of the Riverdale Park Police for his continued support or traffic safety and the goals of Toward Zero Deaths. There were 285 police chiefs, sheriffs, and executive officers from across the State attended this event.

Kelly Melhem presents the MHSO Chief's Award to Riverdale Park Police Chief Dave Morris.

MHSO's Traffic Safety Specialist (TSS) Program was revamped in 2018. The program was rebuilt to suit todays law enforcement challenges and needs. The program continues to stress strong aspects of traffic safety but also now incorporates a stronger emphasis on training and building relationships with other agencies involved in highway safety. In 2018 the number of new TSS Level I designations has grown to 121 an increase of 40%. The TSS Level II designations was five. There were no TSS Level III designations in 2018. There are approximately 640 active TSS members representing 77 Maryland law enforcement agencies.

The MHSO's LELs were instrumental in coordinating law enforcement presence during the "13 on 13" and "Bay to Beach" initiatives. Both operations occurred on Maryland's eastern shore, with the first one being focused on the Route 13 corridor over the St. Patrick's Day weekend, and the second taking place during the national impaired driving mobilization along Maryland's entire US 50 corridor. Outreach was coordinated to local bars and restaurants and a press event was held to kick off each event. More than 3,300 stops were made over the two operations, resulting in more than 5,500 citations.

PROGRAM AREAS
TRAFFIC RECORDS

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

The MHSO's Traffic Records Program Manager coordinated updates to Maryland's Traffic Records Strategic Plan (TRSP) and led the implementation of recommendations provided in the 2014 Traffic Records Assessment, including the development of performance measures for all six systems in the traffic records system. The 2016–2020 TRSP is aligned with the SHSP, and members from both the Executive and Technical Councils frequently discuss related topics. Preliminary work on preparing for a 2019 Assessment and an update of the TRSP for 2021–2025 also began this year.

The MHSO's Traffic Records Program Manager also worked with personnel from the MSP and the MDOT SHA to review NHTSA's 5th Edition of the Model Minimum Uniform Crash Criteria (MMUCC) and consider changes to the MSP-managed Automated Crash Reporting System (ACRS). MSP and MDOT SHA will work together in 2019 to adopt and implement changes to ACRS that will improve the quality of this homegrown collection system and bring Maryland's crash report into closer alignment with national standards (MMUCC). Maryland also continued to participate with NHTSA in a FARS data transfer program to auto-populate the crash data into the federal system.

Sponsored by the Association of Transportation Safety Information Professionals (ATSIP), the 44th Annual International Traffic Records Forum in August 2018 brought together around 300 U.S. traffic safety professionals to focus on traffic records data. Maryland was well-represented, with presentations from current TRCC members and from several MHSO grant recipients. Three members of the TRCC received Maryland TRCC Executive Council awards, which covered the cost of their attendance and participation in the Forum this year.

The 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 unmatched data support to the traffic safety community through data products including maps, tables, summary reports, presentations, instruction, and consultation.

The NSC also provided analysis to the MHSO to support funding-allocation decisions. By applying a specific weighting regimen, the formula provides a guide for highway safety funding that applies the most money to areas with the most problems and are most capable of reducing the State's serious injury and fatal crashes. This funding methodology ensures that Maryland's funding decisions are data-driven.

In FFY 2018, NSC staff continued a project to analyze the toxicology results of deceased drivers examined by the Maryland Office of the Chief Medical Examiner. The goal of this project is to identify the prevalence of drug use, specifically marijuana, among drivers and pedestrians who are killed in a crash. A total of 141 samples were submitted for testing. This is the second year conducting the toxicology testing and the results are supporting efforts to further explore the extent of illicit drug use among road users. Specifically, the results have indicated the extent of poly-drug use (two or more substances simultaneously), which is a topic of discussion for NHTSA work groups. This project will help provide a baseline of marijuana use as medical marijuana has been implemented in Maryland.

The NSC's Maryland Center for Traffic Safety Analysis (MCTSA) continues to be responsive to the data analysis needs of MHSO and SHSP partners around the State and the country using a variety

UNIVERSITY of MARYLAND SCHOOL OF MEDICINE

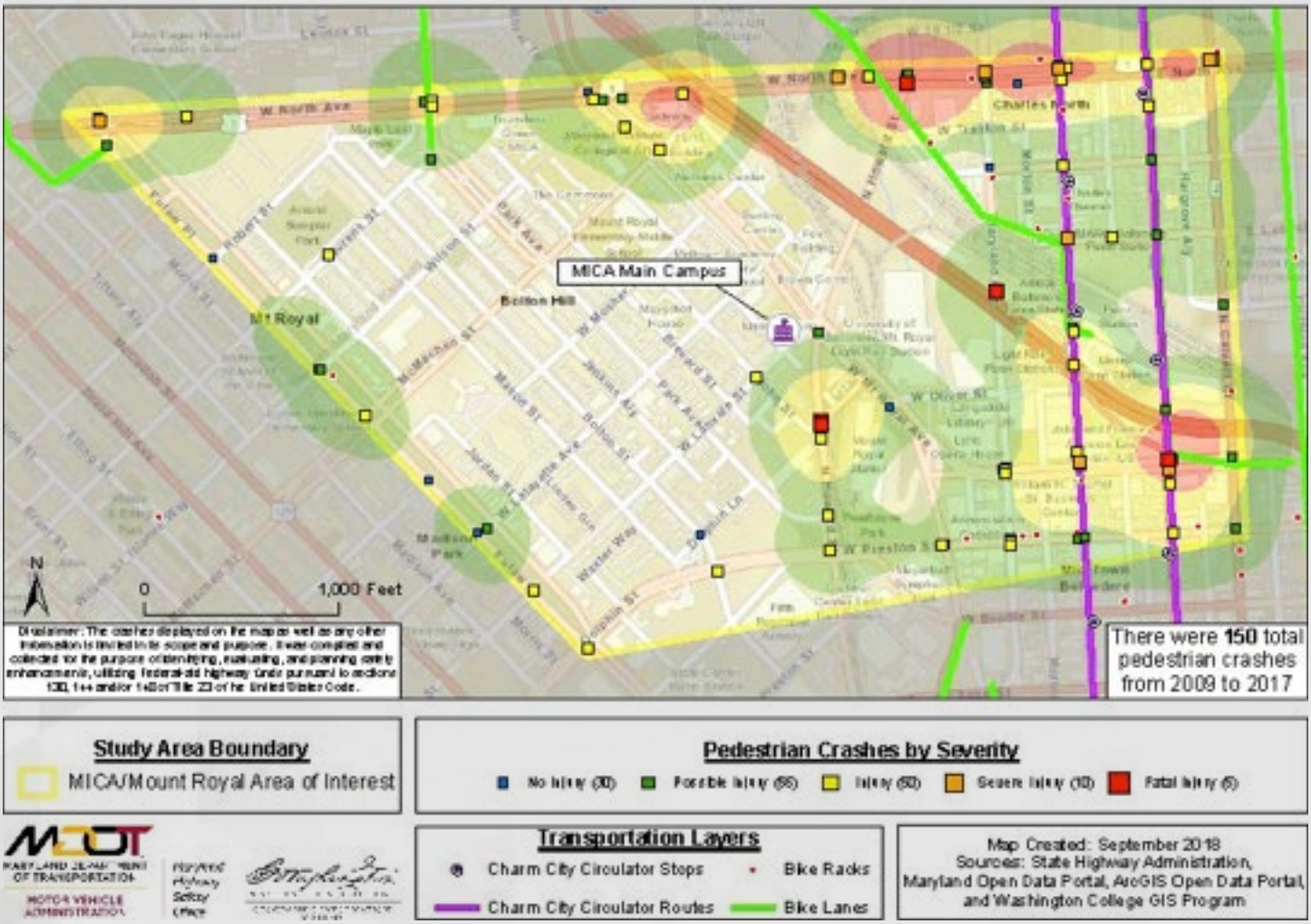
National Study Center for Trauma & EMS

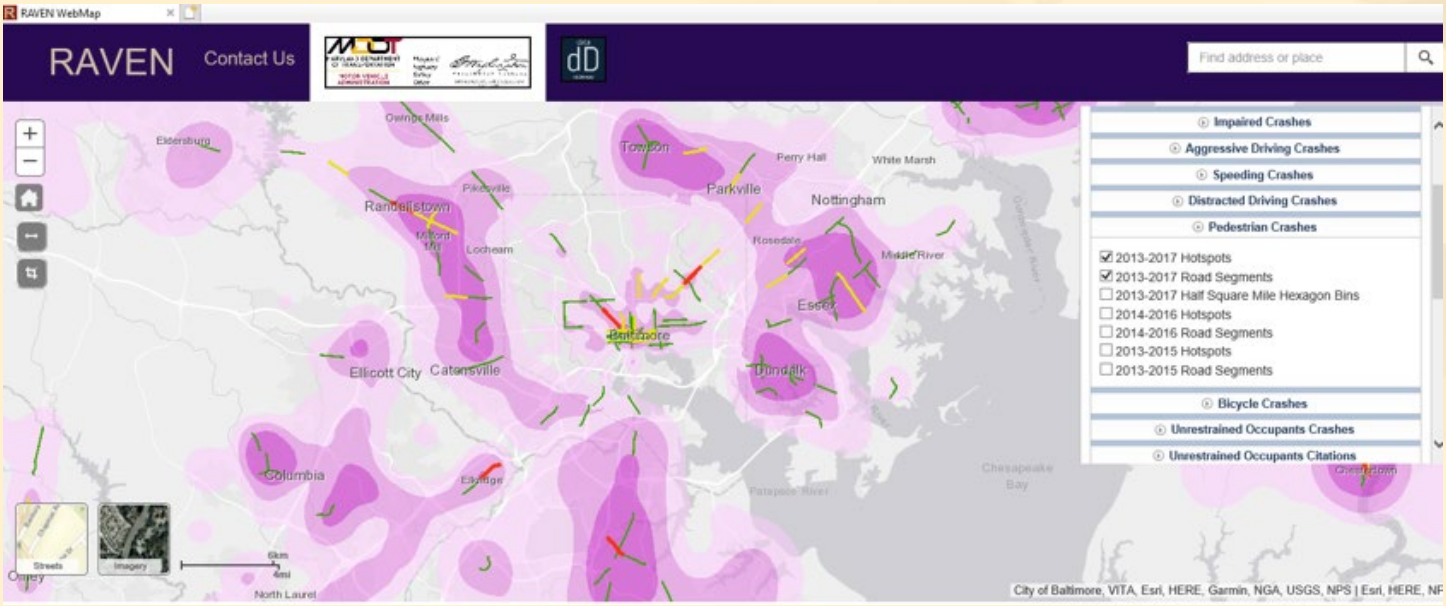
Supplemental data:
- Ignition interlock
- Motorcycle training
- Seatbelt observations
- Crash reconstructions

of traffic records data systems. Over the course of this grant year, the NSC provided many reports that serve as part of the data foundation for Maryland's highway safety programs. Additionally, the NSC responded to 72 online data requests and provided epidemiologic support for program evaluations. NSC staff works closely with other partners to support mapping and data visualizations to identify highway safety problems.

The NSC also analyzes the annual occupant protection survey and compiles Maryland's final report. NSC staff conducts backseat observations (not required by NHTSA, but useful for State planning purposes as the usage rate for backseat passengers is lower than front seat occupants), data that will always be critical to strengthening seat belt laws and achieving full seat belt use in all seats. In addition, NSC staff analyzed and reported on

Pedestrian Crashes in MICA/Mount Royal Study Area 2009 to 2017





the results of a law enforcement survey regarding the enforcement of existing seat belt laws.

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

The GIS Program team also provides high-level technical, analytical, and geospatial support to local/county/State law enforcement, the MDOT, and other highway safety partners. Throughout the year, the program's students and staff produced more than 1,000 maps, statistical analyses, geospatial layers, presentations, and detailed data reports.

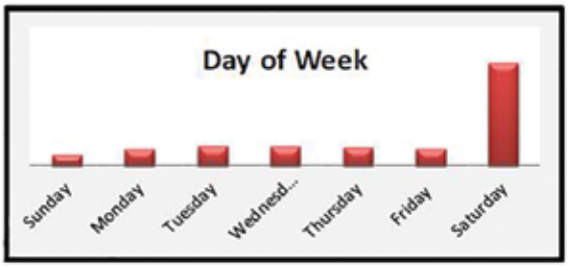
Washington College GIS Program's web application RAVEN, or Risk Analysis of Vehicle Environmental Network, has been used in advertisements, newsletters, presentations, and training sessions throughout the State. Washington College provides training and demonstrations for RAVEN to a wide range of vital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

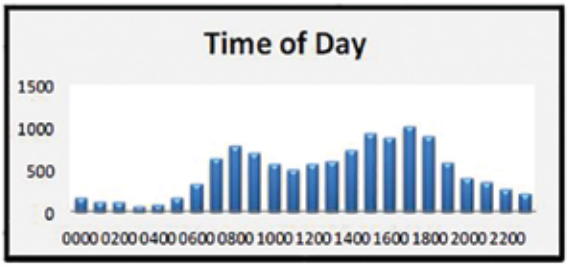
the past year, RAVEN was updated with a new dashboard for users to quickly utilize information; with tessellation (Hexagon) Bins as a new type of data layer; with 2017 data; and with a look at a larger range of data (five years). More than 75 layers are available to RAVEN's 755 approved users. Between April and September 2018, 64 unique users logged into RAVEN each month; more than 100 sessions of the RAVEN web mapping application were used; Law Enforcement had the most registered users during this period; and 99 new users registered for RAVEN access. The GIS Program team collaborates with the MHSO to improve accessibility to traffic safety data through quality control and assurance processes, to collect and understand the data needed for analysis, and to support the MSP SPIDRE team. The team also provided density maps for aggressive driving-related crashes in all jurisdictions to help with HVE

Date and Time Comparison

Montgomery Aggressive Crash Behavior Analysis for 2013 to 2015

Time/Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Grand Total
0000	43	17	11	16	21	23	40	171
0100	34	16	8	14	13	16	18	119
0200	29	13	9	10	11	10	30	112
0300	26	9	4	4	3	3	18	67
0400	16	12	7	12	8	11	19	85
0500	14	26	28	23	38	31	10	170
0600	18	52	57	78	59	45	22	331
0700	27	86	127	124	123	111	41	639
0800	37	104	169	155	148	124	44	781
0900	42	103	151	117	120	100	58	691
1000	63	85	87	80	96	83	66	560
1100	44	59	80	74	80	73	97	507
1200	71	88	90	83	75	75	86	568
1300	61	87	91	87	78	99	100	603
1400	79	109	130	124	101	97	96	736
1500	85	137	149	149	135	174	100	929
1600	70	145	133	121	145	169	97	880
1700	65	163	186	167	181	169	86	1017
1800	63	131	156	178	155	130	88	901
1900	67	80	85	80	112	94	64	582
2000	40	57	59	46	67	75	52	396
2100	51	38	41	60	47	61	54	352
2200	31	30	29	36	46	45	55	272
2300	26	23	24	18	24	52	42	209
Grand Total	1,102	1,670	1,911	1,856	1,887	1,872	1,383	11,681





Time and Day Area of Focus
Mondays to Fridays from 1500—1800
Tuesday to Fridays from 0700—0800
Tuesdays at 0800

Total Aggressive Driving Crashes 2013 to 2015

0-10 | 11-20 | 21-29 | 30-49 | 50-69 | 70-95 | 96-120 | 121+

Maryland Department of Transportation

Washington College — Geographic Information Systems

deployments and conducted analysis of E-TIX data to support the SHSP Aggressive Driving EAT.

In FFY 2018, Washington College held a three-day workshop for MHSO safety partners to promote GIS for studying traffic safety; hosted a one-day workshop to discuss the Route 13 campaign for St. Patrick's Day; and staff and students attended DUI Checkpoints and police ride-alongs to better understand the data that is being collected and shared with those studying traffic safety.

The products and analysis provided by Washington College are made possible by their highly-qualified team of GIS experts who are collecting and maintaining data for a risk terrain analysis in Maryland. A data-driven approach is key to allocating resources to prevent alcohol-related traffic crashes, injuries, and deaths. GIS staff works with county liquor boards to maintain a one-of-its-kind statewide liquor board license database, which includes licensee locations and hours, as well as violations. Integrating this dataset with crash and DUI arrest data allows analysts to paint a picture of high-density DUI activity areas for targeted enforcement and educational strategies.

Finally, the FFY 2018 Maryland Institute for Emergency Medical Services Systems (MIEMSS) Elite Local Validation project identified two possible points of motor vehicle crash (MVC) incident under-reporting in its eMEDS system. MIEMSS established specific Emergency Medical Service Operational Programs (EMSOP) baseline measures for State FY 2017. The use of local validations helps reduce blank Cause of Injury responses (a six percent reduction in the latter part of this FFY even though not every EMSOP was fully on board). This represents approximately half of the total statewide cases since the larger jurisdictions are being phased in.

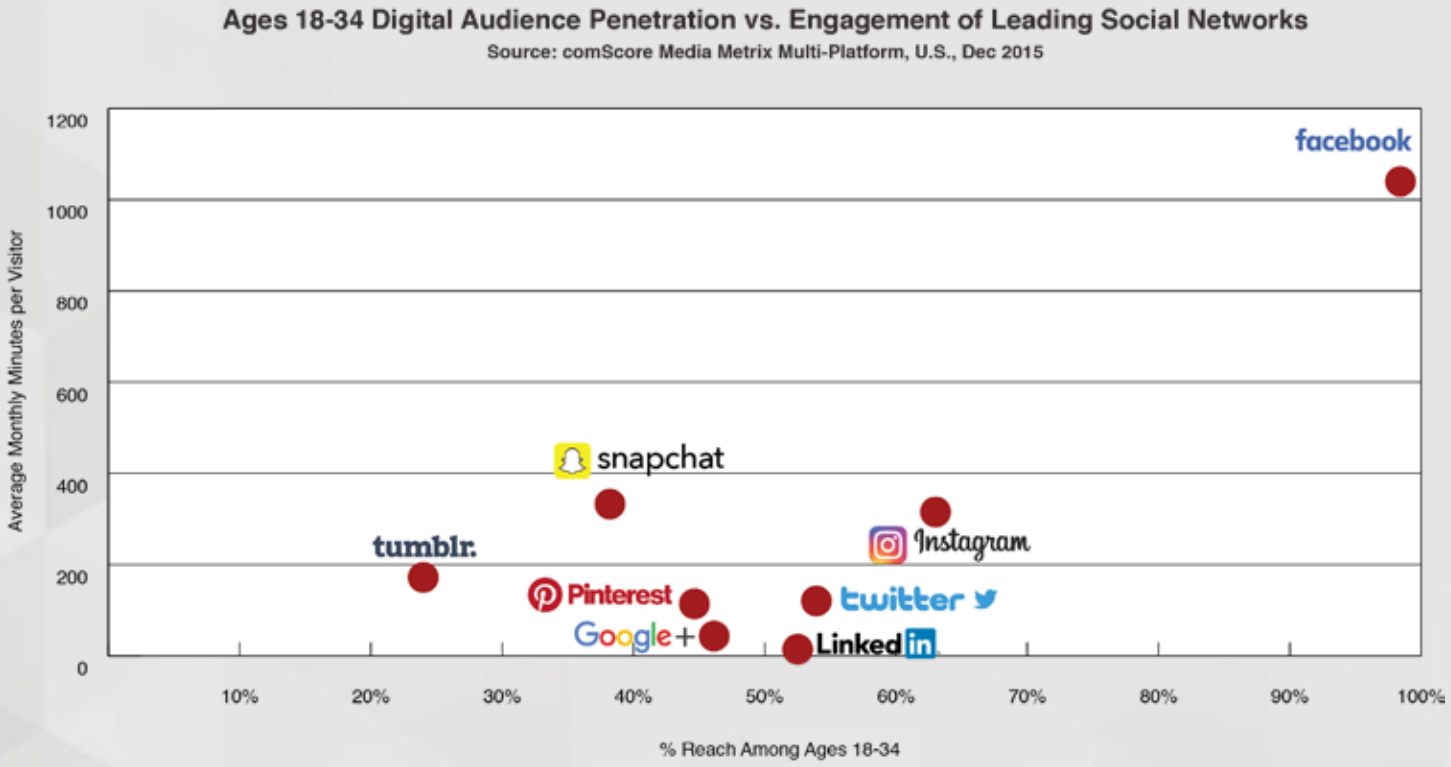
Reducing blank Cause of Injury responses and increasing the identification of MVC related transports will improve the match rate of State crash data to eMEDS records for annual FARS reporting to NHTSA and is one step closer to improved integration across crash and EMS records systems. MIEMSS will continue to track performance measure improvements thanks to the implementation of local validation, which will meet the goals of the Traffic Records Strategic Plan and demonstrate measurable improvements gained through this investment of 405c funding.

PROGRAM AREAS
COMMUNICATIONS & SOCIAL MEDIA

The MHSO coordinated more than $3.0 million in media funding in FFY 2018, spanning all major statewide program areas as well as local events and projects. All campaigns fall under Maryland's *Toward Zero Deaths* umbrella, and the goal of the MHSO is to utilize media to augment ongoing enforcement efforts to complete the HVE model.

Across all campaigns, the MHSO achieved more than 320 million impressions in FFY 2018. The MHSO always attempts to maximize the amount of earned media through events, donated advertising, organically shared social media postings, and grassroots efforts. The table on page 64 outlines the dollars spent on various communications efforts, as well as vital information concerning earned media impressions.

The MHSO continued to see increases in social media audience on Facebook, Twitter and Instagram during FFY 2018. An SEO audit was conducted on the MHSO's web site, towardzerodeathsmd.com, and a baseline was established in September. Google Analytics will continue to be monitored to include capturing demographic data which will help fine tune the social media strategy moving forward. For FFY18, there were 20,480 unique visitors to the site resulting in 23,142 sessions and 31,925 page views.



The MHSO continued to emphasize social media advertising that targeted negative driving behaviors, including distracted driving, aggressive driving, and impaired driving. Additional elements promoted seat belt use and child passenger safety. "Don't Be That Driver" and "It's Just Easier" continued to be used as well as creative for each program. Both campaigns followed a theme of presenting real-life situations and promoting positive decisions.

Through its media contract, the MHSO funded additional outreach with the Alliance Sport Marketing company. The effort reached an estimated 13,500 attendees at beer and wine festivals, sporting events, and other outreach venues. With a focus on promoting safe driving habits, Alliance promoted impaired-driving and distracted-driving prevention messages while also promoting seat belt use. This presence provided opportunities for engagement with activities such as fatal vision demonstrations, driving simulators, and photo booths. This event presence provided opportunities for engagement and offered prominent branding and visibility for all safety programs. These events were successful in educating attendees and overall positive feedback was received.

Campaign Name	Program Area	Campaign Time Frame	Media Outlets Utilized	Paid Media	Earned Media	Total Media	Total Impressions
SPIDRE	Impaired Driving Prevention	October 2017 - September 2018	Television (Press event news coverage), Radio, Digital Media, Billboards, Press Releases, Social Media	$50,000	$12,000	$62,000	7,089,247
StreetSmart DC *	Pedestrian/ Bicycle Safety	Fall 2017 Spring 2018	Radio, Digital Media, Billboards, Transit Ads, Gas Pump Ads, Television, Press Releases, Newspaper Articles, Social Networking	$775,000	$2,128,934	$2,903,934	176,492,223
Park the Phone Before you Drive	Distracted Driving	October 2017 April 2018	Radio, Digital Media, Social Media	$85,108	$8,600	$93,708	12,380,678
Click it or Ticket	Occupant Protection	November 2017 May 2018	Radio, Digital Media, Outdoor, Social Media, Business Partnerships (Chick-fil-A, Auto dealers)	$275,000	$51,545	$326,545	13,227,757
Motorcycle Safety	Motorcycle Safety	May-September 2018	Radio, Digital Media, Billboards, Social Media	$170,000	$52,000	$222,000	32,119,000
ADAPT	Aggressive Driving Prevention	Jan 2018 March 2018 May 2018 July 2018	Radio, Digital Media, Transit Ads, Out of Home	$200,000	$10,000	$210,000	21,111,666
Drive Sober or Get Pulled Over & Checkpoint Strikeforce	Impaired Driving Prevention	Various mobilizations throughout the year (i.e. Halloween, New Year's, Independence Day, and DSOGPO)	Radio, Digital Media, Outdoor, Press Releases, Social Media	$215,000	$40,000	$255,000	30,670,000
Bay to Beach	Impaired Driving Prevention	August 18	Radio, Print Materials	$6,150	$6,800	$12,950	1,470,000
St. Patrick's Day HVE	Impaired Driving Prevention	March 18	Outdoor, Print Materials (bookmark, postcard), Radio	$10,943	$6,000	$16,943	2,138,384
Baltimore Pedestrian/Bike Safety	Pedestrian/ Bicycle Safety	Spring/Summer 2018	Radio, Digital Media, Billboards, Mall Media, Grass Roots (street teams), Social Media	$630,000	$12,000	$642,000	62,000,000
*Total Impressions figure includes a "potential outdoor viewership" calculation that is included by the vendor and which is not included in the Total Impressions of other campaigns					**Total Media**	**$4,745,080**	**358,698,955**

LOOKING TOWARD THE FUTURE

In 2017, 558 people lost their lives in crashes on Maryland roads, marking the third straight year of rising fatalities. While the overall number of crashes fell by more than four percent, those crashes resulting in either an injury or fatality slightly increased from 2016.

While it can be easy to reduce crashes to numbers, the MHSO strives to drive home the message that these numbers represent real people. More importantly, these numbers represent significant trauma and injury to family, friends, coworkers, and members of Maryland's communities. The numbers also represent lives cut short, most often from poor choices made by drivers and passengers - choices like driving impaired, being distracted by a cell phone, or not wearing a seat belt.

Attacking the problem of traffic crashes at the local level is vital to the overall mission of moving *Toward Zero Deaths*, and the MHSO is fortunate to have active and dedicated partners in this mission in every corner of the State.

Ultimately, change will occur on Maryland roads when every individual takes responsibility for his or her actions while driving, riding, and walking. Personal responsibility and good decision making are key components of Maryland's safety campaigns. There is no acceptable number of deaths on our roadways, and by creating a "safety culture," we intend to raise awareness of positive decision making, with the goal of eliminating crashes and their resulting injuries and fatalities.

Every crash matters. Every life counts.

STRATEGIC HIGHWAY SAFETY PLAN & PROGRAM AREA MEASURES

STRATEGIC HIGHWAY SAFETY PLAN TARGETS

Maryland maintains the TZD approach by developing interim targets to reduce fatalities by at least 50 percent in the next two decades (from 592 in 2008 to 296 in 2030).

Considering the federal guidelines detailed in Moving Ahead for Progress in the 21st Century (MAP-21) and the subsequent Fixing America's Surface Transportation (FAST) Act, Maryland executives collaborated on revisions to the target-setting methodology. The initial TZD goal remains: 296 fatalities or fewer by 2030. The annual targets for each of the five performance measures required by the Federal Highway Administration (FHWA) - fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries - are set using an exponential trend line that connects the historical data to the established 2030 goals. Five-year averages are used to calculate projections, and the targets for each individual year are taken from the midpoint of the five-year average (e.g., 2018 annual interim target = midpoint of the 2016-2020 average). It should be noted that due to significant declines in serious injuries in recent years, the use of historical trends currently puts the State at or below current targets. Similarly, the emphasis area targets are also set using an exponential trend line that is fitted to the historical data. However, to more accurately reflect the data trends, a fixed 2030 endpoint is not used for the calculation of emphasis area targets.

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

Note: Performance measure statements are provided with five-year averages (baseline to 2022 target), and single-year numbers are available in tables on the following pages.

Five federally mandated performance measures are presented below and on the next two pages. Please note that the source of these numbers is NHTSA's Fatality Analysis Reporting System (FARS). These numbers are preliminary and do not match those of the state.

OVERALL STATEWIDE TARGETS[1]

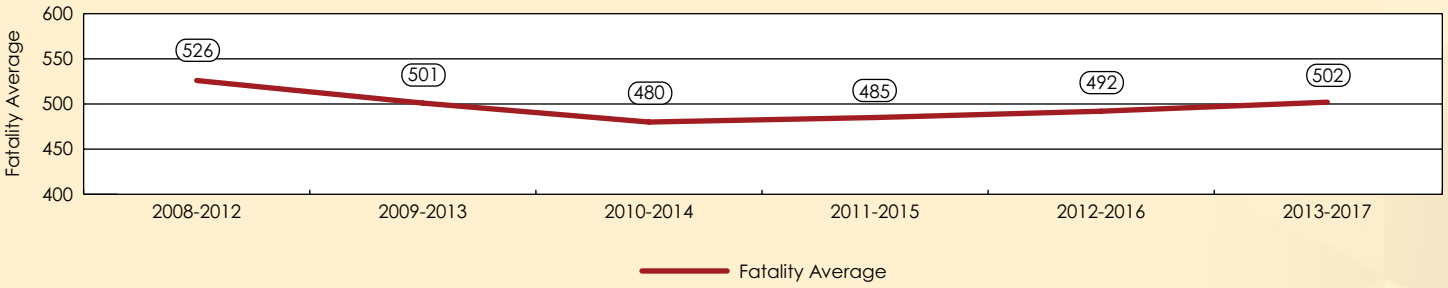
Fatality Target: Reduce the number of traffic-related fatalities on all roads in Maryland from the five-year average (2004 to 2008) of 623 to 401.6 or fewer by December 31, 2020.[2]

- In 2017, there were 550 (NHTSA FARS) fatalities in Maryland. This figure is higher than the 2016 figure of 522, so *Maryland is not progressing toward the 2020 target.*

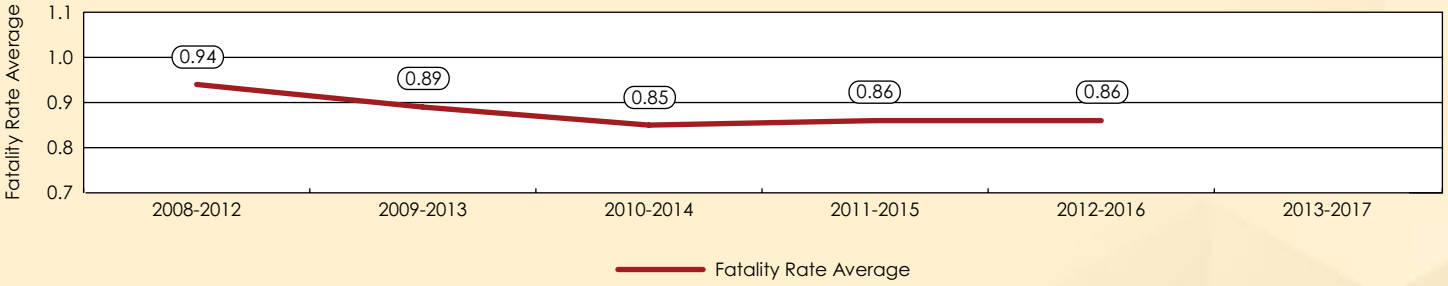
Fatality Rate Target: Reduce the annual rate of traffic-related fatalities per 100 million vehicle miles traveled (MVMT) on all roads in Maryland from 1.11 (2004–2008 average) to 0.712 or lower by December 31, 2020.

- In 2017, Maryland had a fatality rate of 0.92 per 100 MVMT. This rate is higher than the 2016 rate (0.89), so *Maryland is not progressing toward the 2020 target.*

Total Crash Fatalities in Maryland



Total Fatality Rate per 100 Million Vehicle Miles Traveled (MVMT) in Maryland



1 *Targets are established for the ultimate aim of a reduction in half from 2008 to 2030. Targets are annual milestones.*

2 *Note: The December 31, 2020 single year target is the mid-year point of the 2018–2022 five-year average. All performance measure target statements will follow this format.*

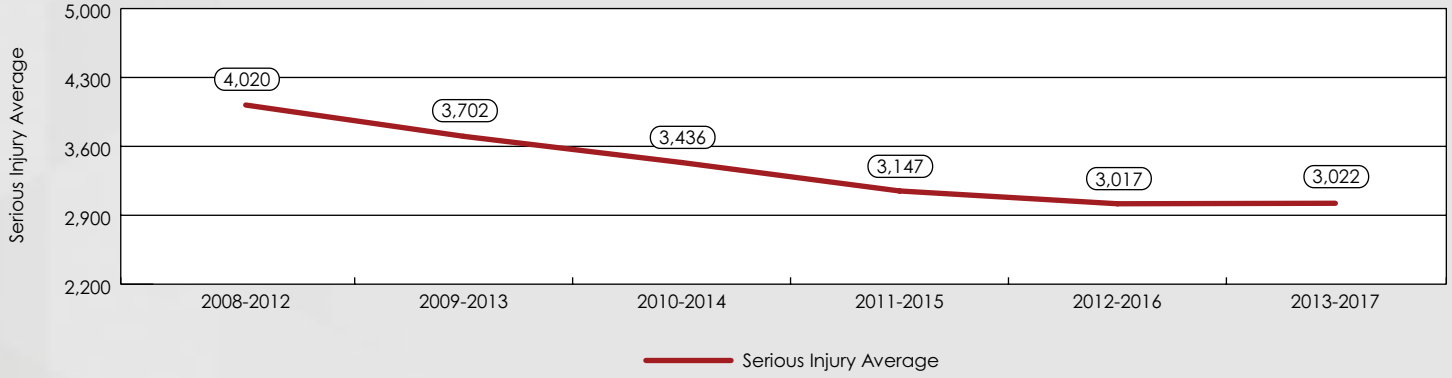
Serious Injury Target: Reduce the annual number of traffic-related serious injuries on all roads in Maryland from 6,171 (2004–2008 average) to 2,796.5 or fewer by December 31, 2020.

- In 2017, there were 3,336 serious injuries in Maryland. This figure is higher than the 2016 figure of 3,163, so *Maryland is not progressing toward the 2020 target.*

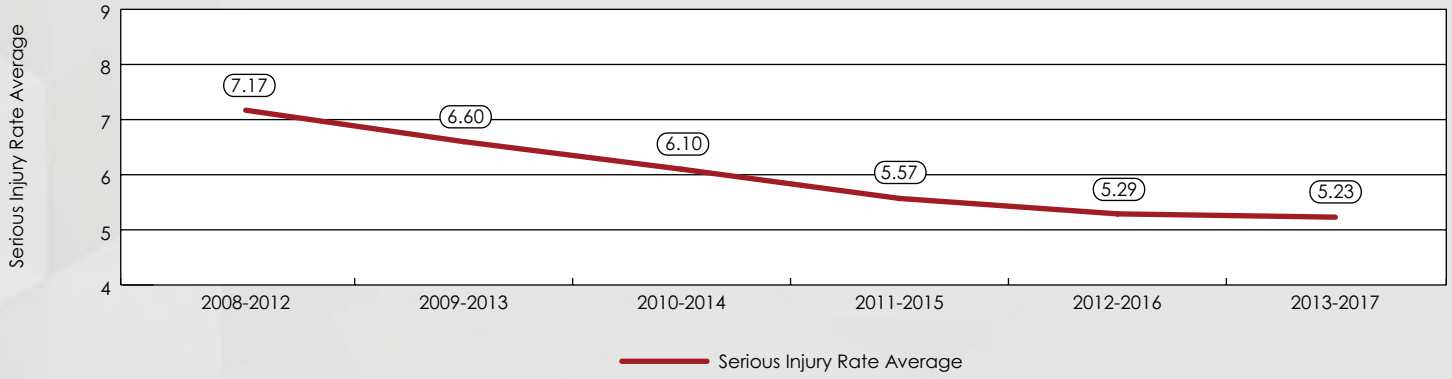
Serious Injury Rate Target: Reduce the annual rate of traffic-related serious injuries per 100 MVMT on all roads in Maryland from 10.97 (2004–2008 average) to 4.959 or lower by December 31, 2020.

- In 2017, Maryland had a serious injury rate of 5.23 per 100 MVMT. This rate is lower than the 2016 rate of 5.36, so *Maryland is progressing toward the 2020 target.*

Total Crash Serious Injuries in Maryland



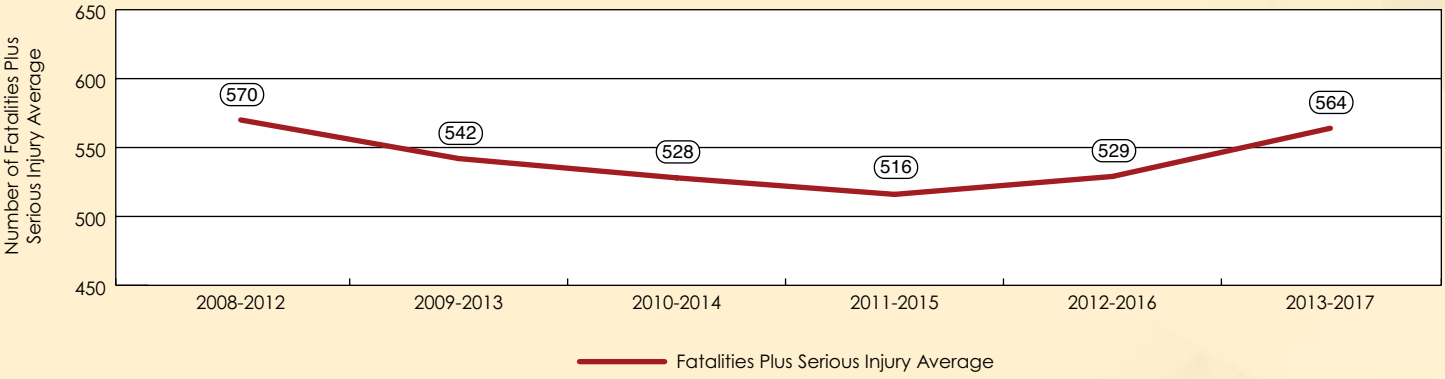
Total Serious Injury Rate per 100 Million Vehicle Miles Traveled (MVMT) in Maryland



Target: Reduce the number of non-motorized fatalities plus serious injuries on all roads in Maryland from 685 (2004–2008 average) to 441.4 or fewer by December 31, 2020.

- In 2017, there were 682 non-motorized fatalities and serious injuries in Maryland. This figure is higher than the 2016 figure of 604, so *Maryland is not progressing toward the 2020 target*.

Non-Motorized Fatalities Plus Serious Injuries



The following program area targets (pages 18-27) are based on a five-year rolling average using an exponential trend to set future interim targets. Unless otherwise noted, all data is derived from the MDOT SHA, which maintains a database derived from crash reports submitted, processed, and approved by the Maryland State Police. Data is subject to change.

IMPAIRED DRIVING FATALITIES

Fatality Targets: (Federal) **Alcohol .08+ (FARS)**: Reduce the number of NHTSA-defined (BAC 0.08) impaired driving related fatalities on all roads in Maryland from the five-year average (2004-2008) of 178 to 134.8 or fewer by December 31, 2020.

- From 2013-2017, FARS[3] reported an average of 151 impaired driving-related (BAC 0.08+) fatalities in Maryland. This figure is higher than the previous five-year period, so *Maryland is not progressing toward the 2020 target.*

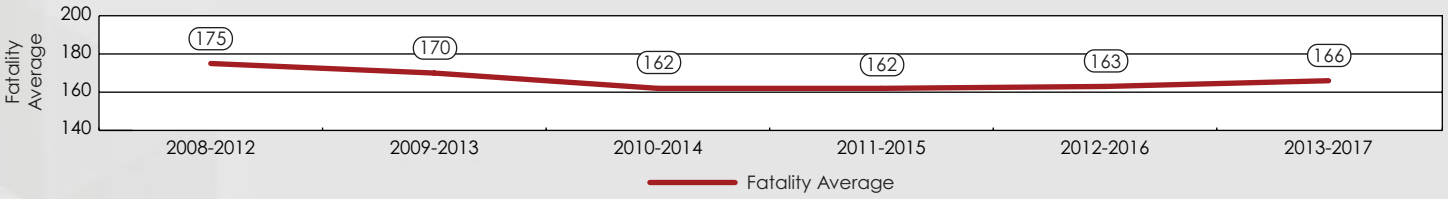
***(State) **Impaired (alcohol/drugs):** Reduce the number of State-defined (alcohol/drug) impaired driving related fatalities on all roads in Maryland from the five-year average (2004–2008) of 210 to 132.6 or fewer by December 31, 2020[4].

- From 2013-2017, there was an average of 166 impaired driving-related fatalities in Maryland. This figure is higher than the previous five-year average, so *Maryland is not progressing toward the 2020 target.*

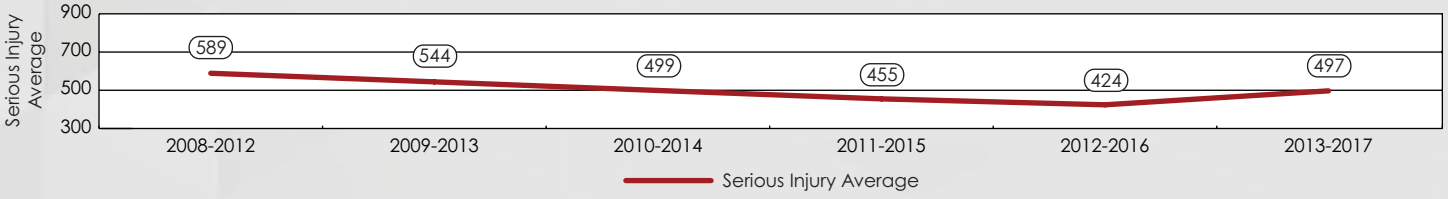
***Serious Injury Target: Impaired (alcohol/drugs):** Reduce the number of impaired (alcohol/drug) driving related serious injuries on all roads in Maryland from the five-year average (2004-2008) of 862 to 258.2 or fewer by December 31, 2020.

- From 2013-2017, there was an average of 497 impaired driving-related serious injuries in Maryland. This figure is higher than the previous five-year average, so *Maryland is not progressing toward the 2020 target.*

Impaired (alcohol and/or drug) Traffic Fatalities



Impaired (alcohol and/or drug) Traffic Serious Injuries



****State 2016 impaired data are now available*

3 *NHTSA FARS ARF (preliminary)*

4 *Note: The December 31, 2020 target is the mid-year point of the 2018–2022 five-year average. All performance measure target statements will follow this format.*

UNRESTRAINED-OCCUPANT MOTOR VEHICLE FATALITIES

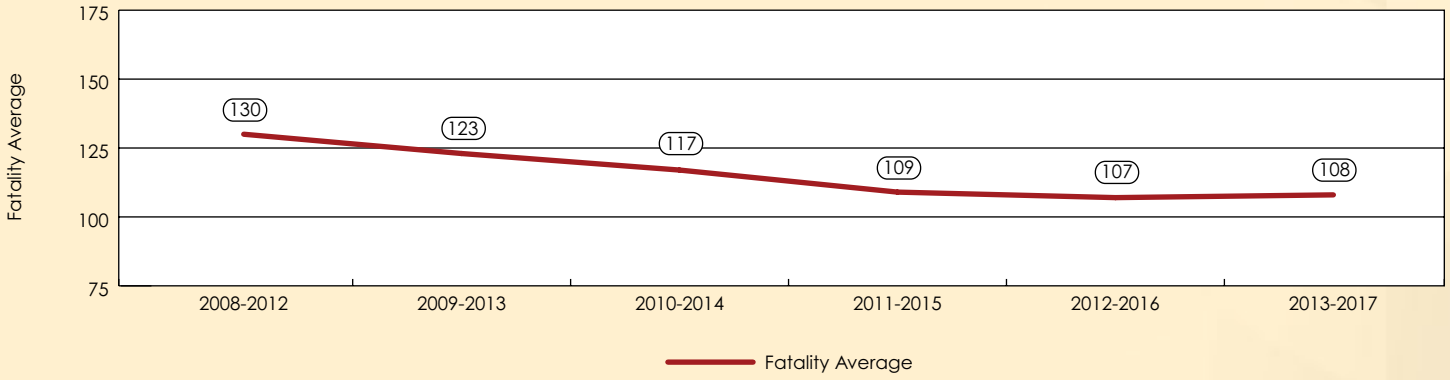
Fatality Target: Reduce the number of unrestrained-occupant motor vehicle fatalities on all roads in Maryland from the five-year average (2004-2008) of 161 to 79.9 or fewer by December 31, 2020.

- From 2013-2017, there was an average of 108 unrestrained motor vehicle occupant fatalities in Maryland. This figure is higher than the previous five-year average, so *Maryland is not progressing toward the 2020 target.*

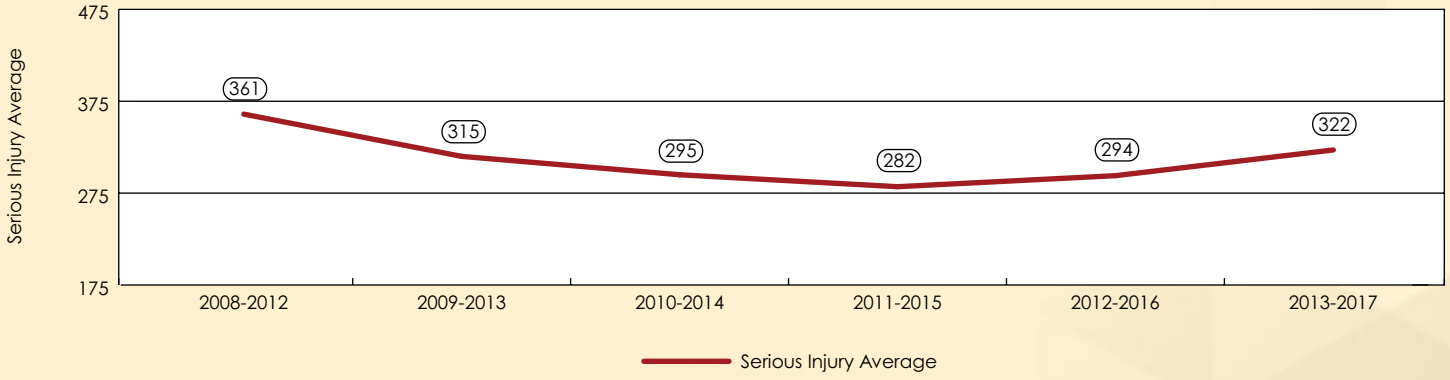
Serious Injury Target: Reduce the number of unrestrained-occupant motor vehicle serious injuries on all roads in Maryland from the five-year average (2004-2008) of 632 to 167.8 or fewer by December 31, 2020.

- From 2013-2017, there was an average of 322 unrestrained motor vehicle occupant serious injuries in Maryland. This figure is higher than the previous five-year average, so *Maryland is not progressing toward the 2020 target.*

Unrestrained-Occupant Motor Vehicle Fatalities



Unrestrained-Occupant Motor Vehicle Serious Injuries



AGGRESSIVE-DRIVING RELATED FATALITIES

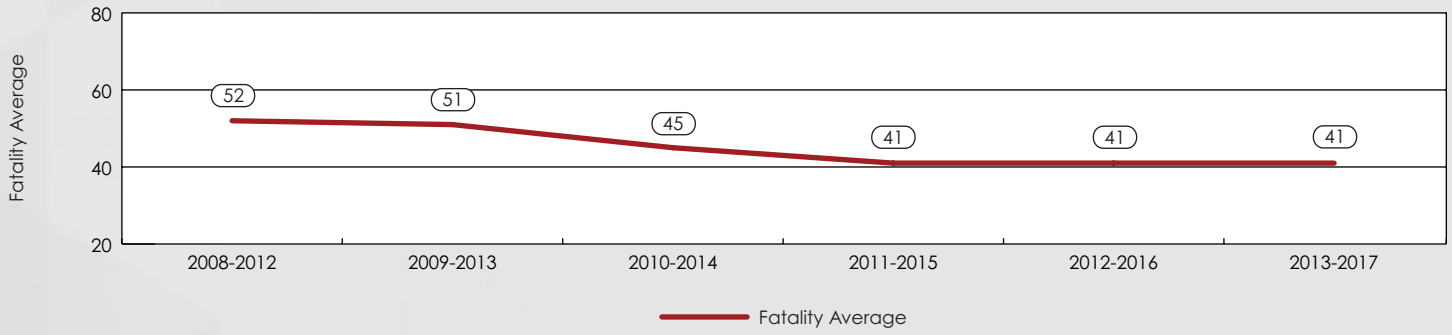
Fatality Target: Reduce the number of aggressive-driving related fatalities on all roads in Maryland from the five-year average (2004-2008) of 70 to 26.6 or fewer by December 31, 2020.

- From 2013-2017 there was an average of 41 aggressive-driving related fatalities in Maryland. This figure has been steady over the past several years but is lower than the historical totals, so *Maryland is progressing toward the 2020 target.*

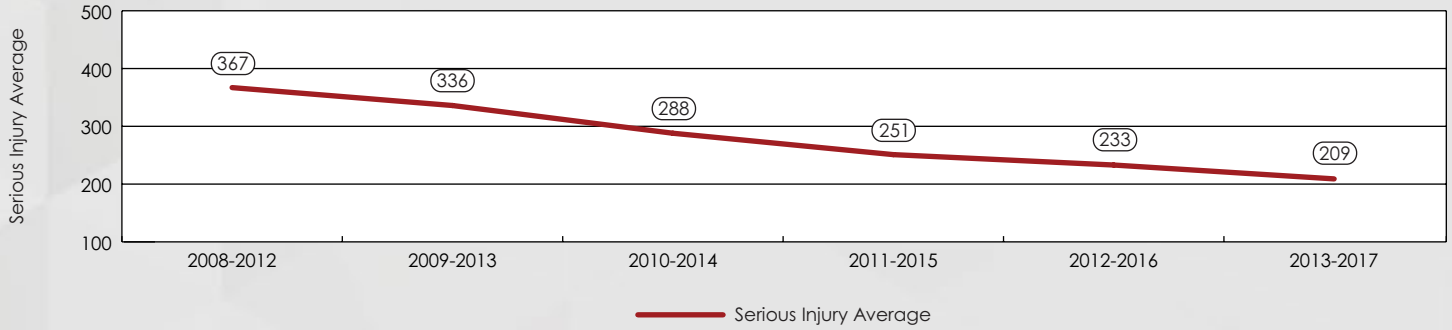
Serious Injury Target: Reduce the number of aggressive-driving related serious injuries on all roads in Maryland from the five-year average (2004-2008) of 525 to 192.2 or fewer by December 31, 2020.

- From 2013-2017 there was an average of 209 serious injuries resulting from aggressive driving. This continues the downward trend observed in recent years and indicates *Maryland is progressing toward the 2020 target.*

Aggressive-Driving Related Fatalities



Aggressive-Driving Related Serious Injuries



DISTRACTED-DRIVING RELATED FATALITIES

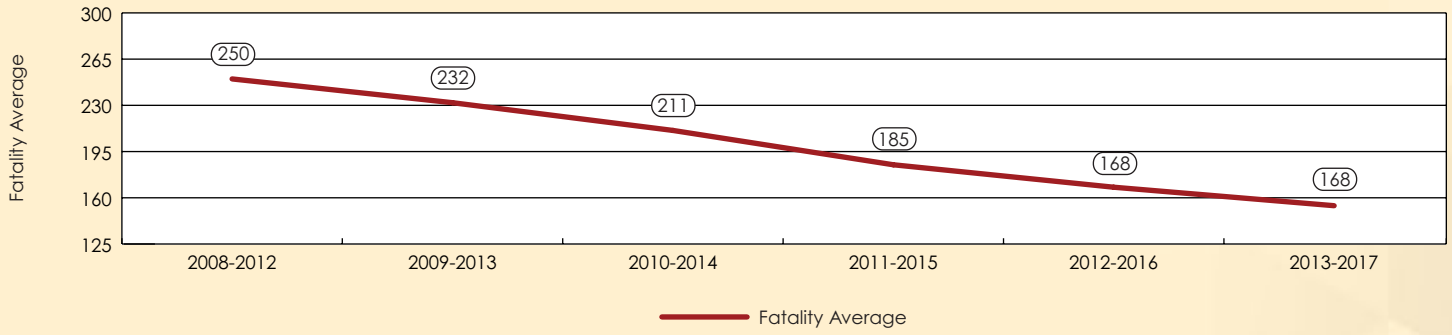
Fatality Target: Reduce the number of distracted-driving related fatalities on all roads in Maryland from the five-year average (2004–2008) of 333 to 95.5 or fewer by December 31, 2020.

- From 2013-2017, there was an average of 168 distracted-driving related fatalities in Maryland. This figure is lower than the previous five-year averages, continuing a downward trend over the past decade, so *Maryland is progressing toward the 2020 target.*

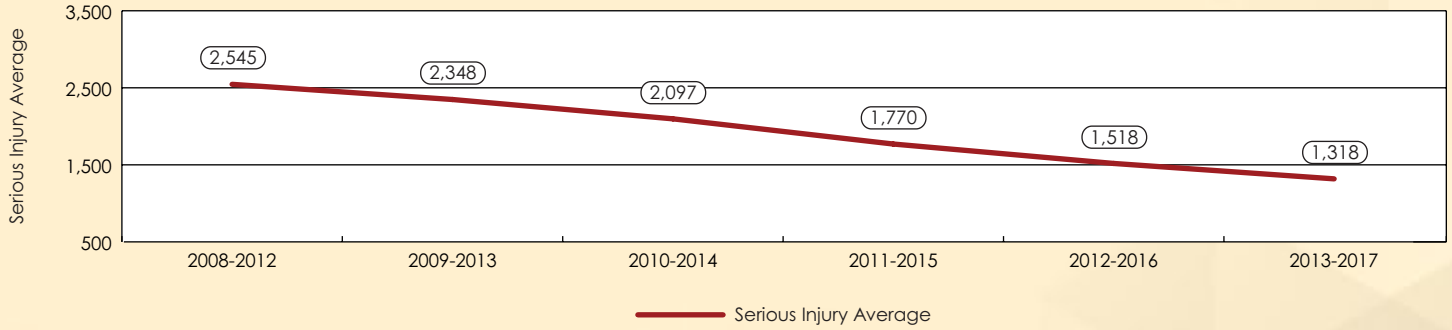
Serious Injury Target: Reduce the number of distracted-driving related serious injuries on all roads in Maryland from the five-year average (2004-2008) of 4,134 to 743.8 or fewer by December 31, 2020.

- From 2013-2017, there was an average of 1,318 distracted-driving related serious injuries in Maryland. This figure is lower than the previous five year average and continues the downward trend observed in recent years, so *Maryland is progressing toward the 2020 target.*

Distracted-Driving Related Fatalities



Distracted-Driving Related Serious Injuries



PEDESTRIAN (ON FOOT) FATALITIES

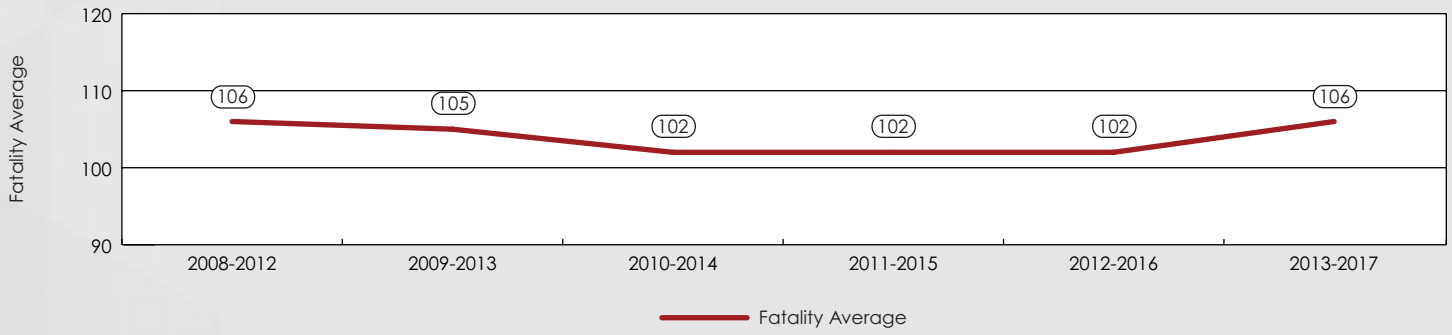
Fatality Target: Reduce the number of pedestrian (on foot) fatalities on all roads in Maryland from the five-year average (2004–2008) of 103 to 101 or fewer by December 31, 2020.

- From 2013-2017, there was an average of 106 pedestrian (on foot) fatalities in Maryland. This figure is higher than the previous five-year average. *Maryland is not progressing toward the 2020 target.*
- NOTE: The trend of pedestrian fatalities has been shown to be increasing during the previous years. Future targets have been set at 101 to illustrate a 2% reduction from the baseline measure.

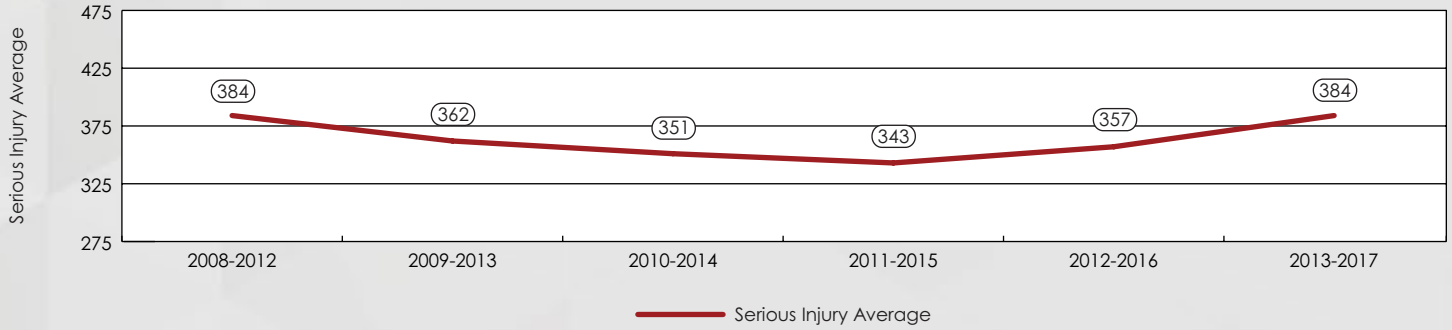
Serious Injury Target: Reduce the number of pedestrian (on foot) serious injuries on all roads in Maryland from the five-year average (2004–2008) of 492 to 282.4 or fewer by December 31, 2020.

- From 2013-2017, there was an average of 384 pedestrian (on foot) serious injuries in Maryland. This figure is higher than the previous five-year average, so *Maryland is not progressing toward the 2020 target.*

Pedestrian Fatalities (On Foot)



Pedestrian Serious Injuries (On Foot)



In addition to the targets set forth in the Maryland SHSP, the MHSO used the same methodology to create targets and interim performance statements for each of the following areas on pages 57-61.

MOTORCYCLE-INVOLVED FATALITIES

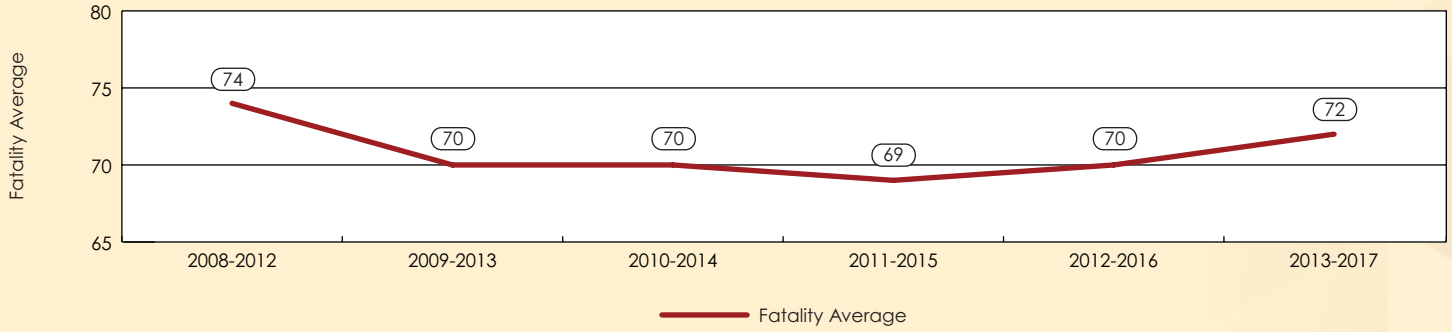
Fatality Target: Reduce the number of motorcycle-involved fatalities on all roads in Maryland from the five-year average (2004-2008) of 84 to 59.6 or fewer by December 31, 2020.

- From 2013-2017, there was an average of 72 motorcycle-involved fatalities in Maryland. This figure is slightly higher than the 2012-2016 average, but the State has continued to show a gradual decrease since 2004, so *Maryland is progressing toward the 2020 target*.

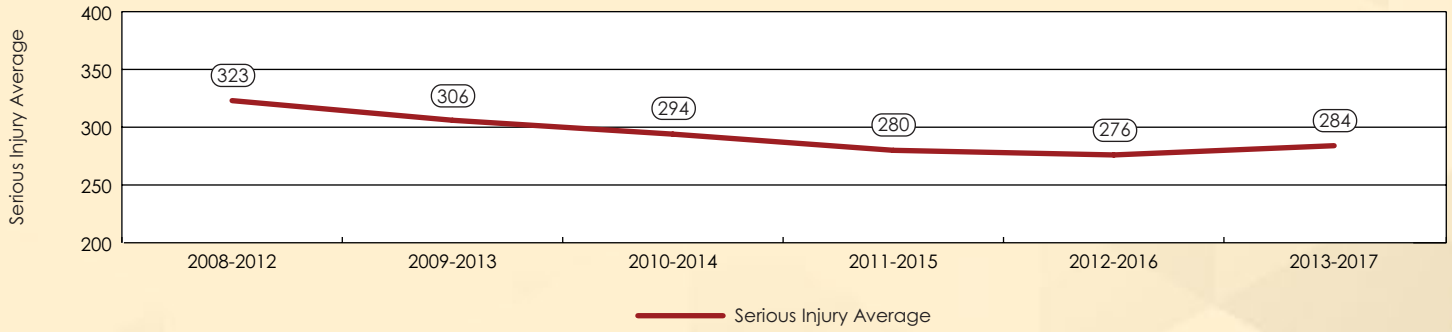
Serious Injury Target: Reduce the number of motorcycle-involved serious injuries on all roads in Maryland from the five-year average (2004-2008) of 423 to 203.8 or fewer by December 31, 2020.

- From 2013-2017, there was an average of 284 motorcycle-involved serious injuries in Maryland. This figure is higher than the previous five-year average but is lower than previous averages and continues an overall decline over the past decade, so *Maryland is progressing toward the 2020 target*.

Motorcycle-Involved Fatalities



Motorcycle-Involved Serious Injuries



OLDER-DRIVER (65-110) INVOLVED FATALITIES

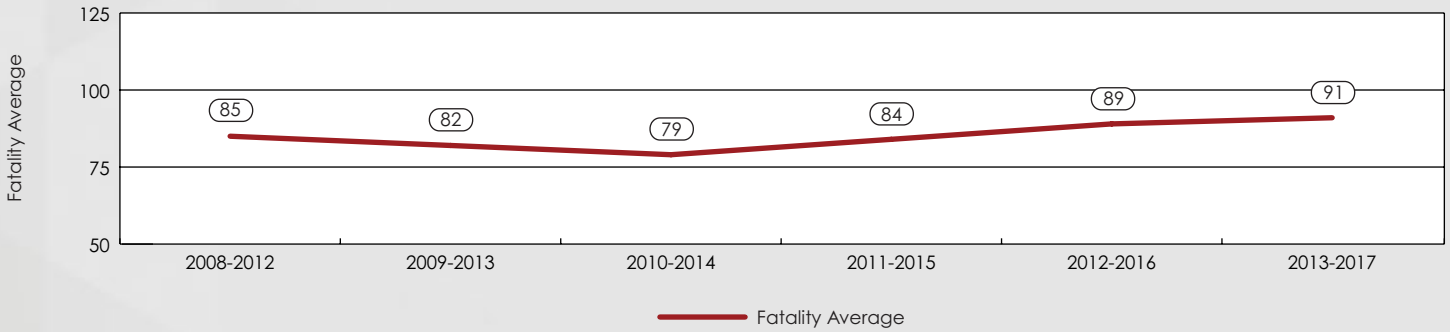
Fatality Target: Reduce the number of older-driver involved fatalities on all roads in Maryland from the five-year average (2004–2008) of 95 to 80.3 or fewer by December 31, 2020.

- From 2013-2017, there was an average of 91 older-driver involved fatalities in Maryland. This figure is higher than the previous five-year average. *Maryland is not progressing toward the 2020 target.*

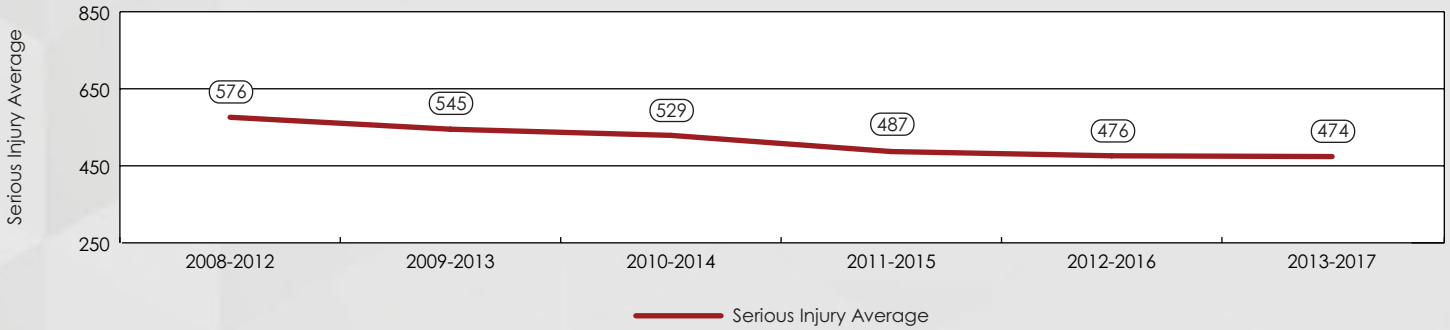
Serious Injury Target: Reduce the number of older-driver involved serious injuries on all roads in Maryland from the five-year average (2004–2008) of 781 to 333.1 or fewer by December 31, 2020.

- From 2013-2017, there was an average of 474 older-driver involved serious injuries in Maryland. This figure is lower than the previous five-year average, so *Maryland is continuing its downward trend of older driver serious injuries and is progressing toward the 2020 target.*

Older-Driver Involved Fatalities



Older-Driver Involved Serious Injuries



YOUNG-DRIVER (16-20) INVOLVED FATALITIES

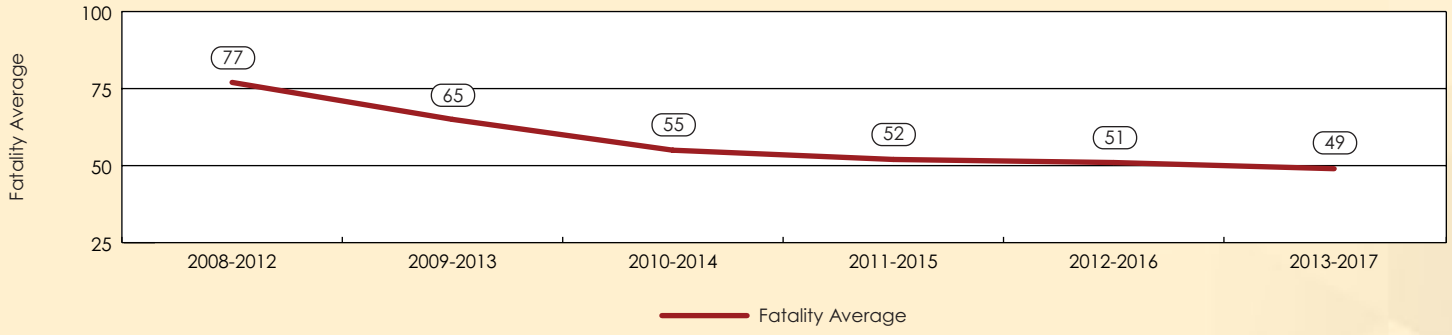
Fatality Target: Reduce the number of young-driver involved fatalities on all roads in Maryland from the five-year average (2004–2008) of 113 to 25.7 or fewer by December 31, 2020.

- From 2013-2017, there was an average of 49 young-driver involved fatalities in Maryland. This figure is lower than the previous five-year average and continues to follow a downward trend over the past several years, so *Maryland is progressing toward the 2020 target.*

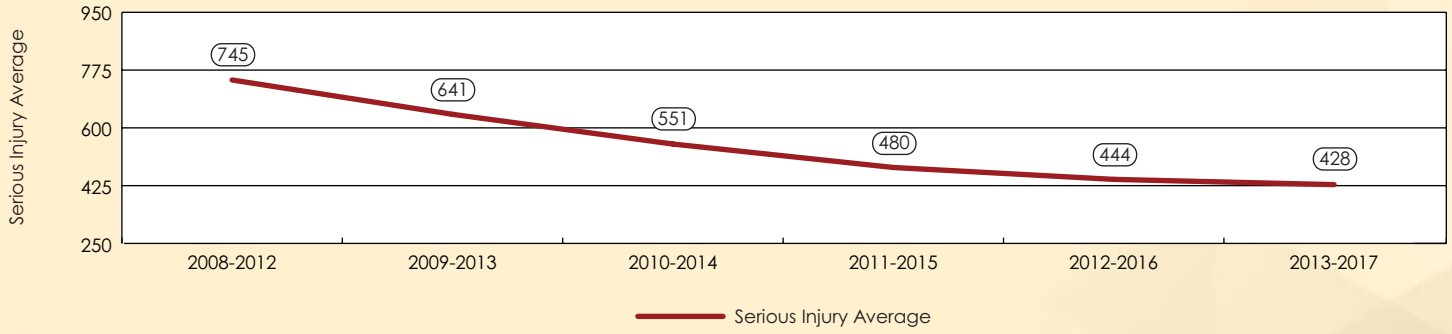
Serious Injury Target: Reduce the number of young-driver involved serious injuries on all roads in Maryland from the five-year average (2004–2008) of 1,401 to 185.3 or fewer by December 31, 2020.

- From 2013-2017, there was an average of 428 young-driver involved serious injuries in Maryland. This figure is lower than the previous five-year average and continues a steady downward trend, so *Maryland is progressing toward the 2020 target.*

Young-Driver Involved Fatalities



Young-Driver Involved Serious Injuries



SPEED-RELATED FATALITIES

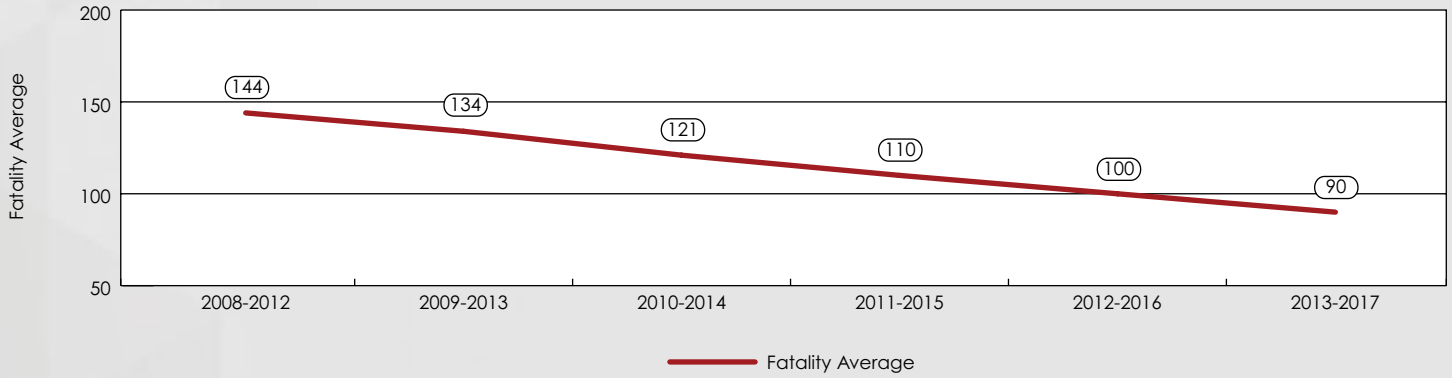
Fatality Target: Reduce the number of speed-related fatalities on all roads in Maryland from the five-year average (2004-2008) of 176 to 99 or fewer by December 31, 2020.

- From 2013-2017, there was an average of 90 speed-related fatalities in Maryland. This figure is lower than the previous five-year average and continues a decade-long downward trend, so *Maryland is progressing toward the 2020 target.*

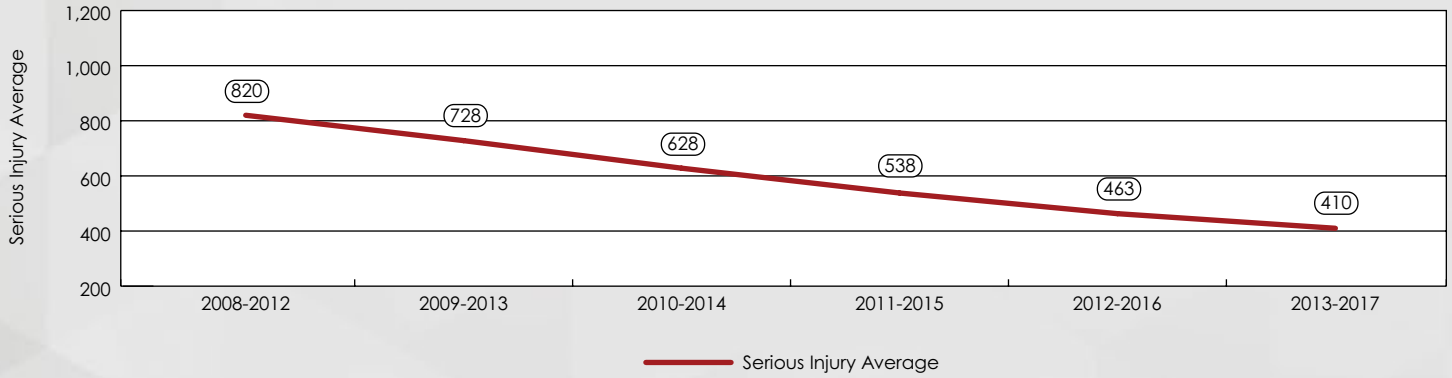
Serious Injury Target: Reduce the number of speed-related serious injuries on all roads in Maryland from the five-year average (2004-2008) of 1,340 to 564 or fewer by December 31, 2020.

- From 2013-2017, there was an average of 410 speed-related serious injuries in Maryland. This figure is lower than the previous five-year average and continues a decade-long downward trend, so *Maryland is progressing toward the 2020 target.*

Speed-Related Traffic Fatalities



Speed-Related Traffic Serious Injuries



BICYCLIST FATALITIES

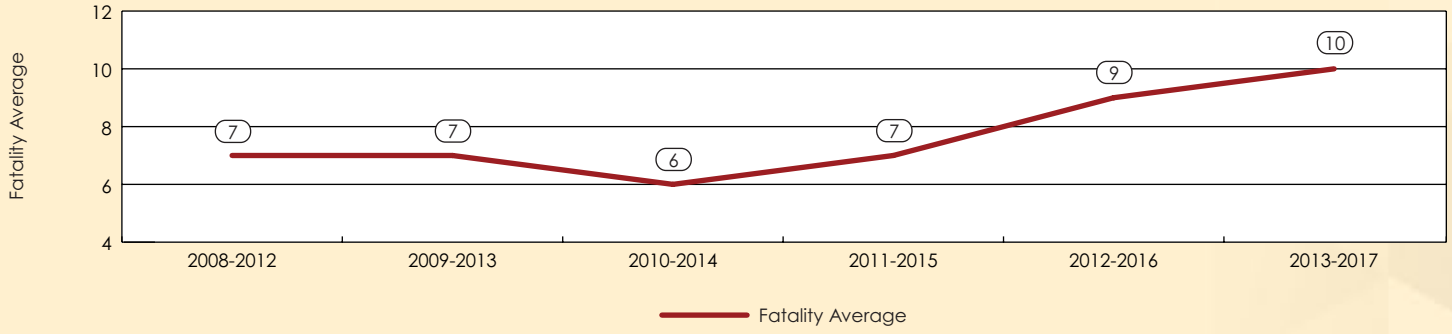
Fatality Target: Reduce the number of bicyclist fatalities on all roads in Maryland from the five-year average (2004-2008) of 8 to 6 or fewer by December 31, 2020.

- From 2013-2017, there was an average of 10 bicyclist fatalities in Maryland. This figure is higher than the previous five-year average and there has been little change in fatalities over the past decade, so *Maryland is not progressing toward the 2020 target*.
- NOTE: The trend of bicyclist fatalities has been shown to increase over previous years. Future targets have been set at 7.0 to illustrate a 2% reduction from the baseline measure.

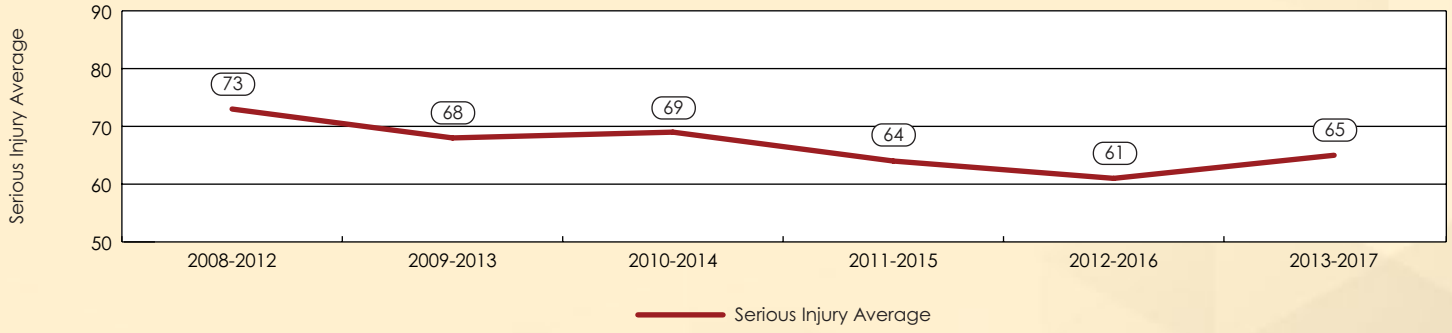
Serious Injury Target: Reduce the number of bicyclist serious injuries on all roads in Maryland from the five-year average (2004-2008) of 81 to 53.4 or fewer by December 31, 2020.

- From 2013-2017 there was an average of 65 bicyclist serious injuries in Maryland. This figure is higher than the previous five-year average, so *Maryland is not progressing toward the 2020 target*.

Bicyclist Fatalities



Bicyclist Serious Injuries



NHTSA CORE PERFORMANCE MEASURES

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

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

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

Note: FARS 2017 data is preliminary and will change when Final FARS is released; therefore, all targets are subject to change.

Standardized Performance and Survey Measures
• Reduce the five-year average number of fatalities on all roads in Maryland from 623 in 2004–2008 (NHTSA FARS ARF) to 398 or fewer by December 31, 2020.
• Reduce the five-year average fatality rate per VMT on all roads in Maryland from 1.11 in 2004–2008 to 0.71 or lower by December 31, 2020.
• Reduce the five-year average number of serious injuries on all roads in Maryland from 6,171 in 2004–2008 to 2,857 or fewer by December 31, 2020.
• Reduce the five-year average number of unrestrained passenger vehicle occupant fatalities (all seat positions) on all roads in Maryland from 167 in 2004–2008 to 73 or fewer by December 31, 2020.
• Reduce the five-year average number of alcohol-related fatalities (BAC 0.08+) on all roads in Maryland from 178 in 2004–2008 to 125 or fewer by December 31, 2020.
• Reduce the five-year average number of speeding-related fatalities on all roads in Maryland from 222 in 2004–2008 to 96 or fewer by December 31, 2020.
• Reduce the five-year average number of motorcyclist fatalities on all roads in Maryland from 85 in 2004–2008 to 60 or fewer by December 31, 2020.
• Reduce the five-year average number of unhelmeted motorcyclist fatalities on all roads in Maryland from 11 in 2004–2008 to 6 or fewer by December 31, 2020.

Standardized Performance and Survey Measures
• Reduce the five-year average number of drivers aged 20 or under involved in fatal crashes on all roads in Maryland from 103 in 2004–2008 to 22 or fewer by December 31, 2020.
• Reduce the five-year average number of pedestrian fatalities on all roads in Maryland from 105 in 2004–2008 to 96 or fewer by December 31, 2020.
• Reduce the five-year average number of bicyclist and other cyclist fatalities on all roads in Maryland from 8 in 2004–2008 to 7 or fewer by December 31, 2020.
• To increase statewide observed belt use rate of front seat outboard occupants in passenger vehicles and light trucks from the 2012 calendar base year of 91.1 percent to 96.2 percent by December 31, 2020.
• To report the number of seat belt citations issued during grant-funded enforcement activities.
• To report the number of impaired driving arrests made during grant-funded enforcement activities.
• To report the number of speeding citations issued during grant-funded enforcement activities.

Core Outcome Measures		Year					
		2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017
Total Traffic Fatalities		526	501	480	485	492	500
Total Fatalities Per 100 Million VMT		0.94	0.89	0.85	0.86	0.86	N/A
Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions)		130	123	117	109	104	104
Alcohol-Impaired Driving Fatalities (BAC=.08+)		158	156	149	150	146	151
Speeding-Related Fatalities		177	168	158	150	148	140
Motorcyclist Fatalities	Total	79	73	73	72	72	74
	Unhelmeted	10	9	9	8	8	9
Drivers Aged 20 or Under Involved in Fatal Crashes		73	62	51	48	46	44
Pedestrian Fatalities		106	105	102	101	102	106
Bicyclist and Other Cyclist Fatalities		7	7	6	6	9	10

Core Outcome Measure (State Data)	Year						
	Actual						Target
	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2016-2020
Serious Injuries	4,020	3,702	3,436	3,147	3,017	3,023	3,088

Core Behavior Measure (State Data)	Year						
	Actual					Target	
	2014	2015	2016	2017	2018	2019	2020
Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey)	92.1	92.9	90.8	92.1	90.1	95.5	96.2

Note: The proposed seat belt use rate targets estimate a reduction in the number of observed unbelted motor vehicle occupants by at least 25 in each of the observation counties for each successive year. Targets were set based on the 92.1% belt use rate in 2014.

Core Outcome Measures – Single Year Targets	2018	2019	2020
Traffic Fatalities	422	410	398
Fatalities Per 100 Million Vehicle Miles Traveled	0.76	0.73	0.71
Unrestrained Passenger Vehicle Fatalities (all seat positions)	82	77	73
Alcohol-Impaired Driving Fatalities (BAC=.08+)	131	128	125
Speeding-Related Fatalities	107	102	96
Motorcyclist Fatalities	64	62	60
Unhelmeted Motorcyclist Fatalities	7	6	6
Drivers Aged 20 or Under Involved in Fatal Crashes	28	25	22
Pedestrian Fatalities	98	97	96
Bicyclist and Other Cyclist Fatalities	7	7	7
Serious Injuries	3,088	2,970	2,857

Note: The performance targets above are rounded to the nearest whole number or hundredths place. Federally-required performance targets with appropriate decimal places are provided on pages 15-17 of this document.

Activity Measures (State Data: Grant-funded Only)*	FFY 2018
Number of seat belt citations issued during grant-funded enforcement activities	2,489
Number of impaired driving arrests made during grant-funded enforcement activities	1,217
Number of speeding citations issued during grant-funded enforcement activities	22,575

** Targets are not created for activity measures.*

GRANTS AND SPENT AMOUNTS

Project Number	Agency	Program Area	State Funds Spent	NHTSA Funds Spent	Total Spent
LE 18-108	Aberdeen Police Department	Impaired Driving	$0.00	$3,837.96	$3,837.96
LE 18-112	Aberdeen Police Department	Distracted Driving	$0.00	$978.66	$978.66
LE 18-113	Aberdeen Police Department	Aggressive Driving	$0.00	$2,695.98	$2,695.98
LE 18-114	Aberdeen Police Department	Pedestrian/Bicycle	$1,842.06	$0.00	$1,842.06
LE 18-143	Allegany County Sheriff's Office	Aggressive Driving	$0.00	$1,250.00	$1,250.00
LE 18-168	Allegany County Sheriff's Office	Occupant Protection	$0.00	$172.00	$172.00
LE 18-169	Allegany County Sheriff's Office	Distracted Driving	$0.00	$1,250.00	$1,250.00
LE 18-170	Allegany County Sheriff's Office	Impaired Driving	$0.00	$2,967.00	$2,967.00
LE 18-033	Annapolis Police Department	Impaired Driving	$0.00	$3,151.57	$3,151.57
LE 18-034	Annapolis Police Department	Aggressive Driving	$0.00	$6,210.93	$6,210.93
LE 18-035	Annapolis Police Department	Distracted Driving	$0.00	$4,783.78	$4,783.78
LE 18-036	Annapolis Police Department	Occupant Protection	$0.00	$331.12	$331.12
LE 18-024	Anne Arundel County Police Department	Aggressive Driving	$0.00	$11,080.70	$11,080.70
LE 18-027	Anne Arundel County Police Department	Impaired Driving	$0.00	$33,552.55	$33,552.55
LE 18-029	Anne Arundel County Police Department	Occupant Protection	$43.31	$4,261.48	$4,304.79
LE 18-026	Anne Arundel County Police Department	Distracted Driving	$1,485.30	$16,291.61	$17,776.91
GN 18-323	Anne Arundel County Police Department	Special Projects	$4,609.88	$0.00	$4,609.88
LE 18-025	Baltimore City Police Department	Impaired Driving	$0.00	$12,232.88	$12,232.88
LE 18-292	Baltimore City Police Department	Distracted Driving	$0.00	$11,051.49	$11,051.49
LE 18-031	Baltimore City Police Department	Occupant Protection	$431.04	$8,957.98	$9,389.02
LE 18-032	Baltimore City Police Department	Pedestrian/Bicycle	$504.05	$0.00	$504.05
LE 18-028	Baltimore City Police Department	Aggressive Driving	$2,452.91	$15,688.92	$18,141.83
GN 18-207	Baltimore County Department of Health	Impaired Driving	$0.00	$7,500.00	$7,500.00

Project Number	Agency	Program Area	State Funds Spent	NHTSA Funds Spent	Total Spent
LE 18-066	Baltimore County Police Department	Impaired Driving	$0.00	$139,959.99	$139,959.99
LE 18-068	Baltimore County Police Department	Distracted Driving	$0.00	$15,464.71	$15,464.71
LE 18-070	Baltimore County Police Department	Special Projects	$0.00	$0.00	$0.00
LE 18-069	Baltimore County Police Department	Occupant Protection	$2,026.73	$38,147.18	$40,173.91
LE 18-067	Baltimore County Police Department	Aggressive Driving	$13,307.96	$58,461.50	$71,769.46
LE 18-299	Baltimore County Police Department	Pedestrian/Bicycle	$22,760.69	$0.00	$22,760.69
GN 18-092	Baltimore County Police Dept - Crash Recon	Special Projects	$0.00	$37,167.11	$37,167.11
GN 18-320	Baltimore Metropolitan Council	Special Projects	$0.00	$14,270.00	$14,270.00
LE 18-107	Bel Air Police Department	Impaired Driving	$0.00	$3,170.92	$3,170.92
LE 18-109	Bel Air Police Department	Aggressive Driving	$0.00	$1,347.64	$1,347.64
LE 18-111	Bel Air Police Department	Distracted Driving	$0.00	$1,883.58	$1,883.58
LE 18-301	Bel Air Police Department	Pedestrian/Bicycle	$1,462.91	$0.00	$1,462.91
LE 18-021	Berlin Police Department	Aggressive Driving	$0.00	$2,000.00	$2,000.00
LE 18-022	Berlin Police Department	Distracted Driving	$0.00	$486.00	$486.00
LE 18-023	Berlin Police Department	Impaired Driving	$0.00	$2,000.00	$2,000.00
GN 18-127	Calvert Alliance Against Substance Abuse, Inc.	Impaired Driving	$0.00	$4,309.00	$4,309.00
LE 18-145	Calvert County Sheriff's Office	Impaired Driving	$0.00	$16,654.96	$16,654.96
LE 18-224	Calvert County Sheriff's Office	Aggressive Driving	$0.00	$12,652.66	$12,652.66
LE 18-225	Calvert County Sheriff's Office	Distracted Driving	$0.00	$2,791.07	$2,791.07
LE 18-226	Calvert County Sheriff's Office	Occupant Protection	$0.00	$978.55	$978.55
LE 18-273	Cambridge Police Department	Impaired Driving	$0.00	$3,647.54	$3,647.54
LE 18-274	Cambridge Police Department	Aggressive Driving	$0.00	$1,845.36	$1,845.36
LE 18-275	Cambridge Police Department	Distracted Driving	$0.00	$1,123.29	$1,123.29
LE 18-276	Cambridge Police Department	Occupant Protection	$0.00	$912.51	$912.51
LE 18-252	Caroline County Sheriff's Office	Impaired Driving	$0.00	$8,965.33	$8,965.33
LE 18-254	Caroline County Sheriff's Office	Aggressive Driving	$0.00	$6,479.31	$6,479.31
LE 18-255	Caroline County Sheriff's Office	Distracted Driving	$0.00	$2,091.72	$2,091.72
LE 18-050	Carroll County Sheriff's Office	Aggressive Driving	$0.00	$6,855.20	$6,855.20

Project Number	Agency	Program Area	State Funds Spent	NHTSA Funds Spent	Total Spent
LE 18-052	Carroll County Sheriff's Office	Occupant Protection	$0.00	$3,654.94	$3,654.94
LE 18-053	Carroll County Sheriff's Office	Distracted Driving	$0.00	$3,702.96	$3,702.96
LE 18-054	Carroll County Sheriff's Office	Impaired Driving	$0.00	$9,131.92	$9,131.92
LE 18-302	Carroll County Sheriff's Office	Pedestrian/Bicycle	$1,168.32	$0.00	$1,168.32
LE 18-061	Cecil County Sheriff's Office	Impaired Driving	$0.00	$4,312.98	$4,312.98
LE 18-063	Cecil County Sheriff's Office	Aggressive Driving	$0.00	$7,000.00	$7,000.00
LE 18-064	Cecil County Sheriff's Office	Distracted Driving	$0.00	$1,499.76	$1,499.76
LE 18-316	Cecil County Sheriff's Office	Pedestrian/Bicycle	$2,624.53	$0.00	$2,624.53
LE 18-182	Charles County Sheriff's Office	Impaired Driving	$0.00	$25,437.74	$25,437.74
LE 18-206	Charles County Sheriff's Office	Occupant Protection	$0.00	$1,595.53	$1,595.53
LE 18-205	Charles County Sheriff's Office	Distracted Driving	$633.64	$2,941.22	$3,574.86
LE 18-181	Charles County Sheriff's Office	Aggressive Driving	$3,442.19	$22,680.07	$26,122.26
LE 18-306	Charles County Sheriff's Office	Pedestrian/Bicycle	$23,691.31	$0.00	$23,691.31
GN 18-321	Chesapeake Charities, Inc.	Occupant Protection	$0.00	$15,617.58	$15,617.58
GN 18-280	Chesapeake Region Safety Council	Special Projects	$0.00	$283,032.02	$283,032.02
LE 18-159	Cheverly Police Department	Aggressive Driving	$0.00	$0.00	$0.00
LE 18-160	Cheverly Police Department	Distracted Driving	$0.00	$0.00	$0.00
LE 18-161	Cheverly Police Department	Impaired Driving	$0.00	$0.00	$0.00
LE 18-162	Cheverly Police Department	Occupant Protection	$0.00	$0.00	$0.00
LE 18-099	City of Bowie	Aggressive Driving	$0.00	$1,201.72	$1,201.72
LE 18-100	City of Bowie	Distracted Driving	$0.00	$750.00	$750.00
LE 18-101	City of Bowie	Occupant Protection	$0.00	$189.00	$189.00
LE 18-102	City of Bowie	Impaired Driving	$0.00	$2,000.00	$2,000.00
LE 18-010	City of Hyattsville Police Department	Aggressive Driving	$0.00	$1,500.00	$1,500.00
LE 18-012	City of Hyattsville Police Department	Distracted Driving	$0.00	$492.06	$492.06
LE 18-117	Cumberland Police Department	Distracted Driving	$0.00	$332.60	$332.60
LE 18-118	Cumberland Police Department	Impaired Driving	$0.00	$960.11	$960.11
LE 18-116	Cumberland Police Department	Aggressive Driving	$0.00	$0.00	$0.00
LE 18-289	Denton Police Department	Aggressive Driving	$0.00	$2,500.00	$2,500.00

Project Number	Agency	Program Area	State Funds Spent	NHTSA Funds Spent	Total Spent
LE 18-083	Easton Police Department	Aggressive Driving	$0.00	$3,540.84	$3,540.84
LE 18-084	Easton Police Department	Occupant Protection	$0.00	$2,000.00	$2,000.00
LE 18-085	Easton Police Department	Distracted Driving	$0.00	$3,799.84	$3,799.84
LE 18-086	Easton Police Department	Impaired Driving	$0.00	$9,147.06	$9,147.06
LE 18-059	Elkton Police Department	Impaired Driving	$0.00	$2,657.08	$2,657.08
LE 18-060	Elkton Police Department	Distracted Driving	$0.00	$2,500.00	$2,500.00
LE 18-062	Elkton Police Department	Aggressive Driving	$0.00	$2,329.10	$2,329.10
LE 18-008	Frederick Police Department	Impaired Driving	$0.00	$18,924.06	$18,924.06
LE 18-049	Frederick Police Department	Occupant Protection	$754.80	$1,603.95	$2,358.75
LE 18-047	Frederick Police Department	Aggressive Driving	$1,260.53	$13,267.42	$14,527.95
LE 18-048	Frederick Police Department	Distracted Driving	$2,678.18	$5,677.47	$8,355.65
LE 18-055	Frostburg State University Police	Impaired Driving	$0.00	$528.00	$528.00
LE 18-078	Frostburg State University Police	Aggressive Driving	$0.00	$412.24	$412.24
LE 18-079	Frostburg State University Police	Distracted Driving	$0.00	$197.07	$197.07
LE 18-009	Fruitland Police Department	Aggressive Driving	$0.00	$1,500.00	$1,500.00
LE 18-097	Fruitland Police Department	Distracted Driving	$0.00	$500.00	$500.00
LE 18-098	Fruitland Police Department	Impaired Driving	$0.00	$2,897.94	$2,897.94
LE 18-123	Gaithersburg Police Department	Aggressive Driving	$0.00	$10,979.34	$10,979.34
LE 18-164	Gaithersburg Police Department	Impaired Driving	$0.00	$9,978.50	$9,978.50
LE 18-165	Gaithersburg Police Department	Distracted Driving	$0.00	$2,000.00	$2,000.00
LE 18-166	Gaithersburg Police Department	Occupant Protection	$0.00	$1,867.04	$1,867.04
GN 18-267	Governors Highway Safety Association	Special Projects	$17,293.48	$0.00	$17,293.48
LE 18-238	Greenbelt Police Department	Aggressive Driving	$0.00	$4,586.65	$4,586.65
LE 18-239	Greenbelt Police Department	Distracted Driving	$0.00	$1,120.74	$1,120.74
LE 18-240	Greenbelt Police Department	Impaired Driving	$0.00	$10,068.48	$10,068.48
LE 18-241	Greenbelt Police Department	Occupant Protection	$0.00	$1,670.85	$1,670.85
LE 18-310	Greenbelt Police Department	Pedestrian/Bicycle	$1,908.19	$0.00	$1,908.19
LE 18-128	Hagerstown Police Department	Aggressive Driving	$0.00	$3,051.12	$3,051.12

Project Number	Agency	Program Area	State Funds Spent	NHTSA Funds Spent	Total Spent
LE 18-129	Hagerstown Police Department	Occupant Protection	$0.00	$3,000.00	$3,000.00
LE 18-131	Hagerstown Police Department	Distracted Driving	$0.00	$3,500.00	$3,500.00
LE 18-133	Hagerstown Police Department	Impaired Driving	$0.00	$4,675.62	$4,675.62
LE 18-002	Hampstead Police Department	Impaired Driving	$0.00	$998.57	$998.57
LE 18-003	Hampstead Police Department	Aggressive Driving	$0.00	$2,097.38	$2,097.38
LE 18-115	Hampstead Police Department	Distracted Driving	$0.00	$267.32	$267.32
LE 18-130	Hancock Police Department	Aggressive Driving	$0.00	$936.00	$936.00
LE 18-132	Hancock Police Department	Distracted Driving	$0.00	$984.00	$984.00
LE 18-104	Harford County Sheriff's Office	Impaired Driving	$0.00	$40,000.00	$40,000.00
LE 18-290	Harford County Sheriff's Office	Special Projects	$0.00	$2,500.00	$2,500.00
LE 18-110	Harford County Sheriff's Office	Occupant Protection	$316.31	$3,232.14	$3,548.45
LE 18-106	Harford County Sheriff's Office	Distracted Driving	$654.28	$14,845.72	$15,500.00
LE 18-105	Harford County Sheriff's Office	Aggressive Driving	$884.15	$11,025.03	$11,909.18
LE 18-146	Havre de Grace Police Department	Impaired Driving	$0.00	$939.34	$939.34
LE 18-147	Havre de Grace Police Department	Distracted Driving	$0.00	$953.42	$953.42
LE 18-148	Havre de Grace Police Department	Aggressive Driving	$0.00	$953.48	$953.48
LE 18-071	Howard County Department of Police	Impaired Driving	$0.00	$33,113.78	$33,113.78
LE 18-072	Howard County Department of Police	Aggressive Driving	$0.00	$10,946.47	$10,946.47
LE 18-073	Howard County Department of Police	Occupant Protection	$0.00	$2,226.39	$2,226.39
LE 18-074	Howard County Department of Police	Distracted Driving	$0.00	$9,911.12	$9,911.12
LE 18-144	Kent County Sheriff's Office	Impaired Driving	$0.00	$4,052.20	$4,052.20
LE 18-149	Kent County Sheriff's Office	Aggressive Driving	$0.00	$2,898.81	$2,898.81
LE 18-150	Kent County Sheriff's Office	Distracted Driving	$0.00	$1,200.82	$1,200.82
LE 18-171	Laurel Police Department	Impaired Driving	$0.00	$10,968.98	$10,968.98
LE 18-172	Laurel Police Department	Aggressive Driving	$0.00	$3,841.92	$3,841.92
LE 18-173	Laurel Police Department	Distracted Driving	$0.00	$6,797.71	$6,797.71
LE 18-174	Laurel Police Department	Occupant Protection	$0.00	$233.82	$233.82

Project Number	Agency	Program Area	State Funds Spent	NHTSA Funds Spent	Total Spent
GN 18-203	Maryland Chiefs of Police	Special Projects	$0.00	$108,056.33	$108,056.33
GN 18-287	Maryland Chiefs of Police	Impaired Driving	$0.00	$34,452.00	$34,452.00
GN 18-093	Maryland Department of Health	Occupant Protection	$0.00	$239,210.27	$239,210.27
GN 18-037	Maryland Institute for EMS Systems	Occupant Protection	$0.00	$57,501.69	$57,501.69
GN 18-163	Maryland Institute for EMS Systems	Impaired Driving	$0.00	$0.00	$0.00
GN 18-315	Maryland Institute for EMS Systems	Traffic Records	$0.00	$90,000.00	$90,000.00
GN 18-297	Maryland Institute for EMS Systems	Distracted Driving	$10,403.76	$3,565.92	$13,969.68
GN 18-303	Maryland Institute for EMS Systems	Pedestrian/Bicycle	$12,911.84	$0.00	$12,911.84
GN 18-065	Maryland Judiciary - Anne Arundel County DUI Court	Impaired Driving	$0.00	$32,480.25	$32,480.25
GN 18-038	Maryland Judiciary - Howard County DUI Court	Impaired Driving	$0.00	$15,029.80	$15,029.80
GN 18-229	Maryland MVA, Motorcycle Safety Program	Motorcycle	$0.00	$6,647.90	$6,647.90
GN 18-308	Maryland Police and Correctional Training Commissions	Special Projects	$0.00	$67,984.13	$67,984.13
GN 18-278	Maryland Sheriffs' Association, Inc.	Impaired Driving	$0.00	$13,780.80	$13,780.80
GN 18-279	Maryland Sheriffs' Association, Inc.	Traffic Records	$0.00	$4,698.57	$4,698.57
GN 18-282	Maryland Sheriffs' Association, Inc.	Special Projects	$0.00	$23,231.30	$23,231.30
GN 18-056	Maryland State Police - DRE	Impaired Driving	$0.00	$114,315.06	$114,315.06
LE 18-057	Maryland State Police - Mobile Unit	Impaired Driving	$0.00	$31,509.17	$31,509.17
LE 18-176	Maryland State Police - SPIDRE	Impaired Driving	$0.00	$834,672.79	$834,672.79
LE 18-157	Maryland State Police - Statewide	Distracted Driving	$0.00	$57,495.66	$57,495.66
LE 18-158	Maryland State Police - Statewide	Impaired Driving	$0.00	$303,802.07	$303,802.07
LE 18-177	Maryland State Police - Statewide	Aggressive Driving	$0.00	$363,229.55	$363,229.55
LE 18-180	Maryland State Police - Statewide	Occupant Protection	$0.00	$1,780.00	$1,780.00
LE 18-178	Maryland State Police - Statewide	Pedestrian/Bicycle	$0.00	$0.00	$0.00
GN 18-179	Maryland State Police - Statewide	Special Projects	$16,000.00	$3,069.75	$19,069.75
GN 18-237	Maryland State's Attorneys' Association	Impaired Driving	$0.00	$163,125.54	$163,125.54
LE 18-088	Maryland Transportation Authority Police	Aggressive Driving	$0.00	$12,275.81	$12,275.81

Project Number	Agency	Program Area	State Funds Spent	NHTSA Funds Spent	Total Spent
LE 18-223	Maryland Transportation Authority Police	Impaired Driving	$0.00	$21,568.56	$21,568.56
LE 18-228	Maryland Transportation Authority Police	Distracted Driving	$0.00	$6,535.60	$6,535.60
LE 18-295	Maryland Transportation Authority Police	Special Projects	$0.00	$19,464.12	$19,464.12
LE 18-227	Maryland Transportation Authority Police	Occupant Protection	$0.00	$0.00	$0.00
GN 18-204	Metropolitan Washington Council of Governments	Pedestrian/Bicycle	$250,000.00	$0.00	$250,000.00
GN 18-294	MML PEA Committee	Special Projects	$0.00	$4,000.00	$4,000.00
LE 18-137	Montgomery County Police Department	Distracted Driving	$0.00	$21,383.76	$21,383.76
LE 18-243	Montgomery County Police Department	Impaired Driving	$0.00	$115,675.96	$115,675.96
LE 18-293	Montgomery County Police Department	Special Projects	$672.25	$1,396.75	$2,069.00
LE 18-222	Montgomery County Police Department	Occupant Protection	$3,709.76	$10,024.83	$13,734.59
LE 18-136	Montgomery County Police Department	Aggressive Driving	$34,911.33	$32,672.46	$67,583.79
LE 18-200	Montgomery County Sheriff's Office	Impaired Driving	$0.00	$10,000.00	$10,000.00
GN 18-089	Morgan State University	Distracted Driving	$0.00	$31,296.49	$31,296.49
GN 18-269	Mothers Against Drunk Driving	Impaired Driving	$0.00	$16,582.74	$16,582.74
LE 18-212	Ocean City Police Department	Impaired Driving	$0.00	$14,736.76	$14,736.76
LE 18-213	Ocean City Police Department	Pedestrian/Bicycle	$3,818.03	$0.00	$3,818.03
LE 18-232	Ocean Pines Police Department	Distracted Driving	$0.00	$750.00	$750.00
LE 18-242	Ocean Pines Police Department	Impaired Driving	$0.00	$1,000.00	$1,000.00
GN 18-075	Partners In Care	Special Projects	$0.00	$21,108.69	$21,108.69
LE 18-087	Pocomoke City Police Department	Impaired Driving	$0.00	$2,482.50	$2,482.50
LE 18-154	Pocomoke City Police Department	Aggressive Driving	$0.00	$2,495.00	$2,495.00
LE 18-191	Prince George's County Police Department	Occupant Protection	$0.00	$18,467.47	$18,467.47
LE 18-192	Prince George's County Police Department	Impaired Driving	$0.00	$81,154.06	$81,154.06

Project Number	Agency	Program Area	State Funds Spent	NHTSA Funds Spent	Total Spent
LE 18-311	Prince George's County Police Department	Pedestrian/Bicycle	$0.00	$0.00	$0.00
LE 18-190	Prince George's County Police Department	Distracted Driving	$6,905.59	$14,674.37	$21,579.96
LE 18-189	Prince George's County Police Department	Aggressive Driving	$21,434.39	$34,612.27	$56,046.66
LE 18-196	Prince George's County Police Department - BOP	Impaired Driving	$0.00	$20,221.77	$20,221.77
LE 18-017	Princess Anne Police Department	Aggressive Driving	$0.00	$703.00	$703.00
LE 18-018	Princess Anne Police Department	Distracted Driving	$0.00	$992.07	$992.07
LE 18-019	Princess Anne Police Department	Occupant Protection	$0.00	$134.92	$134.92
LE 18-020	Princess Anne Police Department	Impaired Driving	$0.00	$2,978.41	$2,978.41
LE 18-317	Princess Anne Police Department	Pedestrian/Bicycle	$429.42	$0.00	$429.42
LE 18-151	Queen Anne's County Sheriff's Office	Impaired Driving	$0.00	$2,014.42	$2,014.42
LE 18-152	Queen Anne's County Sheriff's Office	Aggressive Driving	$0.00	$3,802.84	$3,802.84
LE 18-153	Queen Anne's County Sheriff's Office	Distracted Driving	$0.00	$864.20	$864.20
LE 18-187	Riverdale Park Police Department	Aggressive Driving	$0.00	$2,464.01	$2,464.01
LE 18-188	Riverdale Park Police Department	Distracted Driving	$0.00	$1,275.54	$1,275.54
LE 18-201	Riverdale Park Police Department	Occupant Protection	$0.00	$676.62	$676.62
LE 18-202	Riverdale Park Police Department	Impaired Driving	$0.00	$1,968.52	$1,968.52
LE 18-313	Riverdale Park Police Department	Pedestrian/Bicycle	$321.70	$0.00	$321.70
LE 18-183	Rockville Police Department	Aggressive Driving	$0.00	$4,379.31	$4,379.31
LE 18-184	Rockville Police Department	Distracted Driving	$0.00	$3,304.29	$3,304.29
LE 18-185	Rockville Police Department	Impaired Driving	$0.00	$6,734.00	$6,734.00
LE 18-186	Rockville Police Department	Occupant Protection	$0.00	$592.92	$592.92
LE 18-094	Salisbury Police Department	Aggressive Driving	$0.00	$4,448.74	$4,448.74
LE 18-138	Salisbury Police Department	Distracted Driving	$0.00	$2,636.58	$2,636.58
LE 18-139	Salisbury Police Department	Impaired Driving	$0.00	$5,373.56	$5,373.56
LE 18-125	Somerset County Sheriff's Office	Impaired Driving	$0.00	$1,000.00	$1,000.00
LE 18-126	Somerset County Sheriff's Office	Distracted Driving	$0.00	$250.00	$250.00
GN 18-001	St. Mary's County Circuit Court	Impaired Driving	$0.00	$21,809.59	$21,809.59
LE 18-208	St. Mary's County Sheriff's Office	Aggressive Driving	$0.00	$4,641.97	$4,641.97
LE 18-209	St. Mary's County Sheriff's Office	Distracted Driving	$0.00	$1,983.75	$1,983.75

Project Number	Agency	Program Area	State Funds Spent	NHTSA Funds Spent	Total Spent
LE 18-210	St. Mary's County Sheriff's Office	Impaired Driving	$0.00	$10,226.17	$10,226.17
LE 18-211	St. Mary's County Sheriff's Office	Occupant Protection	$0.00	$1,414.72	$1,414.72
LE 18-305	St. Mary's County Sheriff's Office	Pedestrian/Bicycle	$621.01	$0.00	$621.01
GN 18-155	Sykesville Freedom District Fire Department	Impaired Driving	$0.00	$5,991.63	$5,991.63
LE 18-077	Sykesville Police Department	Aggressive Driving	$0.00	$800.00	$800.00
LE 18-081	Sykesville Police Department	Impaired Driving	$0.00	$2,000.00	$2,000.00
LE 18-082	Sykesville Police Department	Distracted Driving	$0.00	$1,000.00	$1,000.00
LE 18-140	Talbot County Sheriff's Office	Aggressive Driving	$0.00	$679.10	$679.10
LE 18-141	Talbot County Sheriff's Office	Distracted Driving	$0.00	$700.26	$700.26
LE 18-142	Talbot County Sheriff's Office	Impaired Driving	$0.00	$1,837.66	$1,837.66
LE 18-041	Taneytown Police Department	Impaired Driving	$0.00	$1,846.50	$1,846.50
LE 18-042	Taneytown Police Department	Aggressive Driving	$0.00	$2,000.00	$2,000.00
LE 18-043	Taneytown Police Department	Distracted Driving	$0.00	$943.38	$943.38
GN 18-318	Throttle Basics, Incorporated	Special Projects	$0.00	$2,826.20	$2,826.20
LE 18-014	Town of La Plata Police Department	Distracted Driving	$0.00	$588.13	$588.13
LE 18-015	Town of La Plata Police Department	Impaired Driving	$0.00	$3,344.01	$3,344.01
LE 18-011	Town of La Plata Police Department	Aggressive Driving	$0.00	$0.00	$0.00
LE 18-013	Town of La Plata Police Department	Occupant Protection	$0.00	$0.00	$0.00
LE 18-300	Town of La Plata Police Department	Pedestrian/Bicycle	$0.00	$0.00	$0.00
LE 18-266	University of Baltimore Police Department	Aggressive Driving	$0.00	$556.00	$556.00
LE 18-261	University of Baltimore Police Department	Pedestrian/Bicycle	$1,475.35	$0.00	$1,475.35
GN 18-217	University of Maryland Baltimore, NSC	Occupant Protection	$0.00	$57,375.62	$57,375.62
GN 18-218	University of Maryland Baltimore, NSC	Impaired Driving	$0.00	$29,790.38	$29,790.38
GN 18-219	University of Maryland Baltimore, NSC	Traffic Records	$0.00	$263,335.81	$263,335.81
LE 18-233	University of Maryland Department of Public Safety	Aggressive Driving	$0.00	$3,900.00	$3,900.00
LE 18-235	University of Maryland Department of Public Safety	Impaired Driving	$0.00	$5,798.00	$5,798.00

Project Number	Agency	Program Area	State Funds Spent	NHTSA Funds Spent	Total Spent
LE 18-236	University of Maryland Department of Public Safety	Occupant Protection	$0.00	$804.00	$804.00
LE 18-234	University of Maryland Department of Public Safety	Distracted Driving	$0.00	$0.00	$0.00
LE 18-304	University of Maryland Department of Public Safety	Pedestrian/Bicycle	$1,633.50	$0.00	$1,633.50
LE 18-124	University Park Police Department	Aggressive Driving	$0.00	$0.00	$0.00
LE 18-314	University Park Police Department	Pedestrian/Bicycle	$0.00	$0.00	$0.00
LE 18-230	University Park Police Department	Impaired Driving	$0.00	$360.88	$360.88
GN 18-046	Washington College	Traffic Records	$0.00	$485,687.89	$485,687.89
LE 18-004	Washington County Sheriff's Office	Aggressive Driving	$0.00	$2,115.00	$2,115.00
LE 18-005	Washington County Sheriff's Office	Distracted Driving	$0.00	$7,155.00	$7,155.00
LE 18-006	Washington County Sheriff's Office	Impaired Driving	$0.00	$3,690.00	$3,690.00
LE 18-007	Washington County Sheriff's Office	Occupant Protection	$0.00	$360.00	$360.00
GN 18-090	Washington Regional Alcohol Program	Impaired Driving	$0.00	$132,169.17	$132,169.17
GN 18-091	Washington Regional Alcohol Program	Special Projects	$0.00	$70,048.90	$70,048.90
LE 18-119	Westminster Police Department	Aggressive Driving	$0.00	$457.26	$457.26
LE 18-120	Westminster Police Department	Distracted Driving	$0.00	$473.34	$473.34
LE 18-121	Westminster Police Department	Impaired Driving	$0.00	$3,671.60	$3,671.60
LE 18-122	Westminster Police Department	Occupant Protection	$0.00	$55.89	$55.89
LE 18-016	Wicomico County Sheriff's Office	Impaired Driving	$0.00	$2,998.87	$2,998.87
LE 18-039	Wicomico County Sheriff's Office	Aggressive Driving	$0.00	$4,752.83	$4,752.83
LE 18-040	Wicomico County Sheriff's Office	Distracted Driving	$0.00	$450.68	$450.68
GN 18-051	Worcester County Health Department	Impaired Driving	$0.00	$1,905.18	$1,905.18
LE 18-076	Worcester County Sheriff's Office	Aggressive Driving	$0.00	$1,916.17	$1,916.17
GN 18-259	Wor-Wic Community College	Special Projects	$0.00	$6,311.38	$6,311.38
	Totals by Funding Source		**$473,484.68**	**$5,497,934.17**	**$5,971,418.85**

MARYLAND DEPARTMENT OF TRANSPORTATION
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MARYLAND HIGHWAY SAFETY OFFICE
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PETE K. RAHN
Secretary, Maryland Department of Transportation

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